

ITEM 3

POST EXHIBITION - DRAFT PLANNING PROPOSAL - FORMER CORRIMAL COKE WORKS SITE, 27 RAILWAY STREET, CORRIMAL

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 a medium density residential development.

On 19 April 2021 Council resolved to place a revised draft Planning Proposal, draft Development Control Plan 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.

The purpose of this report is to provide feedback on the public exhibition and to recommend that the draft Planning Proposal be progressed to finalisation. Further reports will be required on the draft DCP Chapter and draft Planning Agreement.

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, and the Notice is 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 the masterplan. If the State Heritage listing of the site is finalised, Heritage NSW approval will be required for any development application.

RECOMMENDATION

- 1 The input provided by the community, community groups, community organisations, peak bodies and statutory authorities during the exhibition period of the Corrimal Coke Works draft Planning Proposal and supporting documents be acknowledged.
- 2 Note that the Planning Proposal for the former Corrimal Coke Works site has been designed to achieve a maximum number of 550 dwellings in a variety of housing types. 6.5% of the 550 dwellings are to be made available for Affordable Rental Housing, through a Planning Agreement, managed by a Community Housing Provider.
- 3 The Planning Proposal for the Corrimal Coke Works site, 27 Railway Street, Corrimal be progressed to finalisation and referred to the NSW Department of Planning, Industry and Environment for review and the preparation of an amendment to the Wollongong Local Environmental Plan (LEP) 2009 as follows -
 - a Amend the LEP Land Zoning Map (Attachment 6) by:
 - i Rezoning Lot 1 DP 795579 from IN3 Heavy Industrial to R3 Medium Density Residential
 - ii Rezoning Lot 5 DP 749492 from RE2 Private Recreation to part R3 Medium Density Residential and part RE1 Public Recreation
 - iii Rezoning Lot 11 DP 749492 from SP2 Infrastructure (Road) to RE1 Public Recreation
 - iv Retaining Lot 126 DP 598190 as SP2 Infrastructure (Road).
 - b Amend the LEP Height of Buildings Map (Attachment 6) to introduce heights between nine (9) metres and 15 metres.
 - c Amend the LEP Floor Space Ratio Map (Attachment 6) to introduce FSRs between 0.75:1 and 1.5:1.
 - d Amend the LEP Minimum Lot Size Map (Attachment 6) to introduce a minimum lot size of 449m² for the area proposed R3 Medium Density Residential zoning.
 - e Amend the LEP Riparian Lands Map (Attachment 6) to identify the realigned riparian corridor.
 - f Amend the LEP Natural Resource Sensitivity – Biodiversity Map (Attachment 6) to identify significant native vegetation communities.
 - g Amend the LEP Key Site Map (Attachment 6) to identify the site as a Key Site under clause 7.18 Design Excellence.
 - h Amend the LEP Urban Release Area Map (Attachment 6) to identify the site as requiring the provisions of Part 6 Urban Release Areas, clauses 6.1 and 6.2.
 - i Include new Part 7 Local Provisions in the LEP for the site incorporating -
 - i A “Sun Plane Protection” clause to protect the public open space identified in the Master Plan as “Heritage Plaza”, “Central Park” and “Southern Park” from excessive overshadowing by restricting the height of buildings.
 - ii A clause to allow increased heights beyond the maximum height control for certain heritage items: C1 North Stack (37m); C1 Brick Chimney Stack (29m) and the C1 Fine Coal Bin (25m), in the event that they need to be rebuilt.
 - iii A clause to grant development consent to development for the purpose of rooftop plant, lift towers, lift motor rooms and or communal open space and access to any structures associated with such space, that would exceed or causes a building to exceed, the height limits set.
 - j Include a Schedule 1 Additional Permitted Use provision in the LEP to enable–

Development at ground level for the following purposes within the mapped area (Attachment 6)

- Business premises.
- Neighbourhood shops with a maximum gross floor area of 150m².
- Food and drink premises with a maximum gross floor area of 250m².
- Neighbourhood supermarket with a maximum gross floor area of 500m².

The combined total gross floor area (GFA) for the above uses cannot exceed 2,000m². The objective of the clause is to limit the size of shops to ensure that the Corrimal Town Centre remains the principal retail area.

- 4 The minor house-keeping amendment for the Cross Street Road reserve and part of the former Lot 12 DP 749492 Cross Street from SP2 Infrastructure (Road) and RE2 Private Recreation to R2 Low Density Residential with a Minimum Lot size of 449m², Floor Space Ratio of 0.5:1 and Height of Building limit of 9m, consistent with the adjoining Cross Street residential properties. be included in the final Planning Proposal
- 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 future report to Council.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

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

ATTACHMENTS

- 1 Location Map
- 2 Council resolution 19/4/21
- 3 Engagement Report
- 4 Aboriginal Engagement Report
- 5 Summary of Submissions
- 6 Current and Proposed LEP Maps
- 7 Letter from State Heritage Register Committee 21 October 2021

BACKGROUND

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 lots on the west, Railway Street to the north and Towradgi Creek and residential lots 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 north east, and coal and coke stockpiling areas in the central part of the site. Since the closure of the coke works in 2014 the site has been vacant with limited maintenance and has suffered vandalism and decay.

The site is partially vegetated with a mix of plantings and includes areas of the Illawarra Lowlands Grassy Woodland Endangered Ecological Community (EEC). A Grey-headed Flying-fox camp is located in the southern part of the site.

The lot areas and zoning of the site are summarised in the following table and the zoning and other mapped controls are shown as Attachment 6.

Table 1 – Lot Areas and Zoning

Lot	Area	Zoning
Lot 1 DP 795579	7.807 ha	IN3 Heavy Industrial
Lot 5 DP 749492	10.11 ha	RE2 Private Recreation
Lot 11 DP 749492 (located at the end of Cross Street)	30.1m ²	SP2 Infrastructure (Road)
Lot 126 DP 598190 (adjacent to Railway Street at level crossing)	0.2467 ha	SP2 Infrastructure (Road)
Total	18.167 ha	

The site has two height limits aligned with the existing zoning – the RE2 zoned land has a 9m height limit and the IN3 zoned land has an unrestricted height limit. The site is located within a Low, Medium and High Flood Risk precinct, and includes a notation that the site may be contaminated due to past industrial land uses.

Separate to the current draft Planning Proposal, in 2020 Council progressed a draft Planning Proposal to identify the majority of the north-eastern industrial part of the site as a local heritage item in the Wollongong LEP 2009. The LEP amendment was finalised on 11 September 2020.

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 surrounding R2 Low Density Residential zone has a floor space ratio of 0.5:1 and a height limit of nine (9) metres. The R3 Medium Density Residential zone opposite the site and adjoining the railway station has a floor space ratio of 0.75:1 and a 13 metre height limit. The Corrimal Town Centre has height limits of up to 15 metres.

Draft Planning Proposal

In October 2017, a draft Planning Proposal was lodged proposing the rezoning of 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. It identified the potential provision of 190 lots, achieving 736 dwellings made up of 80 rear loaded terraces, 90 front loaded semi-detached dwellings, three front loaded detached dwellings, six manor homes in two manor house lots, and 556 apartments of between two to six storeys in height. The Concept Plan also proposed the inclusion of limited retail uses within a town square adjacent the Corrimal Railway Station.

In addition, a minor house-keeping amendment was proposed to rezone the Cross Street road reserve and part of the former Lot 2 DP 749492 Cross Street from SP2 Infrastructure (Road) and RE2 Private Recreation to R2 Low Density Residential with a Minimum Lot Size of 449m², Floor Space Ratio of 0.5:1 and Height of Building limit of 9m, consistent with the adjoining Cross Street residential properties.

On **3 April 2018**, Council considered a report on the preliminary assessment of the rezoning request submitted in 2017 and resolved to commence the preparation of a draft Planning Proposal, subject to a number of recommendations. The draft Planning Proposal was referred to the (then) NSW Department of Planning and Environment and a Gateway Determination was received 20 August 2018, requiring a number of studies to be completed and Ministerial Directions relating to heritage and flooding to be satisfied, prior to the Planning Proposal being formally exhibited for community comment and feedback. An alteration of the Gateway Determination was issued 17 February 2020 to allow more time for the draft Planning Proposal to be completed.

The additional studies required from the Gateway Determination included -

- An Aboriginal cultural heritage assessment.
- A conservation management plan that provides for the long-term conservation of significant coke work heritage components.

- Revised flood study (including flood modelling).
- Geomorphological report.
- A revised ecological assessment.
- A revised traffic impact assessment.
- A revised remediation action plan.

On 3 April 2018, Council also resolved that a site specific Development Control Plan (DCP) be prepared prior to public exhibition, addressing building heights; floor space ratios; lot sizes; building envelopes; road widths; public spaces; streetscapes; housing types; connectivity and access; views and vistas; urban form design; and design excellence. Council also resolved to publicly exhibit the proposal for 60 days and to hold a community information session in Corrimal during the exhibition period.

The Design Review Panel attended a site visit on 16 July 2019 and provided independent feedback on a draft Master Plan and the draft DCP submitted post Gateway Determination in May 2019.

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 considered a report on the draft Planning Proposal and 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 four (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. This change maintained the proposed number of affordable housing dwelling at 35 dwellings.

The resolution also called for a Councillor briefing within five months. A revised Master Plan for the site and other information were submitted in March 2021.

The key aspects of the 2021 Master Plan and draft Planning Proposal request 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.
- The site is well positioned for residential development – proximity to public transport, town centre, jobs, schools, recreational facilities and related infrastructure.
- Economic studies have concluded there is sufficient supply of well-located industrial land in the local government area and new industrial uses are not deemed viable on this site.
- Remediation Action Plan – indicates that the site can be made suitable for proposed mixed use redevelopment.
- 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 dwelling 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.
- The north-eastern part of the site is listed as an item of local significance. Heritage NSW is exhibiting a Notice of Intention to progress a State Heritage listing over the entire site.
- Heritage Studies have concluded that rezoning the site is the most viable option to ensure the enhancement of industrial heritage values, making the history accessible to the community through adaptive re-use of heritage buildings and interpretation.
- 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 the retail component.
- 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/non retail 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.
- Vehicular access boulevard entry at Railway Street with views to the retained heritage brick chimney.
- Approximately 52% of the site proposed as open space to provide a range of recreational settings, including the riparian corridor, the addition of 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 (precise location to be determined), to provide enhanced linkage opportunities between Corrimal Railway Station and the town centre, bus access on Princes Highway and community facilities. This is consistent with Council's Bike Plan, assisting with Council's vision for cycling to be a preferred transport option by 2030 (note the proposed cycleway route connection under Memorial Drive in the original 2017 Master Plan is not featured in the updated Master Plan).
- Protection of identified threatened species communities in the south of the site.

- An adjustment of proposed R3/RE1 boundary to reflect a 100-metre buffer between the core mapped habitat of the endangered Grey-headed Flying-fox (GHFF) and proposed residential development.
- Street alignment, urban design and distribution of proposed building heights to ensure key views are created/retained to the heritage 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. The revised master plan reflects Council's resolution of 26 October 2020 to limit height to a maximum 15 metres (4 storeys).

On **19 April 2021** Council considered a further report on the updated 2021 Masterplan and draft Planning Proposal, accompanying draft Development Control Plan Chapter (DCP) and updated draft Planning Agreement (VPA) Letter of Offer. Council resolved to refer the revised draft Planning Proposal to the NSW Department of Planning, Industry and Environment for an updated Gateway determination and then exhibition. Attachment 2 contains a full copy of Council's resolution.

On 3 June 2021 Council received an alteration to the Gateway determination to enable the draft Planning Proposal and suite of documents to be exhibited.

The draft Planning Proposal, Draft Development Control Plan Chapter, 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. The exhibition arrangements are detailed under the Consultation and Communication section of this report and in Attachments 3 and 4. As part of the exhibition three on-line Community Information Sessions were held on 24, 26 and 27 July 2021.

PROPOSAL

This report details the results of the exhibition and discuss the issues raised in submissions.

Exhibition outcomes / submissions

As a result of the public exhibition, the exhibition page on Council's website received 1279 visits with 648 persons 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).

Conversations were held with 10 representatives of Aboriginal groups and the Aboriginal community, including the Illawarra Local Aboriginal Land Council. In summary, 7 representatives opposed the draft Planning Proposal, and 3 representatives supported the draft Planning Proposal provided safeguards are in place such as site monitors. Attachment 4 summarises the engagement with the Aboriginal representatives. Issues raised by the representatives are detailed later in this report.

A total of 557 written submissions were received. In summary, submissions were received from -

- 7 State Agencies / Statutory Authorities commenting on the draft Planning Proposal – as summarised in Table 2, and detailed in Attachment 5.
- 9 Community groups / peak organisations – as summarised in Table 3, and detailed in Attachment 5, with -
 - 3 submissions in support
 - 2 submission opposed
 - 4 submissions providing comments
- 530 community members, as summarised in Tables 4 and 5, and detailed in Attachment 5 with -
 - 312 submissions in support of the proposal as exhibited
 - 22 submissions in support of residential development (one or more concerns with proposal)
 - 24 submissions in support of a reduced scale of residential development

- 111 submissions expressing one or more concerns (no indication of support or opposition to residential development for the site)
- 60 submissions opposed
- The site owner Illawarra Coke Company, and the developer Legacy Property.

A summary of submissions is included as Attachment 5.

Table 2 – Key issues raised by State Agencies / Statutory Authorities (see also Attachment 5)

Agency / Authority	Key issues / Comments
<p>Transport for NSW (tfNSW)</p>	<p>The planning proposal has the potential to contribute to positive transport outcomes in the precinct to the benefit of the Corrimal community. On this basis, TfNSW supports the planning proposal.</p> <p>Acknowledges community concerns that the existing road network is poorly connected and that the proposal will lead to congestion along Railway Street, at the level crossing, Memorial Drive and the surrounding road network.</p> <p>The 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 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 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. 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. TfNSW will continue to monitor the operation of Memorial Drive and the South Coast Rail Line, and consider opportunities to improve the performance of these transport corridors.</p>
<p>Heritage NSW (9/9/21)</p>	<p>The proposal has the potential to impact on local heritage item ‘Former Corrimal Coke Works’ (Item no. 6607). The ‘Former Corrimal Coke Works’ was nominated for inclusion on the State Heritage Register by Council in November 2019. The SHR Committee determined that the item was likely to meet the threshold for State heritage significance and that the nomination should be progressed to a full assessment. The nomination has not yet entered the statutory listing process under</p>

Agency / Authority	Key issues / Comments
	<p>the <i>Heritage Act 1977</i> (the Act).</p> <p>While we are not opposed to the planning proposal, we provide the following advice for consideration –</p> <ul style="list-style-type: none"> • The Conservation Management Strategy (Urbis) refers to a reduced curtilage. The extent of the existing locally listed LEP curtilage (including elements identified as high and moderate significance) is justified and is considered to form a sound basis for a potential SHR curtilage, optimising conservation outcomes for the non-Aboriginal heritage values of the site. • 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. Proposed parks provide opportunities for heritage interpretation. • Interpretation of the Aboriginal cultural values of this specific site and its place as part 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>Aboriginal cultural heritage considerations under the <i>National Parks and Wildlife Act 1974</i>: The Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by Kelleher Nightingale Consulting Pty Ltd (2019): the proposed works will cause total and direct harm to a stone artefact scatter - site 52-2-4505 (FCCW AFT 1). Further consideration needed to conserve this site, including potential design changes to avoid harm.</p> <p>Additional work needed to address proposed impacts on intangible Aboriginal cultural heritage values.</p> <p>The Aboriginal community has provided information that the land has Aboriginal cultural heritage values associated with the creek line, connections to the contemporary Aboriginal community and intangible cultural values. Additional evidence to be provided to justify the limited extent of the test excavations. In considering the principles of Ecologically Sustainable Development (ESD), the proponent needs to ensure all avenues to avoid harm to Aboriginal cultural heritage are adequately explored.</p> <p>Aspects of the Planning Proposal could be improved to strengthen heritage outcomes -</p> <ul style="list-style-type: none"> • Ministerial Direction 2.3 has not been addressed in relation to Aboriginal cultural heritage. • Opportunity to better articulate the Aboriginal cultural heritage values in a way that allows conservation values to be identified and incorporated into the zoning process. This should be achieved through additional consultation and collaboration with the Aboriginal community.

Agency / Authority	Key issues / Comments
	<p>The ACHAR (KNC 2019) to be revised to include comments regarding Aboriginal cultural resources, intangible values, potential for burials and request for additional test excavations. Any future application for an Aboriginal heritage impact permit (AHIP) must demonstrate continuous consultation.</p> <p>Proponent to prepare an Aboriginal Heritage Management Plan (AHMP) to help address the concerns raised by the Aboriginal community and to guide the proposed development works in a culturally appropriate manner. Updates to the ACHAR would likely be required to support a future AHIP application. Prior to finalisation of the proposal, Council should be satisfied that all necessary heritage assessments have been undertaken and that any impacts have been sufficiently addressed.</p>
Heritage NSW (8/10/21)	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, and the Notice is on exhibition until 11 November 2021.
Heritage NSW (21/10/21)	Advised that the State Heritage Register Committee advised its in-principle support for the Planning Proposal to rezone the site and the masterplan. The masterplan could be strengthened to conserve Aboriginal Cultural Heritage and Industrial Heritage (further detail provided later in this report).
Environment Protection Authority (EPA)	<p>Noise: Development in line with the Development Near Rail Corridors and Busy Roads – Interim Guideline, Rail Infrastructure Noise Guideline, Infrastructure SEPP and NSW Road Policy.</p> <p>Water quality: The Illawarra Shoalhaven Regional Plan 2041 (DPIE 2021) Strategy 11.5 requires the implementation of the OEH/EPA Risk based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions to protect prioritised sensitive coastal lakes and estuaries. The proposal is within the catchment of Towradgi Creek which is recognised in this Plan as being a sensitive estuary. Strategies in line with the NSW Water Quality and River Flow Objectives (NSW WQO) should be developed to support improved water quality and ecological function -</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 sustainable water supply, wastewater and stormwater management and reuse and recycling initiatives are encouraged to provide the best environmental outcome. Opportunities should be explored to work with Sydney Water as this is a key direction in their current planning for water management in the Illawarra, and to seek advice on any capacity issues with the existing wastewater system to ensure capacity for population growth that does not compromise the environmental performance of the system. • Encourage design excellence to deliver high levels of sustainability e.g., setting targets using sustainability rating tools. <p>Contaminated land management: Council should ensure adherence to SEPP 55 Remediation of Land and part 2.6 (Remediation of Contaminated Land) of the Minister’s Section 9.1 Direction under the EP&A Act 1979: the planning authority may need to include certain provisions in the local environmental plan – appropriate planning controls should be in place to ensure that the suitability of various parcels of</p>

Agency / Authority	Key issues / Comments
	<p>land are certified suitable for their proposed use by an NSW EPA accredited site auditor where contamination is discovered and remediation is required. This should also include any supporting Remedial Action Plan.</p> <p>Recommended that an NSW EPA accredited Site Auditor should be appointed to have oversight over the entire project from rezoning through to land development to ensure that any work required in relation to soil or groundwater contamination is appropriately managed. This would also include the implementation of any key requirements such as an unexpected finds protocol.</p>
<p>Federal Department of Agriculture, Water and the Environment</p>	<p>The Environment Protection and Biodiversity Conservation Act 1999 ensures that “nationally significant” animals, plants, habitats and places are identified, and any potential negative impacts on them are carefully considered before changes in land use or new development are approved. Australian government approval is required, in addition to state, territory or local government approvals, if a proposed action might significantly impact on matters of national environmental importance.</p> <p>The Department recommends taking a conservative approach to analysing whether a project will have a significant impact on matters of national environmental significance, including the Grey-headed Flying-fox. The “Significant impact guidelines” provided general guidance, in addition to the EPBC Stakeholder Information Kit. There are referral guidelines for management actions in Grey-headed and Spectacled flying-fox camps.</p>
<p>Illawarra Local Aboriginal Land Council (ILALC)</p>	<p>Development in the region provides opportunities for growth and improved employment outcomes within the City. We however challenge that sites such as this one, pose a far greater risk than reward for the City in terms of the impacts that will occur should this development proceed and therefore we oppose the development proceeding based on the cultural heritage loss that will occur.</p> <p>The reports look at Aboriginal cultural heritage as a scientific process to be explored and documented and placed in report that basically states we know what happened here and it has now been recorded so let’s proceed in destroying what is left. This process fails to recognise or consider the ongoing emotional connection to a place that exists for all people, but in this instance specifically Aboriginal people. It is understood that this area was a food source using the creek lines, and what we understand through stories, was once a swamp area, providing a supply consisting of bass, yabbies, fresh water muscles and turtles to name a few. Additionally, it is understood that this area forms part of an initiation trail and contains a significant white ochre pit that was used as part of the initiation process. Due to the limited testing as well as values mapping of this landscape these important aspects of connection to this place have been missed in the assessment.</p> <p>Previous occupation and use of the site in recent history by the operations of Corrimal Coke Works has significantly impacted the archaeological evidence of occupation. However, this does not remove the stories and oral history associated with the area and therefore we believe and assert that any development of this site should be sympathetic to the oral history of occupation of the area by Aboriginal people. Furthermore, we believe that appropriate recognition of this history should be incorporated into any development in the area and that Aboriginal people should be able to determine what we are prepared to have impacted by developments such as this and not archaeologists that have no traditional connection to these lands. The recognition, conservation and appreciation of our Aboriginal cultural heritage is an important part of the community’s knowledge. It forms the fabric of who we are today regardless of whether we are directly descendant of Aboriginal people past or from a</p>

Agency / Authority	Key issues / Comments
	<p>more recent cultural integration into Australia. Aboriginal heritage makes us all who we are today. Sites like this need to celebrate this continued connection to Country by Aboriginal people.</p> <p>As stated in the preamble to the Burra Charter, “Places of cultural significance enrich people’s lives, often providing a deep and inspirational sense of connection to community and landscape, to the past, and to lived experiences” it is the view of the Illawarra Local Aboriginal Land Council that the current process of Aboriginal Cultural Heritage Assessment does not reflect the intent of this charter, and in this instance any development could be in direct conflict with this principle.</p>
Water NSW	Site not located in Sydney Drinking Water Catchment area – no comment
Endeavour Energy	No objection – provided technical advice on electricity easements and processes to provide power to the site.
Sydney Water (Feedback received prior to public exhibition)	<p>Confirm that the Waste Water Modelling Report is satisfactory to Sydney Water. Relevant planners and network operators at Sydney Water have endorsed its findings. Sydney Water would like to reiterate that ultimate development yield must not exceed the number of dwellings used in the report (maximum 750 dwellings [based on 2017 resolution]) for wastewater infrastructure design capacity.</p> <p>The report indicates, despite existing system constraints, that the proposed redevelopment site may be connected to the waste water network, subject to required/identified works to be delivered by the proponent at development stage. Although the Report identified required works, including readjustment and relocation existing works (their type, size, route and locations etc) our firm requirements will be determined and advised in a Notice of Requirements (NOR) in the future in response to a s73 application for Compliance Certificate from the developer. It occurs usually following the approval of developments from relevant consent authority.</p>
Rural Fire Service (RFS) (Feedback received prior to public exhibition)	<p>No objections. The bush fire risk that can be posed by the riparian corridor and biodiversity conservation communities proposed to be retained needs to be addressed in subsequent stages. Future DA for subdivision and higher density residential development needs to comply with Planning for Bush Fire guidelines. Recommend inclusion of a continuous perimeter road along the bush land interface along the vegetation/open space associated with the riparian corridor.</p>

Table 3 – Key issues raised by Community groups/ Peak organisations (see also Attachment 5)

Community Group / Peak Organisation	Key issues / Comments
Neighbourhood Forum 4	<p>We value the potential for new residents and the social and economic benefits that a sustainable population offers to the future of this area. Desire clear undertaking from State and Local Government for the genuine delivery of all necessary infrastructure and amenity to achieve a truly sustainable, useful residential area. Support Council’s adjusted population density and height, including the ratio of affordable housing.</p> <p>Local traffic management: this site and existing residential area to the north allocated for medium density due to proximity to the railway station. Railway Street is the only direct east-west link road between Corrimal Town Centre and East</p>

Community Group / Peak Organisation	Key issues / Comments
	<p>Corrimal. It is already in high use and capable of experiencing delays in the shopping precinct. The traffic report does not explain what amount of traffic increase Railway St is believed capable of managing into the future.</p> <p>Proposed roundabout single entrance/exit risks being gridlocked at peak times despite the necessary upgrade proposed by TfNSW at Memorial Drive. Emergency exit using the Railway Station carpark ill-considered/flawed because it also uses Railway St, is trapped beside the railway crossing, directing traffic west.</p> <p>Despite the development suggesting improved use of Corrimal station as a vehicle mitigation strategy there has been no undertaking by TfNSW for any upgrade to the train service despite its existing status as a transport interchange hub, pedestrian access across the tracks or the operation of the crossing. A secondary light-traffic exit not requiring Railway St, be it across Towradgi Creek or an on ramp to Memorial Drive is needed. Cycling and walking in favour of the car not in evidence in Corrimal.</p> <p>Environmental Amenity and Sustainability: Industrial contaminants need containment – risk of contaminants leaching into riparian corridor/impacting future health of physical environment. Needs to be transparently planned and managed.</p> <p>Flood potential for this site well-remembered from 1998. The proposed hard bend in the meanders/bends and surging along more erosive straight paths. Council has extensive storm event data – design has potential risk profile.</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>
Council's Heritage Reference Group	<p>At its meeting 19 August 2021, the Reference Group resolved to recommend that in finalising any draft Planning Proposal for the Corrimal Coke Works site, Council should -</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Explore all opportunities to secure an appropriate funding mechanism for, and certainty around, ensuring agreed Heritage Conservation outcomes and appropriate heritage interpretation for the site.</i> • <i>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.</i> • <i>Ensure that the progression of the State Heritage Nomination (which has been prioritised by the NSW Heritage Council) is pursued and that the implications of this listing for the future conservation and management of the site are understood through consultation with Heritage NSW.</i>
Corrimal Chamber of Commerce	<p>Support Planning Proposal. Since operations ceased in 2014 the site has become overgrown and structures derelict/unsafe, and a haven for thrill seekers.</p> <p>IN3 Heavy Industry zoning not suitable in residential setting. Housing is in short supply especially for those on a limited budget – Corrimal is a community minded suburb close to shops, transport and leisure activities.</p> <p>The project would be an asset to our township, retail will compliment businesses</p>

Community Group / Peak Organisation	Key issues / Comments
	<p>here, much needed cash injection and many employment opportunities. Will make area safer at night.</p>
<p>Corrimal Community Action Group (CCAG)</p>	<p>The CCAG is not opposed to rezoning for residential development – however concerns with current proposal: likely negative impacts on the natural and human environments of the area. Challenging for community to access information about the proposal – Covid restrictions and unavailability of some data especially in regards to the complex areas of contamination and traffic.</p> <p>Concerns raised re consistency with Illawarra Shoalhaven Regional Plan, Ministerial Directions, SEPPs and Council’s strategic planning policies -</p> <ul style="list-style-type: none"> • Housing choice limited to apartments/townhouses (no freestanding homes). • Need for affordable housing, especially first home buyers. No provision for affordable units for purchase (only 35 rental). • Integrity of natural environment threatened by plans to remove EEC and the wildlife dependent on it, for the construction of access road in the NW. • Long term viability of EEC in south threatened, to facilitate new creek line and shared pathway. • Relocation of creek/draining ponds will destroy life dependent on it. • Sustainability of our urban environment threatened by the generation of a significant increase in traffic - will overload planned roundabout and potentially choke Railway Street to the point where businesses in the Corrimal Town Centre may be negatively affected. • Parking in the Corrimal Town Centre is already at capacity. • Insufficient information available on degree and extent of contamination to draw a conclusion that the proposal is consistent with SEPP 55 or could be made safe for residential development. The RAP relies on averaged figures. • Combustibility assessment: coal wash fires & threat of toxic gas emissions. • Too many sites have had development aborted due to previously unrevealed significant contamination e.g. the mine rescue training site at Russell Vale. • Impact on environment extreme - will destroy large number of established trees (climate change), relocate a creek, drain two ponds, attempt to control a Flying-fox camp, seal vast areas of surface leading to increased run-off, and disturb 102 years of industrial contamination. • While the DRP and OEH have stressed need to avoid impacts on threatened species and ecological communities, the proposal accepts the complete destruction of the EEC in the NW for an access road and creation of off leash dog park within the 100m GHFF buffer. • OEH submission noted that clearing thresholds under the NSW Biodiversity Conservation Act 2016 relates to clearing of all native vegetation. There is extensive native vegetation on site and many animals now find refuge there, including GHFF. Potential to be rehabilitated without destroying habitat. • Significant loss of canopy (global warming) – unwise to remove established vegetation and hope that new trees can be established and thrive.

Community Group / Peak Organisation	Key issues / Comments
	<ul style="list-style-type: none"> • Shallow water table, increasing risk of flood and leaching from contamination containment cells. If CWR is used to fill the site no deep rooting trees will be able to survive. Precautionary principle needs to be applied. • Commend Council for work to protect the industrial heritage value of the site. • Viability of maintenance arrangements for heritage aspects is in doubt. • Need guaranteed arrangement for Aboriginal Site Officers to be present during excavation and construction. • Hill PDA Economic report – failed to factor in cost of traffic congestion to businesses in the Corrimal Town Centre and to the community suffering increased travel/commuting times; road safety issues; pedestrian safety issues; loss of amenity for local residents as their services and recreation sites become increasingly congested; emotional cost to many watching destruction of highly valued environmental, industrial and Aboriginal heritage – fear of another Sandon Point. Very significant negative social and economic effects if this development proceeds as currently proposed. • Traffic modelling flawed and providing misleading result. • CCAG traffic modelling: did not discount traffic generation rate as train services infrequent. The roundabout will be gridlocked at times during 8am to 9am. Model tested using vehicle counts on Railway St in May 2021 – showed there has been an over 50% increase in traffic on Railway Street since 2018. If the development opened this year Railway St would already be beyond capacity at the proposed roundabout. The development needs to be a significantly reduced scale. • Sydney Water: existing wastewater system over capacity. • Towradgi Creek sensitive estuary – impact of North Corrimal Creek realignment – potential for contaminated runoff into a Coastal SEPP Wetland must be taken seriously. Approving developments that alter creeks to suit building design and maximise returns is a potential disaster. Would not like to see a repeat of Bellambi Creek situation in Towradgi or North Corrimal Creeks. • 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. • The development should provide EV charging facilities in all garages and outdoor off street parking spaces. • Need transparency with community re the contaminants found on site and guarantee a complete and safe clean up before any construction of residences. • An integrated renewable energy system to be provided. Additionally 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.

Community Group / Peak Organisation	Key issues / Comments
	<p>Letter of Offer</p> <ul style="list-style-type: none"> Object to tone of letter and community strongly feels ICC has an obligation to return something above and beyond what they would have to provide in the development anyway. <p>CCAG is requesting the following changes/recommendations -</p> <ul style="list-style-type: none"> The EECs in the NW and south be protected and alternative access point and creek route agreed to. Release to the public of all data identified as missing from the contamination reports. Council to engage an internationally recognised expert to undertake a completely independent report on contamination and provide advice on clean-up of the site. The traffic issues are addressed, even if this results in a much smaller development. Guarantee required that onsite water recycling and reuse, including adequate stormwater harvesting. The developers review their Letter of Offer and incorporate the full cost of the roundabout (if this goes ahead), a cycleway link to the coast from the south of the site and a pedestrian/cyclist overpass at Memorial Drive.
<p>Regional Development Australia: Illawarra (RDA)</p>	<p>Support rezoning – based on a holistic assessment, the site lends itself to residential and community development. The “do nothing” case is untenable as it provides zero economic benefit. Hill PDA Economic Impact Assessment 2021: small industrial subdivision is unlikely to stack up given the high land value combined with remediation costs making it commercially inviable.</p> <p>Proposal provides significant economic benefits to the Illawarra and Corrimal community – capital investment, construction jobs, direct and indirect jobs, household expenditure. Affordable housing rental dwellings welcomed positive contribution. Proposal consistent with the strategic regional growth context, including the Illawarra Shoalhaven Regional Plan 2041.</p> <p>Commend proponents for strong community engagement and consultation over a number of years. Understand Council and TfNSW support one consolidated access to site. Note generous proposed contribution of over 50% of the total site land to community spaces – welcomed benefit to the Illawarra and Corrimal communities.</p>
<p>The National Trust of Australia (NSW) Illawarra Shoalhaven Regional Branch</p>	<p>As one of the last tracts of industrial zoned land in the Illawarra’s northern suburbs the site is suitable for ecologically sustainable clean, light industrial land use.</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>Lack of clarity as to how the restoration and interpretation of the items of industrial heritage will be funded and maintained. The proposal is for management in future private ownership as part of the retail offer, however the Master Plan concedes “recognition that the majority of retail uses will not be viable until there is sufficient resident population on site”. This approach puts the viability of the retention of items of industrial heritage at risk. Restoration needs to occur early in the staging plan.</p>

Community Group / Peak Organisation	Key issues / Comments
	<p>The Trust has no confidence in the proposed mechanism for funding and strongly advises a more reliable source of funding be established from the outset. This mechanism needs to be put in place -</p> <ul style="list-style-type: none"> • In perpetuity. • Prior to, and potentially built into, any sales • Independent of market conditions <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. A plan for succession planting needed to maintain perimeter of mature trees in future.</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.</p> <p>Suggest integrated Interpretative Plan across entire site including Aboriginal heritage, industrial heritage and ecological/natural heritage. The Trust encourages Council to ensure the State Heritage Listing nomination is pursued as a matter of urgency.</p> <p>The Trust supports the following Council resolution 14 April 2021 -</p> <ul style="list-style-type: none"> • Maximum 550 dwellings, inclusive of an affordable rental housing component. • Maximum building height 15m (4 storeys) with a clause to allow for increased height for heritage items should they need to be rebuilt. • GHFF buffer zone 100metres. • Total Gross retail/business floor area 2000m² with maximum 500m² neighbourhood supermarket – however the Trust recommends the additional 500m² be allocated for employment hub activities.
<p>Illawarra Bicycle User Group (IBUG)</p>	<p>Object to proposed Corrimal Coke Works development -</p> <p>The two creek bridges and pathways along the creek are of minimal utility for cyclists – they will be largely used by residents. These internal pathways should not be counted as a contribution to the wider active transport network.</p> <p>Council should prioritise provision of active transport links connecting the site with the NSW Coastal Cycleway via Corrimal High School and Corrimal Town Centre. Particular attention is needed for safe crossings of the railway and Memorial Drive.</p> <p>Request exterior lighting to illuminate pathways on the Entry boulevard and on local streets. Entry boulevard should encourage transition to the lower speed traffic calmed streets within the site. Speed limit of 30km/hr recommended for safety, amenity and asset life.</p>
<p>Mineral</p>	<p>Heritage request for on-site plaques explaining the history of -</p>

Community Group / Peak Organisation	Key issues / Comments
Heritage Subcommittee of the Illawarra Branch of the Australasian Institute of Mining and Metallurgy (AusIMM)	<p>1 Corrimal Coke Works and its contribution to the Corrimal area, the Illawarra economy including employment, supporting local businesses and supplying electricity to the northern suburbs.</p> <p>2 Corrimal Colliery history which led to the coke works being constructed.</p> <p>Corrimal Coke Works provided a market for other Illawarra Coal mines by using their coal for coke-making. An example of potential content for a plaque about Corrimal Coke works provided.</p>
Keiraville Residents Action Group (KRAG)	<p>Concerns about the proposed development on this historical site -</p> <ul style="list-style-type: none"> • Whether it can be safely cleaned to allow residential development— 102 years of heavy industrial contamination combined with a high water table poses concerns – Council’s liability in future. • Impact of traffic from 550 dwellings on Memorial Drive and local streets • overdevelopment, without full acknowledgement of the site constraints. The surrounding transport infrastructure is inadequate. Proposed heights too high - does not reflect the desired future character of the suburb. • sustainability and the rights of existing residents: concern about burial of toxic waste on site and the use of potentially combustible washery refuse as so-called “clean fill” on site. • Railway Street will have insufficient capacity – currently difficulty turning left onto Memorial Drive from Railway Street due to pedestrians crossing. Traffic light priority for the large increase in east west traffic needing to cross Memorial Drive would be needed, leaving the heavier Memorial Drive traffic also banking up. • One way in and out makes this an isolated development and not connected to the community. Construction of access road will include bulldozing large old trees classified as a rare patch of Illawarra Grassy Woodland EEC. • Appears only a token nod given to the heritage value of the site. More of the original structures could be incorporated into the design as has been done in other award-winning developments such as “The Waratah Mills” in Dulwich Hill or “Walsh Bay” in Sydney. <p>Th above rezoning should not proceed until the above concerns can be adequately addressed.</p>

Submissions by Illawarra Coke Company and Legacy Property

Submissions were received from the land owner, Illawarra Coke Company (ICC), and the developer, Legacy Property, as summarised in Table 4.

Table 4 – Key issues raised by Site owner & Developer (see also Attachment 5)

Owner / developer	Key issues / comments
<p>Illawarra Coke Company (ICC) (landowner)</p>	<p>Letter in support of our proposal to rezone the Corrimal Coke Works property. Plan to transform this former industrial site into a vibrant community, which serves and benefits current and future residents of Corrimal and the Wollongong region. Provided overview of Council resolutions and Gateway determinations to date. The Master Plan has evolved, responding to feedback from the community, stakeholders and Council staff., with key enhancements. Despite the detailed technical information, a number of misunderstandings in the community – ICC response provided relating to -</p> <ul style="list-style-type: none"> • Traffic generation and public transport use assumptions. • Site contamination. • Aboriginal Heritage. <p>The proposed rezoning and redevelopment of the Corrimal Coke Works will provide a regionally significant investment in the Illawarra. It is critical that decisions made about the proposal are based on accurate information and informed opinion. Significant benefits of the proposal outlined -</p> <ul style="list-style-type: none"> • Very substantial direct and indirect financial and social benefits to the community. • Substantial ongoing economic stimulus for the Corrimal and wider Illawarra business community, and will support local jobs. • Proposal is strongly aligned with State and local strategic planning documents. • Meaningful contribution to the supply of high-quality homes in the Illawarra. • Australian leadership in sustainability. <p>We are confident, that after 7 years of ongoing consultation and refinement, we have presented a master plan that appropriately balances the ecological, economic, heritage and social aspects of the project whilst comprehensively addressing all technical matters of the site to ensure the revitalisation of the Corrimal Coke Works property will provide long lasting benefits for the broader community. Our company forms part of the century-old community connection to coke making on the site. We are determined to honour this through responsible development that will be valued and respected by the Corrimal community and City of Wollongong.</p>
<p>Legacy Property (developer)</p>	<p>Legacy Property supports the Planning Proposal's primary purpose to rezone the site for residential development, however we wish to respond to a range of matters that form part of the overall planning documentation for the site. Legacy Property respects Council's right to vary the proposal as it sees fit, however we do believe that planning outcomes should be based on robust evidence and merit. In our view, key aspects of Council's rationale are inconsistent with the technical assessment of the proposal and Council's own strategic planning framework. A response to each of Council's points is provided below -</p> <p><u>Concerns in relation to anticipated traffic volumes the development would generate:</u></p> <p>Difficult to see how traffic concerns are a valid basis for the significant</p>

Owner / developer	Key issues / comments
	<p>changes adopted in Council’s proposal</p> <p>The proposal has been subject to appropriate traffic modelling and rigorous assessment of potential traffic impacts</p> <p><u>Proposed building heights lowered to be compatible with the surrounding neighbourhood built form and scale:</u></p> <p>Extensive urban design and view analysis was conducted to demonstrate the appropriateness of building heights proposed in the October 2020 master plan.</p> <p>A better urban design outcome would be achieved by providing greater variability of building heights across the site, including provision for buildings up to 6 storeys in selected locations – even within Council’s defined maximum yield of 550 dwellings.</p> <p><u>Maximum FSR lowered to better align with a medium density outcome that anticipates a number of different housing typologies in a landscaped setting and doesn’t leave the site open to the risk of over development:</u></p> <p>A variety of FSRs is desirable across the site to promote a diversity of building forms and typologies. Opportunity to amend the proposed FSR map to include a specific area with a proposed FSR of 2:1.</p> <p><u>Ensure that the Corrimal Town Centre remains the principal retail area by limiting the size of shops and total area dedicated to commercial and retail uses:</u></p> <p>Council’s proposal to limit the size of any neighbourhood supermarket to 500sqm is not justified based on the retail assessment and has the potential to artificially restrict the viable operation of a neighbourhood supermarket on the site and more broadly undermine the viability of the proposed retail / heritage precinct.</p> <p><u>Desire to protect the Grey-headed Flying-fox (GHFF) camp on site and minimise amenity impacts to future residents by ensuring a minimum 100m buffer between the mapped core camp and proposed residential development:</u></p> <p>A modified approach that would allow up to 19 townhouses with a minimum buffer of 62 metres would facilitate further housing diversity and represent an appropriate balancing of social and environmental considerations.</p> <p><u>Planning Proposal -</u></p> <ul style="list-style-type: none"> • Standard template definition of building heights should apply to the site and the proposed Building Map should be amended. • Standard instrument defines neighbourhood supermarket as up to 1000m² - this definition should apply to the site • Sun Plane Protection provision should be deleted from the Planning Proposal <p>Detailed comments on the Draft DCP supplied. Welcome the opportunity to further the discuss the Draft DCP with Council prior to its finalisation and formal adoption.</p> <p>We recognise that any significant proposal will attract a high level of community interest, however we are confident that the extensive technical analysis and justification for this proposal will not only withstand public scrutiny but achieve broad based support across the community. Legacy Property and</p>

Owner / developer	Key issues / comments
	ICC are committed to ensuring that the Corrimal Coke Works is an exemplar of urban renewal that Corrimal will be proud of.

Issues raised by the Aboriginal Community

Ten 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 objecting to the potential impact of the proposed development on Aboriginal Cultural Heritage. Attachment 4 contains the Aboriginal Engagement Report.

Significant concerns were raised in relation to the Aboriginal Cultural Significance of the site with several noting particular attachments 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.

It is noted that several aspects of the site, and its features, as well as the ceremonial significance of the site were not identified in the Kelleher Nightingale ACHAR report. The information provided through the exhibition could therefore conceivably impact on the assessment of the significance attached to the Archaeological site identified within the ACHAR report and may also raise questions about some of the assumptions within the report (ie. that the site would have been used only as a transient area) that led to conclusions around the limited testing methodology.

Concerns have been raised about the proposed relocation of creek lines within the development. This aspect of the proposal would also result in the destruction of the recorded Aboriginal site and this has been questioned by Heritage NSW. The relocation of the creek through the site, and the impacts of the proposal on the creek lines, riparian vegetation (including regrowth), the supported ecology of these areas including the Grey Headed Flying Fox community and other flora and fauna have all been raised as concerns by members of the Aboriginal community in terms of the cultural heritage impacts of these aspects of the proposal.

Issues raised in Community Submissions

530 community submissions were received during the public exhibition period expressing support, objection, concerns and hopes for the site. This included -

- 279 submissions as an email or letter sent to Council or submitted via Council’s engagement web page; and
- 251 template submission letters of support generated through the applicant’s web site or Facebook page.

The applicant established a web page presence (“renewcorrimalcokeworks.com.au” and “corrimalcokeworks.com.au”) and a Facebook page (“Corrimal Coke Works”). Visitors to the website or viewing the Facebook page on their feed could view information, register their interest in receiving project updates and were invited to show their support for the project. A submission template was provided on the web page with the invitation to use the words provided or add their own text to the letter, and name/address details collected. Advice was provided that on clicking the submit button it would be submitted to Wollongong City Council and a copy emailed to them. Council received these template submission letters directly from the web page and from individual email addresses. Submitters were required to add their own details (ie name, email address) before a submission was sent.

Table 5 – Summary of Suburb of Origin of Community Submissions

	Resident / Land owner of Corrimal / East Corrimal	Resident / Land Owner Surrounding Suburbs*	Resident / Land owner Other W'gong	Out of Area	Not Stated	TOTAL
Email/letter to Records@Wollongong or WCC engagement web page	173	26	30	5	45	279
Letters of support & other Template submissions generated through Legacy's website/social media	55	43	107	19	27	251
TOTAL	228	69	137	24	72	530

*Surrounding suburbs (Bellambi, Towradgi, Tarrawanna, Fernhill, Woonona)

Table 6 – Summary of Overall Community Sentiment

	Corrimal/East Corrimal	Surrounding Suburbs*	Other W'gong	Out of Area	Not Stated	TOTAL
Support Planning Proposal	25	4	8	4	20	61
Support Planning Proposal (template form letters)	55	43	107	19	27	251
Support residential development but one or more concerns with proposal	18	2			2	22
Support reduced scale of residential development	13	3	3		5	24
One or more concerns expressed	75	14	9		13	111
Oppose Planning Proposal	19	1	6	1	2	29
Oppose Planning Proposal in favour of green	23	2	3		3	31

space						
Comment only			1			1
TOTALS	228	69	137	24	72	530

*Surrounding suburbs (Bellambi, Towradgi, Tarrawanna, Fernhill, Woonona)

As a result of the public exhibition -

- 312 community submissions indicated support for the Planning Proposal and Master Plan as exhibited: 61 as a letter/email and 251 as a template submission letter of support.
- 22 submissions indicated support for a residential use for the site, however expressed one or more concerns with the Planning Proposal or Master Plan.
- 24 submissions indicated they would support a reduced scale of residential development for the site.
- 218 community submissions expressed one or more concerns about the proposed development, including 60 opposing the draft Planning Proposal (29 not supporting the draft Planning Proposal and another 31 opposing housing development in favour of the establishment of green space/park for community use).
- 111 submissions expressed one or more concerns, without indicating support or opposition to the concept of allowing residential development.

Discussion of Submissions in Support

A total of 312 community submissions indicated support for the Planning Proposal and Master Plan as exhibited. This comprised 61 letters/emails to Council and 251 variations of a template submission form letter generated through the applicant’s website or social media platform (e.g., Facebook).

The following table illustrates the key responses from the 61 submission letters/email received in terms of support for the proposal -

Table 6a – Areas of Support: letters/emails (non template submissions)

Area of Support	Number of mentions
Provision of parks/green space for wider community	34
Much needed housing for growing population/housing shortage in northern suburbs	29
Deliver benefits to Corrimal/give Corrimal a boost/make it a better place	25
Site is an eye sore/wasted space/unsafe/locked up/no benefit to anyone/improved outcome	25
Support proposed traffic plan/roundabout/intersection upgrades/single entrance	22
Agree it shouldn’t be industrial zoning	21
High quality development/design	21
Good balance of housing and open space/benefits	20
Economic boost/jobs/boost for local businesses	19
Ideal location next to public transport/near shops/schools	18
Cycleway/pedestrian pathways/connectivity positive	17
Need for affordable housing/first home buyers/downsizers	15
Celebrate 5-star community	15
Support heritage precinct/retaining heritage	14

Area of Support	Number of mentions
Support proposed environmental restoration/ecological improvements/local native planting	13
Providing medium density housing in short supply/housing options	13
Support small retail/ cafes/workspaces	13
Disagree with NIMBY/misinformation	9
Encourages active transport/get people out of cars	7
Consistent with Council's strategic planning/NSW Department of Planning	3

N=61 submissions

The following table illustrates the number of responses received through the submission template letters of support, in terms of key themes -

Table 7 – Summary of Template Submission Letters of Support

Key Theme	Number
<p>Housing Shortage</p> <p>Wollongong is a growing region and needs to accommodate new development to support its ongoing prosperity.</p> <p>Wollongong needs more housing so it can continue to grow and prosper into the future, and the northern suburbs need to take its fair share of this growth</p> <p>The proposal for the Corrimal Coke Works looks fantastic and is exactly the type of development that Council should be supporting. There is shortage of new housing opportunities throughout the northern parts of Wollongong because of local NIMBY residents. We need to accept that Wollongong is a growing region and focus on getting good development in the right locations.</p> <p>Wollongong city has a housing shortage. Rezoning the Corrimal Coke Works, to Residential R3, could help alleviate a very real problem, our city is currently facing.</p> <p>Every suburb of Wollongong is growing, the northern suburbs are no exception.</p> <p>There is a shortage of new housing throughout the Northern parts of Wollongong. We need to accept that Wollongong is a growing region and focus on getting good developments in the right locations.</p> <p>This project will provide much needed housing for the Northern Suburbs, I support the rezoning of the Corrimal Coke, as proposed</p> <p>The northern suburbs could lose a number of younger residents as housing prices have increased beyond their financial capacity to purchase. We could also lose our older residents, who cannot find suitable homes to downsize to. However their options to continue living locally are limited, as the northern suburbs does not currently have suitable homes for either demographic to consider.</p>	124
<p>Balanced Development</p> <p>I am particularly pleased to see the appropriate balance in the proposal between new development and supporting infrastructure, such as new parkland and local shops.</p> <p>It is evident that considerable thought has gone into assessing the full spectrum of issues on a complex site like this, and it is extremely pleasing to see a truly balanced proposal for new housing and public infrastructure.</p> <p>The rezoning of the Corrimal Coke Works should proceed because the proposal</p>	120

Key Theme	Number
<p>appropriately balances various environmental, social and economic considerations and will provide many benefits to the local community.</p> <p>The Corrimal Coke Works looks to be a genuine compromise between the retention of local ecology and the provision of new homes with 9 hectares of the site as open space.</p> <p>The developers proposal has considered and balanced the environmental, social and economic impacts for our area.</p>	
<p>Appealing Features/Public Benefits</p> <p>The proposal includes many appealing features such as the heritage precinct at Corrimal station, new parks, a cycling connection through the site as well as new housing.</p> <p>I support rezoning the Corrimal Coke Works because it will deliver many public benefits along with new housing.</p> <p>I am particularly looking forward to using the new parks in an area that has been locked up for over 100 years, including the proposed off-leash dog park.</p> <p>It is impressive to have so many broad ranging community benefits associated with the proposal, such as new parks, walk and cycling paths and heritage re-use.</p> <p>Over 9 hectares of the property will be created into green open spaces, parklands and bike tracks. This will be positive for Corrimal</p> <p>I support new green open spaces, the bike track, the single entrance, the project as a whole. I support the rezoning of the coke works to residential R3</p> <p>It is incredible that over 9 hectares of the property will be created into green open spaces, parklands and bike tracks and gifted back to our city! I support new green open spaces, the bike track, the provisions for the grey head flying fox, I support this project. Council vote yes to rezone the coke works to residential R3.</p> <p>The proposal includes many appealing features such as the heritage precinct at Corrimal station, new parks, a cycling connection through the site as well as new housing.</p> <p>I am pleased that 50% of the site will be turned back into green open space and parklands for the community and that the proposal will include community gardens and natural play areas for children. The outdoor amphitheatre will also be a great place to host outdoor community events.</p> <p>It will also provide 9 hectares of new parklands for the community to enjoy. I am pleased to see the inclusion of new pedestrian and cycleways as well as the off leash dog park and community gardens.</p> <p>I understand that development will happen, so I would much rather see a good proposal that balances new houses with good community outcomes.</p>	117
<p>Derelict/Unused Site</p> <p>The Corrimal Coke Works is currently a blight on Corrimal and desperately in need of redevelopment. I support the rezoning proposal and urge Council to stop wasting time and get on with it.</p> <p>I support for rezoning the Corrimal Coke Works from Heavy Industrial to R3 Residential. This property is currently a derelict, dangerous, industrial site.</p> <p>This rezoning proposal is an exceptional outcome for a dilapidated and unused parcel of land. Councillors, do not stop progress, vote for the rezoning.</p> <p>Corrimal Coke Works is an unused, prime parcel of land, that should no longer be zoned</p>	110

Key Theme	Number
<p>Heavy Industrial.</p> <p>The property is run down and a derelict industrial site. I urge Council to support the rezoning.</p> <p>The rezoning proposal represents a good outcome for a currently derelict industrial site and it will make a positive contribution to Corrimal. I therefore urge Council to support the rezoning.</p> <p>It's a fantastic opportunity for the community to be able to use the land, which has not been open to the public before. It's been sitting derelict for so long so it's about time it was opened up and made use of. New housing and open parkland is the best outcome for this land. There will be enough space for walkers, runner and cyclists to use every day, getting them off main roads and making it safer for everyone.</p> <p>The Corrimal Coke Works is currently a blight on Corrimal and desperately in need of redevelopment. It would be a poor outcome for the community if the current industrial zoning is retained, with the potential to see a new industrial activity on the site.</p>	
<p>New Houses: Downsize/First Home/Diversity</p> <p>The proposed development would provide new homes and in turn this would ensure we maintain diversity for our area.</p> <p>I look forward welcoming new residents to Corrimal to provide an injection of new families into the area.</p> <p>The proposed development would provide new homes and infrastructure for Corrimal and the northern suburbs, it would also ensure we maintain diversity for our area.</p> <p>We need to build homes for first home owners, families and downsizers to ensure the ongoing diversity of our community. People who have lived here for decades don't want to leave the region, but they need alternatives to move into when they retire. And for many who grew up here, they need housing options to raise their own families in. The Corrimal Coke Works is an 18 hectare site and is arguably the best location for new housing in the Northern suburbs of the Illawarra.</p>	103
<p>Positive Contribution to Corrimal</p> <p>The former Corrimal Coke Works development will assist our area with much needed new homes and infrastructure. This will in turn create new local jobs and increase our liveability factor, as more of us will be able to work locally and not have to travel to Sydney.</p> <p>While Corrimal has many great features, the area does need a boost and this proposal will provide a welcome injection of new residents and investment. The proposal includes significant areas of green space, both natural and manicured, which aligns well with Corrimal's existing natural attributes.</p> <p>The former Corrimal Coke Works development will assist our area with much needed new homes and infrastructure. This will in turn create new local jobs and increase our liveability factor 10-fold, by not having to travel to Sydney for work.</p> <p>Corrimal will benefit with newly created open green space, and may include an off-leash dog park, the cycle/walkway from Towradgi to Corrimal, playgrounds and community gardens, with all of these amenities open to the public.</p>	100
<p>Corrimal Key Centre / Dept Planning / WCC Strategy</p> <p>Corrimal is a key centre for the northern areas of Wollongong and is identified by Council as an appropriate location for new housing</p> <p>NSW Planning Department has recognised Corrimal as a suburb of significance. The Planning Department stated the coke works site could be a site to be rezoned to</p>	96

Key Theme	Number
<p>residential.</p> <p>Corrimal has been declared a suburb of significance by the NSW Planning Department and they have also stated that the old coke works could indeed be rezoned to become a residential area. Please give Corrimal the support it needs and deserves</p> <p>Corrimal has been identified as a suburb of significance in a report by NSW State Planning. Part of this is due to the connectivity of roads and public transport links. The other reason is Coke Works site has been identified as a parcel of land that could accommodate some of our growing population in the northern suburbs.</p> <p>Corrimal has been identified as a suburb of significance in a NSW State Planning document due to the connectivity of roads and public transport links plus that it is an easy area to access by foot or bike.</p> <p>Corrimal is supposed to be a major centre and Council's strategic planning supports more development is this location. I much prefer to see new development concentrated on a large site like this where new parks, local shops and other community facilities can be provided in conjunction with new housing.</p> <p>I support the proposed rezoning of the Corrimal Coke Works because it is consistent with Council's strategic planning, like the Corrimal Town Centre Plan.</p>	
<p>Traffic/Access/Active transport/Connections</p> <p>Safety is important, as is access to the project. Evidence shows it is safer to have a single entry for cars than multiple to developments. Intersections are required however the larger proportion of intersection the higher the risk of accidents.</p> <p>The single vehicle entry point, it is simple safety first. I support the single entrance to the development as less intersections equals fewer accidents.</p> <p>Transport for NSW website states over ½ of all accidents in NSW occur at intersections. It would be the safest option for cars to have a single access point and this would make it safer for the greater community. I am in favour of safety and therefore support the single entry point off Railway St as proposed by the developer. Residents who choose to walk or ride their bikes have many entrances to the site as do the emergency services.</p> <p>Safety is important as is access, evidence shows it is safer to have a single entry for cars than multiple. Two access areas for emergency services should prove valuable.</p> <p>Transport for NSW findings on intersections show single access for residents cars is the safest outcome for our community and support the access as described in the proposal.</p> <p>While the development will inevitably result in more cars, it is good to see that the proposal includes some upgrades to local intersections – unlike so many other developments that don't deliver anything to offset their impacts. It is important to note that best practice is a single entrance for residents cars to this site. In turn the single access point mitigates unintentional accidents with other road users, including cyclists and pedestrians.</p> <p>I agree with the principle of putting new houses next to the train station, even if the current train services are not that frequent. This proposal will provide a good basis for better train services due to increased demand.</p> <p>The plan for the Corrimal Coke Works should be supported. The cycling and pedestrian links that are included in the plan will greatly enhance the connectivity of Corrimal. While the train service is currently poor, I think putting new houses next to the station is a good idea and hopefully this will create demand for better train services in the future.</p> <p>Importantly, the studies also show that traffic impacts from the development can be mitigated through some local road upgrades.</p> <p>Unlike so many other developments throughout the northern suburbs, this proposal is being supported by new infrastructure to manage traffic impacts from new housing. The new</p>	59

Key Theme	Number
<p>roundabout on Railway Street will benefit residents living in the area north of the site, while the proposed upgrade at the intersection of Memorial Drive and Railway Street represents a welcome upgrade.</p> <p>I welcome Council staff favouring a better traffic outcome by having the roundabout align with Harbinger Street, at the expense of losing a small area of poor quality vegetation. I agree with the principle of putting new houses next to the train station, even if the current train services are not that frequent. This proposal will provide a good basis for better train services due to increased demand.</p>	
<p>5 Star/Sustainability</p> <p>I support the 5 star green star community, the proposed new green open spaces, the sustainable benefits for people and nature. Council it is time to vote yes and rezone the former Corrimal Coke Works as proposed by the developer.</p> <p>This is Wollongong's first sustainable 5 star green star community.</p> <p>The proposed development for the Corrimal Coke Works has many green and sustainable initiatives, this is exciting for our community's future.</p> <p>The inclusion of a Communities Green Star Rating is a great initiative and I therefore support rezoning the Corrimal Coke Works.</p> <p>The inclusion of a 5 Star Communities Rating is a great initiative and I therefore support rezoning the Corrimal Coke Works.</p>	32
<p>Economic</p> <p>The rezoning proposal for the Corrimal Coke Works should be supported as it will provide a positive economic impact to the area and will support the local businesses. Corrimal Town Centre is currently tired and run-down, and the area needs an injection of new residents to spend money locally.</p> <p>Redevelopment of the old Coke Works should provide a major boost for local businesses and I support the rezoning proposal.</p> <p>New households will provide a much needed boost for local businesses, schools and sporting organisations, supporting the economic prosperity of our community.</p> <p>The proposal for the Corrimal Coke Works should be supported as it will provide a positive economic impact to the area and will support local businesses. Corrimal Town Centre is currently rundown and the area needs an injection of new residents to spend money locally.</p> <p>I support the rezoning of the Corrimal Coke Works as it will provide a major boost to local business and importantly support local jobs.</p>	25
<p>Heritage Protection</p> <p>There are industrial heritage items like the brick chimney and reuses the old building for a modern purpose that will be kept. This will allow the history of the site to be appreciated by future generations.</p> <p>I support the Coke works proposal as I would like to see the site opened up so some of its industrial heritage can be appreciated. The plan keeps some of the industrial heritage items like the brick chimney and reuses the old building for a modern purpose and this seems like a fair and reasonable outcome. This will allow the history of the site to be appreciated by future generations.</p> <p>I support the coke works proposal, it will be lovely to keep the existing structures and restore others as outlined in the developers proposal. It is important to remember our past industrial history.</p> <p>I am pleased to read that the area near the Corrimal train station will be turned into a new community space to celebrate the sites heritage. This proposal makes sense to me. It will</p>	16

Key Theme	Number
<p>deliver new housing, new parklands whilst celebrating the heritage of the site.</p> <p>The images of the heritage precinct look great and I like how the brick chimney is to be kept and the old powerhouse building will be reused.</p> <p>While the industrial heritage is great, it is important that the site have a viable future use and in this context I agree that residential development provides the best opportunity to meet the overall needs of the community while also allowing the heritage of the site to be celebrated. I support the rezoning of the Corrimal Coke Works. Changing the zoning from a heavy industrial zoning to a residential zoning will enable everybody to access and celebrate the sites heritage in the new Heritage precinct and civic plaza. The artists impressions of the proposed heritage precinct and civic plaza look great and I'm happy the brick chimney is being preserved.</p>	
<p>Prefer Residential to Industrial</p> <p>It would be a poor outcome for the community if the current industrial zoning is retained, with the potential to see a new industrial activity on the site.</p>	9
<p>Environmental Improvement</p> <p>The plants, shrubs and trees that will be used are native to our area and will help support biodiversity and assist with protecting endangered species and fauna. There will be more native vegetation once the project has been completed than there is now and it will be in better health and condition. The creek will be realigned and assist with a reduction in flooding and be free from imported weeds, dying and dead trees. It will be clean and encourage an enhanced natural diversity within that eco system.</p> <p>It is almost unheard of to have a developer, willing and wanting to improve the local eco system as part of such a large development. The protection and improvement of native flora and fauna is insightful and should be praised by council.</p> <p>The Illawarra native trees and plants will promote our local ecosystems for our endangered species and fauna.</p> <p>The developer will be planting Illawarra native trees and plants, this will benefit and support endangered species and fauna in our local eco systems. This is the first development I have seen in Wollongong that has focused beyond people, it has an equal if not greater focus on our environment.</p> <p>The developer has also had the foresight to plant Illawarra native trees and plants, this will benefit and support endangered species and fauna in our local eco systems.</p>	9
<p>Quality Development</p> <p>One high quality development, such as the Coke Works is far more beneficial for our community than numerous small developments.</p> <p>Council support the rezoning of this land away from Heavy Industrial to Residential 3.</p> <p>We need to accept that new development will occur and it is far better to get a high quality proposal like this that is supported by new infrastructure. Council support the rezoning, in full. By approving this development you will be supporting our local environment and our local economy.</p> <p>Please support the rezoning of the Corrimal Coke Works so that the community can benefit from what is a once in lifetime opportunity to provide new high quality housing in our area, supported by significant new parkland areas.</p>	4
<p>Heights</p> <p>The decisions we make today will impact on our future, therefore I would support the reconsideration of including at least two buildings of 6 stories in height. It is important to appreciate, varying height levels, will enhance the visual aesthetics of the project and the</p>	3

Key Theme	Number
<p>liveability for those who will reside there. In addition to this, the project will improve the visual and economic sustainability of Corrimal</p> <p>Why would Council reduce the proposed building heights, given the site has significant buffers to surrounding areas so it seems like an ideal location to have some higher buildings. I would certainly support the potential for 6 storey buildings on the site.</p>	
<p>I support the rezoning of the Corrimal Coke Works for the following reasons and more -</p> <ul style="list-style-type: none"> • Safest access to the development is via a single vehicle entry, this has been supported by Council staff. • Multiple access points for people choosing active transport. • 5 star green star community. • Biodiversity improvements. • Sustainability both environment and building. • Flora and fauna protection and improvement. • Various housing options enhancing community diversity. • Affordable rentals. • Over 50% of land will be gifted back to the City of Wollongong. • Creation of new parklands and community facilities. • Protection and improvement of native plants and mammals. • The sole roundabout entry/exit point is far safer than increased and unnecessary intersections. • Retaining some of the old industrial structures. 	15
<p>I have reviewed the extensive technical studies and can only conclude that this represents a well balanced and appropriate proposal for the site. I note that the studies show -</p> <ul style="list-style-type: none"> • There is no increase in flooding downstream from the site. • Minor areas of contamination can be remediated so the site is suitable for residential uses. • Areas of high ecological value are being appropriately protected. • There are limited Aboriginal heritage values on the site, with an opportunity for some interpretation through public art. <p>Importantly, the studies also show that traffic impacts from the development can be mitigated through some local road upgrades.</p>	6

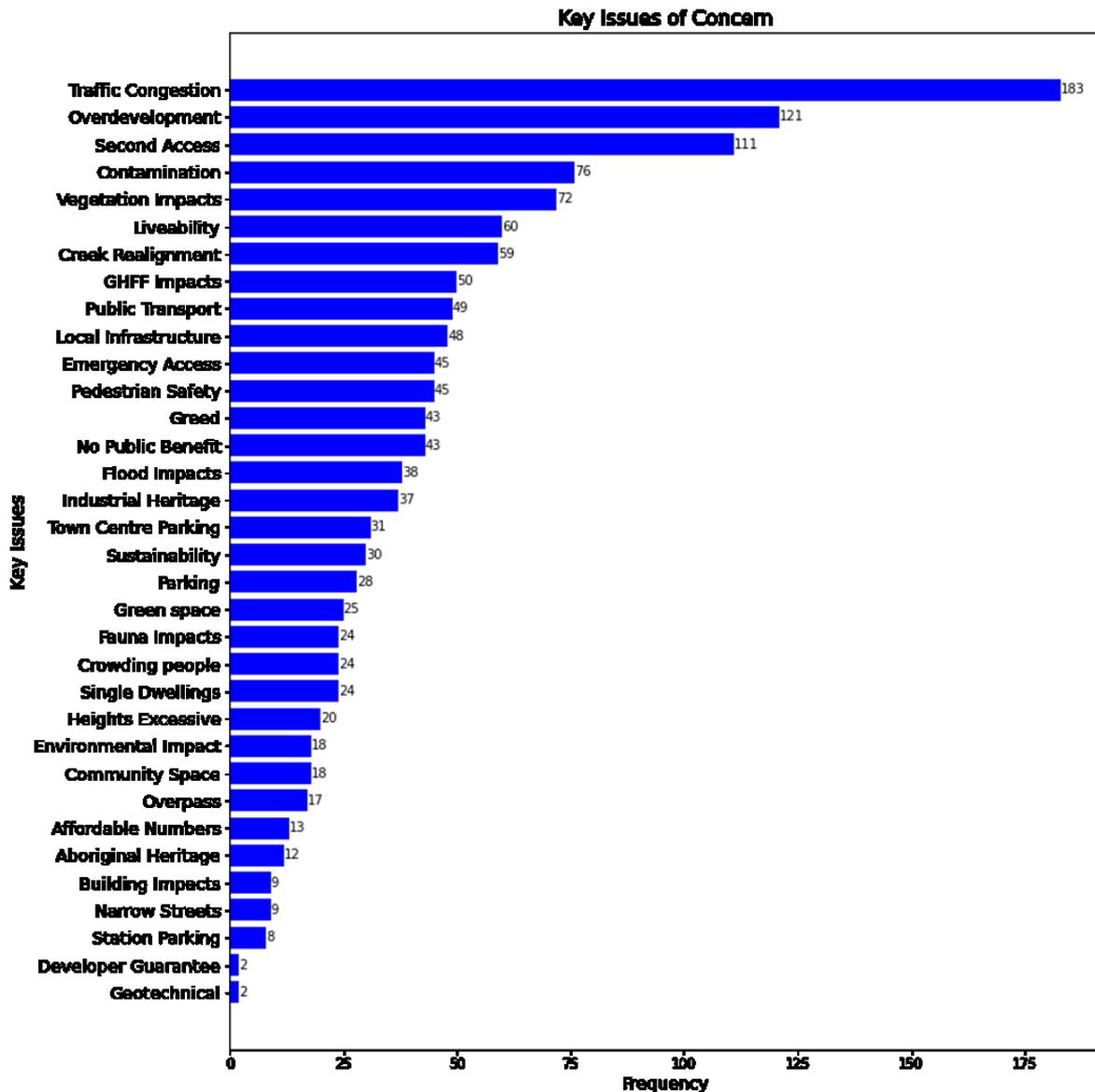
N=251 submissions

Discussion of Issues of Concern

Overall, 218 community submissions expressed one or more concerns about the proposed development, including 60 opposing the draft Planning Proposal (29 not supporting the draft Planning Proposal and another 31 opposing housing development in favour of the establishment of green space/park for community use).

The following graph illustrates the key issues of concern raised in these 218 community submissions, and the issues are outlined further below –

Figure 1 – Key Issues of Concern



N=218 submissions

1 Traffic, Cycling and Pedestrian Issues

The key concern expressed through the community submissions was that the traffic generated by the development will cause congestion, and possibly safety issues (183 submissions). Feedback centred on frustration with the current road infrastructure and traffic being experienced, especially in peak hours and when the boom gates are closed to allow trains to pass. This then translates into fear that a new development of this size, reliant on the one roundabout access point, will result in gridlock on Railway Street, possibly accidents in the proximity of the rail crossing, and an unsafe environment for pedestrians and cyclists.

Some community comments -

“Traffic is already chaotic at the Memorial Drive/Railway St intersection, on Railway Street and at the rail crossing – the traffic banks up when the boom gates are down. Any further traffic will increase congestion and create dangerous zones, especially for school children trying to walk/ride bikes”

“Travelling from East Corrimal to the town centre it can take 2 to 3 times to get through the lights at Memorial Drive”

“Traffic gridlock during morning peak at corner of Railway St and Memorial Drive. Cars are banked up between the Towradgi Road lights and Railway St. When the lights go green cars can’t move. Cars can’t turn left out of Railway St onto Memorial Drive for the same reason. When will we admit that there is a limit to what the roads can cope with?”

“Around 550 residences will flood a road system that already struggles during peak hour - will overwhelm the current transport infrastructure”

“Rail overpass needed before Railway Street could cope with additional traffic”

“Concerned about the traffic impact on Railway Street – this is my only exit to Corrimal from my area”

Traffic modelling conducted in the Traffic Impact Assessment concluded that the additional vehicles from the development can be accommodated with a capacity upgrade at the Memorial Drive and Railway Street intersection and possible changes to the timing of signalling to cater for peak times -

- Some submissions indicate concern that the roundabout access proposed was the only solution being offered *“the proposal indicates that the impact (of increased cars) will be minimal and will be managed by a roundabout on Railway Street”*
- Some submissions discount / dispute the traffic modelling based on lived experience of current congestion, especially at peak times and when the rail boom gates are closed.

Some additionally expressed concern that at the time of the exhibition there had not been any firm solutions to the anticipated increased traffic and congestion formally agreed on/committed to between the proponent and TfNSW, for example:

“I along with many of my neighbours believe that the theoretical predictive figures used by Council in estimating future traffic flows are erroneous and do not take into account the vastly increasing population due to the amount of development in the area. It seems every other house is adding a second residence in the backyard. The lived experience of those who depend on Railway St to travel to work, schools and shops seems very different from the projections made by Council traffic staff”

“I think the development will be great – my only concern is the increased traffic on Railway St. I know there have been studies that say the surrounding roads and intersections can handle it but the people who have done these studies obviously don’t live here”

The current frustrations with travel along Railway Street (and surrounding streets including Memorial Drive) then translate into requests for a second access/egress from a street other than Railway Street to be incorporated into the development (111 submissions) and/or reduced numbers of dwellings to decrease the number of vehicles that will accompany the development and subsequent pressure on Railway Street and other local infrastructure. Many felt that designing the development to spread traffic entering/exiting the site over more than one access point was just common sense and expressed frustration about why this hasn’t been incorporated.

“Welcome plans to revitalise an unused space and provide greater public benefit – but need overpass and multiple access points - one road in/out is not adequate and will cause massive traffic issues within the estate, as well as on Railway St”

“A second entry/exit for the site on another street needed – may mean a bridge or putting another intersection on Memorial Drive between Railway St and Towradgi Rd”

“Why is there not a slip lane at the southern end of the development onto Memorial Drive to alleviate these concerns?”

“Why can’t another exit be made in the south east of the site – the creek goes under the railway line and so could a road”

“Let’s make it great for the developer and the locals – additional entry and exits are possible – ample land near the northern distributor that can be changed to an additional exit point”

Transport for NSW submitted a whole of transport response considering the surrounding transport network, including Memorial Drive (State road), the South Coast Railway Line, Corrimal Train Station and bus routes along Railway Street –

Table 8 - Agency /organisation comment

Agency /organisation comment	Council Officer Response
<p>Transport for NSW:</p> <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. Furthermore, the proposed road infrastructure upgrades on Memorial Drive would simply transfer congestion concerns to other points on the surrounding road network and as such would not be the best way to achieve good transport outcomes for future residents of this site and the wider Corrimal community.</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 road network to ensure a sustainable transport system in the medium to long term.</p> <p>TfNSW will continue to monitor the operation of Memorial Drive and the South Coast Rail Line, and consider opportunities to improve the performance of these transport corridors.</p> <p>Recommendation: proponent to prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements -</p> <ul style="list-style-type: none"> • Pedestrian bridge over the railway line • Public road access to western platform of Corrimal Train Station • Commuter parking • Pedestrian and cycling connections within the precinct • Future vehicular overpass of the railway line (identify land dedication) <p>TfNSW will identify the amount of funding the proponent will be required to contribute to the overall planned infrastructure upgrades.</p>	<p>TfNSW has identified the opportunity to contribute to positive transport outcomes in the precinct to the benefit of the Corrimal community. TfNSW are encouraging Council to achieve a more sustainable outcome by promoting the active transport approach and limit the parking rates through the site specific DCP. This, along with the other recommendations detailed for an integrated transport precinct masterplan, will possibly reduce the number of vehicles generated from the new development as well as encourage existing residents to use active transport options.</p> <p>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 – TfNSW will determine the amount of funding the proponent will be required to contribute as part of a number of infrastructure upgrades in the immediate area, and may enter into a State Planning Agreement with the applicant.</p>

The following table illustrates the key issues and questions raised in relation to traffic, cycling and pedestrian management issues, and the Council Officer response –

Table 9: Traffic, Cycling and Pedestrian Issues

Issue/Question	Council Officer Response
<p>Who is responsible for assessing the traffic impacts of a proposed development?</p>	<p>There are several stakeholders involved in the assessment of the traffic impacts. These include: -</p> <ul style="list-style-type: none"> • TfNSW as the State Roads Authority (responsible for the operation of Memorial Drive). TfNSW are also the Signals Authority (responsible for the operation of all signalised intersections in the Local Government Area – i.e. the Memorial Drive/Railway Street intersection). • Sydney Trains are responsible for the assessment of the Railway Street rail level crossing operation and associated risks. • Council is responsible for the assessment of the road layout within the site, car parking and the local road impacts.
<p>What traffic investigations have been conducted to make sure the development is suitable?</p>	<p>A number of traffic and transport reports have been prepared for the site in support of the draft Planning Proposal request, as a requirement of the Gateway Determination and in response to further information requests from Council staff and State Agencies. The studies are as follows -</p> <ul style="list-style-type: none"> • Traffic and Parking Impact Assessment (McLaren Traffic Engineering & Road Safety Consultants, September 2017). • Traffic and Transport Assessment (Bitzios, April 2019). • Corrimal Station Residential Development Roundabout Access Intersection Proposal (Bitzios, May 2019) • Traffic and Transport Assessment (Bitzios, April 2021) <p>As requested by TfNSW and Council, the developer’s traffic engineers have surveyed the current traffic flows on the nearby road network and applied year-on-year growth of traffic, up to a 10-year future traffic scenario (the amount of traffic on the roads in the future regardless of the development). The development traffic has been established from nationally accepted traffic generation rates.</p> <p>The future distribution of this traffic has been predicted by using journey to work data from the Office of National Statistics. This data is used to understand where the development traffic will be ‘coming from’ and ‘going to’. The developer’s traffic engineers have assessed the nearby intersections using transport modelling software. It is the developer’s responsibility to provide intersection upgrades or other infrastructure improvements as agreed with TfNSW to reduce future traffic delays.</p>
<p>Theoretical predictive figures used by Council in estimating future traffic flows are erroneous and do not take into account the vastly increasing population due to the amount of development in the area</p>	<p>Extensive modelling was undertaken to understand the likely impacts of the proposed development on the surrounding roads, including the rail level crossing. The VISSIM microsimulation traffic model was developed using the traffic signal timing and phasing at signalised intersections data provided by the RMS and video footage of peak period operations cross referenced with boom gate opening and closing data provided by Sydney Trains. RMS traffic generation rates were applied to each land use, to calculate the site’s expected traffic generation. The impact assessment methodology/modelling was based on a “no worsening approach”.</p>

Issue/Question	Council Officer Response
	<p>The baseline data from 2018 (pre-Covid) and the future growth rates applied to traffic data (year on year) has been agreed by TfNSW as a robust approach to establishing background growth into the future up to 2028 and takes into account other residential development in the area.</p> <p>Surveys were undertaken in 2018 (pre-Covid) to establish the background traffic volumes on the network (base traffic flows). These counts found that there were 6,642 vehicles a day using Railway Street in 2018. The appropriate year-on-year traffic growth was added to the 2018 traffic counts which estimates that around 7,410 vehicles a day will be using Railway Street in 2028 (without the Coke Works development). The transport planning approach for the Coke Works development was approved by TfNSW in 2019.</p> <p>Using data outside of current lockdown restrictions and applying a growth factor is the best way to establish what the current traffic flows would be if everything was operating normally and what the future background traffic growth would be without Covid restrictions.</p> <p>The peak hours are when the majority of traffic is on the road network (roughly 10% of the daily traffic). The peak hours are when the capacity and safety limits of intersections are most stretched and queue lengths are their longest. Traffic which arrives and departs outside of the network peak can be managed if the peak demand has been assessed and adequately mitigated/addressed.</p> <p>Using the traffic generation rates for the different uses proposed on the site, the following development-generated traffic is expected -</p> <ul style="list-style-type: none"> • 308 am peak vehicle movements. • 391 pm peak movements. <p>The additional traffic introduced into Railway Street by the development equates to one vehicle every 10 seconds (two-way) in the peak hour. Combined with the year-on-year traffic growth it is estimated that Railway Street will carry about 8,700 vehicles per day in 2028 (assuming the site is fully developed by then).</p> <p>Overall, the modelling revealed that the current intersection and link configurations will accommodate the additional traffic generated between 2018 and 2026 with most of the key intersections expected to retain a similar level of service in 2026 with or without the additional development. However, during the AM peak, the Memorial Drive/Railway Street intersection is the location most affected by the development's traffic, "operating at near capacity". During the PM peak, the Memorial Drive/Railway Street intersection is expected to operate "at capacity". The TIA proposes a traffic capacity upgrade at the Memorial Drive/Railway Street intersection to address the abovementioned congestion/queuing impacts anticipated to be generated by the development. TfNSW would require the developer to upgrade any impacted intersections to keep the traffic flowing as freely as if the development did not go ahead (a no worsening approach).</p>

Issue/Question	Council Officer Response
	<p>A detailed objection was submitted by CCAG which compared the historical developer's data with 2021 data from TfNSW and concluded that the proposed development is too large for connection to Railway Street. This analysis was also shared with TfNSW. While the author has labelled their objection a 'traffic report', the submission is not considered such, as it has not been prepared by a 'suitably qualified consultant' in accordance with Table 2.1 of the RTA Guide to Traffic Generating Development. Nevertheless, the submission was considered by Council's Traffic Engineers. As discussed earlier, the detailed traffic modelling submitted with the application was conducted in accordance with a methodology approved by TfNSW, which concluded that the additional traffic from the development can be accommodated with a capacity upgrade to the intersection of Memorial Drive and Railway Street (based on a no worsening approach). The preference for TfNSW is exploration of a masterplan for an integrated transport precinct as an opportunity to contribute to positive transport outcomes for the wider Corrimal community.</p>
<p>Around 550 residences will flood a road system that already struggles during peak hour - will overwhelm the current transport infrastructure</p> <p>Area already struggles with traffic congestion/will make this worse/unsafe</p> <p>(183 submissions)</p>	<p>TfNSW acknowledges that Memorial Drive and the surrounding local roads do currently experience high traffic demands in the AM, PM and weekend peaks, particularly around the intersections of Memorial Drive with Towradgi Road, Railway Street and Rothery Street. A whole of Transport response has been prepared in relation to the Planning Proposal.</p> <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. Furthermore, the proposed road infrastructure upgrades on Memorial Drive would simply transfer congestion concerns to other points on the surrounding road network and as such would not be the best way to achieve good transport outcomes for future residents of this site and the wider Corrimal community.</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 road network to ensure a sustainable transport system in the medium to long term.</p> <p>TfNSW will continue to monitor the operation of Memorial Drive and the South Coast Rail Line, and consider opportunities to improve the performance of these transport corridors.</p> <p>The expectation of TfNSW is that, as part of the satisfactory arrangements process, the proponent will prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements, and will make a financial contribution to relevant infrastructure upgrades as agreed with TfNSW.</p>

Issue/Question	Council Officer Response
<p>Proposed upgrades to the Memorial Drive/Railway Street intersection need clarification/needed now</p>	<p>Any future upgrades to the Memorial Drive/Railway Street intersection will require further detailed investigation by TfNSW and any upgrades typically include an independent safety audit. Microsimulation modelling will be used to test the proposed upgrades to ensure that any proposed new lane configurations and signal phasing move traffic flows efficiently and alleviate traffic congestion in the future.</p> <p>The traffic model will take into account any additional traffic flows and increases in queue lengths which will be assessed by TfNSW, Sydney Trains and Council. The purpose of any future upgrades to the Memorial Drive/Railway Street intersection is to improve the overall level of service and reduce traffic congestion and queuing at nearby intersections to acceptable levels.</p>
<p>The proposal indicates that the impact (of increased cars) will be minimal and will be managed by a roundabout on Railway Street</p> <p>One road in/out is not adequate and will cause massive traffic issues within the estate</p> <p>Need second access onto another street</p> <p>(111 submissions)</p>	<p>Council Officers raised concerns over the original proposed access to the site - an offset/staggered intersection east of Harbinger Street. Offset/staggered intersections are considered a sub-optimal outcome.</p> <p>Following further discussion with the TfNSW Roads and Maritime Services, the recommendation was that a consolidated single-lane roundabout at the intersection of Railway and Harbinger Streets would be the preferred approach to access the site (mainly for safety reasons), subject to traffic modelling demonstrating no negative traffic impact on the Memorial Drive/Railway Street intersection. A consolidated single lane roundabout at that location would offer a number of safety outcomes as per the Safe System Approach (National Road Safety Strategy) and avoid potential problems inherent in the offset/staggered intersection proposal -</p> <ul style="list-style-type: none"> • Calm traffic. • Provide a more convenient/shorter pedestrian crossing distance. • Benefit existing residents to the north of Railway Street by providing a managed intersection for access onto Railway Street • The offset/staggered intersection arrangement would require the removal of substantial amounts of residential and visitor parking on Railway Street. • The offset/staggered intersection arrangement would result in difficulties for drivers attempting to make a right hand turn out of Harbinger Street, as well as the proposed off set development road, resulting in traffic inefficiencies and safety concerns. <p>Subsequent traffic modelling (Bitzios 2019) has confirmed that a single-lane roundabout at the intersection of Railway and Harbinger Streets performs at a LoS A with an average delay of 7 seconds for both morning and afternoon peak periods and has no negative queuing impact to the Memorial Drive intersection with Railway Street or the railway level crossing. The RMS is supportive of a roundabout at this location.</p>

Issue/Question	Council Officer Response
	<p>As noted in the TfNSW submission, the proposed transport and movement strategy for the area will involve a range of initiatives outlined in a masterplan for an integrated transport precinct.</p> <p>Should a Harbinger Street roundabout be deemed the most suitable access point for the development, then all of the EEC in the north would be unable to be retained due to direct and indirect impacts during construction and then over time, and hence an offset policy/arrangement would be required. It should be noted that although the vegetation in the north of the site in the vicinity of this proposed access point has high conservation status (EEC), its conservation significance is low to moderate based on patch size, current and proposed surrounding land use and the ongoing impacts that are likely to prevail. There is a mechanism by which Biodiversity loss can be offset (NSW Biodiversity Offset Scheme) whereby the entire 0.59 ha would be considered as lost to development through direct and indirect impacts.</p> <p>Options for a second access to the site were considered but deemed not suitable. A proposal for an additional left in/left out access off Memorial Drive approximately 480 metres south of its intersection with Railway Street was investigated however not deemed appropriate for the following reasons -</p> <ul style="list-style-type: none"> • It would introduce another intersection onto a road which has limited access, impacting its primary through-traffic carrying function and potentially traffic safety. • It would require long deceleration and acceleration lanes in an 80 km/h speed environment. • It may introduce weave conflicts associated with movements into turn pockets at the Towradgi Road intersection. • It was not supported by RMS. <p>The original 2017 Concept included two access points to Railway Street however, with the proposed transfer of Lot 126 DP 598190 to Council for the future rail bridge the number of intersections in the concept plan have been reduced to one. The proposed second access point would interfere with the location of a future overpass.</p> <p>Other locations for a second access along Railway Street are not supported – one consolidated access point will result in less vehicle friction and turning movements and hence fewer delays and reduce the number of conflict points where accidents could occur. The fewer access points also assist in providing pedestrian/cyclist priority on the Railway Street shared path. A single lane roundabout will regulate and slow traffic speeds to provide a safe crossing environment for pedestrians.</p>
<p>Rail overpass needed before Railway Street could cope with additional traffic</p> <p>Pedestrian overpasses needed (17 submissions)</p>	<p>Lot 126 DP 598190 located on Railway Street adjacent to the level crossing is zoned SP2 Infrastructure (Road) and has been earmarked for Council acquisition since 1974 to enable a bridge to replace the level crossing. The original submitted draft Planning Proposal and concept plan proposed the rezoning of this area and residential development. Following discussions with Council</p>

Issue/Question	Council Officer Response
	<p>officers, the Planning Proposal was amended to retain the SP2 Infrastructure (Road) zone and the concept plan was amended to remove the residential development. The lot is also identified in the Wollongong LEP 2009 Land Reservation Acquisition Map for Council acquisition. It is envisaged that the acquisition will occur as part of the Development Application process, and the cost will be off-set from the development contribution. There is no timeframe or budget for the construction of the bridge by TfNSW. It is likely that the 1974 design will need to be updated. Securing the corridor is an important step in providing for the future bridge.</p> <p>The TfNSW submission has identified the need for the developer to develop a masterplan for an integrated transport precinct, which includes a pedestrian bridge over the railway to improve safety and encourage train use, and dedication of land for a future road overpass.</p>
<p>Concerned about the traffic impact on Railway Street – this is my only exit to Corrimal from my area”</p>	<p>There are 238 properties north of Railway Street, that are accessed via Railway Street. Historically Collins Street provided a link to the Corrimal Town Centre. The development and other development in the area will increase traffic on Railway Street.</p> <p>TfNSW supports the consideration of local road connection improvements across the broader precinct to reduce the number of movements and/or conflicts at intersections along Memorial Drive and, where appropriate and reasonable, delivery of these connections or planning to preserve these connections as options for the future. TfNSW would support the cost of any such connection being offset from required monetary contributions.</p>
<p>Emergency access concerns (45 submissions)</p>	<p>In the event of an emergency, and the entry road is blocked, three updated emergency access options have been proposed.</p> <p>The concept design included a emergency access link across the plaza area to the station car park (not supported by TfNSW) and a widened pathway link to Railway Street. Emergency services could also mount the kerb at the roundabout, if needed, to access the development. The proposed internal road widths are sufficient to accommodate large vehicles, such as a fire engine.</p>
<p>Pedestrian safety concerns/safety crossing roads (45 submissions)</p>	<p>The expectation of TfNSW is that, as part of the satisfactory arrangements process, the proponent will prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements, and will make a financial contribution to relevant infrastructure upgrades. The masterplan is to provide an interface between the site, Corrimal Train Station and Railway Street and is to include a pedestrian bridge over the railway line to improve safety; 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; and strong pedestrian and cycling connections within the precinct. This is to be done in consultation with TfNSW.</p>

Issue/Question	Council Officer Response
<p>Insufficient parking in local area/need sufficient parking on site (28 submissions)</p> <p>Town centre/shopping parking won't cope with increased population (31 submissions)</p> <p>Integrate more parking at station (8 submissions)</p>	<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 road network to ensure a sustainable transport system in the medium to long term.</p> <p>The expectation of TfNSW is that, as part of the satisfactory arrangements process, the proponent will prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements, and will make a financial contribution to relevant infrastructure upgrades. Provision for commuter parking is one aspect to be incorporated – the concept plan and DCP controls would be updated to reflect the Master Plan to be developed.</p> <p>A key vision for the site is the provision of shared paths to increase the attractiveness of walking and cycling to key locations including the railway station, bus stops, the Town Centre, schools and recreation areas. The site specific draft DCP includes timed street parking, and TfNSW is encouraging reduced residential parking rates to encourage purchasers with a view to using public transport.</p> <p>Further design work will be undertaken to determine if the existing 'No Stopping' restrictions will be sufficient to manage traffic flows on approach to the proposed roundabout at Harbinger Street.</p>
<p>Noise/trucks/dust for years (9 submissions)</p>	<p>A Construction Management Plan (CMP) would be required for the site with safeguards to protect the safety and amenity of residents during construction of the development – restrictions on the timing of heavy vehicle movements, traffic and dust control measures etc. Temporary access options would also be put forward for consideration in the CMP.</p>
<p>Concern the development will have narrow streets (9 submissions)</p>	<p>Chapter B2 - Residential Subdivision of Councils DCP has recently been updated to include best practice road cross sections that represent new development expectations.</p>
<p>Need improved rail frequency/improved public transport to support the development Corrimal needs to become an express stop between Wollongong and Thirroul (49 submissions)</p>	<p>The expectation of TfNSW is that, as part of the satisfactory arrangements process, the proponent will prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements, and will make a financial contribution to relevant infrastructure upgrades (see above).</p> <p>TfNSW advised that it will continue to monitor the operation of Memorial Drive and the South Coast Rail Line, and consider opportunities to improve the performance of these transport corridors.</p>

Summary of traffic and transport considerations

TfNSW acknowledges that Memorial Drive and the surrounding local roads do currently experience high traffic demands in the AM, PM and weekend peaks.

Extensive traffic modelling using a methodology endorsed by TfNSW showed the development's traffic will impact the Memorial Drive/Railway Street intersection during AM and PM peak times. The Traffic Impact Assessment proposes a capacity upgrade at the Memorial Drive/Railway Street intersection. TfNSW would require the developer to upgrade any impacted intersections to keep the traffic flowing as freely as if the development did not go ahead (a no worsening approach).

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 road network to ensure a sustainable transport system in the medium to long term.

The site will be a designated Urban Release Area under the Wollongong Local Environmental Plan 2009. 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. Recommendation: proponent to prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements -

- Pedestrian bridge over the railway line.
- Public road access to western platform of Corrimal Train Station.
- Commuter parking.
- Pedestrian and cycling connections within the precinct.
- Future vehicular overpass of the railway line (identify land dedication).

TfNSW will identify the amount of funding the proponent will be required to contribute to the overall planned infrastructure upgrades in the surrounding area.

Additionally, appropriate upgrades/contributions are to be delivered as part of the new development, supported by a legally binding Planning Agreement. This will have implications for revisions to the current VPA Letter of Offer.

TfNSW will continue to monitor the operation of Memorial Drive and the South Coast Rail Line, and consider opportunities to improve the performance of these transport corridors.

2 Housing Density and Liveability Issues

A total of 121 submissions expressed concern that the proposed development is still too large. Related to this are concerns about the impact on quality of life and liveability for locals (60 submissions) with an influx of population putting pressure on limited infrastructure (roads, parking, schools, medical). Some 43 submissions were concerned that financial gain was being considered above the potential negative impacts on the current residents. Concern was also expressed that crowding too many people onto one site could result in social problems (24 submissions) and a similar number expressed the view that the development should contain more free standing dwellings with yards. Twenty submissions stated that the building heights were excessive. Some comments in submissions:

"Not opposed to development but this site is being overdeveloped – support a reduced development"

"Does Corrimal really want another suburb within a suburb?"

"Reduce the number of residences to reduce the traffic, environmental impacts, and pressure on existing infrastructure"

“Why do we need to develop a beautiful suburb like Corrimal to the point that it becomes like a Sydney suburb? I’m fearful we stand to lose our local charm, comfort and peaceful lifestyle through this drive for overdevelopment”

Overall 48 submissions raised concerns that the supporting infrastructure hasn’t kept pace with development of the area, and that schools, medical services, utilities etc would struggle to cope with this additional population. 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.

“The site is big enough for that amount of housing – the surrounding infrastructure is not adequate”

“Multiple new buildings both low and medium density in last 3 years – seems ill advised to over expand the area”

“There is more to be done to ensure this development becomes an opportunity to not only meet but exceed standards in sustainable building and living”

“As the former Coke Works was a world leader in its day, so should this development strive to be the benchmark that future generations can look back on with pride”

Concern that the draft Planning Proposal currently offers few community benefits, but rather long term maintenance commitments for Council and rate payers, was expressed in 43 submissions. 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.

The following table illustrates the key issues and questions raised in relation to housing density and liveability issues, and the Council Officer response -

Table 10: Housing Density and Liveability Issues

Issue/Question	Council Officer Response
The site is big enough for that amount of housing – the surrounding infrastructure is not adequate	On 26/10.20 Council resolved to reduce the maximum number of dwellings from 760 to 550.
Not opposed to development but this site is being overdeveloped – support a reduced development	The proposed R3 Medium Density Residential zone permits a variety of housing typologies (including single detached, terraces/semi-detached, apartments, seniors/aged care, shop top housing). The 2020 Master Plan represents the maximum development outcome by way of apartment buildings. The final housing product will be developed in response to future market demand.
Reduce the number of residences to reduce the traffic, environmental impacts, and pressure on existing infrastructure”	The 2016 Census highlighted that the present housing stock across the Wollongong LGA is dominated by detached dwellings (67%), with 21% a medium density product and 10% high density.
Need more stand alone houses with yards (24 submissions)	The proposed redevelopment of the Coke Works site for housing, adjacent the Corrimal Railway Station, represents an opportunity to supply medium density housing typologies (low scale residential flat buildings, townhouses and semi-detached and seniors housing) and higher density apartments which are under-represented in the Illawarra housing market.
Local infrastructure can’t cope with influx – schools, pools, sewerage, doctors, utilities, parking (48 submissions)	TfNSW notes that 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 road network to ensure a sustainable
Crowding too many people into	

Issue/Question	Council Officer Response
<p>one site – social issues (24 submissions)</p>	<p>transport system in the medium to long term.</p> <p>The Servicing Strategy submitted in support of the draft Planning Proposal (BG&E) confirms all utility services are available to the site -</p> <ul style="list-style-type: none"> • Potable Water, Gas and Telecommunication networks require no augmentation to service the overall development • No funding or construction of extensive feeder infrastructure will be required for electrical servicing, with only minor augmentations to the existing Endeavour Energy network envisaged • After further consultation with Sydney Water and a comprehensive MOUSE Modelling process, it has been confirmed that the wastewater network will be able to accommodate the full development yield upon implementation of planned network upgrades and adjustment and upsize of the on-site wastewater trunk main • The wastewater servicing strategy involves the provision of additional storage capacity by upsizing the existing trunk main through the site, which will be undertaken in conjunction with a realignment of that trunk main during the bulk earthworks phase.
<p>Liveability/Quality of life impacts (60 submissions)</p>	<p>The expectation of TfNSW is that, as part of the satisfactory arrangements process, the proponent will -</p> <ul style="list-style-type: none"> • Prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements. The masterplan is to provide an interface between the site, Corrimal Train Station and Railway Street and is to 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; and strong pedestrian and cycling connections within the precinct. This is to be done in consultation with TfNSW. The masterplan is to include a future vehicular overpass of the railway line and is to show any land dedications proposed by the proponent. • Prepare an apportionment report, in consultation with TfNSW, to identify this proposal's contribution to relevant infrastructure upgrades. This compromising of the upgrades detailed in Attachment 2, land dedications and the upgrades of Memorial Drive at the intersections of Rothery Street, Railway Street and Towradgi Road. • Identify appropriate upgrades/contributions to be delivered/provided as part of this new development and a supporting legally binding planning mechanism to formalise the provision of the upgrades/contributions. <p>TfNSW has discussed the above with the proponent and understands they are generally supportive of this approach. Given this, TfNSW believes the planning proposal has the potential to contribute to positive transport outcomes and infrastructure improvements in the precinct to the benefit of the wider Corrimal community.</p>

Issue/Question	Council Officer Response
	<p>The applicant's vision is to open the site to the wider community through the provision of parks and open space, a heritage plaza offering small scale retail and shared working spaces, and improved access to the station.</p>
<p>Need sustainable design A desire that this be a truly sustainable and quality development. Should be aiming for 6 star (30 submissions)</p>	<p>The TfNSW submission is seeking a commitment from Council to promote the more active transport approach for this site, given its location near public transport and services, and in recognition of the site constraints.</p> <p>The Sydney Water submission encourages the developer to consider onsite recycling and reuse (including stormwater harvesting) as part of water cycle management/wastewater services in their development site.</p> <p>Star rating: there are several schemes for rating the sustainability of buildings, developments or communities – proposed is a 5 Green Star Community through the Green Building Council Australia. This is independently certified by the Green Building Council Australia and not by Council, however Council may require certification as part of the future approval process. The requirements to meet the ratings are updated regularly and re-certification is required every 5 years. To achieve certification assessment will be undertaken at several stages with detail on specifics of buildings, construction etc to come at future DA stages.</p> <p>It is recommended that additional sustainable initiatives be considered in the site specific DCP controls.</p>
<p>Building heights excessive Concerned will lose views (20 submissions)</p>	<p>Council resolved on 26 October 2020 to limit the maximum height to 15 metres (4 storeys), down from the maximum 24 metre height limit being sought.</p> <p>A variety of heights are proposed for the site to ensure the heights and bulk of built forms allow important views to be retained to the escarpment and heritage items of significance. 3D modelling of proposed built form in the context of surrounding development and landforms was undertaken in this regard.</p> <p>Draft site specific DCP controls are additionally included to ensure key views are created/maintained, no overshadowing of public spaces etc (noting that SEPP 65 contains amenity controls for residential flat building developments).</p>
<p>Insufficient affordable housing in proposal/won't be affordable (13 submissions)</p>	<p>The draft Planning Proposal includes provision for 35 affordable rental dwelling units, provided and managed by a registered Community Housing Provider.</p> <p>In a letter dated 7 June 2020 the Illawarra Housing Trust informed Council that they had entered into a Memorandum of Understanding (MOU) with Legacy Property to progress commercial discussions about the delivery of Affordable Rental Housing (Attachment 6). The intent of the MOU is that the Illawarra Housing Trust would acquire a freehold parcel within the development and design, build and manage an Affordable Rental Housing facility. The letter refers to the NSW Ministerial Guidelines for a definition of tenant eligibility for Affordable Rental Housing – an income range of approximately \$52,000-\$72,000 for households without children and \$89,000-</p>

Issue/Question	Council Officer Response
	<p>\$124,000 for households with one or more children, this cohort is often referred to as “key workers”.</p> <p>Council’s DCP Chapter B1 Residential Development also requires 10% of all dwellings within a residential apartment building, and 10% of all dwellings within a multi dwelling development incorporating more than six dwellings, to be adaptable and universally designed (i.e., capable of adaptation for disabled or elderly residents).</p>

3 Contamination & Geotechnical Issues

Concerns about the contamination of the site were raised in 76 submissions. Some submissions referred to failure of developers at other construction sites to remediate the site according to conditions of development consent. Other submissions expressed concern that the documents were lengthy and technical, and although Council Officer assistance was acknowledged, some questions still remain about the full extent of contamination on the site.

“Industrial contamination from 100 years of industry on the site – attempts to remove it creates a significant and major issue – where can it go? Options are fraught and there are plenty of examples from the past that speak to the risks – non-compliance, challenges with adequate monitoring, funding issues, responsibility overlap of absence?”

“If toxic industrial waste is buried on site, could this leak and what would happen in a big flood? Who would be responsible for this?”

“Apart from the contamination on site there is the additional question mark around coal wash and its combustibility – Cringila primary school springs to mind”

“All sorts of promises can be made with regards to clean up and containment, but I remain to be convinced that the remediation works will in fact be done to the highest possible standard so that there will be no long-term ramifications for Council, rate payers and prospective purchasers”.

The following table illustrates the key issues and questions raised in relation to past contamination of the site, and the Council Officer response -

Table 11: Contamination & Geotechnical Issues

Issue/Question	Council Officer Response
<p>Who oversees management of contaminated land and ensures suitability of past industrial sites for residential use?</p>	<p>Our community should be aware the NSW EPA accredited site auditors are the ultimate authority in relation to the Contaminated Land Management (CLM) Act and State Environmental Planning Policy 55 – Remediation of Land (SEPP 55) matters.</p> <p>SEPP 55 requires Council to consider whether land is contaminated and is required to be remediated before permitting sensitive land uses such as residential, aged care and childcare. The proposed remediation works are considered to be classified as Category 1 remediation works, which require development consent</p> <p>Given the proposed remediation will treat and store more than 30,000m³ of contaminated soil or disturb more than three hectares of contaminated soil, Council will treat the remediation as “Designated Development” under Schedule 3 of the <i>Environmental Planning and Assessment Regulation 2000</i>, which will require an Environmental Protection Licence (EPL) under the <i>Protection of the Environment Operations Act 1997</i>.</p>

Issue/Question	Council Officer Response
	<p>The Geotechnical Assessment (Douglas Partners 2017) also considers that the reuse of existing fill (particularly that dominated by coal wash and coke products) or new coal wash fill which may be proposed for importation to raise site levels, will be governed by the requirements of the EPA Resource Recovery Order and Wollongong City Council Coal Washery Refuse in Subdivisions Policy. Any proposed remedial works and civil engineering design will need to comply with the Wollongong City Council Combustibility Policy and Wollongong DCP 2009 Chapter E19: Earthworks (Land Reshaping).</p>
<p>Who is responsible for the remediation of the site?</p> <p>What safeguards are in place to ensure Council/rate payers are not financially burdened?</p> <p>Wollongong Council is now the environmental regulator of the site. Does this mean Wollongong Council and local ratepayers will be liable for any future problems?</p>	<p>The developer is responsible for site clean-up and long-term monitoring. If the site requires long term monitoring the developer may choose to enter into a Planning Agreement (VPA) with Council and money from the developer is kept aside in case the developer is unable to undertake long term monitoring.</p> <p>The EPA has advised that they have been regulating the Corrimal Coke Works site under an Environment Protection Licence (EPL) No. 125 (first issued 1 March 2000) for the purpose of coke production. Coke production ceased in April 2014 and since that time the land has been dormant. With the end of production and the proposed change in land use, Illawarra Coke Company (ICC) applied to surrender this licence. In January 2018 NSW EPA formerly provided notice to Council of the surrender on the license. Wollongong Council is now the environmental regulator of the site. It should be noted that the EPA will continue to assist Council to appropriately manage any environmental matters as the land transitions to a new use.</p>
<p>What is Council's responsibility?</p>	<p>Council sets local policy (e.g. Combustibility Policy and Wollongong DCP 2009 Chapter E19: Earthworks (Land Reshaping) and assesses development applications.</p> <p>Council liaises with the appointed site auditor to ensure community concerns are addressed and also is involved in site remediation meetings according to the Health Investigation Level Soil Guidelines for sensitive uses.</p>
<p>What is the process for deciding on the best remediation option for a past industrial site?</p>	<p>The process to determine the preferred remediation option for a contaminated site is -</p> <ul style="list-style-type: none"> • Determine contaminants in soil and quantity/volumes of material that requires remediation. • Depending on the nature of contaminants the appropriate remediation option will be determined (it could be land farming or blending or offsite disposal or on-site containment cells). • Generally onsite containment cells with or without monitoring is the last option. If the site auditor determines the material to be placed in containment cells has potential for leachates the auditor also recommends an appropriate location and monitoring program.

Issue/Question	Council Officer Response
<p>What contamination investigations have been conducted to make sure it is safe for residential use?</p>	<p>Coke manufacturing (the production of metallurgical and foundry coke) has occurred at the site since 1912. ICC made the decision to cease coke manufacturing and close the Corrimal facility in 2014. A Phase 1 Preliminary Site Investigation (PSI) was commissioned as a due diligence exercise to determine the contamination status of the facility in preparation for closure.</p> <p>With the intended change of use to residential and open space, a number of studies have been commissioned to identify the areas of the site requiring remedial activities to make the site suitable for the proposed land uses.</p> <p>A number of reports have been prepared for the site in support of the draft Planning Proposal request, and as a requirement of the Gateway Determination, as follows -</p> <ul style="list-style-type: none"> • Corrimal Coke Works Asbestos Register (September 2013). • Preliminary Site Investigation (Environmental Strategies, March 2014). • Phase 2 Detailed Site Investigation (Environmental Strategies, July 2014). • Site Audit (C.M. Jewell & Associates P/L, November 2014). • Corrimal Coke Ovens Assessment (Arcadis 2017). • Phase 1 Preliminary Site Investigation (PSI) (Environmental Strategies P/L). • Additional Environmental Assessment (Arcadis April 2017). • Geotechnical Assessment (Douglas Partners, May 2017). • Remediation Action Plan (Arcadis, May 2017). • Environmental Noise and Vibration Assessment (Renzo Tonin & Associates, May 2019). • Remediation Action Plan (Arcadis, May 2019) and Endorsement of Remediation Action Plan (ZOIC Environmental P/L, May 2019). • Letter Arcadis 8 May 2019: Remediation of Land.
<p>What stage have we reached in the process?</p>	<p>The most recent Remediation Action Plan (RAP) for the site (Arcadis May 2019) included a summary of previous contamination investigations and reports dating back to 1996. The assessment included collection of soil (test pits), sediment samples, sampling of surface water and groundwater and ground gas monitoring from locations across the site. Soil, sediment and water samples were submitted to a National Association of Testing Authorities (NATA) accredited laboratory for the analysis of contaminants of potential concern.</p> <p>The RAP (2019) concludes that <i>“although concentrations of contaminants of concern were detected above environmental assessment criteria, they are isolated and minimal compared to the wider site footprint”</i>. The RAP (2019) outlines a Remediation Strategy for the site, with the expectation that the site can be made suitable for the proposed mixed-use redevelopment.</p>

Issue/Question	Council Officer Response
	<p>The RAP notes that in addition to the known site impacts there are data gaps that currently exist within the sample set, primarily relating to areas beneath structures that were not accessible for sampling at the time of previous investigations. The RAP concludes that although additional delineation and potential data gaps exist, there is currently a robust data set on the site with the results indicating the current extent of remediation required is not prohibitive to redevelopment from either a cost or practical perspective.</p>
<p>What stages are to follow?</p>	<p>The RAP confirms the site is subject to a Statutory Site Audit. A Non-Statutory Audit has been completed by Zoic Environmental, a NSW EPA Auditor accredited (No. 0802) under the <i>Contaminated Land Management Act 1997</i>. The ultimate aim is to enable a site audit statement (SAS) and associated site audit report (SAR) to be prepared that confirms the suitability of the site for the proposed mixed residential land use development and open space associated with a creek alignment.</p> <p>The Audit is being staged, with Stage 1 signed off in an Interim Advice letter endorsing the Remediation Action Plan (RAP). The Auditor considers the RAP (2019) is practical and technically robust for the contamination identified on site and that, if implemented, the site is capable of being made suitable for the proposed redevelopment, subject to conditions.</p>
<p>Is contamination encapsulation an acceptable practice?</p> <p>It is unclear about exactly what type of containment cell will be used, how they will be monitored and who will be responsible should a leak occur</p>	<p>The RAP (2019) states that the impacted soil must be appropriately re-used, encapsulated or disposed such that it is not readily accessible to proposed site users and any potential ongoing risk to human health and/or ecological receptors is appropriately managed.</p> <p>This will be determined by the independent site auditor appointed by the EPA. The developer is responsible for site clean-up and long-term monitoring. The developer will enter a Planning Agreement (PA) with Council and money from the developer is kept aside in case the developer is unable to undertake long term monitoring.</p>
<p>The Environmental Management Plan relies on a monitoring system to ensure that the area is safe for people and the environment, rather than fix the problem forever.</p> <p>Is it appropriate to put encapsulation cells near a waterway that has a history of flooding?</p> <p>Seeking undertaking that there will be no containment cells of contaminated material buried in open spaces or near the</p>	<p>Encapsulation of contaminated material on site is an acceptable form of remediation depending on the type of contamination, specific site constraints and proposed development. If this is the approach that is undertaken, it is overseen by NSW EPA accredited Site Auditors. Every containment cell would have a Long-term Environmental Management Plan (EMP) and ongoing obligations to ensure the site is safe for both people and the environment, including the requirement to avoid disturbance. In addition encapsulated cells are reflected in Department of Lands records (if under roads) or s88B restriction and s10.7 planning certificates in the case of private ownership.</p> <p>Containment cells are designed to minimise the risk to the environment and public health. As per the guidelines a “containment cell” shall have a marker layer followed by topsoil up to 3m thick so that other utility services (sewer line, communication cables, stormwater pipe) can be placed without digging in to</p>

Issue/Question	Council Officer Response
<p>Riparian Zone.</p> <p>Due diligence should be given to informing potential residents of the site that there will be restrictions on how the land is used and that there will be a long-term plan to ensure the community will not come into contact with buried contaminated soil or any other contaminant.</p> <p>Who is responsible for long term legally enforceable site management Plan (SMP) that will be implemented to control management of any encapsulation cells and impacts that remain on site?</p>	<p>contaminated soils.</p> <p>The EPA appointed independent auditor will examine information about the types of contaminated material proposed for containment cells. In recent times developers are using containment cells only for asbestos contaminated soils because it is cheaper option than offsite disposal and EPA encourages to bury contaminated material onsite than offsite disposal. Containment cells for asbestos do not require long term monitoring.</p> <p>Contaminated material that generates leachate will require an Environmental Management Plan (EMP) and long-term monitoring. Containment cells requiring long term monitoring are not located under buildings with private ownership. The independent site auditor determines an appropriate for location.</p> <p>Councils' preferred location for other encapsulation cells not requiring long term monitoring is under the commercial buildings in private ownership with appropriate section 88B restrictions on the title of the land. Placement in the riparian or parkland areas, or under roadways is not appropriate due to potential future problems when these areas may need to be disturbed/dug up for maintenance etc.</p>
<p>Is coal washery reject (CWR) really suitable for a residential area?</p> <p>The RAP (2019) classifies existing coal wash reject as clean fill material, with a proposed DCP control <i>"the coal washery reject (CWR) can be considered as fill material at the site and addressed as part of the remediation and proposed bulk civil earthworks plan"</i></p>	<p>There are a number of housing estates developed on CWR (eg Haywards Bay). The CWR is tested for compaction and combustibility rate before it is covered by topsoil for housing development. Unlike old practices the use of CWR has high geotechnical standards for compaction and combustibility.</p> <p>The proposed remediation strategy to excavate large quantities of CWR and blend this with other soil and contaminated soil, to meet health criteria. This assumes classification of CWR as clean fill under a PoEO Exempt Order. However, PoEO Exempt Order applies only when the end user imports CWR directly from the source (mines) with a validation report. An Exempt Order does not apply to existing CWR that has been contaminated with more 50 years of industrial activity (Coke Works).</p>
<p>Additional data on the combustibility of the Coal Wash Rejects be made available immediately</p> <p>It appears that the advice from Holding Redlich is that the relevant thresholds that would trigger the requirement for an EPL or a designated development status have not been met. Is it correct that the legal advice is based on the fact of the definition of 'Soils' does not include Coal Washery Rejects?</p>	<p>The CWR on site is considered as "potentially contaminated fill material". Wollongong DCP Chapter E19 Earthworks states that <i>"any pre-existing CWR fill is assumed to be uncontrolled fill (as defined in AS3798) and not compliant with this Chapter of the Wollongong DCP"</i>. As such, this uncontrolled fill in its current condition constitutes a constraint to development.</p> <p>The Geotechnical Report (Douglas Partners 2017) stated that their findings / analysis must be considered as being preliminary in nature and that additional geotechnical investigations and assessment will be required as the design of the development proceeds – particularly in areas of proposed creek alignments and where excavation into the natural soil profile will be required to construct deep service trenches.</p>

Issue/Question	Council Officer Response
<p>What will happen if additional contamination is greater than that originally identified or if the material is found to leach?</p>	<p>The Health based Investigation Levels (HIL) guidelines are very stringent for sensitive use (residential housing, childcare, aged care development) and assess the environmental risk such as water pollution. It is the role of engaged certified site contamination specialist consultants and NSW EPA accredited site auditor to ensure the proposed remediation works meet these guidelines. Should ongoing monitoring be required for the control of groundwater pollution following the site remediation, the site auditor will recommend a PA between Council and the developer.</p>
<p>What measures are put in place to ensure protection of the surrounding community (from pollutant/toxic dust etc) once works start on site</p>	<p>During subdivision development application stage Council ensures that the developer is required to undertake appropriate measures to meet the conditions of development consent in relation to vegetation/riparian corridor protection, water pollution, dust, air quality, odour and noise during construction.</p>
<p>All results of remediation by excavation and validation should be readily available to the public prior to determining the suitability of the site for residential development.</p>	<p>Agreed</p>
<p>Compacting of combustible material over such a large site has implications for the planting of trees. Trees with deep roots would be unable to grow or thrive.</p> <p>Landscaping designs and robust technical data as to how the successful planting of deep-rooted trees will be achieved on compacted soil.</p>	<p>Agreed</p>
<p>The water table is very shallow and the problems with leaching of contaminants could be a problem especially in the initial stages where dams will be emptied and large amounts of soil excavated for the realignment of the creek. Contamination at depth can still leach upwards over time.</p> <p>The value of Towradgi Creek as a Sensitive Estuary has often been overlooked. The impact of the realignment of North Corrimal Creek and the subsequent potential for contaminated runoff into a</p>	<p>Council's Officers have raised concerns about any proposal to blend CWR with contaminated soil during civil works for finished levels, in terms of the potential to further impact groundwater and therefore surface waters of Towradgi Creek (noting that local ground water is shallow). It is noted that the nearby lower reach of Towradgi Creek is mapped as Coastal SEPP Coastal Wetland, Biodiversity Value on the OEH Biodiversity Values map and is classed as a Sensitive Estuary in the Illawarra Shoalhaven Regional Plan 2015.</p> <p>These concerns will be raised by Council officers with the appointed site auditor.</p>

Issue/Question	Council Officer Response
<p>Coastal SEPP Wetland needs to be taken seriously. This necessitates an Immediate and ongoing monitoring system of Towradgi Creek.</p>	
<p>What are the proposals for developing wastewater on-site storage? Where would it be located? Where would wastewater overflow go?</p>	<p>The development will be connected to the Sydney Water sewer line and directed to the closest treatment plant or pumping station i.e., Bellambi or nearest trunk system (main pipe) leading to Wollongong Sewage Treatment Plant. Any holding tank will be need to be approved by Sydney Water.</p> <p>After the site remediation the only stormwater allowed to discharge into the creek under the ANZECC water quality guidelines is for “Recreational” purposes. If water quality is not meeting the guidelines, there is a requirement to retain the water and treat it, prior to discharge.</p> <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>All contamination issues are to be presented in a manner that can be easily understood by community and without the use of minimalist terminology. The advice from the USA Superfund confirms that it’s important to help community understand technical information about any cleanup and future use of a contaminated industrial site. If the NSW EPA wants to achieve their goal of being ‘a world class regulator’ (p. 3 Strategic Plan NSW EPA) they can assist by providing high level fact sheets prior to any proposed zoning changes for contaminated sites.</p>	<p>Agreed, proponent shall prepare high level fact sheet on regular basis in consultation with appointed NSW EPA accredited site auditor.</p>
<p>Wollongong LEP 2009 maps the majority of the site (approximately 97%) as Acid Sulfate Soils (ASS) Class 5. Approximately 3% is mapped as Class 3 land.</p>	<p>Class 5 ASS is a 500m buffer area around the other classes, and may not contain ASS. Parts of the Illawarra Escarpment are mapped as class 5. The RAP states that proposed bulk earthworks will disturb soils deeper than 1m below current natural ground surface and has the potential to generate acid sulfate soils (if present). It recommends that prior to commencement of the bulk earthworks a targeted acid sulfate soils investigation should be carried out in general accordance with the NSW ASSMAC (1998) Acid Sulfate Soils Assessment Guidelines – details of this assessment will be included within a Sampling Analysis and Quality Plan (SAQP). The findings of the assessment should be used to determine the requirement for any treatment of soil prior to onsite re-use, in accordance with an acid sulfate soil management plan prepared for the site.</p>

Summary of contamination considerations

The NSW Environment Protection Authority (EPA) accredited site auditors are the ultimate authority in relation to the Contaminated Land Management (CLM) Act and State Environmental Planning Policy 55 – Remediation of Land (SEPP 55) matters.

A number of studies have been commissioned to identify the areas of the site requiring remedial activities to make the site suitable for the proposed land uses. The Remediation Action Plan (RAP) for the site (Arcadis May 2019) concludes that *“although concentrations of contaminants of concern were detected above environmental assessment criteria, they are isolated and minimal compared to the wider site footprint”*. The RAP (2019) outlines a Remediation Strategy for the site, with the expectation that the site can be made suitable for the proposed mixed-use redevelopment.

The RAP confirms the site is subject to a Statutory Site Audit. The Audit is being staged, with Stage 1 signed off in an Interim Advice letter endorsing the Remediation Action Plan (RAP). The Auditor considers the RAP (2019) is practical and technically robust for the contamination identified on site and that, if implemented, the site is capable of being made suitable for the proposed redevelopment, subject to conditions. The ultimate aim is to enable a site audit statement (SAS) and associated site audit report (SAR) to be prepared that confirms the suitability of the site for the proposed mixed residential land use development and open space associated with a creek alignment.

The RAP (2019) states that the impacted soil must be appropriately re-used, encapsulated or disposed such that it is not readily accessible to proposed site users and any potential ongoing risk to human health and/or ecological receptors is appropriately managed. Depending on the nature of contaminants the appropriate remediation option will be determined (it could be land farming or blending or offsite disposal or on-site containment cells). Generally onsite containment cells with or without monitoring is the last option. This will be determined by the independent site auditor appointed by the EPA. The developer is responsible for site clean-up and long-term monitoring.

Council sets local policy (e.g. Combustibility Policy and Wollongong DCP 2009 Chapter E19: Earthworks: Land Reshaping) and assesses development applications. Council liaises with the appointed site auditor to ensure community concerns are addressed and also is involved in site remediation meetings according to the Health Investigation Level Soil Guidelines for sensitive uses.

The Health based Investigation Levels (HIL) guidelines are very stringent for sensitive use (residential housing, childcare, aged care development) and assess the environmental risk such as water pollution. It is the role of engaged certified site contamination specialist consultants and NSW EPA accredited site auditor to ensure the proposed remediation works meet these guidelines.

4 Realignment of North Corrimal Creek and Environmental Impacts

A key component of the draft Planning Proposal request is the proposed realignment of North Corrimal Creek to the western boundary of the site to alleviate local flooding issues and to provide a suitable flood free area to support the intended medium density residential development outcomes. The form and alignment of the existing North Corrimal Creek on site has been substantially modified in the past as a result of site filling and construction of online dams associated with previous industrial uses.

Overall 59 submissions expressed one or more concerns about the impacts of realigning North Corrimal Creek to the western boundary. The key concerns were the impact on the flora and fauna reliant on the creek, destruction of vegetation and habitat in the relocation and concern that *“altering a natural creek has implications for flooding”*. Some 38 submissions raised concerns about potential flooding impacts from attempts to engineer natural flows and as a result of the hard surfaces associated with development.

“The works necessary to realign the creek will destroy so many trees and no amount of restoration will make up for it”

The potential impact of this proposal on the Grey-headed Flying-fox (GHFF) camp in the south of the site was raised in 50 submissions. Concern that the realignment of the riparian corridor would no longer guarantee a permanent water supply to the Endangered Ecological Community (EEC) and GHFF camp,

and that removal of the ponds (dams) that currently provide certainty of water even in times of drought, was voiced. Additionally, some concern was raised that an off leash dog park in close vicinity to the camp may be at odds with protection of an endangered species.

Concern about the amount of vegetation removal proposed to facilitate the development, in terms of the proposed creek realignment, the roundabout access and to enable the subdivision, was raised in 72 submissions. In times of climate change it was felt that the removal of mature trees would be irresponsible and at odds with Council’s Urban Greening Strategy and other tree protection policies, and every effort should be made to avoid it.

The following table illustrates the key issues and questions raised in relation to the proposed realignment of the riparian corridor and potential environmental impacts associated with a future subdivision, and the Council Officer response –

Table 12: Realignment of North Corrimal Creek and Environmental Impacts

Issue/Question	Council Officer Response
<p>Who oversees management of waterways and flood?</p>	<p>The Gateway Determination (20 August 2018) stipulated that Section 9.1 Ministerial Direction flooding be satisfied prior to exhibition. Under the Section 9.1 Direction 4.3 – Flood Prone Land a Planning Proposal may not permit development that will result in significant flood impacts to other properties or is likely to result in increased government spending on flood mitigation.</p> <p>A controlled activity approval under the <i>Water Management Act 2000</i> is required for any proposed creek realignment, to ensure that proposed modifications are designed and constructed to protect and enhance water flow, water quality, stream ecology and riparian vegetation. Asset protection zones and all ancillary infrastructure such as utility easements, detention basins, water quality control structures, roads and paths/cycle ways should be located outside the riparian corridor. Some works may be allowed to be located within the outer 50 percent of the vegetated riparian zone. The proposed design must meet the DPI Water 2012 Guidelines for riparian corridors on waterfront land in terms of the ability to -</p> <ul style="list-style-type: none"> • Meet the requirements for riparian corridor width. • Accommodate fully structured native vegetation. • Accommodate natural watercourse functions. • Establish natural bed and bank profiles (e.g. meanders, riffles etc). • Allow for the movement of sediment and woody debris. • Prevent scour and erosion of the watercourse bed or banks in storm events. • Accommodate site hydrological conditions (e.g. maintain low flows). • Ensure no increase in velocities that result from the constriction of flows. • Protect against scour by designing and providing scour protection. • Treat stormwater runoff before discharging it into the riparian corridor.

Issue/Question	Council Officer Response
	<ul style="list-style-type: none"> • Stabilise and rehabilitate disturbed areas to establish the environmental integrity of the realigned corridor. <p>EcoLogical Australia (June 2017) prepared a development footprint review identifying that the current creek has been heavily modified and degraded with 490m of waterway historically/previously realigned within the site. Preliminary consultation with Department of Industry - Crown Lands and Water Division (CL&W), formerly DPI Water, indicated general agreement with the EcoLogical report in terms of water courses within the site and the recommended riparian outcomes. The CL&W will undertake further assessment at development application stage, however recommended further detailed design be undertaken with consideration of the DPI Water 2012 Guidelines for riparian corridors on waterfront land, as well as the following key points –</p> <ul style="list-style-type: none"> • Realigned and reconstructed watercourses within the site are to be designed as natural functioning streams including emulation of natural geomorphic units and meander. • Detention requirements must be designed in accordance with CL&W Guidelines. • The riparian corridor is to be established using fully structured provenance native vegetation. • The proposed bike track must be constructed in the outer 50% of the Vegetated Riparian Zone in accordance with the DPI Water Guidelines. <p>All non-riparian uses within the required 20m Vegetated Riparian Zone are to be offset in accordance with the Guidelines for riparian corridors on waterfront land.</p>
<p>What flood, riparian and ecological investigations have been conducted?</p>	<p>A number of Flood and ecological reports have been prepared for the site in support of the draft Planning Proposal request, and as a requirement of the Gateway Determination, as follows -</p> <ul style="list-style-type: none"> • Corrimal Flood Study (Cardno, June 2017). • Preliminary Development Footprint Review and Advice (Ecological June 2017). • Geomorphology Assessment (Soil Conservation Service, March 2018). • Corrimal Coke Works Flood Study (Cardno, May 2019). • Supplementary Riparian Corridor Information (Clouston Associates, August 2019). • Supplementary Information Regarding Creek Realignment (BG&E, August 2019). • Corrimal Coke Works Creek Realignment Stability Assessment (BG&E, March 2020). • Flora and Fauna Assessment (EcoLogical, September 2017). • Flora and Fauna Assessment (EcoLogical, May 2019). • Letter 22 July 2019 EcoLogical “Microchiropteran bat habitat assessment”.

Issue/Question	Council Officer Response
	<ul style="list-style-type: none"> • Letter 5 August 2019 EcoLogical “Management and monitoring of the Pteropus poliocephalus (Grey-headed Flying-fox)”. • Grey-headed Flying-fox Camp Proposed Management Actions (EcoLogical March 2020). • Letter 26 March 2020 Ecosure “Corrimal Flying-fox Strategy Peer Review”
<p>Shouldn't clear established mature trees – habitat and shade with climate change</p> <p>Contrary to Council's Urban Greening Strategy</p> <p>(72 submissions)</p>	<p>Much of the site, the riparian corridor and the adjacent rail and road reserves are covered by tree canopy. This canopy forms a height datum across the site which is visible from surrounding areas, particularly from the two rail bridges to the north and south. It is estimated that the tree canopy generally sits at a height of around 12 metres with several taller trees extending above this in areas to around 25 metres.</p> <p>Forest Red Gum Thin-leaved Stringybark Grassy Woodlands and Acacia Scrub found on site are both native vegetation communities. The Forest Red Gum Thin-leaved Stringybark Grassy Woodlands vegetation community forms part of the Illawarra Lowlands Grassy Woodland in the Sydney Basin Bioregion, an endangered ecological community (EEC) listed under the <i>NSW Biodiversity Conservation Act 2016</i> (BC Act). Two patches of Illawarra Lowlands Grassy Woodland have been identified on the site – one in the north and one in the south. Although the vegetation in the north of the site has high conservation status (EEC), its conservation significance is low to moderate based on patch size, current and proposed future surrounding land use and the ongoing impacts that are likely to prevail.</p> <p>Any future Development Application stage will require the submission of a Biodiversity Development Assessment Report (BDAR), due to the proposed impacts (clearing) to native vegetation. The BDAR would be prepared consistent with the Biodiversity Assessment Methodology and outline the offset requirements associated with the proposal. The EcoLogical report recommends at DA stage the preparation of a Vegetation Management Plan for the patches of vegetation to be retained and for the riparian corridor to be revegetated. The Vegetation Management Plan would be prepared consistent with DPI Water “Guidelines for vegetation management plans on waterfront land”, including consideration of bushfire risks, Council requirements and proposed landscaping. The proposed rezoning would retain and restore the EEC in the south of the site.</p> <p>Clearing thresholds under the Biodiversity Conservation Act relate to the clearing of all native vegetation, not just EECs. Where development proposals affect remnant vegetation, the framework identifies a three-step process to ensure an overall increase in the extent and quality of native vegetation -</p> <ul style="list-style-type: none"> • Avoid adverse impact resulting in vegetation clearance. • Where impact cannot be avoided, minimise impact through careful planning, design and management. • Offset any vegetation loss through appropriate offsets. <p>The draft DCP Chapter contains a control to retain mature trees along Railway Street, east of Harbinger Street.</p>

Issue/Question	Council Officer Response
<p>GHFF impacts Dog park inappropriate (50 submissions)</p>	<p>The draft Planning Proposal incorporates a minimum 100 metre buffer between the core camp and future residential development to protect the GHFF and avoid impacts to future residents.</p> <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 such as a dog park. The DCP also includes a control to include a “belly-dip” area for flying foxes in the realigned corridor.</p>
<p>Concerned about flood impacts (38 submissions)</p>	<p>The updated Flood and Geomorphological studies incorporate modelling of future flood events and conclude that a realigned riparian corridor can be provided along the western edge of the site such that flood risk levels currently present on site can be significantly mitigated to enable a Probable Maximum Flood (PMF) event free area suitable for residential development, and adjoining lands up and downstream will have an improved or neutral impact</p> <p>The Coke Works proposal is consistent with the Towradgi Creek Flood Study, and as the Towradgi Creek Floodplain Risk Management Study and Plan process continues, the Coke Works site will be included in future Council modelling.</p> <p>On 5 August 2020, DPIE advised that, based on a review of the updated flood information provided, the draft Planning Proposal is consistent with Ministerial Direction 4.3 – Flood Prone Land.</p>
<p>Shouldn't interfere with natural creek (59 submissions)</p>	<p>The form and alignment of the existing North Corrimal Creek has been substantially modified in the past as a result of site filling and construction of online dams associated with previous industrial uses. These past impacts have been more pronounced in the upstream and central sections of the site.</p>
<p>Impact on native animals (24 submissions)</p>	<p>There is potential for threatened microbats to utilise the site, and any future demolition will be subject to further assessment.</p> <p>The site does not contain habitat for the Green and Golden Bell Frog.</p> <p>One threatened fauna species, <i>Pteropus poliocephalus</i> (Grey-headed Flying-fox) occupies the site. A minimum 100 metres is recommended between the mapped core camp area and future residential development. There are financial and staff resourcing liabilities to consider in the decision to accept dedication of land into future Council ownership and stewardship of a State and Nationally listed threatened fauna species and its habitat. Should Council resolve to accept dedication of the EEC and GHFF camp, a funding mechanism will be required for ongoing maintenance. A Biodiversity Stewardship Agreement, which would be established prior to finalising the Planning Proposal, is a possible funding mechanism for further investigation. A Planning Agreement contribution for ongoing maintenance of the camp or the cost of establishing the camp as a Biodiversity Stewardship site is also worthy of consideration.</p> <p>Any future Development Application approval would require monitoring for fauna during any realignment works as a condition of consent.</p>

Issue/Question	Council Officer Response
<p>Concerned about environmental impacts (18 submissions)</p>	<p>The vision for the development is to rehabilitate degraded areas of the site. The proposal is to realign the channel, remove artificial fill introduced on the ICC site and the planting of native vegetation in the newly proposed Vegetated Riparian Zone.</p> <p>Preliminary consultation with the (then) Office of Environment and Heritage (OEH) indicated support for the revitalisation of this former industrial site in principle, including a long-term conservation outcome for the riparian corridor and retained areas of remnant native vegetation. The retention of Illawarra Lowlands Grassy Woodland Endangered Ecological Community (EEC), rehabilitation of the existing degraded watercourse and creek realignment works to mitigate flood risk are considered to be environmental priorities.</p> <p>The Wollongong DCP 2009 Chapter 23 Riparian Land Management requires the preparation of a Vegetation Management Plan (VMP) for all riparian lands intended to be transferred to Council ownership via dedication. The VMP will outline the proposed environmental rehabilitation program tasks and detailed costings designed to revegetate and provide long term bank stabilisation and will reference relevant flood modelling studies to ensure that proposed works do not increase the flood affectation upon surrounding properties. All necessary revegetation or other works are to be completed in accordance with the approved VMP to the satisfaction of Council prior to the transfer of land being accepted. The VMP would be subject to a five-year restoration works and maintenance period to ensure the riparian corridor is functioning and in stream works stabilised to the satisfaction of Council prior to hand over of the asset.</p>
<p>Stormwater concerns</p>	<p>The proposed realignment to the western and southern most portions of the site will involve substantial civil works (to accommodate a main channel averaging 11 metres wide, at depths between 5-8 metres) that will include diversion of the sewer trunk main and cut to fill bulk excavation works on the site. As part of any development, riparian corridor buffer zones will be required along the creek lines. Stormwater quality improvement devices and stormwater detention facilities will also be required and may be separate or incorporated within the riparian corridor.</p> <p>Sydney Water in their submission encourages the developer to consider onsite recycling and reuse (including stormwater harvesting) as part of water cycle management/wastewater services in their development site.</p>

5 Heritage: Aboriginal and Industrial

State Heritage listing

In accordance with Council's April 2017 resolution, and in response to advice from Heritage NSW, in December 2019, Council officers submitted a State Heritage listing nomination to the NSW Heritage Council, to seek clarification on whether the site meets the State heritage criteria.

On 5 February 2020 the nomination was considered by the State Heritage Register Committee of the Heritage Council of NSW, where it was resolved to progress the State Heritage nomination to the next stage of review and prioritisation.

On 5 May 2020 the State Heritage Register Committee agreed the site is likely to meet the threshold for State Heritage significance and advised Heritage NSW to proceed with an assessment.

During the exhibition of the draft Planning Proposal, Heritage NSW advised that the State listing was still being assessed, and did not object to the draft Planning Proposal.

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, and the Notice is 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 Chair, State Heritage Register Committee (SHRC) advised that *the State Heritage Register Committee of the NSW Heritage Council met today to consider the State Heritage Register Listing of the Former Corrimal Coke Works. The meeting was convened in view of the ongoing process to list the Former Corrimal Coke Works – currently on public exhibition – and with an understanding that there is a planning proposal current for the site, nearing the end of its gateway approval period.*

The Committee resolved to –

- 1 **Advise** Wollongong City Council of its in-principle support for the planning proposal to rezone the site and reiterates points made in the Heritage NSW letter of 9 September 2021, noting the need for a strengthened masterplan which includes but is not limited to -
 - a *A better understanding, mapping and ways of ensuring the ongoing appropriate management of the site's intangible Aboriginal Cultural Heritage Values, for example, adopting the Caring for Country framework.*
 - b *The increased retention and conservation of the built items as a group, and better understanding of interpretation plans.*
 - c *Further work is required in terms of increased conservation and interpretation of ACH values and industrial heritage.*
 - d *Further work and consultation with Heritage NSW is required at the detailed design stage to ensure the retention of significant fabric.*
- 2 *The Committee confirms the SHR listing process is ongoing and welcomes further comment from the Wollongong City Council and the Illawarra Coke Co. as part of the process.*

NSW Heritage subsequently confirmed that *in providing in principle support for the Planning Proposal the SHRC is aware that these elements of the masterplan that are currently embedded in the planning proposal will be key determining factors in future development assessment processes.*

The advice indicates that Council can continue to progress the draft Planning Proposal while the draft State Heritage listing is still being exhibited and assessed. The advice indicates that the draft Masterplan / concept plan should be strengthened / amended to manage Aboriginal values and the industrial heritage of the site. The draft Masterplan is part of the draft DCP chapter which is proposed to be subject to a further report to Council. The chapter can be updated to reflect the advice.

If the State Heritage listing of the site is finalised, Heritage NSW approval will be required for any development application.

Aboriginal heritage

The Aboriginal Cultural Significance of the site has been acknowledged by the local Aboriginal community, with several noting particular attachments 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.

Concerns have been raised about the proposed relocation of creek lines within the development. This aspect of the proposal would also result in the destruction of the recorded Aboriginal site and this has been questioned by Heritage NSW. The relocation of the creek through the site, and the impacts of the proposal on the creek lines, riparian vegetation (including regrowth), the supported ecology of these areas including the Grey-headed Flying Fox community and other flora and fauna have all been raised as concerns by members of the Aboriginal community in terms of the cultural heritage impacts of these aspects of the proposal. Heritage NSW will determine whether an Aboriginal Heritage Impact Permit (AHIP) will be issued, to impact on the site.

Industrial heritage

The Heritage Interpretation Strategy prepared by Urbis (2019) concluded that the former Coke Works site holds heritage significance, demonstrated through its contribution to the growth of the coke and steel manufacturing industry and industrial expansion in the Illawarra area, the connection of the site to local collieries, the site’s electricity generation and the historic connections of a major employer for over a century to the local community. The long continual use of the site (over one hundred years) has created multiple layers of industrial fabric and social history. The Biosis (2017) assessment concludes that the proposal to rezone the site for residential and commercial use represents the most viable option in terms of enhancing the heritage values, by making the history of the Coke Works accessible to the local community and the Illawarra through adaptive re-use and interpretation. The retained heritage structures in the civic plaza are proposed to be managed in future private ownership as part of the retail offer, with Council not intending to take on ownership of this asset.

Overall, 37 community submissions raised one or more concerns about the need to ensure the industrial heritage of the site is recognised and restored for the community, and 12 submissions raised the need for the development to acknowledge and respect Aboriginal cultural values of the site. Key concerns related to the need to ensure a funding is established for the initial restoration works for industrial items of significance, and for their ongoing maintenance.

“Need an item specific enforceable Heritage Management Plan before the project is approved”

“Statements like “if possible” the brick chimney and bee hive coke ovens will be preserved isn’t very convincing. A firmer guarantee from the developer to protect the significant elements is essential”

Heritage NSW and the National Trust of Australia (NSW) Illawarra Shoalhaven Regional Branch submitted the following responses to the draft Planning Proposal and associated documents during the public exhibition -

Table 13 - Agency /Organisation Comment

Agency /Organisation Comment	Council Officer Response
<p>Heritage NSW (9/9/21)</p> <p>The ‘Former Corrimal Coke Works’ was nominated for inclusion on the SHR by Wollongong Council in November 2019. The SHR Committee determined that the item was likely to meet the threshold for State heritage significance and that the nomination should be progressed to a full assessment. HNSW is currently undertaking this assessment, which involves consultation with landowners and other key stakeholders. The nomination has not yet entered the statutory listing process under the <i>Heritage Act 1977</i> (the Act).</p>	<p>Heritage NSW advise the site is likely to meet the threshold.</p> <p>Subsequently, the intention to State Heritage list the site is on exhibition till 11 November 2021. The State Heritage Listing Committee has advised that it has in-principle support for the draft Planning Proposal and Council can continue its assessment of the draft Planning Proposal.</p>

Agency /Organisation Comment	Council Officer Response
<p>The Planning Proposal does not meet Ministerial Direction 2.3 in relation to Aboriginal cultural heritage.</p>	<p>The Department of Planning, Infrastructure and Environment previously advised that the Direction had been satisfied. It is the Department's responsibility to determine whether the Direction has been met.</p>
<p>The Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by Kelleher Nightingale Consulting Pty Ltd, dated May 2019 (KNC 2019) outlines that the proposed works will cause total and direct harm to a stone artefact scatter identified in the southern part of the proposed impact area. This site is recorded on the Aboriginal Heritage Information Management System (AHIMS) as site number 52-2-4505 (FCCW AFT 1). The impact assessment (KNC 2019, p.36) states that site will be harmed through drainage works and creek realignment. However, the ACHAR does not demonstrate what options have been considered to avoid harm to the site.</p> <p>Recommendations to inform a revised Planning Proposal -</p> <ul style="list-style-type: none"> • Planning Proposal to better articulate the Aboriginal cultural heritage values in a way that allows conservation values to be identified and incorporated into the zoning process. This should be achieved through additional consultation and collaboration with the Aboriginal community. • Additional evidence to be provided to justify the limited extent of the test excavations. This could include mapping the geotechnical information that KNC (2019) refer to as identifying high rates of fill and disturbance across the area. Including this further detail in the ACHAR may help explain why only a small area was subject to test excavations. • Further consideration is given to conserving the AHIMS recorded site - as the site is located in open space area, we recommend that more design work is conducted to avoid harm to this site. In considering the principles of Ecologically Sustainable Development (ESD), the proponent needs to ensure all avenues to avoid harm to Aboriginal cultural heritage are adequately explored. • Additional work is also required to address the proposed impacts on intangible Aboriginal cultural heritage values • The ACHAR (KNC 2019) be revised to include detailed explanation of how comments from the RAPs have been addressed. This needs to include comments regarding Aboriginal cultural resources, intangible values, potential for burials and request for additional test excavations. 	<p>Heritage NSW have identified inadequacies with the Aboriginal assessments submitted in support of the Planning Proposals request. They have stated the need for further assessment and consultation with the Aboriginal community in terms of Aboriginal cultural heritage values associated with the creek line, connections to the contemporary Aboriginal community and impact of the proposed works on intangible cultural values. Updates to the submitted reports are requested, and the preparation of an Aboriginal Heritage Management Plan (AHMP) recommended to help address the concerns raised by the Aboriginal community and to guide the proposed development works in a culturally appropriate manner. This is required to better protect Aboriginal cultural heritage impacts in the context of the proposed development.</p> <p>As part of the public exhibition, Council officers embarked on a targeted engagement strategy in line with Council's adopted Aboriginal Engagement Framework to gain an understanding of Aboriginal cultural values attached to the site. 10 submissions were received from representatives of Aboriginal groups and the Aboriginal community. 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. Particular attachments to the creeks associated with the development site including Towradgi (Karadgi) Creek and its tributary (North Corrimal Creek) were raised in the consultation.</p>

Agency /Organisation Comment	Council Officer Response
<p>Proponent to prepare an Aboriginal Heritage Management Plan (AHMP) to help address the concerns raised by the Aboriginal community and to guide the proposed development works in a culturally appropriate manner. The AHMP should be prepared to inform the Planning Proposal and therefore provide the best opportunity to protect Aboriginal cultural heritage impacts in the context of the proposed development.</p>	
<p>The existing statutory curtilage for the local item incorporates those elements identified as having high and moderate significance, optimising conservation outcomes for the non-Aboriginal heritage values of the site.</p>	<p>Implications for extension of curtilage by Heritage NSW to acknowledge Aboriginal cultural values (particularly associated with the creek lines), based on the additional consultation and investigations required, as outlined above.</p>
<p>Further work is encouraged at the detailed design stage to ensure the retention of significant fabric. The remaining historic buildings and ancillary structures are part of group. Their retention will facilitate a greater understanding of the historic use and functioning of the Corrimal Coke Works. It is noted that the heritage fabric includes subsurface structures that contributed to the functioning of the coke works, such as the c.1889 remnants of the tramway, the coke ovens underground flue system and the underground coal conveyor. Any future development application should give consideration to the retention and conservation of significant fabric, including subsurface structures.</p>	<p>Noted</p>
<p>The National Trust of Australia (NSW) Illawarra Shoalhaven Regional Branch -</p> <p>Lack of clarity as to how the restoration and interpretation of the items of industrial heritage will be funded and maintained. The proposal is for management in future private ownership as part of the retail offer, however the Master Plan concedes “recognition that the majority of retail uses will not be viable until there is sufficient resident population on site”. This approach puts the viability of the retention of items of industrial heritage at risk. Restoration needs to occur early in the staging plan. The Trust has no confidence in the proposed mechanism for funding and strongly advises a more reliable source of funding be established from the outset. This mechanism needs to be put in place -</p> <ul style="list-style-type: none"> • In perpetuity • Prior to, and potentially built into, any sales • Independent of market conditions 	<p>If State Heritage listed, a formalised Conservation Agreement under the Heritage Act would be the mechanism to ensure in perpetuity funding for heritage conservation works and maintenance.</p>

The following table illustrates the key issues and questions raised in relation to heritage, and the Council Officer response -

Table 14: Heritage: Aboriginal and Industrial

Issue/Question	Council Officer Response
<p>Who is responsible for assessing the heritage impacts of a proposed development?</p>	<p>Heritage in NSW is principally protected by the <i>Heritage Act 1977</i> and is designed to protect both known heritage items (such as standing structures) and items that may not be immediately obvious (such as potential archaeological remains or “relics”). Heritage items are listed as either local or State significant.</p> <p>Protection of Aboriginal heritage: Aboriginal objects and places are protected under the National Parks and Wildlife Act 1974.</p> <p>A heritage amendment Planning Proposal was progressed separately for the site. Listing the site as a local heritage item in Wollongong LEP 2009 was endorsed by Council 29 June 2020 and the Heritage Amendment was notified on 11 September 2020.</p>
<p>What heritage investigations have been conducted?</p>	<p>A number of Heritage reports have been prepared for the site in support of the draft Planning Proposal request, and as a requirement of the Gateway Determination, as follows -</p> <ul style="list-style-type: none"> • Historical Heritage Assessment (Biosis, August 2017). • Aboriginal Archaeological Survey Report (Biosis, October 2015). • Heritage Interpretation Strategy (Urbis, May 2019). • Structural Assessment of Existing Structures (BG&E 2019). • Conservation Management Strategy (Urbis May 2019). • Updated Conservation Management Strategy (Urbis July 2019). • Conservation Management Strategy Peer Review (Weir Phillips July 2019). • Aboriginal Cultural Heritage Assessment (Kelleher Nightingale Consulting P/L May 2019). • Historical Archaeological Test Excavation Report (Austral Archaeology March 2020). <p>The DPIE advised in a letter dated 5 August 2020 that, given a separate Local Heritage Listing amendment to Wollongong LEP 2009 is being finalised and will facilitate heritage protection for the site, any inconsistency with Direction 2.3 Heritage Conservation is therefore considered justified and no further approval is required in relation to this Direction</p>
<p>Need more definite commitment to restoration retention, repurposing and interpretation of heritage features (37 submissions)</p> <p>The Design Review Panel (DRP) identified the heritage chimneys as prominent landmarks in the area that should remain as the dominant forms and silhouettes in the</p>	<p>The retained heritage structures in the civic plaza are proposed to be managed in future private ownership as part of the retail offer, with Council not intending to take on ownership of this asset.</p> <p>The Conservation Management Strategy (CMS) and accompanying Heritage Interpretation Strategy provide for retention of the two chimney elements that “bookend” the C1 coke oven battery, designed to retain key iconic skyline elements of the coke works in the most visible locations, and partial retention of the C1 coke oven battery and the powerhouse building, combined with interpretation of other elements. It is the intention to establish a key view axis to the Brick Chimney. A key heritage strategy is fixing the Brick Chimney as the</p>

Issue/Question	Council Officer Response
skyline in views across the site.	<p>overall height limit (32.6 metres), while ensuring that significant retained and interpreted elements remain prominent for understanding and celebrating the history. The CMS will guide conservation works and funding.</p> <p>The Design Review Panel (DRP) also acknowledged the laudable principles and statements in the Master Plan and associated documents which should be incorporated in the site specific DCP, cataloguing all heritage items on the site and indicating the level of retention/interpretation allowed and expected for each.</p>
<p>Aboriginal consultation – heritage (12 submissions)</p>	<p>The potential for archaeological deposits associated with the intensive use of the waterway for Aboriginal fishing and food gathering activities in the former filled in creek corridor was identified during consultation with the local Aboriginal community. The request for additional Aboriginal community consultation is noted and will be undertaken through future planning processes. The assessment of Aboriginal heritage is also a matter being considered through the State Heritage listing process, noting that on 21 October the State Heritage Listing Committee provided in-principle support for the Planning Proposal.</p>

Draft Planning Proposal

The draft Planning Proposal contained many aspects as detailed in the following table:

Table 15: Draft Planning Proposal Provisions

Exhibited LEP map / provision	Amendments required
<p>Land Zoning Map</p> <ul style="list-style-type: none"> Rezone Lot 1 DP 795579 from IN3 Heavy Industrial to R3 Medium Density Residential. Rezone Lot 5 DP 749492 from RE2 Private Recreation to part R3 Medium Density Residential and part RE1 Public Recreation. Rezone Lot 11 DP 749492 from SP2 Infrastructure (Road) to RE1 Public Recreation. Retaining Lot 126 DP 598190 as SP2 Infrastructure (Road). 	<p>No amendment required</p>
<p>Floor Space Ratio Map</p> <ul style="list-style-type: none"> Introduce a range of FSRs – from 0.75:1 – 1.5:1. 	<p>No amendment required</p>
<p>Height of Buildings Map</p> <ul style="list-style-type: none"> Introduce a range of height limits – between 9-15m. 	<p>No amendment required</p>
<p>Minimum Lot Size Map</p> <ul style="list-style-type: none"> Reduce the min lot size to 449m² for the proposed R3 land. 	<p>No amendment required</p>

Exhibited LEP map / provision	Amendments required
<p>Riparian Corridor Map</p> <ul style="list-style-type: none"> Amend the riparian corridor to reflect the proposed relocated watercourse. 	<p>No amendment required</p>
<p>Natural Resource Sensitivity – Biodiversity Map</p> <ul style="list-style-type: none"> Amend the map to remove the vegetation proposed to be cleared. 	<p>No amendment required</p>
<p>Urban Release Area Map</p> <ul style="list-style-type: none"> To require the satisfactory arrangement provisions with State agencies and the preparation of a draft DCP, under LEP clauses 6.1 and 6.2. 	<p>No amendment required</p>
<p>Key Sites Map</p> <ul style="list-style-type: none"> To require design excellence under LEP clause 7.18. 	<p>No amendment required</p>
<p>Site Specific clause</p> <ul style="list-style-type: none"> Sun protection plan – to protect key public spaces. Allow increased heights beyond the maximum height control for certain heritage items: C1 North Stack (37m); C1 Brick Chimney Stack (29m) and the C1 Fine Coal Bin (25m), in the event that they need to be rebuilt. Allow rooftop plant, lift towers, lift motor rooms and or communal open space and access to any structures associated with such space, to exceed, the height limits set. 	<p>No amendment required</p>
<p>Schedule 1 Additional Use provision</p> <ul style="list-style-type: none"> To limit retail uses to a combined total gross floor area (GFA) that cannot exceed 2,000m² and comprises: <ul style="list-style-type: none"> Business premises. Neighbourhood shops with a maximum gross floor area of 150m². Food and drink premises with a maximum gross floor area of 250m². Neighbourhood supermarket with a maximum gross floor area of 500m². 	<p>No amendment required</p>

In addition, the draft Planning Proposal proposed a housekeeping amendment to rezone the Cross Street Road reserve and part of the former Lot 12 DP 749492 Cross Street from SP2 Infrastructure (Road) and RE2 Private Recreation to R2 Low Density Residential with a Minimum Lot size of 449m², Floor Space Ratio of 0.5:1 and Height of Building limit of 9m, consistent with the adjoining Cross Street residential properties. It is proposed that this amendment progress as part of the draft Planning Proposal.

Draft Site Specific Development Control Plan Chapter

A site specific Development Control Plan Chapter, developed to provide guidance and a tool in the assessment of future Development Applications, was exhibited for feedback.

The site-specific draft DCP Chapter is intended to supplement the land use planning controls contained in Wollongong Development Control Plan (WDCP) 2009, to achieve the vision for this unique site. Where the Master Plan is proposing planning controls that vary significantly to the surrounding area (e.g. proposed heights and FSR), then there is a role for the DCP in providing detailed planning and design guidelines to ensure the resultant built form can deliver on the vision, respecting heritage elements and key views etc.

SEPP 65 and the NSW Apartment Design Guide (ADG) are the key design controls for residential apartment buildings, and the 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, Chapter B2 - Residential Subdivision of Council's DCP has recently been updated to include best practice road cross sections that represent new development expectations.

The exhibition raised a number of issues that would have implications for a site specific Development Control Plan Chapter, particularly in terms of sustainability controls, appropriate parking rates for the site and further controls to protect the Aboriginal cultural and industrial heritage values of the site. Other updates to the draft DCP Chapter have been identified through the exhibition to ensure a more streamlined document.

These aspects of the draft DCP Chapter require further review and refinement depending on Council's determination of the draft Planning Proposal, and pending the outcomes of the Master Plan for an integrated transport precinct recommended by TfNSW.

The State Heritage Listing Committee recommended that the Masterplan be strengthened in terms of Aboriginal Cultural Values and industrial heritage.

The draft DCP Chapter will be further developed before being report to Council.

Development Contributions / Planning Agreement Letter of Offer

A development contribution levy is a fee to be paid by any person undertaking a new development. The money is used to provide improved or increased public infrastructure and facilities in accordance with the *Environmental Planning & Assessment Act 1979 and Regulation*.

Based on a 1% Section 7.12 (formerly S94A) levy, the proposed \$250 - \$270 million development cost could contribute \$2.5 - \$2.7 million in development contributions. Planning Agreements (PAs) may be accepted as an alternative to development contributions in line with Council's adopted Planning Agreement Policy, involving the provision of a material public benefit such as a monetary contribution, works and/or land dedication. A PA is an agreement entered into by Council and a developer during Council's consideration of a rezoning application (planning proposal) or a development application and can be either in lieu of or in addition to a development contribution payment.

The proponent has indicated the intention to enter into a Planning Agreement (PA) with Council, submitting a Letter of Offer for a PA and Schedule of Public Benefits (30 March 2021), detailing a range of public benefits to be provided as part of the development, some of which will offset local contribution payments, wholly or partially.

The key items identified as a public benefit and therefore consideration for a contribution offset include -

- Provision of a pedestrian/cycling connection along Railway Street from Cross Street to the Railway commuter car parking entrance and from Railway Street to the Council reserve south of Towradgi Creek.
- Road widening land dedication (Lot 126 DP 598190 on Railway Street) to facilitate a future rail overpass bridge.
- Railway Street/Harbinger Street roundabout.

- Station Plaza public access.

The following public benefit items are also proposed with no offset of contributions -

- Provision of two neighbourhood scale parks.
- Establish riparian corridor with passive recreational, active transport and ecological functions.
- Provision of 35 Affordable Rental Housing Dwellings within the site to be managed by an affordable housing provider.

43 submissions commented that they felt the current proposal offers no public benefit. Concern was expressed that Council and rate payers would be left to finance long term maintenance of the riparian corridor that would, because of its primary design as a floodway channel, not be a safe and useable recreational space for the community. Similar concerns were raised in relation to the ongoing maintenance of industrial heritage items, which are currently proposed to be funded through the retail offering. More certainty is being sought from the community as to how the initial restoration work is being funded, in addition to how an in-perpetuity funding mechanism can be established for ongoing maintenance.

Concerns were also raised in relation to the proposed shared path through the site to end at the Council reserve in the south of the site. Submissions sought a contribution payment to the wider active transport network, connecting the site with the NSW Coastal Cycleway via Corrimal High School and Corrimal Town Centre, as a more practical use of funds from a cyclist perspective.

“The current site does need to be enhanced. The development however does not add in my opinion any value to my community. It totally misses the opportunity to build on what we have, rather it adds to the challenges our current community has”. [traffic and parking issues, rate payers paying for maintenance of parks for residents, bike path to nowhere, poor public transport, few LT jobs]

“Lack of clarity as to how the restoration and interpretation of the items of industrial heritage will be funded and maintained. The proposal is for management in future private ownership as part of the retail offer, however the Master Plan concedes “recognition that the majority of retail uses will not be viable until there is sufficient resident population on site”. This approach puts the viability of the retention of items of industrial heritage at risk.”

“The two creek bridges and pathways along the creek are of minimal utility for cyclists – they will be largely used by residents. These internal pathways should not be counted as a contribution to the wider active transport network. Council should prioritise provision of active transport links connecting the site with the NSW Coastal Cycleway via Corrimal High School and Corrimal Town Centre. Particular attention is needed for safe crossings of the railway and Memorial Drive”.

The TfNSW submission has outlined the expectation that, as part of the satisfactory arrangements process, the proponent will prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements. The masterplan is to provide an interface between the site, Corrimal Train Station and Railway Street and is to 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; and strong pedestrian and cycling connections within the precinct. This is to be done in consultation with TfNSW. The masterplan is to include a future vehicular overpass of the railway line and is to show any land dedications proposed by the proponent.

There are ongoing discussions with the applicant on the following matters -

- The affordable housing offer and its relationship to the cap on dwelling yield.
- The re-allocation of funds towards active transport infrastructure in the general locality if delivery of the shared path and footbridge over Towradgi Creek is not feasible (due to planning, environmental or cost constraints).
- A funding mechanism to support maintenance of the Grey-headed Flying-fox colony (i.e. through establishment of a Biodiversity Stewardship Agreement or other mechanism).

The Letter of Offer is an early step in the preparation of a draft Planning Agreement, providing an indication of what could be contained in a draft Planning Agreement. If Council supports the draft Planning Proposal, a draft Planning Agreement would be prepared, having regard to the feedback received during the exhibition. The draft Planning Agreement would be reported to Council and exhibited for community feedback.

OPTIONS

1 Draft Planning Proposal -

Following the thorough consideration and assessment of issues raised in submissions and the technical reports, this report recommends that the draft Planning Proposal be endorsed by Council and referred to the NSW Department of Planning, Industry and Environment for review, finalisation and preparation of an amending Local Environmental Plan.

Council could resolve to not progress the draft Planning Proposal. This determination would also be forwarded to the NSW Department of Planning, Industry and Environment, who could accept or review Council's decision. The Department could "call-in" the draft Planning Proposal and undertake their own assessment.

The Department of Planning, Industry and Environment has recently reminded Council that the Gateway Determination lapses on 17 December 2021 and Council should determine and submit the draft Planning Proposal by 12 November 2021.

2 Draft Development Control Plan Chapter -

This report has concentrated on the draft Planning Proposal. Aspects of the draft DCP Chapter require further review and refinement depending on Council's determination of the draft Planning Proposal.

Heritage NSW have recommended that the master plan, within the draft DCP, be strengthened in terms of Aboriginal Cultural Heritage and Industrial heritage.

It is recommended that the finalisation of the draft DCP Chapter be the subject of a further report.

3 Draft Planning Agreement / Letter of Offer -

The Letter of Offer is an early step in the preparation of a draft Planning Agreement, providing an indication of what could be contained in a draft Planning Agreement. If Council supports the draft Planning Proposal, staff continue to negotiate with Legacy Properties on the terms of a draft Planning Agreement, having regard to the feedback received during the exhibition.

The ongoing discussions will permit the following aspects of the proposal to be addressed:

- The affordable housing offer and its relationship to the cap on dwelling yield
- The re-allocation of funds towards active transport infrastructure in the general locality if delivery of the shared path and footbridge over Towradgi Creek is not feasible (due to planning, environmental or cost constraints), and
- A funding mechanism to support maintenance of the Grey-headed Flying Fox colony (i.e. through establishment of a Biodiversity Stewardship Agreement or other mechanism).

The draft Planning Agreement would be reported to Council and exhibited for community feedback.

CONSULTATION AND COMMUNICATION

The draft Planning Proposal, Draft Development Control Plan Chapter, 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 resolved to place the suite of documents on

exhibition for a minimum period of 60 days, as opposed to the statutory requirement of 28 days, to allow the community more time to consider the proposal in recognition of the significance of the project.

Council widely advertised the public exhibition, through a mail out to surrounding residents, advertising in the local newspaper, media release through social media platforms and Council's Community e newsletter –

Method	Details
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 1,280 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 -</p> <ul style="list-style-type: none"> • All active Neighbourhood Forums. • The Housing Trust. • The Illawarra Historical Society. • National Trust of Australia (Illawarra Shoalhaven Regional Branch). • Property Council of Australia. • Urban Development Institute Australia. • 16 Aboriginal Groups asking about the best way to talk to them about the proposal, in line with Council's adopted Aboriginal Engagement Framework.
Letter to State Agencies / Statutory authorities	<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. The agencies consulted included -</p> <ul style="list-style-type: none"> • NSW Department of Industry – Crown Lands and Water Division. • NSW Environment Protection Authority. • NSW DPIE - Environment, Energy and Science. • Heritage NSW. • Endeavour Energy. • Transport for NSW (includes former RMS and Sydney Trains).. • Sydney Water. • Emergency response organisations (SES, RFS, NSW Fire and Rescue etc). • Department of Education. • Water NSW. • Transport for NSW. • The Mineral Heritage Sub-Committee of the Australian Institute of Mining and Metallurgy (AusIMM). • NSW Rural Fire Service. • State Rail Authority of NSW, C/- Railcorp Property Division.

Method	Details
	<ul style="list-style-type: none"> • Roads and Maritime Services. • Rail Corporation NSW, Attn Manager Land Use & Planning Property Division. • NSW Heritage Council, c/- Department of Planning Heritage Branch. • NSW Health. • NSW Fire and Rescue. • Infrastructure NSW. • NSW Natural Resources Access Regulator (NRAR). • Environment Protection Authority. • Department of Primary Industries, - Fisheries Conservation Manager. • Department of Primary Industries, - Water. • DPIE, Biodiversity + Conservation. • Endeavour Energy.
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	<p>Exhibition information included in Council's July/August Community e newsletter.</p>
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 answers were posted 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>

The Corrimal Community Action Group contacted Council expressing their concerns about the impact of COVID restrictions on the public exhibition, particularly in relation to the inability to hold face to face information sessions and restricted access to hard copy documents given the libraries and customer service centre were shut for the majority of the exhibition period. This group initially requested that the exhibition not commence given COVID uncertainty, and again during the exhibition requested an extension of the exhibition for the purpose of providing the opportunity for face to face consultation.

The directive from the State Government in response to COVID-19 was that it is important for all in the planning system to continue to do the work needed to keep the economy moving, including the progression of planning proposals. The Department of Planning instigated a number of measures in response to COVID-19, including introducing the *COVID-19 Legislation Amendment (Emergency Measures) Bill 2020* which has removed the requirement for planning decision makers including Councils to display physical copies of documents, which are now required only to be available online on local Council websites.

Council endeavoured to strike a balance between our statutory obligation to move this process forward and also our commitment to provide meaningful community consultation. The requirements of the NSW Public Health Orders were monitored throughout the exhibition period and Council staff provided as much opportunity as possible for our community to participate in the process. It was deemed not feasible to have the exhibition period open indefinitely and there is a Statutory obligation to continue to move forward with the process, given the Gateway has only been extended until the end of the year.

The following adjustments were made to the exhibition arrangements in response to those restrictions, including additional measures put in place that would not normally be undertaken in an exhibition, but considered to be beneficial to the process to provide flexibility and ensure the community received information and could have meaningful input -

- Corrimal Community Action Group were provided with a USB drive of all the documentation currently on exhibition.
- Corrimal Community Action Group were provided with two (2) complete hard copy sets of the exhibition material, printed in eight (8) separate volumes by topic area.
- Neighbourhood Forum 4 were provided with a remote / online presentation by Council staff, (6 July 2021) outlining the key aspects of the proposal.
- In response to a request from Neighbourhood Forum 4, Council prepared additional information on contamination and traffic in plain English form.
- The Q&A forum on Council's website was updated weekly with answers to questions raised by the community.
- Three on-line Community Information Sessions were held on 24, 26 and 27 July 2021. The sessions were planned to be held at the Corrimal Community Centre but were moved to an online format. All people registered for the sessions were personally contacted by the engagement team and provided information and instructions on how to attend the online format. A media release was also initiated, and information provided on social media platforms. The format comprising a 15-minute presentation by Council officers, followed by the opportunity for the community to ask questions with Council technical staff on hand to provide responses. The sessions were attended by approximately 50 people and appeared to be well received.
- Follow-up conversations and information sharing as a result of the online information sessions with affected residents by traffic team to better understand issues and proposed solutions.
- Follow-up conversations with the Aboriginal Groups to better understand the values of the site and any implications for development.
- the CCAG and any community members have been encouraged to contact Council's Land Use Planning team with any questions they may have, which are answered by the most appropriate technical officer in Council. Any member of the community could contact Council by phone (4227 7111), email engagement@wollongong.nsw.gov.au, or letter to ask questions about the planning proposal and to make submissions. All community members contacting Council were encouraged to make a submission.
- Where it came to our attention that a member of the community didn't have access to a computer or indicated they didn't want to go out to post a submission, the following procedure was instigated –
 - Offered to provide information and answer questions over the phone
 - Offered to take down their submission

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 and improve connectivity to train stations and key transport nodes	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.

In addition, the following objectives and actions are addressed -

- **Objective 1.1 Our natural environment, waterways and terrestrial areas are protected, managed and improved -**
 - 1.1.3 The potential impacts of natural disasters, such as those related to...flood...are managed and risks reduced to protect life, property and the environment.
- **Objective 1.3 The sustainability of our urban environment is improved -**
 - 1.3.1 manage land use to strengthen urban areas and improve connectivity close to train stations and key transport routes.
- **Objective 5.3 Residents have improved access to a range of affordable housing options -**
 - 5.3.1 housing choice in the Wollongong Local Government area is improved, taking account population growth, community needs and affordability.
- **Objective 6.1 Wollongong is supported by an integrated transport system –**
 - 1.1.4 integrated communities close to public transport and local services and facilities focused around existing trains stations and town and village centres are planned for and encouraged.

Illawarra Shoalhaven Regional Plan 2041

On 2 November 2020 the draft Illawarra Shoalhaven Regional Plan 2041 was released for exhibition until 17 December 2020. On 7 December 2020 Council considered a report on the draft Plan and resolved to make a submission.

In June 2021 the Illawarra Shoalhaven Regional Plan 2041 was released by the State.

The updated *Illawarra Shoalhaven Regional Plan 2041* will guide strategic planning and land use decisions in the region for the next 20 years. The Plan contains 30 objectives, supported by a mix of actions, strategies and collaboration activities. The Planning Proposal is consistent with the following -

Objective 11: Protect important environmental assets.

Objective 14: Enhance and connect parks, open spaces and bushland with walking and cycling paths.

Objective 18: Provide housing supply in the right locations.

Objective 19: Deliver housing that is more diverse and affordable.

Objective 23: Celebrate, conserve and reuse cultural heritage.

Objective 28: Create connected and accessible walking and cycling networks.

The Regional Plan states the need to prioritise opportunities for new housing in strategic centres, given they are well serviced by utilities, public transport, walking and cycling, education, health and community infrastructure, and provide shopping, community and commercial services. The Plan Identifies Corrimal as a strategic centre.

Making more housing available in existing urban areas is identified in the Plan as a sustainable option as it takes advantage of existing investments into infrastructure and services - this could include higher densities in Metro Wollongong, Shellharbour City Centre and Nowra City Centre, and medium densities in strategic centres such as Corrimal.

The Plan highlights Corrimal as having capacity for housing growth, with its connections to public transport, public open space and cultural facilities. The 18-hectare former Coke Works site is specifically mentioned in the Plan as having the potential to be developed to better connect the town centre to the train station and to increase housing supply and diversity, noting the need for any proposed development to consider the site's ecological, historical, archaeological and cultural significance.

Illawarra Shoalhaven Regional Transport Plan

On 30 November 2020 the draft Illawarra Shoalhaven Regional Transport Plan was released for exhibition until 29 January 2021 (Council received an extension till 14 February 2021). On 22 February 2021 Council considered a report on the draft Plan and resolved to make a submission.

In August 2021 the Illawarra Shoalhaven Regional Transport Plan 2041 was released by the State.

The Illawarra - Shoalhaven Regional Transport Plan (the "Transport Plan") outlines the strategic framework for how Transport for NSW will respond to changes in land use, population and travel demand across the region over the next 20 years.

Developed in conjunction with the Department of Planning, Industry and Environment's (DPIE) Draft Illawarra-Shoalhaven Regional Plan 2041, the Plan presents a transport vision for the Illawarra-Shoalhaven and identifies the necessary infrastructure, services and policy interventions required to articulate the vision at a local level.

The Regional Plan nominates five regionally-significant centres for the region – Metro Wollongong, Shellharbour City Centre, Kiama, Nowra City Centre and Milton-Ulladulla. The Plan contains the following four objectives, supported by initiatives and interventions, to contribute to improved multi-modal connectivity to, from and between these five regionally significant centres, as well as with Greater Sydney.

- Objective 1: increased population within a 30-minute public transport trip of a regionally significant centre.
- Objective 2: connectivity between Metro Wollongong and Greater Sydney by public transport is efficient, reliable comfortable and safe
- Objective 3: future residents of regionally significant growth areas are within a 30-minute public transport trip of a regionally significant centre
- Objective 4: maintain reliable north-south, east-west transport spines.

The Planning Proposal for the Corrimal Coke Works site is consistent with these objectives of the Regional Transport Plan.

Local Strategic Planning Statement

Council has adopted the Wollongong Local Strategic Planning Statement (LSPS) 2020 to provide a 20 year land use planning vision for the City. It has drawn on the many existing strategies and plans developed, exhibited and adopted by Council.

The LSPS acknowledges that -

- The key employment lands for Wollongong will continue to be at Port Kembla, Unanderra, West Dapto, south of Wollongong, Fairy Meadow, Tallawarra, Helensburgh and Bellambi.
- An additional 23,800 dwellings will be required to house the forecast population growth to 2041.
- An increase in housing stock diversity is required to accommodate changing demographics, including a greater provision of 1-2 bedroom dwellings.

- An increase in the supply of affordable housing stock is required, and as part of residential up-zonings an Affordable Housing Contribution will be expected or a proportion of Affordable Rental dwellings to be provided on-site.
- Corrimal has been identified as the main shopping centre and commercial precinct for the northern suburbs, and an ideal location for increased housing.

Corrimal Town Centre Plan 2015-2025

The Corrimal Town Centre Plan 2015-2025 provides strategic guidance on the future of Corrimal Town Centre, noting that Corrimal is strategically placed to grow. The Plan identifies a number of large sites in proximity to the Town Centre for future development potential, including the former Coke Works site adjacent the Corrimal Railway Station and within walking distance to centre services. The Planning Proposal is consistent with the “Smart Growth” vision, *“redevelopment in and around the Town Centre provides housing choice and supports the local economy”*.

Wollongong Council Draft Housing and Affordable Housing Options Paper (2020)

An Options Paper was prepared to inform the development of a new Housing Strategy for the Wollongong LGA which has highlighted the need to increase the supply of smaller dwellings (1-2 bedrooms) to meet increasing demand due to an ageing population, increased numbers of lone person households and to better cater for low to moderate income households. The Paper also identifies centres, including Corrimal, as having capacity for additional dwellings through higher densities and appropriate zonings.

FINANCIAL IMPLICATIONS

Based on a 1% Section 7.12 Development Contribution levy, the proposed \$250 - \$270 million development cost could contribute \$2.5 - \$2.7 million in development contributions. The proponent has indicated the intention to enter into a Planning Agreement (VPA) with Council, submitting a Letter of Offer for a VPA and Schedule of Public Benefits (30 March 2021), detailing a range of public benefits to be provided as part of the development, some of which will offset local contribution payments, wholly or partially.

The proponent intends to dedicate -

- The internal roads to Council (as public roads, including footpaths)
- The land zoned SP2 Infrastructure (Roads) and reserved for acquisition adjacent the rail level crossing to facilitate a future rail bridge to Council, as an offset to development contributions.
- The land proposed to be zoned RE1 Public Recreation to Council, both the riparian lands and parks
- The land containing the Grey-headed Flying-fox (GHFF) camp into Council ownership. There are risks and financial and staff resourcing liabilities to consider in the decision to accept dedication of land which would effectively place stewardship of a State and Nationally listed threatened fauna species and its habitat with Council.

Implementation of GHFF Management Plans will require ongoing resourcing. The Planning Proposal, while outlining the need for a Management Plan, does not specify how the proposed ongoing management actions would be funded. Council will continue to work with the proponent to explore ongoing management options, including the possibility of establishing a Biodiversity Stewardship Agreement (or similar) prior to finalisation of the Planning Proposal.

The Station Plaza precinct and industrial heritage items are not proposed to be transferred to Council, and maintenance will need to be funded from the development.

It is recommended that staff continue to negotiate with Legacy Properties, and the proposed Planning Agreement be subject to a future report to Council. The ongoing discussions will permit the following aspects of the proposal to be addressed -

- The affordable housing offer and its relationship to the cap on dwelling yield.

- The re-allocation of funds towards active transport infrastructure in the general locality if delivery of the shared path and footbridge over Towradgi Creek is not feasible (due to planning, environmental or cost constraints), and
- A funding mechanism to support maintenance of the Grey-headed Flying Fox colony (i.e. through establishment of a Biodiversity Stewardship Agreement or other mechanism).

CONCLUSION

The draft Planning Proposal for the former Corrimal Coke Works site has been exhibited, with 557 submissions being received. The submissions received have been reviewed and evaluated. The proposal is considered to have site and strategic merit and should be progressed.

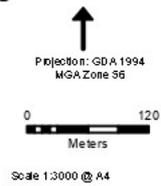
It is recommended that Council refer the draft Planning Proposal to the NSW Department of Planning, Industry and Environment for finalisation.

It is recommended that that draft DCP Chapter and draft Planning Agreement be further refined and updated and be subject to future reports to Council.



Planning Proposal Corrimal Coke Works
Location Map

Subject_Site



Attachment 2 Council resolution 19 April 2021

- 1 A revised draft Planning Proposal be prepared for Lot 1 DP 795791, Lot 5 DP 749492, Lot 11 DP 749492 and Lot 126 DP 598190 known as the former Corrimal Coke Works, to amend Wollongong Local Environmental Plan 2009 as follows -
 - a Amend the Zoning Map -
 - i Rezone Lot 1 DP 795579 from IN3 Heavy Industrial to R3 Medium Density Residential
 - ii Rezone Lot 5 DP 749492 from RE2 Private Recreation to part R3 Medium Density Residential and part RE1 Public Recreation
 - iii Rezone Lot 11 DP 749492 from SP2 Infrastructure (Road) to RE1 Public Recreation
 - iv Retain Lot 126 DP 598190 as SP2 Infrastructure (Road).
 - b Amend the Height of Buildings Map to introduce heights between nine (9) metres and 15 metres.
 - c Amend the Floor Space Ratio Map to introduce FSRs between 0.75:1 and 2:1.
 - d Amend the Minimum Lot Size Map to introduce a minimum lot size of 449m² for the area proposed R3 Medium Density Residential zoning.
 - e Note that there will be a maximum number of 550 dwellings, containing a variety of housing types.
 - f Note that 6.5% of the 550 dwellings are to be made available for Affordable Rental Housing, through a Planning Agreement, managed by a Community Housing Provider. This percentage is to form part of the 550 and not on top of.
 - g Amend the Riparian Lands Map to identify the realigned riparian corridor.
 - h Amend the Natural Resource Sensitivity – Biodiversity Map to identify significant native vegetation communities.
 - i Amend the Key Site Map to identify the site as a Key Site under clause 7.18 Design Excellence.
 - j Amend the Urban Release Area Map to identify the site as requiring the provisions of Part 6 Urban Release Areas, clauses 6.1 and 6.2.
 - k Include a new Part 7 Local Provisions for the site incorporating -
 - i A “Sun Plane Protection” clause to protect the public open space identified in the Master Plan as “Heritage Plaza”, “Central Park” and “Southern Park” from excessive overshadowing by restricting the height of buildings.
 - ii A clause to allow increased heights beyond the maximum height control for certain heritage items: C1 North Stack (37m); C1 Brick Chimney Stack (29m) and the C1 Fine Coal Bin (25m), in the event that they need to be rebuilt.
 - iii A clause to grant development consent to development for the purpose of rooftop plant, lift towers, lift motor rooms and or communal open space and access to any structures associated with such space, that would exceed or causes a building to exceed, the height limits set.
 - l Include a Schedule 1 Additional Permitted Use provision –
Development at ground level for the following purposes within the mapped area (Attachment 8)

- Business premises.
- Neighbourhood shops with a maximum gross floor area of 150m².
- Food and drink premises with a maximum gross floor area of 250m².
- Neighbourhood supermarket with a maximum gross floor area of 500m².

The combined total gross floor area (GFA) for the above uses cannot exceed 2,000m². The objective of the clause is to limit the size of shops to ensure that the Corrimal Town Centre remains the principal retail area.

- 2 The updated draft Planning Proposal be submitted to the NSW Department of Planning, Industry and Environment for approval to exhibit.
- 3 The draft site-specific Development Control Plan chapter with the revisions outlined in this report and supporting documentation / technical studies be exhibited with the draft Planning Proposal.
- 4 The draft Planning Agreement Letter of Offer be exhibited with the draft Planning Proposal.
- 5 The draft Planning Proposal also make a housekeeping amendment to rezone the Cross Street Road reserve and part of the former Lot 12 DP 749492 Cross Street from SP2 Infrastructure (Road) and RE2 Private Recreation to R2 Low Density Residential with a Minimum Lot size of 449m², Floor Space Ratio of 0.5:1 and Height of Building limit of 9m, consistent with the adjoining Cross Street residential properties.
- 6 The draft Planning Proposal, draft Development Control Plan chapter, draft Planning Agreement Letter of Offer and supporting documentation be exhibited for a minimum period of 60 days, in accordance with Council's resolution 3 April 2018, noting a community information session may not be possible given COVID-19 restrictions and hence alternative methods of community engagement will be utilised.
- 7 During the exhibition period, consultation be undertaken with the following agencies -
 - a NSW Department of Industry – Crown Lands and Water Division.
 - b NSW Environment Protection Authority.
 - c NSW DPIE - Environment, Energy and Science.
 - d Heritage NSW.
 - e Endeavour Energy.
 - f Transport for NSW (includes former RMS and Sydney Trains).
 - g Sydney Water.
 - h Emergency response organisations (SES, RFS, NSW Fire and Rescue etc).
 - i Commonwealth Department of Agriculture, Water & Environment.
- 8 A post exhibition report be prepared for Council to consider. The report shall outline any proposed revisions to the draft Planning Proposal, Master Plan, draft DCP chapter and Letter of Offer.
- 9 Council note that the NSW Department of Planning, Industry and Environment will retain the authority and exercise plan making delegations.

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Corrimal Coke Works Development Proposal

Engagement Report June-August 2021

Table of Contents

Executive Summary	3
Background	4
Stakeholders.....	4
Methods.....	4
Results.....	6

Executive Summary

Council resolved at its meeting on 19 April 2021 to place a draft Planning Proposal for the former Corrimal Coke Works site and supporting documentation on public exhibition. The draft Planning Proposal seeks to rezone the 18-hectare site from IN3 Heavy Industrial and RE2 Private Recreation to R3 Medium Density Residential and RE1 Public Recreation to facilitate medium density residential development.

The Corrimal Coke Works draft Planning Proposal was on exhibition from Friday 25 June to Tuesday 31 August 2021. The public exhibition period allowed the community to view information about the draft Planning Proposal and provide feedback. This was facilitated through Council's engagement website, online information sessions, letters, emails and phone conversations.

Council used a range of methods to promote the opportunity for the community to provide feedback in the engagement period. These included three media releases, four notifications in the Illawarra Mercury & Lake Times and seven social media posts (four on Facebook, three on Twitter).

Letters were sent to 3,800 residences close to the Coke Works site. Emails were sent to respondents that had provided submissions and requested further information on the development prior to the commencement of this engagement.

10 letters and 16 emails were sent to representatives of Aboriginal groups. 11 follow-up phone calls were made, and notes taken of conversations.

Emails and follow-up information were sent to the Corrimal Community Action Group (CCAG), Corrimal Revitalisation Action Group (CRAG), Corrimal Chamber of Commerce and Neighbourhood Forum 4 (NF4).

During the exhibition period, 7,500 leaflets were letterbox dropped by CCAG. These outlined the group's concerns and included Council's engagement contact information for residents to find out more information and provide feedback.

There were 21 articles on the engagement campaign in local publications, eight articles on radio, two television news articles and five conversations on social media. (4 on Facebook, 1 on Twitter)

Referrals to the Council engagement site came through the Hub, Council's website, the Bulli Times, the Illawarra Mercury, the South Coaster, Wave FM, government sites, the search engines Bing, Duck Duck Go, Google and social media Facebook and Instagram.

A total of 557 submissions were received during the public exhibition period.

Background

In 2014, the Corrimal Coke Works facility was closed as it had become economically unviable. The location is amongst residential homes and adjacent to a rail line, major roads, waterway and commercial centre. It has important social, environmental, economic and heritage value.

History of the draft Planning Proposal

In 2017, Illawarra Coke Works submitted a draft Planning Proposal to Council. The main purpose of the proposal is to change the zoning of the site from industrial use to residential use, to deliver medium density housing. The proposal is of public interest and the consultation conducted to date by the proponent demonstrates the key themes of concern and interest to the community.

In April 2018, Council approved referral of the draft proposal to the NSW Department of Planning and Environment. Council received a Gateway Determination from the Department of Planning and Environment 20 August 2018, requesting the completion of a number of studies prior to public exhibition.

These studies were completed by the proponent. Of these, one study concerned Aboriginal heritage and included comment from Aboriginal representatives obtained through engagement and site visits.

On 29 June 2020, Council resolved to progress a heritage amendment to the 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 Local Heritage item in Wollongong LEP 2009.

On 26 October 2020, Council considered a detailed report on a revised Master Plan, draft Planning Proposal and draft DCP Chapter. Council resolved to defer the draft Planning Proposal for the site for six months to enable the plans to be revised to reflect the reduced development density.

Public exhibition – 2021

On 19 April 2021, Council resolved to place a revised draft Planning Proposal, draft Development Control Plan and draft Planning Agreement Letter of Offer on public exhibition for community feedback.

The formal 68-day public exhibition was conducted from 25 June to 31 August 2021. This included exhibition of the draft Planning Proposal, draft Development Control Plan and draft Planning Agreement Letter of Offer, Council meeting reports and minutes and the studies completed by the proponent.

The engagement process included a range of targeted engagement activities to representatives of Aboriginal groups. The report on Aboriginal heritage was not exhibited publicly and was made available to representatives of Aboriginal groups when requested.

Stakeholders

Stakeholders identified prior to the commencement of the engagement period included:

- Residents and businesses
- Community groups
- Aboriginal groups
- Neighbourhood Forum 4
- Relevant state government agencies including Transport for NSW, EPA, Sydney Water, Heritage Council, Department of Primary Industries and State Emergency Services

Methods

A 68-day public exhibition period was held from 25 June to 31 August 2021. The engagement campaign was promoted extensively through traditional media and social media and also directly to key individuals and groups through emails and letters.

Information on the planning proposal was presented on Council's engagement website and in online information sessions. The information sessions were originally organised to be conducted in person at the Corrimal Community Centre. Due to the increasing spread of COVID and the resulting restrictions, the information sessions were restructured as online only. These included a presentation by Council's Land Use Planning Manager and provided the opportunity for participants to ask questions that were answered by a panel of Council officers.

The community was able to provide comment through the engagement website, letter, email and phone.

Referrals to the Council engagement site came through the Hub, Council's website, the Bulli Times, Illawarra Mercury, The South Coaster, Wave FM, government sites, search engines (Bing, Duck Duck Go, Google) and social media (Facebook and Instagram).

Table 1 below outlines the methods used during engagement and details on how these were conducted.

Table 1: Details of Communication and Engagement Methods

Communication Methods	
Method	Details
Email	An email informing of the public exhibition, where to find information and provide feedback was sent to 70 addresses obtained through previous engagement on the Coke Works site
Letter	A letter informing of the public exhibition, where to find information and provide feedback was delivered to 1,280 residents and property owners in reasonable proximity to the site.
Phone	Phone calls were made to representatives of Aboriginal groups as follow up to emails and letters that had been sent. Phone calls were also made to members of the community that had limited access to computers and online content.
Council engagement website	The draft Planning Proposal and 60 supporting documents were exhibited on the site. Tools on the site were: <ul style="list-style-type: none"> • Survey • Q & A forum • Interactive map
Information sessions	Three online information sessions were conducted: Saturday 24 July, Monday 26 July and Tuesday 27 July 2021. These were planned as in person sessions at the Corrimal Community Centre and were transferred to online in response to NSW Health restrictions
Media release	3 media releases informing media organisations of the exhibition resulted in 21 print articles, 2 local television news stories and 8 radio stories
Advertiser	4 notifications were listed on the Council page in the editions of The Advertiser to promote the engagement.
Social media	7 posts were run on social media with 5 conversations resulting

Engagement Methods	
Method	Details
Council engagement website	The engagement page for the development proposal was promoted extensively as a source of information on the project and method to provide comment. <ul style="list-style-type: none"> • An online survey provided opportunity to provide comment • An online Q & A forum was provided for participants to ask questions about the development proposal • An interactive map was provided for participants to place a pin and make a comment
Phone calls	Phone conversations with participants was a more direct method for members of the community find out more information and provide comment. Notes were taken and either read back to the participant or emailed to confirm that their comment was received accurately
Email	An engagement email address was promoted extensively as a method to provide comment
Information sessions	Three online information sessions were conducted. These were planned as in person sessions at the Corrimal Community Centre and were transferred to online in response to NSW Health restrictions. Intended to be a method to provide feedback, participants were able to ask questions and provide insight into their concerns 16 people attended the 3.30pm Saturday 24 July session, 16 people attended the 4pm Monday 26 July session and 13 people attended the 1.30pm Tuesday 27 July 2021 session.

Results

557 submissions were received, 156 online survey responses, 24 pins on the mapping tool, and 14 questions listed in the Q & A tool.

Of the 16 calls made to representatives of Aboriginal groups, notes were taken of nine of those conversations. These notes were either emailed or read back to the representative for confirmation. An email was also received from one representative. Five contacts were called and followed up with no answer and 2 felt no need to comment, as other representatives knew the site better.

Online engagement

A total of 155 submissions were received online, via Council's engagement website.

Table 2 presents the usage statistics for the project page on Council's Our Wollongong website.

Table 2: Summary of online participation

Measure and Explanation	Usage
Aware – Total number of users who viewed the project page	1,279
Informed – Total number of users who opened a hyperlink or read a document	648
Engaged – Total number of users who have actively contributed to the project via the project page e.g. by submitting a feedback form	169

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Corrimal Coke Works Development Proposal

Aboriginal Engagement Report

June-August 2021

Z21/189546

Table of Contents

Executive Summary.....	3
Background.....	4
Stakeholders.....	4
Methods.....	5
Results.....	5

Executive Summary

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Council used a range of methods to promote the opportunity for the community to provide feedback in the engagement period. These included three media releases, four notifications in the Illawarra Mercury & Lake Times and seven social media posts (four on Facebook, three on Twitter).

Aboriginal Engagement

The Corrimal Coke Works site has significant cultural and heritage importance to local First Nations People. Recognising this, Council undertook a strategy specific to local Aboriginal groups to share information and obtain feedback on the site and the draft proposal.

Council's adopted Aboriginal Engagement Framework details a preference that engagement with First Nations People be undertaken in-person. NSW Health COVID-19 restrictions to ensure public safety meant alternate methods were required to contact Aboriginal groups, discuss the development proposal and gather feedback.

Twenty Aboriginal group representatives were identified, with 11 letters and 16 emails sent providing information on the public exhibition. Follow up phone calls were made resulting in 10 phone conversations during which notes were taken with the permission of the representative.

This resulted in eight telephone submissions from representatives of Aboriginal groups and the Aboriginal community. Council subsequently received two further written submissions following conversations held with Council's Heritage Coordinator. One of these submissions was from Illawarra Local Aboriginal Land Council and is included in the Summary of Submissions from State Agencies/Statutory Authorities.

Background

In 2014, the Corrimal Coke Works facility was closed as it had become economically unviable. The location is amongst residential homes and adjacent to a rail line, major roads, waterway and commercial centre. It has important social, environmental, economic and heritage value.

History of the draft Planning Proposal

In 2017, Illawarra Coke Works submitted a draft Planning Proposal to Council. The main purpose of the proposal is to change the zoning of the site from industrial use to residential use, to deliver medium density housing. The proposal is of public interest and the consultation conducted to date by the proponent demonstrates the key themes of concern and interest to the community.

In April 2018, Council approved referral of the draft proposal to the NSW Department of Planning and Environment. Council received a Gateway Determination from the Department of Planning and Environment 20 August 2018, requesting the completion of a number of studies prior to public exhibition.

These studies were completed by the proponent. Of these, one study concerned Aboriginal heritage and included comment from Aboriginal representatives obtained through engagement and site visits.

On 29 June 2020, Council resolved to progress a heritage amendment to the 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 Local Heritage item in Wollongong LEP 2009.

On 26 October 2020, Council considered a detailed report on a revised Master Plan, draft Planning Proposal and draft DCP Chapter. Council resolved to defer the draft Planning Proposal for the site for six months to enable the plans to be revised to reflect the reduced development density.

Public exhibition – 2021

On 19 April 2021, Council resolved to place a revised draft Planning Proposal, draft Development Control Plan and draft Planning Agreement Letter of Offer on public exhibition for community feedback.

The formal 68-day public exhibition was conducted from 25 June to 31 August 2021. This included exhibition of the draft Planning Proposal, draft Development Control Plan and draft Planning Agreement Letter of Offer, Council meeting reports and minutes and the studies completed by the proponent.

The engagement process included a range of targeted engagement activities to representatives of Aboriginal groups. The report on Aboriginal heritage was not exhibited publicly and was made available to representatives of Aboriginal groups when requested.

Stakeholders

People who provided comment on the proponent's Aboriginal Heritage report were contacted. Further contacts were sought and contacted in consultation with Council's Aboriginal Services Community Development Worker.

Methods

A 68-day public exhibition period was held from 25 June to 31 August 2021. The exhibition was promoted extensively through traditional media, social media and directly to key individuals and groups through emails and letters.

Information on the planning proposal was presented on Council's engagement website and in online information sessions. The community was able to provide comment through the engagement website, letter, email and phone. A summary of the planning proposal and public exhibition was provided to Council's Aboriginal Reference committee on 24 August.

In line with Council's Aboriginal Engagement Framework, the original strategy for the 68-day exhibition included in-person meetings with Aboriginal representatives. The original strategy was to request the developer to provide opportunity for site visits as well. However, NSW Health COVID-19 restrictions prevented in-person meetings, so phone discussions were used as an alternative.

20 Aboriginal Group representatives were identified for consultation, however contact details for four of these were not available. 11 letters and 16 emails were sent (some contacts received both a letter and an email), explaining that a public exhibition was taking place and seeking their input as to the best way to discuss any issues.

Results

16 representatives of Aboriginal groups received a follow up phone call and notes were taken of 8 conversations with the permission of the representative. These notes were either emailed or read back to the representative for confirmation. Two said that they had no need to comment as other representatives knew the site better. The remaining representatives were called and followed up with no answer or return phone call.

Council subsequently received two further written submissions following conversations held with Council's Heritage Coordinator. One of these submissions was from Illawarra Local Aboriginal Land Council and is included in the Summary of Submissions from State Agencies/Statutory Authorities – this submission opposed the development proceeding based on the cultural heritage loss that will occur.

From notes taken, feedback was shared that both objected to the proposal and supported it. All representatives asserted that a suitably qualified representative should be employed to monitor any excavation on the site, to identify and recognise any artefacts that are found.

The following notes are a comprehensive summary of feedback:

- The creeks, like the one on the site, represent significant gathering grounds for Aboriginal people.
- These creeks provided food and resources that are an important part of culture.
- The site has a high potential for containing additional artefacts and evidence of history beyond those identified within the Aboriginal Heritage study.
- As there is a possibility more significant Aboriginal sites, even burials could be located within the study area, genuine commitment to protect Aboriginal Culture is required from the Government and Developer.
- Country is sacred and all changes to the landscape impact this significance. Without actually walking this Country and visiting the site it is difficult to properly explore and discuss the cultural

significance of the site. Country speaks, and therefore Country should ultimately be given the opportunity to teach and show us the sacredness and significance held within this place. Aboriginal Cultural Heritage must be protected and conserved.

- The Corrimal Coke Works was built on a site that carries strong cultural value attachments connected to a highly significant local cultural ceremonial practice [one we must be in place and time to share]. The site, regardless of its boundary on the map, is part of an interconnected pathway between the Mountains and the Sea; its physical location and relationship to the escarpment to the west, to Towradgi [Kuradji] and to Bellambi and Bellambi Point to the east identify this site as sacred and significant for cultural ceremonial practices. The creeks and vegetated areas that run through this site, despite the past modification are all connected to the cultural uses and significance of the site. The native flora that is retained within the site provides bush medicines which are intimately connected to these past ceremonial uses, and the creek lines within the site hold another highly significant resource which is considered deeply culturally sensitive and ceremonial. None of this has been identified or discussed within the Aboriginal Cultural Heritage Assessment Report.
- I have serious concerns for this site, and particularly any proposal to realign and rearrange the creek lines through the site. I say this with a clear understanding that the existing creek lines have been modified in the past and the natural landscape has been impacted by engineering and development. I also note, that in the time this place has been afforded the space to regenerate, the creek has healed itself and re-established an equilibrium that continues to support the ongoing presence and conservation of the sacred and significant resources and values noted above. The healing of the creek is evidenced in the re-establishment and abundance of the bush medicines growing on the site, as well as in the flying fox camp which has established on the site. The realignment of the creek would represent a significant impact on the cultural value attachments and present yet another act of sanctioned desecration of Aboriginal Cultural Heritage, in this instance the desecration of one of the most sacred path-ways for one of the most sacred cultural ceremonial practices for our peoples custodial continuity.
- Like Sandon Point, this would have been a place where Aboriginal people lived and gathered.
- Realignment of creeks and removal of green corridors along creek lines interrupts natural cycles including movement of fish and eels, birds and other animals who follow creek lines to move between the mountains and the coast.
- A lot of animals rely on this movement, including to get access to salt which is important for animals.
- It is important to keep green areas near the coast to provide these connections.
- The flying fox communities, bird life and natural vegetation on the site are important aspects of our cultural history and connect Country.
- One person noted they had seen a Superb Parrot near the site (never seen one locally before) and outlined their regret that if green corridors aren't kept that they will no longer come.
- One person noted they used to collect mud crabs from the creek near the site and that people still fish in these creeks as fish and eels move up and down from the ocean.
- These natural aspects and cycles teach us about the world, how life was in the past, and about what is important.
- The respondent expressed significant concern about the contamination from previous uses, and the potential for introducing more contaminants in fill material that might be brought to the site.
- The site needs to be replanted with trees to allow it to heal and could then possibly down the track provide a space for a football field or similar.
- The story of the site's history should be told so it's not forgotten.

Objections to the proposal

Objections included comment that all of Country has historical significance and the Coke Works area needed to be saved. It was highlighted that 27 artefacts were recovered from seven test excavations and that an archaeological site comprising Aboriginal objects was located within the project area.

Comment also included that the test excavation was unsatisfactory and that more test pits need to be conducted.

"It has already been identified that our Ancestors occupied and obtained their necessary resources from this area. Appropriate recognition needs to be given to Aboriginal Culture and History.

If our culture and history is ignored as it so often and development on this site goes ahead then the proposed realignment of the creek and the activities that will impact on the entirety of the site need to be monitored by Aboriginal Site Officers throughout any excavation or construction stage.

I object to this development and the destruction of a place of high Aboriginal Cultural significance.

I object to the rezoning of this area to R3 medium Density residential.

I object to the Developer after assessment approaching the Department of Planning, Industry and Environment then Wollongong City Council with amendments and changes to their DA Application. We have witnessed this many times before and I am disgusted that we talk about closing the gap, but the desecration of Aboriginal land continues.

I object to the application for an AHIP to destroy Aboriginal Culture/objects"

Support for the proposal

Support for the proposal included comment that there is a shortage of housing and more needs to be built. This support was provided with the condition that true affordable housing be included in the development.

Other comments suggested there was no difference between heavy industrial and residential zoning, outlining that Aboriginal heritage is already disturbed and will be by either use of the land.

ATTACHMENT 5
PLANNING PROPOSAL 2017/6 – FORMER CORRIMAL COKE WORKS SITE
PUBLIC-EXHIBITION SUBMISSIONS – JULY-AUGUST 2021
SUMMARY OF SUBMISSIONS

Contents

Table 1	Summary of State Agency / Statutory Authority Submissions	2
Table 2	– Summary of submissions from Community Groups and Peak Organisations.....	13
Table 3	Submission from land owner and developer	22
Table 4	Community Submissions	39

Table 1 Summary of State Agency / Statutory Authority Submissions

Agency / Authority	Submission
Transport for NSW	<p>TfNSW has completed an assessment of the planning proposal, considering the surrounding transport network which includes Memorial Drive (a State road), the South Coast Railway Line, Corrimal Train Station and bus routes along Railway Street.</p> <p>A whole of Transport response has been prepared. TfNSW notes -</p> <ul style="list-style-type: none"> • Community concerns that the existing road network is poorly connected and that the proposal will lead to congestion along Railway Street, at the level crossing, Memorial Drive and the surrounding road network. • 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 • The proponent’s Traffic and Transport Assessment (2021) identifies the development will generate 308 and 391 vehicular trips in the AM and PM peaks and their modelling identifies the need to upgrade the intersection of Memorial Drive and Railway Street to offset the impact of this development. • It is common for long eastbound queues to form on Railway Street when the level crossing is closed. The proposal will increase existing vehicular movements across the level crossing by approximately 18% in the PM peak (based on the traffic volumes provided by the proponent for ALCAM assessment). Therefore, based on current trip behaviour, this in turn would exacerbate queuing on Railway Street. • An updated ALCAM assessment has been undertaken to consider the impact of the proposal on the existing railway level crossing. TfNSW notes there is currently a moderate level of near misses and safety incidents at this level crossing. TfNSW assessment recommends safety improvements to mitigate the risks to pedestrians using the existing southern crossing, due to the increased demand resulting from the proposal.
	<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. Furthermore, the proposed road infrastructure upgrades on Memorial Drive would simply transfer congestion concerns to other points on the surrounding road network and as such would not be the best way to achieve good transport outcomes for future residents of this site and the wider Corrimal community.</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 road network to ensure a sustainable transport system in the medium to long term. These arrangements are detailed in Attachment 2.</p> <p>TfNSW will continue to monitor the operation of Memorial Drive and the South Coast Rail Line, and consider opportunities to improve the performance of these transport corridors. TfNSW recognises it would not be reasonable to expect the developer to fund all the arrangements detailed in Attachment 2. The expectation of TfNSW is that, as part of the satisfactory arrangements process, the proponent will -</p>

Agency / Authority	Submission
	<ul style="list-style-type: none"> • Prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements. The masterplan is to provide an interface between the site, Corrimal Train Station and Railway Street and is to 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; and strong pedestrian and cycling connections within the precinct. This is to be done in consultation with TfNSW. The masterplan is to include a future vehicular overpass of the railway line and is to show any land dedications proposed by the proponent. • Prepare an apportionment report, in consultation with TfNSW, to identify this proposal's contribution to relevant infrastructure upgrades. This compromising of the upgrades detailed in Attachment 2, land dedications and the upgrades of Memorial Drive at the intersections of Rothery Street, Railway Street and Towradgi Road. • Identify appropriate upgrades/contributions to be delivered/provided as part of this new development and a supporting legally binding planning mechanism to formalise the provision of the upgrades/contributions. <p>TfNSW has discussed the above with the proponent and understands they are generally supportive of this approach. Given this, TfNSW believes the planning proposal has the potential to contribute to positive transport outcomes in the precinct to the benefit of the Corrimal community. On this basis, TfNSW supports the planning proposal. Beyond the above, it is recommended the proponent engages with TfNSW prior to lodgement of future development applications to consider and discuss relevant matters. For instance, the arrangements proposed to adequately shield residents from rail and road noise.</p>
Heritage NSW	<p>State and local heritage considerations under the <i>Heritage Act 1977</i></p> <p>No identified impacts on any items listed on the State Heritage Register (SHR). The proposal has the potential to impact on local heritage item 'Former Corrimal Coke Works' (Item no. 6607).</p> <p>The 'Former Corrimal Coke Works' was nominated for inclusion on the SHR by Wollongong Council in November 2019. The SHR Committee determined that the item was likely to meet the threshold for State heritage significance and that the nomination should be progressed to a full assessment. HNSW is currently undertaking this assessment, which involves consultation with landowners and other key stakeholders. The nomination has not yet entered the statutory listing process under the <i>Heritage Act 1977</i> (the Act).</p> <p>While we are not opposed to the planning proposal, we provide the following advice for consideration:</p> <p>Curtilage</p> <p>The Conservation Management Strategy (Urbis) and the master plan for the subject site refers to a reduced curtilage, which includes only that fabric recommended for conservation or interpretation. The existing statutory curtilage for the local item incorporates those elements identified as having high and moderate significance, optimising conservation outcomes for the non-Aboriginal heritage values of the site.</p> <p>According to the Heritage Council guidelines¹ fabric rated as having moderate significance can include -</p> <ul style="list-style-type: none"> • Altered or modified elements • Elements with little heritage value, but which contribute to the overall significance of the item.

Agency / Authority	Submission
	<p>A moderate grading still fulfils the criteria for local or State listing. That is, moderate grading is not a reason for exclusion under the guidelines. As such elements graded as having moderate significance should be retained in the curtilage of a heritage item. For the “Former Corrimal Coke Works” site the built elements graded as moderate contribute to an understanding of the history and historic functioning of the site. Therefore, the extent of the existing locally listed LEP curtilage is justified and is considered to form a sound basis for a potential SHR curtilage.</p> <p>Height of buildings</p> <p>The Council amended planning proposal recommends a maximum height of buildings of 15m. This reduction in height, supported by the protected view corridors in the master plan and development control plan, will retain the prominence of the landmark “brick stack”.</p> <p>Retention of significant fabric</p> <p>Further work is encouraged at the detailed design stage to ensure the retention of significant fabric. The remaining historic buildings and ancillary structures are part of group. Their retention will facilitate a greater understanding of the historic use and functioning of the Corrimal Coke Works. It is noted that the heritage fabric includes subsurface structures that contributed to the functioning of the coke works, such as the c.1889 remnants of the tramway, the coke ovens underground flue system and the underground coal conveyor. Any future development application should give consideration to the retention and conservation of significant fabric, including subsurface structures.</p> <p>Interpretation</p> <p>The loss of significant fabric graded moderate and above warrants interpretation. The proposed new local parks (Southern Recreational, Heritage Square, Riparian Corridor and Village Park) provide opportunities for heritage interpretation including -</p> <ul style="list-style-type: none"> • Occupation and use of the site by First Nations peoples. • Former coke making. <p>Such interpretation would facilitate a better understanding of the site’s history. Interpretation of the Aboriginal cultural values of this specific site and its place as part surrounding landscape of Corrimal is supported and encouraged in conjunction with local Aboriginal stakeholders and the Illawarra LALC.</p> <p>Development Control Plan (DCP)</p> <p>The DCP is commended. Possible additions to the objectives include -</p> <ul style="list-style-type: none"> • Conserve and protect the identified 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>Historic archaeology</p> <p>It is noted that some archaeological investigation has been undertaken on part of the site. It is recommended that if any archaeological relics are identified at any stage of the site’s redevelopment, standard provisions for notification under s.146 of the</p>

Agency / Authority	Submission
	<p><i>Heritage Act 1977</i> (the Act) would apply. In this situation, if the relics cannot be avoided, additional approvals to manage disturbance to relics under the Act would be required.</p> <p>2. Aboriginal cultural heritage considerations under the <i>National Parks and Wildlife Act 1974</i></p> <p>The Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by Kelleher Nightingale Consulting Pty Ltd, dated May 2019 (KNC 2019) outlines that the proposed works will cause total and direct harm to a stone artefact scatter identified in the southern part of the proposed impact area. This site is recorded on the Aboriginal Heritage Information Management System (AHIMS) as site number 52-2-4505 (FCCW AFT 1). We recommend that further consideration is given to conserving this site. Additional work is also required to address the proposed impacts on intangible Aboriginal cultural heritage values. We have provided comments below on opportunities in this Planning Proposal, Development Control Plan and ACHAR to improve Aboriginal cultural heritage outcomes.</p> <p>Outcomes of the Aboriginal cultural heritage assessment</p> <p>KNC (2019) conducted Aboriginal community consultation and archaeological test excavation in accordance with Heritage NSW Guidelines and the <i>National Parks and Wildlife Regulation 2019</i> (previously 2009) to prepare the ACHAR. The Aboriginal community has provided information that the land subject to this planning proposal has Aboriginal cultural heritage values associated with the creek line, connections to the contemporary Aboriginal community and impact of the proposed works on intangible cultural values. Several Aboriginal community groups and individuals raised concerns about the proposed impacts during the community consultation conducted in preparing the ACHAR. From an archaeological perspective, KNC (2019) explain that the archaeological investigation indicates that the site represents transient use of this area as travel route between coast and escarpment (KNC 2019, p.30). KNC (2019) argue that extensive ground disturbance associated with the operation of the coke works has reduced the archaeological integrity and potential of much of the proposed development area. We recommend that additional evidence is provided to justify the limited extent of the test excavations. This could include mapping the geotechnical information that KNC (2019) refer to as identifying high rates of fill and disturbance across the area. Including this further detail in the ACHAR may help explain why only a small area was subject to test excavations.</p> <p>We recommend design changes to avoid harm to site 52-2-4505 are investigated</p> <p>The impact assessment (KNC 2019, p.36) states that site will be harmed through drainage works and creek realignment. However, the ACHAR does not demonstrate what options have been considered to avoid harm to the site. As the site is located in open space area, we recommend that more design work is conducted to avoid harm to this site. In considering the principles of Ecologically Sustainable Development (ESD), the proponent needs to ensure all avenues to avoid harm to Aboriginal cultural heritage are adequately explored.</p> <p>There are opportunities in the Planning Proposal and DCP for stronger heritage protections</p> <p>We have identified aspects of the Planning Proposal that could be improved to strengthen heritage outcomes –</p> <ul style="list-style-type: none"> • The Planning Proposal (pp.8-10) does not consider how Ministerial Direction 2.3 has been addressed in relation to Aboriginal cultural heritage.

Agency / Authority	Submission
	<ul style="list-style-type: none"> The Planning Proposal does not accurately reflect the outcomes of the Aboriginal community consultation by stating that consultation has not resulted in any significant Aboriginal cultural values being communicated (p.12). The ACHAR (KNC 2019) documents Aboriginal community consultation explaining the cultural heritage values and potential impacts of this development on those values. This consultation should be appropriately reflected in the Planning Proposal. There is an opportunity for the Planning Proposal to better articulate the Aboriginal cultural heritage values in a way that allows conservation values to be identified and incorporated into the zoning process. This should be achieved through additional consultation and collaboration with the Aboriginal community. <p>The DCP similarly could be strengthened in relation to Aboriginal cultural heritage protections. While we support the stated aim of respecting and celebrating Aboriginal heritage values (p.2), the DCP as drafted does not adequately translate this aspiration into effective planning controls. We suggest adding an explicit objective of conserving and protecting Aboriginal Cultural Heritage values under section 6.1. (p.17).</p> <p>We note that the DCP recommends that Aboriginal cultural heritage be managed in accordance with the KNC (2019) report, section 6.2 (p.17). This may be appropriate pending adoption of our comments on the ACHAR provided above. To address this, we suggest rewording Development Control #6 (section 6.2, p.17) to state that: 'Identified Aboriginal heritage shall be managed in accordance with the Aboriginal Cultural Heritage Assessment (Kelleher Nightingale Consulting, 2019 <i>as amended from time to time</i>) and in consultation with the Aboriginal community and Heritage NSW' (suggested additional text is italicised).</p> <p>We recommend ongoing and additional Aboriginal community consultation</p> <p>The ACHAR (KNC 2019) documents concerns raised by the Aboriginal community about the proposed impacts of this development on Aboriginal cultural heritage values. This includes impacts to both tangible and intangible heritage values. We recommend that the ACHAR (KNC 2019) be revised to include detailed explanation of how comments from the RAPs have been addressed. This needs to include comments regarding Aboriginal cultural resources, intangible values, potential for burials and request for additional test excavations. Any future application for an Aboriginal heritage impact permit (AHIP) must demonstrate continuous consultation. We recommend that the proponent provide updates to the Registered Aboriginal Parties (RAPs) at least every six months to ensure consultation is continuous.</p> <p>An Aboriginal Heritage Management Plan should be prepared</p> <p>We recommend that the proponent prepare an Aboriginal Heritage Management Plan (AHMP) to help address the concerns raised by the Aboriginal community and to guide the proposed development works in a culturally appropriate manner. The AHMP should be prepared to inform the Planning Proposal and therefore provide the best opportunity to protect Aboriginal cultural heritage impacts in the context of the proposed development.</p> <p>The AHMP needs to -</p> <ul style="list-style-type: none"> Be prepared in collaboration with the Aboriginal community, including the RAPs identified in the ACHAR. Address how the intangible Aboriginal cultural heritage values identified in the ACHAR can be protected and shared in the context of the proposed works.

Agency / Authority	Submission
	<ul style="list-style-type: none"> • Consider how future management of the open spaces areas of this development will be managed in relation to vegetation management and increased visitation as a result of the proposed construction. • Address heritage Interpretation requirements under the DCP • Future management of this land and regulation and permit requirements. <p>Updates to the ACHAR would likely be required to support a future AHIP application</p> <p>These include -</p> <ul style="list-style-type: none"> • Evidence of continuous consultation with the RAPs • Explanation of how comments from the RAPs have been addressed • Explanation of how the principles of ESD have been addressed • Updated AHIMS search results • Updated literature review, depending on the timing of any AHIP application and instance of relevant archaeological research in the region • Demonstrating adequate archaeological investigation of the impact area. <p>General comments</p> <p>Prior to finalisation of the proposal, Council should be satisfied that all necessary heritage assessments have been undertaken and that any impacts have been sufficiently addressed. Council’s assessment should include, but not be limited to, a search of the State Heritage Inventory (https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/) and the Aboriginal Heritage Information Management System (https://www.heritage.nsw.gov.au/protecting-our-heritage/record-aboriginal-sites/). Due to the complex nature of this proposal we would be happy to meet to discuss our comments.</p>
EPA	<p>Noise: any development should reflect key noise management and design requirements in the Development Near Rail Corridors and Bust Roads – Interim Guideline, Rail Infrastructure Noise Guideline, Infrastructure SEPP and NSW Road Policy.</p> <p>Water Quality: the Illawarra Shoalhaven Regional Plan 2041 (DPIE 2021) Strategy 11.5 requires the implementation of the OEH/EPA Risk based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions to protect prioritised sensitive coastal lakes and estuaries. The proposal is within the catchment of Towradgi Creek which is recognised in this Plan as being a sensitive estuary. Strategies in line with the NSW Water Quality and River Flow Objectives (NSW WQO) should be developed to support improved water quality and ecological function -</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/walls 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 sustainable water supply, wastewater and stormwater management and reuse and recycling initiatives are encouraged to provide the best environmental outcome. Opportunities should be explored to work with Sydney Water as this is a key direction in their current planning for water

Agency / Authority	Submission
	<p>management in the Illawarra, and to seek advice on any capacity issues with the existing wastewater system to ensure capacity for population growth that does not compromise the environmental performance of the system.</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>Contaminated Land Management: Council should ensure adherence to SEPP 55 Remediation of Land and part 2.6 (Remediation of Contaminated Land) of the Minister’s Section 9.1 Direction under the EP&A Act 1979 -</p> <p>The planning authority may need to include certain provisions in the local environmental plan – appropriate planning controls should be in place to ensure that the suitability of various parcels of land are certified suitable for their proposed use by an NSW EPA accredited site auditor where contamination is discovered and remediation is required. This should also include any supporting Remedial Action Plan.</p> <p>Recommended that an NSW EPA accredited Site Auditor should be appointed to have oversight over the entire project from rezoning through to land development to ensure that any work required in relation to soil or groundwater contamination is appropriately managed. This would also include the implementation of any key requirements such as an unexpected finds protocol.</p>
Federal Department of Agriculture, Water and the Environment	<p>The Environment Protection and Biodiversity Conservation Act 1999 ensures that “nationally significant” animals, plants, habitats and places are identified, and any potential negative impacts on them are carefully considered before changes in land use or new development are approved. Australian government approval is required, in addition to state, territory or local government approvals, if a proposed action might significantly impact on matters of national environmental importance.</p> <p>The department recommends taking a conservative approach to analysing whether a project will have a significant impact on matters of national environmental significance, including the Grey-headed Flying-fox. The “Significant impact guidelines” provided general guidance, in addition to the EPBC Stakeholder Information Kit. There are referral guidelines for management actions in Grey-headed and Spectacled flying-fox camps.</p>
Water NSW	<p>Water NSW does not have any land or infrastructure affected by the proposal. The site lies outside the Sydney Drinking Water Catchment. As such, no comment or particular requirements with respect to this Planning Proposal.</p>
Illawarra Local Aboriginal Land Council	<p>I am writing to you in relation to the, above mentioned, development and the potential impact on Aboriginal Cultural Heritage. The Illawarra Local Aboriginal Land Council acknowledges that development in the region provides opportunities for growth and improved employment outcomes within the city. We however challenge that sites such as this one pose a far greater risk than reward for the city in terms of the impacts that will occur should this development proceed and therefore we oppose the development proceeding based on the cultural heritage loss that will occur. The reports that have been used to support this destruction look at Aboriginal cultural heritage as a scientific process to explored and documented and placed in report that basically states we know what happened here and it has now been recorded so let’s proceed in destroying what is left. This process fails to recognise or consider the ongoing emotional connection to a place that exists for all people, but in this instance specifically Aboriginal people. This report and evaluation basically continues the colonial view that Aboriginal people are just another anomaly to be documented in the name of science and proceeding with this development basically reinforces this</p>

Agency / Authority	Submission
	<p>colonial view of the value of Aboriginal people and the values by which they have managed this landscape for tens of thousands of years.</p> <p>It is understood that Legacy Property and Illawarra Coke Company Pty Ltd are preparing to rezone the 18.2 hectare former Corrimal Cokeworks Site, at 27 Railway Street in Corrimal, NSW. A rezoning process is underway and has been endorsed by Wollongong City Council and received a Gateway Determination issued by the Department of Planning and Environment in August 2018. The concept master plan proposes approximately 700-750 dwellings comprising a mix of low- to mid-rise apartments and medium density dwellings. In resolving to endorse the planning proposal, and that Wollongong City Council required that an Aboriginal cultural heritage assessment be undertaken.</p> <p>Kelleher Nightingale Consulting Pty Ltd (KNC) was engaged to prepare an Aboriginal cultural heritage assessment report (CHAR) to address Wollongong City Council's requirements as part of the rezoning process and subsequently to address Aboriginal objects that will be harmed by the proposed works.</p> <p>The assessment conducted by KNC, including archaeological field survey and test excavation which identified one Aboriginal archaeological site within the study area. FCCW AFT 1 (AHIMS 52-2-4505) and has been classified as a low density artefact deposit. They indicate site is located on a relatively raised terrace above a creek junction. A total of 27 artefacts were recovered from 7 test excavation units, and consisted of petrified wood, silcrete, quartz, chert, fine and medium grained siliceous flakes, cores and flaking fragments.</p> <p>The report highlights that the soil matrix revealed traces of geomorphic processes associated with periodic waterlogging events that would have caused vertical movement of the artefacts within the soil horizons, as well as mixing of soils due to the land clearing activities including tree removal. The site contains a low number of artefacts and a limited range of artefact types; it is likely that the area was used for short- term and seasonal or transient occupation events.</p> <p>The report further suggests that the study area is in close proximity to the coast and its abundant resources, it is most likely that FCCW AFT 1 reflects land use as a transient corridor to preferred long-term and repeated occupation places along the coast.</p> <p>It has been viewed by KNC, that due to the extensive previous modifications and disturbance associated with the former industrial land use that the works would have diminished or negated the archaeological potential of the remainder of the study area. And that parts of the study area used for former cokeworks operations exhibited significant levels of disturbance that would have removed/displaced Aboriginal archaeological objects.</p> <p>Our Concern</p> <p>The Illawarra Local Aboriginal Land Council (ILALC) acknowledges these points and perspectives and highlights that these logical inferences do not totally negate the Aboriginal historic use of the site. It is understood that this area was a food source using the creek lines, and what we understand through stories, was once a swamp area, providing a supply consisting of bass, yabbies, fresh water muscles and turtles to name a few. Additionally, it is understood that this area forms part of an initiation trail and</p>

Agency / Authority	Submission
	<p>contains a significant white ochre pit that was used as part of the initiation process. Due to the limited testing as well as values mapping of this landscape these important aspects of connection to this place have been missed in the assessment. This is a perfect example of what looking at and evaluating objects over stories has on reducing Aboriginal connection to Country down to something that you can place in a box and put out if site, continuing the colonial subjection of Aboriginal people</p> <p>The ILALC agrees that previous occupation and use of the site in recent history by the operations of Corrimal Coke Works has significantly impacted the archaeological evidence of occupation. However, this does not remove the stories and oral history associated with the area and therefore we believe and assert that any development of this site should be sympathetic to the oral history of occupation of the area by Aboriginal people. Furthermore, we believe that appropriate recognition of this history should be incorporated into any development in the area and that Aboriginal people should be able to determine what we are prepared to have impacted by developments such as this and not archaeologists that have no traditional connection to these lands.</p> <p>The ILALC recognises, the rapid evolution of change, and its application to the built environment in which we now undertake our lives, and that this seems to make the work of Aboriginal people of previous generations seem trivial and of no account. This is particularly evident by those in our society who only look to a future that is limited by the narrow economic and planning boundaries set by political cycles. However, by not remembering the past or reflecting on the current shortfalls in processes, we are condemned to repeat them.</p> <p>Significant sites like that of the former Corrimal Cokeworks amounting to 18.2 hectares we believe should be used to recognize and celebrate the environmental diversity and occupation of Aboriginal people of this region and not converted to residential housing.</p> <p>The recognition, conservation and appreciation of our Aboriginal cultural heritage is an important part of the community's knowledge. It forms the fabric of who we are today regardless of whether we are directly descendant of Aboriginal people past or from a more recent cultural integration into Australia. Aboriginal heritage makes us all who we are today. Sites like this need to celebrate this continued connection to Country by Aboriginal people.</p> <p>It is our view that the economic and practical life of much of the country's Aboriginal heritage is much greater than that which can be incorporated into cash flow tables or balance sheets. At a time when "sustainability" is becoming an important catch-cry, the evaluation and continuing use or adaptation of heritage markers both Aboriginal and European should be seen and evaluated as an asset to the community. These assets require investment and accountability and should not be constrained simply through the recognition of "scientific value" of what for many, is intangible Aboriginal cultural heritage. These makers of what has occurred for tens of thousands of years in this country and has no equal anywhere in the world need to be acknowledged in every significant</p>

Agency / Authority	Submission
	<p>development and these heritages should be used to determine what is appropriate development for a site.</p> <p>As stated in the preamble to the Burra Charter, “Places of cultural significance enrich people’s lives, often providing a deep and inspirational sense of connection to community and landscape, to the past, and to lived experiences” it is the view of the Illawarra Local Aboriginal Land Council that the current process of Aboriginal Cultural Heritage Assessment does not reflect the intent of this charter, and in this instance any development could be in direct conflict with this principle.</p> <p>The development of over medium to high density residential without any formal recognition of the Aboriginal heritage of this place seeks to desecrate and destruct the markers of Aboriginal Cultural Heritage and therefore make the whole community poorer. Without recognised and celebrated community accessible references to the continued connection of Aboriginal people to the land, the association between Aboriginal cultural heritage of the past and present will continue to appear as an intangible connection. Yet it is Aboriginal cultural heritage that this country has been built upon.</p> <p>Furthermore, it would appear that much of what is trying to be achieved in this process is to doom Aboriginal culture to the hands of conservators who work to preserve our cultural heritage in museums, art galleries, libraries and archives without regard to destruction of emotional and spiritual cultural connection to place. As a community we need to be investing in sites like this, to celebrate and overtly recognise and support Aboriginal people and not, as is being proposed in this instance, want to bury the markers of Aboriginal occupancy quietly and conveniently hidden from the community at large. We need to recognise this area and the significance that it has to all Australians and in particular the value and identity of Aboriginal people living in this area now.</p> <p>At the end of the day it is time for Australia to recognise and promote the rightful place of Aboriginal people in opening up this land for the benefit of European settlement through invasion. It is time for the community to understand how the continued destruction of Aboriginal place, culture and heritage markers occurs to the detriment of Aboriginal people and the advantage of those with economic and social advantage.</p> <p>We cannot expect people to understand the disadvantage that Aboriginal people face without an understanding of the continued attacks on Aboriginal values and identity.</p> <p><i>By providing approval to the continued destruction of Aboriginal heritage markers both tangible and intangible, Governments, Corporations and individuals continue to tell Aboriginal people your identity has no place within our society and therefore you are not valued.</i></p>
Endeavour Energy	No objection. Provided technical advice on electricity easements and process to provide power to the site.

Table 2 – Summary of submissions from Community Groups and Peak Organisations

Community Group / Peak Organisation	Submission
Neighbourhood Forum 4	<p>We value the potential for new residents and the social and economic benefits that a sustainable population offers to the future of this area. Thank ICC for undertaking the effort to create a value-added new component to this community.</p> <p>Desire clear undertaking from state and local government for the genuine delivery of all necessary infrastructure and amenity to achieve a truly sustainable, useful residential area.</p> <p>Support WCC adjusted population density and height, including the ratio of affordable housing – demonstrates the broader view of the suburb and not just the development in isolation.</p> <p>Local traffic management -</p> <p>This site and existing residential area to the north allocated for medium density due to proximity to the railway station. These areas are both locked in between the railway and Memorial Drive with no secondary access or egress other than Railway Street. Railway Street is the only direct east-west link road between Corrimal Town Centre and East Corrimal. It is already in high use and capable of experiencing delays in the shopping precinct. The traffic report does not explain what amount of traffic increase Railway St is believed capable of managing into the future. Nowhere factored in ability of Railway St to manage an evacuation scenario between the town centre and the beach.</p> <p>Proposed roundabout single entrance/exit risks being gridlocked at peak times despite the necessary upgrade proposed by TfNSW at Memorial Drive, totally trapping the residents in Cross St South. Emergency exit using the railway Station carpark ill-considered/flawed because it also uses Railway St, is trapped beside the railway crossing, direct traffic west.</p> <p>Despite the development suggesting improved use of Corrimal station as a vehicle mitigation strategy there has been no undertaking by TfNSW for any upgrade to the train service despite its existing status as a transport interchange hub, pedestrian access cross the tracks or the operation of the crossing. A secondary light-traffic exit not requiring Railway St, be it across Towradgi Creek or an on ramp to Memorial Drive is needed. Cycling and walking in favour of the car not in evidence in Corrimal.</p> <p>Environmental Amenity and Sustainability -</p> <p>Industrial contaminants need containment – if no alternative to sequestering these contaminants onsite, they need to be securely contained within the concrete foundational structures and in no way buried in soil structures. Risk of contaminants leaching into riparian corridor/impacting future health of physical environment. Needs to be transparently planned and managed.</p> <p>Flood potential for this site well-remembered from 1998. The proposed hard bend in the meanders/bends and surging along more erosive straight paths. Council has extensive storm event data – design has potential risk profile.</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>
Council Heritage Reference Group	The Reference Group at its meeting 19 August 2021 resolved to recommend that in finalising any draft Planning Proposal for the Corrimal Coke Works site, Council should -

Community Group / Peak Organisation	Submission
	<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> <ul style="list-style-type: none"> • Explore all opportunities to secure an appropriate funding mechanism for, and certainty around, ensuring agreed Heritage Conservation outcomes and appropriate heritage interpretation for the site. • 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. • Ensure that the progression of the State Heritage Nomination (which has been prioritised by the NSW Heritage Council) is pursued and that the implications of this listing for the future conservation and management of the site are understood through consultation with Heritage NSW.
<p>Corrimal Chamber of Commerce</p>	<p>Support Planning Proposal.</p> <p>Since operations ceased in 2014 the site has become overgrown and structures derelict/unsafe, and a haven for thrill seekers. IN3 Heavy Industry zoning not suitable in residential setting.</p> <p>Housing is in short supply especially for those on a limited budget – Corrimal is a community minded suburb close to shops, transport and leisure activities.</p> <p>The project would be an asset to our township, retail will compliment businesses her, much needed cash injection and many employment opportunities. Will make area safer at night.</p>
<p>Corrimal Community Action Group</p>	<p>The CCAG has never outright opposed rezoning for residential development – however the current proposal presents the community with a number of serious concerns in regard to the likely negative impacts on the natural and human environments of the area.</p> <p>Challenging for community to access information about the proposal – Covid restrictions and unavailability of some data especially in regards to the complex areas of contamination and traffic.</p> <p>Consistency with Illawarra Shoalhaven Regional Plan: we raise some concerns -</p> <ul style="list-style-type: none"> • Housing choice will be limited to just an apartment or townhouse with no freestanding homes. • Great need for affordable housing, especially first home buyers. No provision for affordable units for purchase (only 35 rental). The promise of “building homes for local families” is very unlikely unless some are made available at an affordable purchase price. <p>Plan does not appear to be consistent with Council’s Strategic documents -</p> <ul style="list-style-type: none"> • Integrity of the natural environment is threatened by plans to completely remove an EEC and the wildlife dependent on it, for the construction of an access road in the NW • Long term viability of the rare and precious EEC in the south will be threatened by the destruction of a wide swathe right through it, to facilitate a new creek line and shared pathway

Community Group / Peak Organisation	Submission
	<ul style="list-style-type: none"> • Without a major rescue operation, the relocation of the creek and the draining and filling in of the ponds will destroy much of the life dependent on that waterway, including invertebrates, frogs, fish, turtles, eels, water dragons etc • Sustainability of our urban environment will be severely threatened by the generation of a significant increase in traffic. This will overload the planned roundabout (summary of CCAG traffic model attached), slow flows in all directions and potentially choke Railway Street to the point where businesses in the Corrimal Town Centre ay be negatively affected. • Parking in the Corrimal Town Centre is already at capacity. The town centre cannot thrive if there is increased pressure from a large residential development on its doorstep but no provision made for additional parking. <p>Is the proposal consistent with SEPPs?</p> <ul style="list-style-type: none"> • Insufficient information available on degree and extent of contamination to draw a conclusion that the proposal is consistent with SEPP 55 or could be made safe for residential development. Both the EPA and Arcadis state that currently “all areas of the site are unsuitable for residential development”, but that they can be made suitable. Need more detailed information – the Remediation Action Plan cannot be accepted as demonstrating this. For example, the RAP relies on averaged figures in relation to combustibility assessment without identifying the number of samples this is based on – a very serious omission, as the consequences could be coal wash fires as has happened at Cringila Public School and a house at Austinmer, with the threat of toxic gas emissions. • CCAG request WCC engage a world-class independent expert to assess level of contamination and provide advice re its remediation before rezoning is approved. Too many sites have had development aborted due to previously unrevealed significant contamination e.g. the mine rescue training site at Russell Vale. <p>Is the proposal consistent with Ministerial Directions?</p> <ul style="list-style-type: none"> • The impact of the development on the environment is not commented on in the Planning Proposal – the impact will be extreme in that it will destroy a large number of established trees (climate change), relocate a creek, d rain two ponds, attempt to control a Flying-fox camp, seal vast areas of surface leading to increased run-off, and disturb 102 years of industrial contamination in the demolition, site preparation and construction phases. • Likelihood critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of this Planning Proposals? • While the DRP and OEH have stressed the need to avoid impacts on threatened species and ecological communities, the proposal accepts the complete destruction of the EEC in the NW for an access road and creation of off leash dog park within the 100m GHFF buffer guaranteed to distress the Flying-foxes and consequently nearby humans. • A further impact will be fragmenting the vegetation community in the south – a wide swathe of EEC will be bulldozed for the new, very deep and wide creek line, and shared pathway. There appears to be no acknowledgement of this in any of the reports and the area of EEC to be lost is not factored into any of the figures. • Complete destruction of fauna and flora dependent on the current route of North Corrimal Creek.

Community Group / Peak Organisation	Submission
	<ul style="list-style-type: none"> • OEH submission noted that clearing thresholds under the NSW Biodiversity Conservation Act 2016 relates to clearing of all native vegetation. There is extensive native vegetation on site and many animals now find refuge there, including GHFF. If in poor condition it is only because it has been completely neglected since 2014 – potential to be rehabilitated without destroying the habitat for a range of creatures and birds/owls. <p>Likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?</p> <ul style="list-style-type: none"> • Significant loss of canopy at a time of rapidly increasing impacts of global warming (6th Intergovernmental Panel on Climate Change Report 2021) – unwise to remove established vegetation and hope that new trees can be established and thrive. • Shallow water table, increasing risk of flood and leaching from contamination containment cells. Deep rooted mature trees play major role in lowering the level of the water table. If CWR is used to fill the site no deep rooting trees will be able to survive. To avoid spontaneous combustion CWR have to be compacted to an extreme degree to ensure no oxygen penetration – new plantings will fail. Precautionary principle needs to be applied. <p>Has the Planning Proposal adequately addressed any social and economic impacts?</p> <ul style="list-style-type: none"> • We commend Council for the work they have done to protect the industrial heritage value of the site – protecting the story of coke making and industry in the Illawarra is very important to the Corrimal and wider community. • The viability of the maintenance arrangements for the heritage aspects is in doubt- to take responsibility for the maintenance seems an unusual ask of a retailer. What happens if they don't want to take responsibility? • The commitment to protect the Aboriginal heritage of the site must include a guaranteed arrangement for Aboriginal Site Officers to be present during excavation and construction. • Hill PDA Economic report – failed to factor in cost of traffic congestion to businesses in the Corrimal Town Centre and to the community suffering increased travel/commuting times; road safety issues; pedestrian safety issues; loss of amenity for local residents as their services and recreation sites become increasingly congested; emotional cost to many watching destruction of highly valued environmental, industrial and Aboriginal heritage – fear of another Sandon Point. Very significant negative social and economic effects if this development proceeds as currently proposed. <p>Is there adequate public infrastructure?</p> <ul style="list-style-type: none"> • Traffic modelling flawed and providing misleading result • CCAG traffic modelling: did not discount traffic generation rate as train services infrequent. The roundabout will be gridlocked at times during 8am to 9am. Model tested using vehicle counts on Railway St in May 2021 – showed there has been an over 50% increase in traffic on Railway Street since 2018. If the development opened this year Railway St would already be beyond capacity at the proposed roundabout. The development needs to be a significantly reduced scale. <p>Water and Sewerage</p> <ul style="list-style-type: none"> • Sydney Water: existing wastewater system over capacity.

Community Group / Peak Organisation	Submission
	<ul style="list-style-type: none"> • Towradgi Creek sensitive estuary – impact of North Corrimal Creek realignment – potential for contaminated runoff into a Coastal SEPP Wetland must be taken seriously. Approving developments that alter creeks to suit building design and maximise returns is a potential disaster. Would not like to see a repeat of Bellambi Creek situation in Towradgi or North Corrimal Creeks. • Development should not proceed unless guarantee of onsite water recycling and reuse, including adequate storm water harvesting. <p>A sustainable development (5-star rating) – concerns -</p> <ul style="list-style-type: none"> • 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. • Goal 1 of Green Star (“reduce the impact of climate change”) - the development should be planning for a solar powered system with batteries and an internal mini grid – could sell excess power to the community. • The development should provide EV charging facilities in all garages and outdoor off street parking spaces. • Goal 2 (“enhancing our health and quality of life”) – need transparency with community re the contaminants found on site and guarantee a complete and safe clean up before any construction of residences. Council must undertake its own investigation to be sure this site is safe for occupation. • Goal 3 (“restoring and protecting our planet’s biodiversity and ecosystems”) – goal cannot be met if bulldozing EEC – biodiversity is dependent on an ecological community with all its complex interactions and maturity of development. • Goal 4 (“driving resilient outcomes for buildings, fitouts and communities”) – an integrated renewable energy system to be provided. Additionally 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>Letter of Offer</p> <ul style="list-style-type: none"> • Object to tone of letter. • Community strongly feels ICC has an obligation to return something above and beyond what they would have to provide in the development anyway. • For 102 years the people living around the Coke Works provided labour, expertise and considerable profits to the various owners. The work was hard and dangerous, residents exposed to air pollution and offensive odour, homes covered in black fall-out, health affected. Some small recognition and recompense would be appropriate. We do not see any recognition of this in the Letter of Offer. • Community is seeking full cost of the roundabout, a cycleway all the way from the Coke Works to the beach and a pedestrian/cyclist overpass on Memorial Drive included in the Letter of Offer. <p>CCAG is requesting the following changes/recommendations be incorporated into an amended Planning Proposal for Council to consider -</p>

Community Group / Peak Organisation	Submission
	<ul style="list-style-type: none"> • The EECs in the NW and south be protected and alternative access point and creek route agreed to. • Release to the public of all data identified as missing from the contamination reports. • Council to engage an internationally recognised expert to undertake a completely independent report on contamination and provide advice on clean-up of the site. • The traffic issues are addressed, even if this results in a much smaller development. • Guarantee required that onsite water recycling and reuse, including adequate stormwater harvesting. • The developers review their Letter of Offer and incorporate the full cost of the roundabout (if this goes ahead), a cycleway link to the coast from the south of the site and a pedestrian/cyclist overpass at Memorial Drive.
<p>Regional Development Australia: Illawarra</p>	<p>Support rezoning – based on a holistic assessment, the site lends itself to residential and community development.</p> <p>The “do nothing” case is untenable as it provides zero economic benefit. Hill PDA Economic Impact Assessment 2021: small industrial subdivision is unlikely to stack up given the high land value combined with remediation costs making it commercially inviable.</p> <p>Proposal provides significant economic benefits to the Illawarra and Corrimal community – capital investment, construction jobs, direct and indirect jobs, household expenditure.</p> <p>Affordable housing rental dwellings welcomed positive contribution.</p> <p>Proposal consistent with the strategic regional growth context, including the Illawarra Shoalhaven Regional Plan 2041.</p> <p>Commend proponents for strong community engagement and consultation over a number of years.</p> <p>Understand Council and TfNSW support one consolidated access to site.</p> <p>Note generous proposed contribution of over 50% of the total site land to community spaces – welcomed benefit to the Illawarra and Corrimal communities.</p>
<p>The National Trust of Australia (NSW) Illawarra Shoalhaven Regional Branch</p>	<p>As one of the last tracts of industrial zoned land in the Illawarra’s northern suburbs the site is suitable for ecologically sustainable clean, light industrial land use.</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>Lack of clarity as to how the restoration and interpretation of the items of industrial heritage will be funded and maintained. The proposal is for management in future private ownership as part of the retail offer, however the Master Plan concedes “recognition that the majority of retail uses will not be viable until there is sufficient resident population on site”. This approach puts the viability of the retention of items of industrial heritage at risk. Restoration needs to occur early in the staging plan. The Trust has no confidence in the proposed mechanism for funding and strongly advises a more reliable source of funding be established from the outset. This mechanism needs to be put in place -</p> <ul style="list-style-type: none"> • In perpetuity

Community Group / Peak Organisation	Submission
	<ul style="list-style-type: none"> • Prior to, and potentially built into, any sales • Independent of market conditions <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. A plan for succession planting needed to maintain perimeter of mature trees in future.</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.</p> <p>Support VMP for entire riparian corridor, efforts to improve ecological aspects of the corridor, retention of EEC and GHFF camp.</p> <p>Suggest integrated Interpretative Plan across entire site including Aboriginal heritage, industrial heritage and ecological/natural heritage.</p> <p>The Trust encourages Council to ensure the State Heritage Listing nomination is pursued as a matter of urgency.</p> <p>The Trust supports the following Council resolution 14 April 2021 -</p> <ul style="list-style-type: none"> • Maximum 550 dwellings, inclusive of an affordable rental housing component • Maximum building height 15m (4 storeys) with a clause to allow for increased height for heritage items should they need to be rebuilt • GHFF buffer zone 100metres • Total Gross retail/business floor area 2000m² with maximum 500m² neighbourhood supermarket – however the Trust recommends the additional 500m² be allocated for employment hub activities.
Illawarra Bicycle User Group	<p>Object to proposed Corrimal Coke Works development -</p> <p>The two creek bridges and pathways along the creek are of minimal utility for cyclists – they will be largely used by residents. These internal pathways should not be counted as a contribution to the wider active transport network.</p> <p>Council should prioritise provision of active transport links connecting the site with the NSW Coastal Cycleway via Corrimal High School and Corrimal Town Centre. Particular attention is needed for safe crossings of the railway and Memorial Drive.</p> <p>Request exterior lighting to illuminate pathways on the Entry boulevard and on local streets.</p> <p>Entry boulevard should encourage transition to the lower speed traffic calmed streets within the site. Speed limit of 30km/hr recommended for safety, amenity and asset life.</p>
Mineral Heritage Subcommittee of the Illawarra Branch of the	Heritage request for on-site plaques explaining the history of -

Community Group / Peak Organisation	Submission
Australasian Institute of Mining and Metallurgy (AusIMM)	<p>1 Corrimal Coke Works and its contribution to the Corrimal area, the Illawarra economy including employment, supporting local businesses and supplying electricity to the northern suburbs.</p> <p>2 Corrimal Colliery history which led to the coke works being constructed</p> <p>Corrimal Coke Works provided a market for other Illawarra Coal mines by using their coal for coke-making.</p> <p>An example of potential content for a plaque about Corrimal Coke works provided.</p>
Keiraville Residents Action Group	<p>Concerns about the proposed development on this historical site -</p> <ul style="list-style-type: none"> • Whether it can be safely cleaned to allow a residential development of this proportion – 102 years of heavy industrial contamination combined with a high water table poses very real concerns about the effectiveness of any clean up, at least part of which is proposed to be stored on the site in containment cells. Not possible to guarantee that on site burial will remain leak free and even if they were the areas used for this purpose would be sterilised from future use. As a party endorsing the proposed burial, Council’s liability in the future may be major. • Impact of traffic emerging from 550 dwellings on Memorial Drive and local streets. <p>Proposed is massive overdevelopment, without full acknowledgement of the site constraints. The surrounding transport infrastructure is inadequate to support a development of 500+ residences. The height of the proposed buildings is too high. The site is surrounded on three sides by low and medium density housing so a largely 4 storey unit block development does not reflect the desired future character of the suburb.</p> <p>Basic issues of principle, relating to sustainability and the rights of existing residents. Two aspects of the proposed development fail - the burial of toxic waste on site and the use of potentially combustible washery refuse as so-called “clean fill” on site. Any subsequent underground fire problems have potential to harm residents both physically and financially, and generate major claims for Council in the future.</p> <p>Council’s Community Strategic Plan first goal “We value and protect our environment” - totally incompatible with endorsement of toxic waste burial in our city and use of potentially combustible landfill material.</p> <p>The scale of development on a site with constrained access will impact the environment and amenity of the surrounding suburb. A feasible alternative design is possible which would enhance and complement the existing suburb – reduce the scale. The pre-existing layout and geography of the suburb does not allow safe and acceptable integration of a development as dense and large as this in terms of traffic generation. Railway Street will have insufficient capacity – currently difficulty turning left onto Memorial Drive from Railway Street due to pedestrians crossing. Traffic light priority for the large increase in east west traffic needing to cross Memorial Drive would be needed, leaving the heavier Memorial Drive traffic also banking up.</p> <p>One way in and out makes this an isolated development and not connected to the community. Proposed facilities would not be readily available to the wider community unless there are other access points. Construction of access road will include bulldozing large old trees classified as a rare patch of Illawarra Grassy Woodland EEC. At least 75% of this ecological community has been cleared in our region so it is critical to retain these remaining trees because they play a vital role in a healthy ecosystem.</p>

Community Group / Peak Organisation	Submission
	<p>Appears only a token nod given to the heritage value of the site. More of the original structures could be incorporated into the design as has been done in other award-winning developments such as “The Waratah Mills” in Dulwich Hill or “Walsh Bay” in Sydney.</p> <p>The above rezoning should not proceed until the above concerns can be adequately addressed.</p>

Table 3 Submission from land owner and developer

<p>Illawarra Coke Company (ICC): land owner</p> <p>This letter is provided in support of our proposal to rezone the Corrimal Coke Works property.</p> <p>Executive summary</p> <p>As a place of ongoing importance to the people of Corrimal and the Illawarra region, Illawarra Coke Company (ICC), land owner of the Corrimal Coke Works property, plan to transform this former industrial site into a vibrant community, which serves and benefits current and future residents of Corrimal and the Wollongong region. Over the last seven years, we have worked tirelessly, actively consulting with the community to put forward a considered master plan that appropriately balances the ecological, economic, heritage and social aspects of the project whilst comprehensively addressing all technical matters of the site to ensure the revitalisation of the Corrimal Coke Works property will provide long lasting benefits for the broader community.</p> <p>A master plan informed by seven years of technical studies and consultation with the community, stakeholders and Council.</p> <p>In 2014, the Corrimal Coke Works closed its doors after a proud history of producing metallurgical coke. Following the closure of the Corrimal Coke Works we contacted Wollongong City Council for a list of community groups we should consult with to discuss the future use of the site. Vision workshops were held with the Corrimal Revitalisation Action Group (CRAG), Neighbourhood Forum 4 and the Corrimal Chamber of Commerce. Coincidentally the Corrimal Town Centre Plan was being finalised and had identified the Corrimal Coke Works site as a significant opportunity for the community and a catalyst to support the revitalisation of Corrimal.</p> <p>We conducted community consultation in parallel with a major technical program to identify constraints to future redevelopment of the property. The technical studies focussed particularly on social and environmental issues in addition to development studies. Drawing on the technical studies and initial feedback received from the community, in October 2017 ICC submitted its first Planning Proposal and masterplan for the property, contemplating 730 dwellings and accompanied by the required technical studies and reports. Wollongong City Council staff reviewed the proposal and recommended it be supported by Council for submission to NSW Department of Planning, Industry and Environment (DPIE) for Gateway Determination.</p> <p>In April 2018 the proposal received unanimous support from Wollongong City Councillors to proceed to Gateway and subsequently received a Gateway Determination from the NSW State Government in August 2018. In the period 2018 to October 2020 we continued to conduct technical studies while engaging and listening to the community, holding further vision workshops, hosting information sessions and surveying the local community. The Master Plan continued to evolve during this time, responding to feedback from the community, stakeholders and Council staff.</p> <p>Key enhancements to the master plan included:</p> <ul style="list-style-type: none"> ● increased open space to more than 50% of the site, providing 9 hectares of new parklands and public open space for the community to enjoy. It's important to emphasise that this is <i>new space</i> that has never before been accessible to the community, that it will be <i>open to everyone</i>, and that it is <i>much more</i> than is typically provided in residential developments. ● greater diversity of housing with four unique precincts, with a commitment to ● excellence and diversity of design within and between the precincts ● a provision for affordable housing ● greater retention and interpretation of key heritage items ● expansion of walking and cycling pathways

- provision of an off-leash dog park, community gardens and nature-based children's play areas
- a new roundabout access on Railway Street
- two emergency access entry/exits
- a new community space/flexible working space for tele-workers and local start ups
- a commitment to deliver a 5 star Green star community rating, representing Australian leadership in sustainability

In 2018, after an exhaustive search advised by global property group Jones Lang Lasalle, we appointed Legacy Property Group (Legacy) as ICC's development partner, based on their track record of high quality development. It was important to us that we found a partner that shared our vision for the property and would carry it through the full development. In September 2020, ICC and Legacy lodged a revised planning proposal for 750 dwellings incorporating the enhancements listed above. Wollongong City Council staff recommended the proposal be put on Public Exhibition. The report prepared by Wollongong City Council staff stated that the proposal to develop 750 dwellings was appropriate for the site.

At the October 2020 Council Meeting, Councillors voted to support a reduction in the number of dwellings from 750 to 550. This decision, made prior to the Planning Proposal being put on Public Exhibition, was apparently based on informal feedback from a section of the community. ICC was asked to submit a revised proposal based on 550 dwellings. In December 2020, ICC submitted a revised Planning Proposal and masterplan based on 550 dwellings. Councillors unanimously voted to place the revised proposal dwellings on Public Exhibition in April 2021. The 30 day statutory exhibition period had previously been extended by Council resolution to 60 days, so Public exhibition closes on 31 August 2021.

Over the last seven years, ICC has shown a sustained commitment to listen and respond to feedback from the community, stakeholders and Council. Evidence of this is demonstrated by the three iterations of the master plan submitted to Council, and changes made to incorporate Council requirements and community concerns and suggestions. Today, we are proud to present a master plan for the Corrimal Coke Works site that honours the Coke Works heritage, protects and enhances the local environment, delivers sustainable values and provides substantial benefits to the community.

A need to ensure misinformation is explained

Despite the detailed technical and social information that we have submitted, a number of misunderstandings are circulating in the community. We want to allay concerns based on these misapprehensions and so address them below.

Misapprehension - The proposal relies on Corrimal train station, assumes high levels of public transport and fails to acknowledge that Wollongong is a car-based community.

While the location of Corrimal station directly adjacent to the site is a major advantage, this is not relied on as part of the Traffic and Transport Assessment for the proposal.

- The Traffic and Transport Assessment completed for the proposal adopts regional traffic generation rates published by Transport for NSW, and these assumptions have been verified by Transport for NSW and Wollongong City Council. In short, these rates assume high levels of car dependency and the assessment does not assume any 'modal shift' to public transport (even though it is likely that there may in fact be some).
- We accept that existing train and bus services do not operate at the level desired by the community, which is why they are not relied on as part of the Traffic and Transport Assessment. However, this proposal has the potential to provide a catalyst for improved train services at Corrimal station by creating a population with immediate access to the station, underpinning potential for increased demand and better rail services.
- The provision of a bus loop and the population within the site will provide an opportunity for road transport operators to improve service in the area.

Misapprehension - Local roads, particularly Railway Street, will not be able to cope with additional traffic from the proposal

Proposed traffic impacts have been extensively modelled and assessed. These traffic studies have been independently peer reviewed and also assessed

by Wollongong City Council and Transport for NSW.

- The traffic assessments concluded that there are *no traffic or transport impacts from the proposed development that cannot be appropriately mitigated*.
- The intersection of Memorial Drive and Railway Street will be upgraded to offset traffic from the development. *This upgrade also provides capacity for general traffic growth over the same period as the project.*
- A new round about on Railway Street will create better access and *improve* traffic management for residents north of Railway Street.
- Railway Street will only be operating at approximately 75% of its capacity following completion of the development.
- Wollongong City Council staff have reviewed the traffic studies and concluded, “traffic impacts have been modelled and can be managed to provide appropriate levels of service.” (*Wollongong City Council Report, 26 October 2020*)

Misapprehension - A single access point on Railway Street is not adequate and won’t handle the additional traffic from the development

Wollongong City Council staff have recommended the single point of access which the traffic modelling shows will function effectively. In fact the roundabout will provide residents living to the north of the site with the benefit of a controlled access point onto Railway Street. Included below are statements made by Wollongong City Council staff (*Wollongong City Council Report, 26 October 2020*):

- “Council Officers have recommended one consolidated access point on Railway Street from a traffic safety and capacity perspective – this will result in less friction and turning movements and hence fewer delays and reduce the number of conflict points where accidents could occur. The fewer access points also assist in providing pedestrian/cyclist priority on the Railway Street shared path.”
- “Subsequent traffic modelling has confirmed that a single lane round about at the intersection of Railway and Harbinger Streets has no negative queuing impact to the Memorial Drive intersection with Railway Street or the railway level crossing. The RMS is supportive of a roundabout at this location.”

Misapprehension - The proposal doesn’t provide measures to reduce car dependency

The proposal includes a range of measures intended to promote non car-based forms of transport, including walking and cycling, such as:

- Provision of a regional walking and cycling link through the site and across Towradgi Creek to provide improved connectivity for Corrimal
- Provision of a shared cycleway along Railway Street
- Provision for a bus loop through the site to facilitate bus/rail interchange at Corrimal station and better local bus services
- We will be incorporating further measures that the planning system does not address at this stage of the planning process, such as the provision for car share services and bike facilities, to assist in reducing car dependency. These will be incorporated through future development applications.
- The proposal achieves a highly desirable ‘walk score’ of 82, which reflects the high level of services that are within walking distance of the site.
- The proposal includes provision for limited neighbourhood convenience retail facilities on site, which will allow future residents to access some retail needs on the site without the need to drive.

Misapprehension - The Corrimal Coke Works site is contaminated and is unsuitable for residential use

There has been considerable misinformed speculation that the Coke Works site must be contaminated because it is an old industrial site. In fact, as detailed studies have shown, the site is only lightly contaminated, and contamination is confined to localised areas.

- The coke making process used at Corrimal did not result produce contamination. In fact the coke making process incinerated contaminants at very high temperatures within the coke ovens. It is perhaps helpful to explain that, rather than being a source of pollution, residual coke on the site acts in the same way that activated

carbon works in water filters, extracting contaminants from groundwater.

- Extensive contamination testing has been undertaken across the property with the number of sample locations exceeding EPA requirements by 24%. Test results found that the samples are indicative of a typical urban condition and there is no evidence of widespread contamination.
- The proposed Remediation Action Plan has been assessed by an independent Site Auditor, accredited by the NSW EPA, and the Site Auditor has confirmed that the site can be made suitable for its intended residential use.
- Wollongong City Council staff have assessed the proposal and technical studies, and concluded that “Contamination on site can be remediated to make the land suitable for urban use.” (Wollongong Council Report, 26 October 2020)

Misapprehension – The proposal provides no information on Aboriginal heritage preservation

Aboriginal Heritage is addressed in the planning proposal which includes an Aboriginal Cultural Heritage Assessment. The assessment and consultation process exceeded the relevant NSW requirements. Public artwork is planned to recognise Aboriginal Heritage.

- Sadly, pre-existing Indigenous heritage values on the property have been degraded by over a century of industrial use and very little physical heritage remains. The Aboriginal Cultural Heritage Assessment includes both archaeological investigations on the site as well as direct consultation with Aboriginal stakeholders to identify any potential cultural values associated with the site.
- This assessment was undertaken in accordance with the Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (Office of Environmental & Heritage, 2011) and the level of consultation undertaken as part of this assessment exceeded what is required under the Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (Office of Environment & Heritage).
- Key conclusions of the assessment include:
 - Archaeological field survey and test excavation identified one Aboriginal archaeological site within the study area...a total of 27 artefacts were recovered from 7 test excavation units, and consisted of petrified wood, silcrete, quartz, chert, fine and medium grained siliceous flakes, cores and flaking fragments.
 - Archaeological mitigation (salvage excavation) is generally recommended where sites of moderate significance or higher are to be impacted. Mitigation for the identified impact to the site within the study area by the proposed activities in the form of salvage excavation is not warranted as the site displays low significance and a dispersed, low density of artefacts not in their primary context.
 - Aboriginal community consultation has indicated that creeks in the Northern Illawarra were traditional fishing grounds and retain Aboriginal cultural value for their connection to this activity. No specific or significant Aboriginal cultural features have been identified for the proposal site.
 - The recognition of Aboriginal cultural values can be achieved through signage/artwork placed along the proposed shared path in the southern part of the development along the creek line.
- As per the last point above, we intend to incorporate recognition of Aboriginal heritage values through public artwork as part of the shared cycling/walking path through the site.

Despite these misapprehensions - The proposed rezoning and redevelopment of the Corrimal Coke Works will provide a regionally significant investment in the Illawarra. It is critical that decisions made about the proposal are based on accurate information and informed opinion.

Significant benefits of the proposal

In addition to the very substantial social benefits of the proposal it offers \$22 million in monetary value of community benefits, nearly 10 times the statutory requirement of Wollongong City Council

We believe that community benefit is one of the strongest aspects of our proposal, which provides very substantial direct and indirect financial and social benefits to the community. The direct community benefit is nearly 10 times what is required from developers by Wollongong City Council's adopted contributions plan.

- The planning proposal is supported by *a public benefit offer that delivers over \$22 million in new community infrastructure*. By comparison, the required statutory level of contributions under Wollongong City Council's adopted contributions plan would be approximately \$2.5 million. In this respect, the level of community benefits being offered is nearly 10 times what is required by Council. These benefits include:
 - new parks and parkland, including two childrens' playgrounds, an off leash dog park and a community garden
 - pedestrian paths and cycleways providing recreation and local connections, including a connection across Towradgi Creek
 - a heritage precinct and civic plaza
 - provision of essential land for a future overpass of Railway Street over the railway line
 - upgrades to local traffic infrastructure that will sustain local traffic and provide improved access to Railway Street for residents living to the north
- The proposal also delivers many other community benefits that are not quantified in financial terms, such as:
 - improvement of the highly degraded riparian zone of the North Corrimal Creek
 - provision of affordable rental housing for essential workers;
 - reduction in downstream pollution of Towradgi Creek due to installation of a new, enlarged sewer main through the property that will provide increased retention of sewage to minimise or eliminate sewage overflow into Towradgi Creek during periods of high rainfall;
 - preservation of key heritage and interpretation of other heritage features;
 - interpretation that respects and preserves indigenous cultural values;
 - provision of improved amenity and parkland curtilage for Cross Street neighbours, and
 - reduction in peak flood levels for some neighbours (and no increase for all others).

The redevelopment will provide substantial ongoing economic stimulus for the Corrimal and wider Illawarra business community, and will support local jobs

The independent Hill PDA economic report provided to Council quantified the level of investment the rezoning of the Corrimal Coke Works would contribute to the local economy. The report stated \$750 million would be spent with 2,500 direct and indirect local jobs created during construction. This capital investment represents an investment that is greater than the recent private hospital and the planned public hospital expansion *combined*.

Further once construction is completed, independent economic modelling undertaken by Urbanised indicates the Corrimal Coke Works community would generate \$87 million *per year* in annual output for the Wollongong economy. Most significantly, the proposal will support 145 direct jobs and inject some \$31 million in additional household expenditure *annually* into the local economy, providing a major boost for businesses and supporting local employment.

The Corrimal Coke Works proposal is strongly aligned with State and local strategic planning documents

The proposal is consistent with all relevant planning controls and has been supported and recommended by Council officers after detailed technical assessment.

- The proposal is consistent with the full range of State and local strategic planning documents, including:
 - Illawarra Shoalhaven Regional Plan 2041
 - Wollongong City Council Local Strategic Planning Statement

- Importantly, the project is strongly aligned with the Corrimal Town Centre Plan 2015-2025 that was developed in partnership between Wollongong City Council and the Corrimal community.
- The proposal has been supported and recommended by Wollongong City Council staff on two separate occasions after extensive technical assessment.

The redevelopment will make a meaningful contribution to the supply of high quality homes in the Illawarra

Demand for quality housing has grown strongly within the Illawarra region. The executive summary in Wollongong City Council's Draft Housing and Affordable Housing Options Paper (2020) highlighted three core priorities for the Illawarra region:

1. Increase housing stock diversity;
2. Plan for future housing growth;
3. Increase the supply of affordable rental housing.

It also included a recommendation to increase the number of studio, 1 and 2 bedroom dwellings, to provide options that better match household sizes. The Corrimal Coke Works rezoning proposal strongly aligns with these directions. It responds to changing housing needs by providing a diverse range of new housing choices for local families.

ICC's proposal provides Australian leadership in sustainability

The Corrimal Coke Works has committed to become the first 5 Star Green Star rated community in Wollongong.

- Developed by the Green Building Council of Australia, Green Star communities promote environmental and social sustainability outcomes and are rated on governance, liveability, economic prosperity, environment and innovation.
- The aim of the Green Star rating is to deliver safe, accessible and culturally rich communities that through careful planning, design and construction, provide broad ranging public benefits while reducing ecological impacts.
- A 5 Star rating represents Australian leadership for sustainability and we're proud that this project in Wollongong will be at the forefront of sustainability best practice.

In conclusion

The Corrimal Coke Works property is a once in several generations opportunity to contribute to Corrimal and the Northern Illawarra. ICC sustained more than \$15 million dollars in operating losses attempting to preserve the Coke Works as a source of employment and industrial activity before closing the Coke Works in 2014. The site spans 18 hectares (about 20 times the size of the WIN stadium playing field) and due to its location and scale is arguably the best location for the provision of new housing within the northern suburbs of the Illawarra. Because of its size, the site is able to make a meaningful contribution to the provision of new housing while also providing significant new parklands and community spaces.

We are confident, that after 7 years of ongoing consultation and refinement, we have presented a master plan that appropriately balances the ecological, economic, heritage and social aspects of the project whilst comprehensively addressing all technical matters of the site to ensure the revitalisation of the Corrimal Coke Works property will provide long lasting benefits for the broader community. ICC acquired ownership of the Corrimal Coke Works some 30 years ago and has since been a proud part of the Corrimal community. During our ownership the EPA made an award to the Coke Works for our success in working with the community to reduce the odour and dust from coke making that previously affected the community. Our company forms part of the century-old community connection to coke making on the site. We are determined to honour this through responsible development that will be valued and respected by the Corrimal community and City of Wollongong.

Illawarra Coke Company Pty Ltd

Legacy Property: developer

Legacy Property is partnering with Illawarra Coke Company (ICC) to rezone and develop the site.

Legacy Property **supports** the Planning Proposal's primary purpose to rezone the site for residential development, however we wish to respond to a range of matters that form part of the overall planning documentation for the site. This submission addresses the following components of the exhibition material:

1. Response to Council's Rationale for the Planning Proposal
2. Comments on Draft Planning Proposal
3. Comments on Draft DCP Chapter

Response to Council's Rationale for the Planning Proposal

The Department of Planning, Industry and Environment required Council to outline its rationale for the Planning Proposal in light of substantial changes to the Proposal adopted by Council. Council subsequently listed the following rationale as part of the public exhibition material:

1. Concerns in relation to anticipated traffic volumes the development would generate
2. Proposed building heights lowered to be compatible with the surrounding neighbourhood built form and scale
3. Maximum FSR lowered to better align with a medium density outcome that anticipates a number of different housing typologies in a landscaped setting and doesn't leave the site open to the risk of over development
4. Ensure that the Corrimal Town Centre remains the principal retail area by limiting the size of shops and total area dedicated to commercial and retail uses
5. Desire to protect the Grey-headed Flying-fox (GHFF) camp on site and minimise amenity impacts to future residents by ensuring a minimum 100m buffer between the mapped core camp and proposed residential development

Legacy Property respects Council's right to vary the proposal as it sees fit, however we do believe that planning outcomes should be based on robust evidence and merit. In our view, key aspects of Council's rationale are inconsistent with the technical assessment of the proposal and Council's own strategic planning framework. A response to each of Council's points is provided below:

Concerns in relation to anticipated traffic volumes the development would generate

The proposal has been subject to appropriate traffic modelling and rigorous assessment of potential traffic impacts. A Peer Review (SCT Consulting, 2021) of the traffic modelling was undertaken to provide additional confidence in the outputs.

The Corrimal Coke Works Development Traffic and Transport Assessment (Bitzios, 2021) concludes that:

There are no traffic or transport impacts associated with the development which cannot be mitigated through reasonable works within public land or on-site. The proposed works to mitigate the impacts of the development will also provide other benefits to the community such as traffic speed management via the proposed roundabout on Railway Street, improved pedestrian and cyclist facilities between the residential areas to the north and west and Corrimal Station and reduced congestion at the Memorial Drive / Railway Street intersection. The difference in impacts and hence in required mitigation works between the full development and reduced yield scenarios are minimal, and the reduction in yield adopted by Council cannot be justified solely on traffic grounds.

Importantly, Council staff assessed the traffic modelling and potential impacts based on earlier proposals from Legacy Property and ICC for approximately 750 dwellings, and Council staff concluded that:

- *"Overall, the modelling revealed that the current intersection and link configurations will accommodate the additional traffic generated between 2018 and 2026 with most of the key intersections expected to retain a similar level of service in 2026 with or without the additional development."*
- *"Traffic impacts have been modelled and can be managed to provide appropriate levels of service."*
(Council report, 26 October 2020)

Given these comments, it is difficult to see how traffic concerns are a valid basis for the significant changes adopted in Council's proposal

Proposed building heights lowered to be compatible with the surrounding neighbourhood built form and scale

The Corrimal Coke Works is a unique property and provides a suitable opportunity for a range of new buildings and a variety of different heights. Extensive urban design and view analysis was conducted to demonstrate the appropriateness of building heights proposed in the October 2020 master plan.

Importantly, Council's independent Design Review Panel (DRP) recognised that the site represented a suitable opportunity for the provision of slightly taller building forms while Council staff also supported the proposed building heights, as follows:

- *"Areas of increased height are being proposed given the unique position of the site adjacent Corrimal Railway Station, within close proximity to the Corrimal Town Centre and related services and infrastructure, and size of the site."*
- *"The proposed built form is appropriate and has been guided by extensive view analysis to ensure key views are created/preserved in relation to heritage items and the escarpment."* (Council Report, 26 October 2020)

Legacy Property's view is that a better urban design outcome would be achieved by providing greater variability of building heights across the site, including provision for buildings up to 6 storeys in selected locations – even within Council's defined maximum yield of 550 dwellings.

Maximum FSR lowered to better align with a medium density outcome that anticipates a number of different housing typologies in a landscaped setting and doesn't leave the site open to the risk of over development

Council's original endorsement and the corresponding Gateway Determination contemplated FSRs up to 2.5:1 as being appropriate for the proposed R3 Medium Density Residential zoning.

Extensive benchmarking has been undertaken that demonstrates there are numerous examples across NSW where FSRs up to 2.5:1, and in fact higher, are used in R3 Medium Density Residential Zones.

In October 2020, Council staff *"recommended that the FSR range not extend beyond 2:1"*.

A maximum FSR of 2:1 is reflected in Council's resolution of 19 April 2021 and Part 2 Explanation of Intended Provisions of the Draft Planning Proposal, however the Proposed Floor Space Ratio Map only identifies FSRs up to 1.5:1 on the site.

Legacy Property believes that a variety of FSRs is desirable across the site to promote a diversity of building forms and typologies. As addressed below in our submission, there is an opportunity to amend the proposed FSR map to include a specific area with a proposed FSR of 2:1 to reflect Council's resolution and support the intended diversity of medium density housing outcomes on the site.

Ensure that the Corrimal Town Centre remains the principal retail area by limiting the size of shops and total area dedicated to commercial and retail uses

Legacy Property supports the intention that retail uses on the site should serve a limited function and not detract from Corrimal Town Centre as the primary retail precinct in Corrimal.

A Retail Market Demand & Economic Impact Assessment (Urbis, 2019) was prepared to assess the demand for retail uses and potential impacts associated with a small-scale retail offering on the site. This assessment concludes that:

- *The proposed development will capture only a minor share of the trade area spending market, and growth in trade area spending will more than cover the forecast turnover of the proposed retail. As such, the existing retail hierarchy will continue to prosper and serve the retail needs of the community.*
- *There will be significant growth in the retail spending market that will flow through to the existing retail hierarchy, unhindered by the proposed retail at the subject site.*

Council staff also concluded that

"The modest convenience-based retail offer is supportable from an economic perspective, while not adversely impacting the existing retail hierarchy in the area."

(Council Report, 26 October 2020)

The proposed small retail precinct will play an important role that supports a range of key planning objectives, including:

- Promoting the activation of Corrimal station
- Providing daily retail needs of future residents within the site, therefore limiting the need for unnecessary car trips to undertake any daily shopping trip(s)
- Supporting the ongoing viability of the proposed heritage precinct

Legacy Property is concerned that Council's proposal to limit the size of any neighbourhood supermarket to 500sqm is not justified based on the retail assessment nor the recommendation of Council staff. We note that Metcash (operator of IGA supermarkets) has indicated that a supermarket up to 1,000sqm may be appropriate for the site.

Council's proposal has the potential to artificially restrict the viable operation of a neighbourhood supermarket on the site and more broadly undermine the viability of the proposed retail / heritage precinct on the site to the potential detriment of the overall master plan outcomes as well as the broader community.

Desire to protect the Grey-headed Flying-fox (GHFF) camp on site and minimise amenity impacts to future residents by ensuring a minimum 100m buffer between the mapped core camp and proposed residential development.

The master plan supported by Legacy Property and ICC, and recommended by Council staff, in October 2020 provided a 100 metre buffer for the occasional Grey-headed Flying Fox camp.

Notwithstanding, it is noted that in April 2021 Council staff supported a modified approach that would allow up to 19 townhouses within a 100 metre buffer, with a minimum buffer of 62 metres. This outcome was supported to facilitate further housing diversity within the overall master plan, and represented an appropriate balancing of social and environmental considerations.

Comments on Draft Planning Proposal

Legacy Property supports the following aspects of the Draft Planning Proposal:

- Proposed Land Zoning Map
- Proposed Minimum Lot Size Map
- Proposed Natural Resource Sensitivity – Biodiversity Map
- Proposed Riparian Lands Map
- Proposed Key Site Map
- Proposed Urban Release Area Map

Proposed Local Provisions Clause relating to heights of existing heritage structures Legacy Property queries the following aspects of the Draft Planning Proposal:

Item	Comments
<p>Proposed Floor Space Ratio controls and map</p>	<p>Council's resolution of 19 April 2021 in relation to FSRs was to: <i>b Amend the Floor Space Ratio Map to introduce FSRs between 0.75:1 and 2:1.</i></p> <p>The explanation of provisions in Part 2 of the Draft Planning Proposal also refers to FSRs between 0.75:1 and 2:1.</p> <p>However, the proposed FSR map only contains FSR controls of 0.75:1, 1.2:1 and 1.5:1 – there is no provision for an FSR control of 2:1.</p> <p>As such, Legacy Property believes the exhibited FSR map is inconsistent with Council's resolution and the explanation of provisions provided in the Draft Planning Proposal.</p> <p>To rectify this inconsistency, Legacy Property suggests the area identified in red hatching on this map is amended to an FSR control of 2:1.</p> 

<p>Proposed Local Provisions Clause for building heights</p>	<p>A fundamental premise of the standard instrument is to apply consistent definitions for development across NSW. Council's approach through this proposed Local Provisions Clause essentially undermines this intent by implementing a new definition of building height for the Corrimal Coke Works site.</p> <p>While the intended outcome is consistent with the master plan proposed for the site, this approach is considered to be unnecessary and has the potential to introduce confusion in the planning system.</p> <p>Legacy Property suggests that the standard template definition of building heights should apply to the site, and the proposed Height of Buildings Map should be amended accordingly.</p>
<p>Proposed Additional Permitted Use Provision and Map</p>	<p>Legacy Property supports the intent of this provision to permit certain retail uses within defined parameters to ensure the primacy of Corrimal Town Centre is maintained in the local retail hierarchy.</p> <p>However, Council's proposal seeks to limit the size of any neighbourhood supermarket to 500sqm. This is inconsistent with the standard instrument that defines a neighbourhood supermarket as up to 1,000sqm.</p> <p>As noted above, Legacy Property believes that the consistent application of the standard instrument is generally important in the operation of the planning system across NSW, and as such the standard definition for neighbourhood supermarket should be retained for the Corrimal Coke Works site.</p>

Legacy Property does not support the following aspects of the Draft Planning Proposal:

- Inclusion of a Sun Plane Protection clause and map.

Sun Plane Protection controls are typically applied in CBD / city centre locations where greater building heights are permitted and there is much higher risk of conflict between building heights and solar access to important open space areas.

Council's Draft Planning Proposal for the Corrimal Coke Works essentially limits building heights to 4 storeys and in this context there is simply not the need or justification for use of Sun Plane Protection provisions. The inclusion of this provision is an unnecessary regulatory burden within a statutory planning instrument when the outcome can be adequately addressed within a DCP. As such, Legacy Property requests that the Sun Plane Protection provision is deleted from the Planning Proposal.

Comments on Draft DCP Chapter

Legacy Property supports the intent of applying specific controls to the site through a Locality Chapter within the Wollongong DCP 2009. Legacy Property worked extensively with Council staff to prepare the Draft DCP Chapter over a number of years and in this context, we are disappointed with the extent of

changes that were incorporated into the Draft DCP by Council on a unilateral basis. Our detailed comments on the Draft DCP are provided in an attachment. We would welcome the opportunity to further discuss the Draft DCP with Council prior to its finalisation and formal adoption.

Conclusion

Legacy Property welcomes the public exhibition of Council's Draft Planning Proposal for the former Corrimal Coke Works and we commend Council's approach to engagement during this period, including the community information sessions. We have also sought to continue our ongoing engagement and promote constructive dialogue within the community during this period, including establishing a virtual information centre.

We recognise that any significant proposal will attract a high level of community interest, however we are confident that the extensive technical analysis and justification for this proposal will not only withstand public scrutiny but achieve broad based support across the community. Our submission seeks to offer constructive feedback to Council and we trust that the issues raised will receive appropriate consideration.

Legacy Property and ICC are committed to ensuring that the Corrimal Coke Works is an exemplar of urban renewal that Corrimal will be proud of. We look forward to Council's final consideration of this proposal in the near future.

Attachment: Comments on Draft DCP Chapter

Item	Comments
2 Aims and Objectives	Points l. and n. both reference provisions relating to the Grey-headed Flying Fox camp. This is an unnecessary duplication and these points should be consolidated into a single point.
4.2 Key Master Plan Design Principles	<i>'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.'</i>
Built Form	While acknowledging that this provision is consistent with Council's resolution of 19 April 2021, Legacy Property does not believe this level of prescription is appropriate within a planning document. Further, the provision of affordable housing requires a voluntary agreement between the proponent and Council so it is not appropriate to stipulate this outcome within the DCP.

	<p>4.2 Key Master Plan Design Principles</p> <p>Movement Network</p>	<p><i>'Contribute to Memorial Drive/Railway Street intersection to ensure the new development does not negatively impact traffic movements and capacity.'</i></p> <p>This is a State intersection and it is not appropriate to include this provision within the DCP as Transport for NSW has not confirmed whether an upgrade of this intersection is its preferred transport contribution from the proposal.</p> <p>The final transport contribution is likely to be subject to a State VPA, so the DCP should not pre-empt the outcome of any such agreement between the relevant parties.</p>	
	<p>4.2 Key Master Plan Design Principles</p> <p>Amenity</p>	<p><i>'Provide flexible community and business space within the Heritage precinct, including the potential for tele-working and start-ups.'</i></p> <p>This outcome has been proposed by Legacy Property and ICC but it does not form part of any formal public benefit offer associated with the proposal.</p> <p>It is not appropriate to seek to prescribe this outcome within the DCP.</p>	

	<p>4.2 Key Master Plan Design Principles</p> <p>Amenity</p>	<p><i>'Provide a suitable buffer distance from the rail and state road corridors and appropriate landscaping adjacent to the site for noise attenuation.'</i></p> <p>State guidelines for development near rail corridors and busy roads are provided through 'Development Near Rail Corridors and Busy Roads – Interim Guideline'.</p> <p>It is therefore unnecessary for Council to include this provision in the DCP.</p>	
	<p>5.1 Views and Vistas</p> <p>5.1.2 Development Controls</p>	<p>2. <i>The Brick Chimney is a significant landmark. Views to the Chimney stack are to be preserved from Corrimal Railway Station, Railway Street, Corrimal Town Centre and Towradgi Road overpass.</i></p> <p>Council has included 'Corrimal Town Centre' in the list of areas from which views to the Brick Chimney are to be preserved. This is a broad and poorly defined area – namely, what part of Corrimal Town Centre? Including Corrimal Town Centre has the potential to create significant confusion and uncertainty in the interpretation of this control, and as such should be removed.</p>	

	<p>5.3 Architectural Diversity and Building Design 5.3.2 Development Controls</p>	<p>Within Control 2: <i>'The boundary to the rail corridor will be landscaped and planted with screen planting taller than the required fencing/acoustic barriers.'</i></p> <p>This provision may conflict with Sydney Trains requirements relating to landscaping, which are intended to minimise the potential for landscaping to interfere with the safe operation of the rail corridor. For example, tree branches encroaching into the corridor.</p> <p>As such, this provision should be removed.</p>	
	<p>5.7 Non-residential development 5.7.2 Development Controls</p>	<p>9. <i>All loading and unloading activities shall take place wholly within the designated loading bay, at all times.</i></p> <p>Council has removed an exception to this provision relating to heritage structures. This is an important provision to provide flexibility for the adaptive re-use of heritage elements where it may not be appropriate or possible to provide a designated loading bay. This needs to be acknowledged within the DCP.</p>	
	<p>6 Heritage 6.2 Development Controls</p>	<p>1. <i>Retention, <u>interpretation</u> and removal of existing structures on site shall generally be in accordance with the Conservation Management Strategy and Heritage Interpretation Strategy (Urbis 2019).</i></p> <p>Reference to Urbis report needs to be updated to 2021 to reflect the latest report.</p>	

7.2 Public Open Space Areas	Figure 11 to be updated with correct master plan.
7.5 Southern Recreation Park	Section to be updated to reflect current master plan and revised concept design.
7.6 Riparian Corridor	<p>The proposed riparian corridor reflects a significant, site specific outcome that warrants clear DCP controls to distinguish the proposal from Council's standard DCP.</p> <p>Council has deleted a significant number of provisions that supported the <u>site specific</u> outcomes. Legacy Property requests that originally drafted provisions are reincorporated into the DCP, including the proposed sections that provide further clarity on the design intent.</p>
7.6 Riparian Corridor 7.6.2 Development Controls	<p><i>3. All retaining structures to be outside the floodplain.</i></p> <p>This is a broad and general <u>statement</u>, and does not reflect the design concept extensively developed with Council. For example, the concept has identified that 'stepped' sections in the design may be necessary and desirable to support the inclusion of pathways (both for public recreation purposes and maintenance access), which would require some level of retaining structures.</p> <p>This provision should be deleted as it is not practical or workable to achieve the design vision for the riparian corridor.</p>

	<p>Section 7.8 Streetscape Character</p>	<p>A series of street sections were developed to reflect the master plan for the site, and these sections were substantially consistent with Council's standard sections except where specific site conditions warranted minor variances.</p> <p>The approach adopted by Council does not reflect the master plan for the site and is not appropriate.</p> <p>The blanket application of the Type 5 road where this interfaces with the riparian corridor is not appropriate.</p> <p>The identified 'Type 7' roads are not intended as public roads and should be removed.</p> <p>Legacy Property requests the opportunity for further review and discussion with Council on the final controls for this section.</p>	
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Table 4 Community Submissions

Ref No	Submission
1	<p>I don't think the site should be built on. For starters, the Coke company polluted the area for many years and owes it to the community to make amends. I lived in East Corrimal and put up with the smell and dust when the wind was blowing from the site, a little bush in my front yard died back every time the wind blew (and eventually died), I experienced the black dust needing to be wiped away every day at East Corrimal school. Since the site shut down the air is noticeably cleaner. When I walk along Railway St past the site, there is now a beautiful fresh smell in the air and the bird songs are wonderful. This is a unique place and should not be desecrated. No matter how carefully the place is landscaped after building is completed, we will have lost birds and animals and air quality when trees were removed.</p> <p>My vision for the site is of a removal of weeds and a restoration of the native vegetation to a place that people can enjoy. Walking trails and a bike track perhaps. What about the local aboriginal people being involved? Regarding the "heritage" of the site, anyone who like me experienced living with the pollution would say good riddance, get rid of it all. Remove all the man-made structures and replace with native vegetation. Leave the heritage side to the Coalcliff coke works.</p> <p>Being realistic, the building will go ahead because making money is more important than preserving the natural site.</p> <p>Changing the course of the creek. This is really the only section of North Corrimal creek that has not been altered to suit human needs. And I have been told that it contains a small piece of untouched rainforest. This is the heritage that should be preserved. The works necessary re-align the creek will destroy so many trees and no amount of later restoration will make up for it.</p> <p>Exit. I am concerned that there is only one exit for traffic (onto Railway Street). Why could another exit not be made in the south east of the site.? After all, the creek goes under the railway line, could not a road exit be made as well under the railway line. I realise this would be expensive, but it could save lives in an emergency.</p> <p>Traffic concerns. I have witnessed the traffic gridlock during the morning peak hour at the corner of Railway Street and the Expressway. Cars are banked up between the Towradgi Road lights and Railway Street. When the lights go green cars can't move. Cars can't turn left out of Railway Street onto the Expressway for the same reason. And we add over 500 more cars to this?? When will we admit that there is a limit to what the roads can cope with?</p> <p>I have had a good look at the documents concerning the site. A lot of work has been put into them, but also a lot of it is just "smoke and mirrors". No matter how good it looks, it still aims to ruin the last natural pocket of land (non-escarpment) in Corrimal.</p>
3	<p>I live in Railway St Corrimal. Please explain how i will exit my driveway when you build these extra dwellings in the coke works. I cannot get out now as is so with all the extra traffic it will be impossible. Come and see for yourself at 3:30pm on any school day. What about the toxic pollution on the site from 100 years of coking coal? I am just getting started thanks for ruining Corrimal and by the way my rates are too expensive, my sister's rates are cheaper and she lives in the Sutherland Shire can you please explain.</p>

4	<p>The rezoning plan has taken into account a number of key factors:-</p> <ol style="list-style-type: none"> 1. Environment protection and preservation 2. Traffic 3. Dual emergency entry/exit locations 4. Future population growth 5. Beautification of a redundant industrial site 6. Flooding 7. Remediation of land <p>I personally find it hard to understand the red herring topic of a single-entry exit point. Having previously lived in an apartment it is critical to remember there are two locations you do not access if there is a fire drill.</p> <ol style="list-style-type: none"> 1. The lift 2. The carpark/basement areaYou need to assume that the danger is in both areas. <p>It is critical to acknowledge and remember that once persons from an apartment building leave via the fire stairs, they will meet at a nominated point safely, in an open area away from danger and their cars. Whilst there is a possibility of every proposed apartment building requiring evacuation at exactly the same time within the Coke Works, it is highly improbable. With this thought in mind I am confident the educated decision makers within Council will dismiss the claims from the opponents stating a single entry/exit point is not suitable during an emergency situation is no more than grasping at straws.</p> <p>The Department of NSW Planning has highlighted Corrimal as an area for population growth and housing. Corrimal is an old suburb in need of financial injection, the development on the former Coke Works site is in an ideal location, large enough to house a number of families and individuals. With the current housing prices there is an urgent need for new housing stock in this area of the Northern Suburbs.</p> <p>Corrimal has a walkable score of 82, this development offers an opportunity to create an even higher score with the active transport options on offer. Namely the creation of the proposed cycle and walking paths.</p> <p>There are so many benefits for Corrimal and the wider community. It is refreshing to see a plan that protects the environment and considers the way we are changing how we live. Surely we can't keep chopping up farmland to put houses on?</p> <p>This rezoning change needs to happen, it will have substantial benefits for this generation and for many more generations in the future.</p>
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<p>6</p>	<p>It is with sadness that I write as a local resident to express our great disappointment about the development proposal for the old Coke Works at Corrimal.</p> <p>There has been a huge increase in the level of traffic congestion over these recent years and not only on the main roads such as the Northern Distributor. The traffic has increased to often dangerous and very uncomfortable levels on many side streets where people have their homes. The traffic and noise has increased so much that Corrimal is losing a major aspect of quality of life.</p> <p>To think that this old Coke works site would be used for such a development is deeply disappointing and distressing in so many ways. Thousands more vehicles on the roads will make this suburb far less liveable causing long delays, traffic jams and almost worse of all, raise noise pollution on many side roads as well.</p> <p>It is heartbreaking to be a resident who has tried the best to be a community builder only to have life become significantly miserable!!</p> <p>Why not take a little bit more time to spread out a survey to see how this last green historic and environmentally (in both flora and fauna) crucial small piece of land can be developed in a way that will provide a rare and beautiful resource available to all citizens and one that will greatly enhance quality of life for all.</p> <p>Please do not approve of this development proposal as it now stands. The opportunity to lift the area in a much better way is crucial for us all.</p> <p>2nd Submission</p> <p>I am writing to you with concern about the above proposition of development. This is a rare and beautiful small section of land, with historic construction, and one that has become a greenery and sanctuary, a small nature reserve in the middle of an increasingly bustling suburb. As a resident of Wollongong and Corrimal for nearly 40 years, please hear our plea for this area. Over a matter of just the last five years, the amount of traffic and noise has increased exponentially, to the point that residents are on the verge of making petitions and requests to Council to please help as our lives are being tormented by all kinds of pollution, esp. noise and traffic road dust. It has become noticeable in the amount of dust in our homes, on gardens, drains and in the air we breathe. The noise of traffic and the traffic jams has become such a problem that people don't like staying in their homes and are thinking of getting out.</p> <p>To make this worse, the pandemic has changed the way we live. We don't want to live inside town apartments or units, and there are hundreds of them continuing to be built all around us. We desperately need green spaces that are accessible, and the Corrimal coke work site would be an exceedingly beautiful place that would provide a sense of peace, calm and relief.</p> <p>Therefore, I write to ask for this development proposal to be changed to maximise this beautiful green space to be a place for the whole of the community, the whole of Wollongong. It could be a brilliant place to visit if made into a historic and beautiful green space attraction. It would increase the quality of life and value of the whole area.</p> <p>In summary, I strongly object to this development proposal because already traffic congestion, pollution and noise is a major and growing problem that makes residents want to leave. There are already major new developments of apartments, units, town houses in the area which is causing problems that are unbearable for all. How will people get around, apart from driving cars? How will infrastructure and facilities esp. green space, be made adequate? What will happen to the historic and rare flora and fauna currently in this area? What happens to the historic buildings and waste that is buried not he site?</p> <p>This is a rare opportunity to maximise the potential of this site, to increase the quality of the environment and life for all residents. It could become a beautiful attraction and result in long term economic prosperity.</p>
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7	<p>I am writing to Wollongong City Council in support of the rezoning change for the Corrimal Coke Works.</p> <p>There have been reports that some councillors oppose the entry/exit to the development. It is difficult to understand why; when: -</p> <ol style="list-style-type: none"> 1. The traffic report has an author, this is then peer reviewed and then reviewed again by council qualified staff, prior to submission and presentation to Councillors. 2. It is documented council staff support the single access to the development. 3. It is documented RMS will not support access to Memorial Drive. <p>The access looks very similar to the one at Bunnings Bellambi – however Railway St is wider. From a laypersons view, the roundabout will make exiting Harbinger St easier and allow for streamlined traffic flow to continue along Railway St.</p> <p>The upgrade to the intersection at Railway & Memorial is a vast improvement from what is currently there. People are making a fuss because they haven't taken the time to read the traffic report. We are talking about potentially an extra 35 seconds to drive along Railway St during peak times.</p> <p>Cars don't drive people, people drive cars, people cause the traffic. Ultimately people are complaining other people might want what they have – transport and a home.</p> <p>The topic of exiting the development in an emergency appears to be sensationalised. In the extremely unlikely event, all apartment buildings go up in smoke at the same time, <i>apartment dwellers cannot access the carpark area.</i></p> <p>Most councillors will have experience in approving other apartment complexes. Therefore it is not unreasonable to assume these publicly elected decision makers are educated on this topic and understand when you exit an apartment building during an emergency it is via the fire stairs and <i>people leave the building and the development site on foot.</i></p> <p>Council has stated they want to create 10,000 jobs in the Wollongong LGA, here is an opportunity to get people working. 2,400 jobs will be on offer during the course of construction. So many apprenticeships in varying areas will become available. Trades people will be able to work locally.</p> <p>There will be opportunities for new cafes, hairdressers, dentist's, doctors, financial services, mechanics the list goes on. The more people who live in Corrimal the greater the financial spin off is for the entire community, Council (rate payers) included. This development is employing local people already.</p> <p>Having read the rezoning proposal, this project has been given great consideration to not only people but nature.</p> <p>The development will be giving so much back to our environment, the owners of the site will be improving an 18.2-hectare parcel of land that is sitting idle and derelict. It is refreshing to see a project that will be planting native trees and plants that are local to the Illawarra area.</p> <p>The public amenities will be a tremendous asset for the greater community.</p> <p>Parklands Dog park Local shops and community hub Cycle and walking paths Children's Playgrounds Co Working Space</p> <p>Unless you have taken the time to read the documents supplied on WCC website you do not have a full appreciation of the sheer size and scope of the project being proposed and the positive benefits that will be gained for the <i>land</i>, for Corrimal and for the surrounding suburbs.</p> <p>The Greater Wollongong area has a growing population and our area is suffering from a critical shortage of housing stock, be that for purchase or rent.</p> <p>The rezoning is about people right now, but more importantly it is also about 5 generations, from now.</p> <p>This project will leave the land in better condition than it is currently in, the trees and plants will grow, more native wildlife will call this spot home and 100 years from now people will be singing our praises for the foresight we showed by transforming the old Corrimal Coke Works.</p> <p>I support the rezoning of the land at the former Corrimal Coke Works site.</p>
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8	<p>I am writing to support the rezoning proposal for the Corrimal Coke Works.</p> <p>The site is currently a blight on Corrimal and the proposal will provide a much-needed opportunity to get some better development in Corrimal. The reality is that Corrimal really needs a boost and some new development to help it move forward. I particularly support the balanced approach with new housing provided alongside significant areas of new parkland.</p> <p>I note that proposed building heights have been reduced from 6 storeys to 4 storeys, despite the support of Council staff. This seems like a short-sighted decision based on some vocal NIMBY opposition to development. This site seems like the right location for new development because it can be properly planned along with new parks, unlike much of the poor-quality infill development occurring through the northern suburbs of Wollongong. I would much prefer to see more housing on the coke work site than the continued spread of smaller developments throughout other suburban locations.</p> <p>I have also seen local NIMBY opposition based on traffic concerns. My experience is that any traffic congestion in this area is limited to short periods of the day and these concerns are overblown. I note the proposal will provide a new roundabout on Railway Street and also upgrade the intersection at Memorial Drive. This also seems like a much better approach than many other developments that do not deliver any infrastructure improvements.</p> <p>Despite the currently poor train service, I still think that it is a good idea to poor more houses next to the station. I would expect that this would help to support the argument for better train services in the future, along with creating the heritage and retail precinct that is proposed as part of the development.</p> <p>I encourage Council to support the proposal so that the community can finally see something happen on this site and start to enjoy the benefits that will come with the development.</p>
9	<p>I think that this development of the old Corrimal Coke Works is the best thing that could happen in Corrimal and therefore I support the proposed development.</p> <p>I grew up nearby and now rent in the area and would love the opportunity to buy a new property in Corrimal. There simply hasn't been enough new and good quality developments in Corrimal to cater for new residents, so the new housing proposed would be most welcome.</p> <p>It does seem to me that most of the opposition to the proposed development comes from the older generation that don't want anything to change in the area. I wonder if they remember what it was like when the coke works was actually operating? A new housing development with new parks is a much better option than the prospect of heavy industry starting up again.</p> <p>I would encourage Council to approve the development as soon as possible.</p>
11	<p>This email is to state my objections to the coke works development my concerns is the volume of traffic that will be entering into Railway St Corrimal as that road is only a small Road it will create traffic nightmare as is the road is stress to his limit now with traffic adding over 1000 cars from a new development is just not feasible the inconvenience to local residents and other road users will create more issue then the project worth not to mention the damage that will be called to the road due to heavy vehicles and Construction equipment that will be coming in and out of the project also when the project is underway it will cause Mayhem with traffic air part of road ever has to be closed this area is only a small are and certainly cannot cater for development of this size as we have had construction within this area over the past 2 years I have seen a lot more volume of traffic in Railway street as I have lived in that street for 5 years I have noticed the change and haven't like that at any given morning the traffic can be from the lights at Railway street and the distributor up to the railway level crossing on Railway Street also on the opposite side be taught to shopping centre it can back up all the way from the lights right up to the Princes Highway lights if another thousand cars plus is added it to that area then it will make traffic Mayhem the traffic can be backed up all the way up at Railway Street I running to Pioneer Road and sew up the Princes Highway from the distributor this is absolute Madness I don't believe this type of development should be allowed to go head can please submit this in the next review I had led to believe that this has to submitted by 31 August.</p>
12	<p>I write to oppose the development proposal for the Corrimal Coke works site.</p> <p>Vehicular traffic is already chaotic at the Memorial Drive/Railway Street intersection, Railway street Rail crossing.</p> <p>Any further vehicular traffic will increase congestion and create dangerous zones especially for school children.</p>

<p>13</p>	<p>I support the renewal of Corrimal Coke Works in Corrimal because it will deliver \$750 million to the local economy, including:</p> <ul style="list-style-type: none"> - Extensive rehabilitation of the North Corrimal creek - Creation of new ecological habitat areas - Protection of the flying fox community - New creek side amphitheatre parkland - New village park for the local community - New urban plaza and retail precinct <p>A walkable and connected community</p> <ul style="list-style-type: none"> - New walking paths and cycleways - Improved access, amenity and facilities at Corrimal Station - Flexible commercial space for local start-ups <p>A vibrant and needed transformation for the community of Corrimal</p> <ul style="list-style-type: none"> - 9 hectares of new public open space (more than 50% of the site) - Supporting 140 permanent jobs and over 2400 construction jobs - Provision of affordable housing <p>For these reasons, I encourage Wollongong City Council to endorse the Planning Proposal Request for 27 Railway Street Corrimal.</p>
<p>14, 15 16 17 18 19 20 21 22 23 24 30* (x69) 41</p>	<p>I wish to express my support for rezoning the Corrimal Coke Works.</p> <p>The proposal appropriately balances various environmental, social and economic considerations and will provide many benefits to the local community. Wollongong is a growing region and needs to accommodate new development to support its ongoing prosperity.</p> <p>Corrimal is a key centre for the northern areas of Wollongong and is identified by Council as an appropriate location for new housing. I would much prefer to see new development concentrated on a large site like this where new parks, local shops and other community facilities can be provided in conjunction with new housing.</p> <p>The proposal includes many appealing features such as the heritage precinct at Corrimal station, new parks, a cycling connection through the site as well as new housing.</p> <p>I believe that the rezoning proposal represents a good outcome for a currently derelict industrial site, and it will make a positive contribution to Corrimal. I therefore urge Council to support the rezoning.</p> <p>Please accept this submission in support of the Corrimal Coke Works rezoning. I have read the information available and believe that it is the best location for new homes in the northern suburbs.</p> <p>It will also provide opportunities for people to downsize and remain living in Corrimal.</p> <p>The proposal appropriately balances various environmental, social and economic considerations and will provide many benefits to the local community. Wollongong is a growing region and needs to accommodate new development to support its ongoing prosperity.</p> <p>The proposal includes many appealing features such as the heritage precinct at Corrimal station, new parks, a cycling connection through the site as well as new housing.</p>

25	<p>I'm writing to place on record my absolute opposition to the current proposed development of the Corrimal Coke works site.</p> <p>I live in Murray Road and am very concerned about the impact the development will mean to my property value, quality of life and general environment.</p> <ol style="list-style-type: none"> 1) How will Murray Road be able to cope with the 550 residents (about 1,000 vehicles) that the proposed development will have making their way to the closest beach. We've had recent examples during the Covid lockdown when the influx of people from outside the area flocked to the beach, parking illegally due to the car park having insufficient space and leaving rubbish behind that severely impacts the delicate environment of Bellambi Lagoon and surrounds. <p>During holiday periods parking in Murray Road is already a big issue with visitor to the Tourist Park leaving their car in front of resident's homes, sometimes for weeks on end, reducing parking for genuine visitor.</p> <p>Bellambi Lake and Sandpit Point are of significance for the Wollongong area for their importance in the natural history of the local area, for their importance to the Aboriginal community and for their rare and representative specimens of endangered ecological communities. Bellambi Lake Reserve at Sandpit Point is a protected area comprising a lagoon and small islands, mostly forested in swamp oaks (Casuarina), coastal Sclerophyll and saltmarsh. The site contains ecological communities, a number of rare plant species and is said to be an important habitat with more than 50 bird species including a pair of White Breasted Sea Eagles.</p> <ol style="list-style-type: none"> 2) The increased traffic along local roads such as Railway Street, Pioneer Road, Murray Road, Lake Parade and Dobbie Street to name a few but the impact of traffic flow and people movement will impact the whole prescient. <u>This will lead to increased costs to Council for maintenance and upkeep of this infrastructure as well as loss of quality of life to residents.</u> 3) The current "bottle neck" at the East Corrimal shops is a safety concern now – what is it likely to become with an additional 1,000 vehicles thrown in the mix. 4) <u>Are the nearby schools such as Corrimal Public and Corrimal High Schools prepared for the increase in student numbers, potentially leading to costs to the Department of Education and other Government agencies such as Transport for NSW for the provision of free school buses and other public transport to residents.</u> 5) The environmental impact by such a large residential development requires the removal of large trees on the North West corner to enable an access point. Has there be an <u>independent environment impact assessment</u> on these trees and the habitat that reside in and around them. 6) The proposed re-routing of the natural creek channel to the western boundary due to natural flooding will have severe consequences for the existing flora and fauna, including the protected red gum – stringybark woodland and grey-headed flying fox colony to mention two. <p>Has Council and the developer addressed these issues and others by an <u>independent expert? Has an independent engineer provided an assessment of the potential impacts of re-directing a natural water flow?</u></p> <p>I understand that the vacant site needs to be developed but full consideration must be given to a number of the above prior to moving forward in a sustainable way.</p> <p><u>A much more conservative development proposal with less residents (& car ownership) together with a management plan to protect the environment is required instead of a developer who wants to wring every cent out of the land, without consideration to the community and available infrastructure.</u></p>
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<p>26</p>	<p>I wish to strongly object to the above development plan. There are many unsatisfactory elements to this draft plan, some of my concerns are outlined below:</p> <ul style="list-style-type: none"> • Poor road infrastructure. Seeing an influx of vehicles on Railway Street & Memorial Drive. Roads are already choked with traffic. When boom gates at the Rail are down, choke points in traffic will occur. • Narrow streets in development making it difficult for emergency vehicles to attend to emergencies. • Unreliable bus and train services. Trains do not stop at Corrimal for a Sydney service. More vehicles at Thirroul Station and in neighbouring streets, very few seats on trains for commuters already. Prospective buyers should be told of the 2.5-3 hours commute to Sydney twice a day • One access road to the development is dangerous and irresponsible to consider. • Railway Street will be unsafe for school children walking to nearby schools, for people with disability aids who walk to Corrimal or ride shopping scooters. • General infrastructure of Corrimal wont cope with the large influx of people. Schools will have to be expanded and more doctors and dentists will be required. Roads in area are narrow and not built to cope with more traffic. • Dust and noise pollution for many years during construction. • Years of heavy vehicle movements on Railway St and Memorial Drive • Creek realignment will see the death of Towradgi Creek. Heavy metal pollutants will leach from the site into the creek and poison everything in it. Causing environmental damage to sensitive sea life and birds. Towradgi Creek flows to the ocean in an area where a reef maintains many creatures. This is call North Corrimal Creek in the plan, which is confusing to locals. • Toxins left by the former owners Coke projection are Lead, mercury, chromium, selenium, cadmium and arsenic. These cause cancer, neurological harm, asthma and lung inflammation. I fear these elements will not be removed from the site satisfactorily, and these toxins will leach into the creek, causing certain death to creatures and plants. • This development is unsafe, ugly, and out of character for the Northern Suburbs. Corrimal will become unliveable dormitory suburb, with all green space covered with concrete, promoting warming of the atmosphere. If Council boasts about going green, denying this developer to rip out the lungs of Corrimal would go a long way toward a greener Corrimal. <p>I must object further to this development. The shared cycle way/walking path. Cuts across the realigned creek. Not beside it. The grading that will be required will cut at least 20metres through the Endangered Ecological Community (Illawarra Grassy Woodland). This will destroy rare vegetation, introduce weeds and destroy sensitive habitat. Water quality will be reduced in Towradgi Creek and toxins introduced which will be carried out at Corrimal Beach and poison the reef at Towradgi.</p> <p>Aside from traffic and infrastructure shortfalls, the amenity of Corrimal will be lost. We are becoming a dormitory suburb of Sydney.</p> <p>This is not dead land. It has been a habitat area for many species, even while the Coke Works was running, many trees were planted along with the existing ones to offset pollution. This space still provides a filter for our air while being a home to many native species. I beg council and the State Government to look deeper into the environmental issues and employ the services of an independent body to do so.</p> <p>We claim to be seeking a green image. This is not evident with this proposal or with many others the council has approved.</p> <p>People love the Illawarra because of the ability to connect with natural beauty, they come because it isn't Sydney. We must preserve what we can, right now, before every bit of green space is covered with cement in the Northern Suburbs.</p> <p>I hold fast my view that this area should be in the hands of Wollongong University and Wollongong Botanical Gardens and an effort to preserve this site should be considered.</p>
<p>28</p>	<p>The proposal for the Corrimal Coke Works is exactly the type of development that Council should be supporting.</p> <p>There is not enough new housing in this part of Wollongong, due to straight out refusals by certain groups of the community. We need to accept that Wollongong is a growing region and focus on getting good development in the right locations. Concentrating services, amenity and different housing types is far more sustainable than endless subdivisions. The site has been derelict and will no longer function as it was, it's time to get behind quality proposal.</p> <p>I encourage Council to allow the rezoning proposal to proceed</p>

29	<p>I have grave concerns over the traffic implications of the Corrimal Coke works I live nearby and use Railway Street to drive from my residence to a variety of venues in the city, and to Corrimal and Thirroul business centres and to shop at Bulli and Fairy Meadow numerous times each week. Traffic on Railway Street is already very heavy at times. The proposed roundabout in the middle of the road between the railway line and Memorial Drive will exacerbate traffic in terms of volume.</p> <p>Also, I have concerns over the lack of effort in reserving aspects of our industrial (i.e. the Coke works) and Indigenous heritage sites. Some of the trees in the site may well pre-date European occupation in this area and are significant to First Peoples.</p>
32	<p>Being a resident of the area, I strongly believe if the proposed development goes ahead as planned it would be a disaster for our Corrimal and a disaster for the whole area. There is no infrastructure for any added traffic in Corrimal, Memorial Drive or the bottleneck made on the Prices Highway Bulli. You chose money over logistics for the Bulli area. Nightmare.</p> <p>I am also extremely concerned about the environment issues that this development will have. This area is virtually alive with many animals which will be absolutely decimated with the development. We can't keep doing this to our environment.</p> <p>We need the bush, animals for our future generations. Please don't let money be the most important thing here. Think of our children.</p>
33	<p>I appreciate the commitment to high quality design outcomes that is evident in the proposal for the Corrimal Coke Works. The inclusion of character precincts is a great way to ensure that architecture is diverse and interesting, as well as drawing references from the local area.</p> <p>A lot of the development happening around Wollongong is pretty ordinary, so it would be great to see a development that sets a new benchmark and demonstrates what high quality design looks like.</p> <p>I support the rezoning proposal and look forward to seeing it become a reality.</p>
34	<p>I wish to lodge with Council my strong opposition to the current plans for the redevelopment of the old Corrimal Coke works site.</p> <p>The development in its current form is simply too large for the site and for the existing infrastructure.</p> <p>Around 550 residences will flood a road system that already struggles during peak hour in the morning and afternoon. There appears to be no attempt to address the additional traffic generated by the development.</p> <p>The shopping centre will struggle to cope with this number of additional residences and if Lederer decide to do their own development on Cross St then there will be simply NO parking at the Lederer shopping centre!</p> <p>Having been born in Corrimal with relatives who used to work at the site I am aware that the level of toxic waste is significant on the site and there appears to be insufficient investigation or remediation planning to address the toxic cancerogenic material on site. Simply burying it and/or encasing in concrete is the type of strategy seen in the 1960s not in 2021! The likelihood of it leaching cannot be adequately addressed.</p> <p>I support a redevelopment of the site but one that is a) environmentally sustainable AND SAFE and b) is of a size that does not negatively impact on the current amenity of the area by existing residents by overwhelming the existing transport system.</p> <p><i>I would urge Council staff to recommend to Council that the current plans be scaled back to a realistic size.</i></p>
35	<p>CORRIMAL COKE WORKS SITE</p> <p>THERE SHOULD BE NO HOUSING DEVELOPMENT ON THIS LAND. IT SHOULD BE FOR RECREATION ONLY, WITH GREENERY, CHILD ENTERTAINMENT, ELDERLY SITTING SPACES ETC.,</p> <p>WE DO NOT NEED ANY MORE HOUSING ACCOMMODATION IN THE CORRIMAL AREA, WE ARE ON OVERLOAD.</p> <p>TRAFFIC PROBLEM WOULD BE HUMONGOUS, THE AMOUNT OF PEOPLE TRYING TO GET INTO THE THREE SMALL SHOPPING CENTRES WE HAVE WOULD BE A NIGHTMARE.</p> <p>STOP ALL HOUSING DEVELOPMENT ON THE COKE WORKS SITE.</p>

36	<p>As a local resident I'm very concerned about the size of the development proposed for the site i feel that in the last ten years the 2518 area has had a large amount of growth in development.</p> <p>This has been good in a lot of ways, but we are now at a point that to much more will definitely not be good for the environment or infrastructure.</p> <p>I feel that we need plan that is not so big it needs to be scaled back. If we don't it will have a negative impact that could have been avoid.</p>
37	<p>I wish to see the area of the old Coke works used as "Greenspace" and not developed as units.</p> <p>As a 20 year old resident boy the area, I believe there is enough pressure on the streets, shops, bike path, pools, boat ramp, parking and other facilities in the area already (especially in summer) and have recognised Railway Street is becoming a nightmare to navigate at peak times already.</p> <p>My main concern however is the habit though. There are frogs and other natives living in there, reliant on the creek and even a settlement of flying foxes. If we develop this that will be the last of anything of its kind for quite some distance.</p> <p>This area could be used for people to walk in and relax. It could be a Botanical garden of sorts, with an Amphitheatre for outdoor entertainment in the summer. That is an idea that was floated at one time around 10 years ago.</p> <p>There is a need for low income housing. But this is not that and I believe it should be in the form of units, based on the green model, in an area that has previously been developed and can be built upon, that is within walking distance to the train station.</p> <p>Why do we need to develop a beautiful suburb like Corrimal to the point where it becomes like a Sydney suburb?</p>
38	<p>This is an important project for Corrimal and for the wider community of Wollongong.</p> <p>Corrimal has been a suburb overlooked by Council for a number of years. There is an opportunity, literally, knocking on our door to improve the lives of many rate payers and residents.</p> <p>The new parks, pedestrian and cycleways, neighbourhood shops along with the upgrades to local traffic infrastructure are only a few of benefits Corrimal will enjoy.</p> <p>I for one am looking forward to being able to access the numerous recreation spaces proposed, be that the dog park or cycle way. The dog park will also assist with removing cars from the roads as many dog owning locals will walk to this facility as opposed to driving to East Corrimal or Bellambi Beach.</p> <p>There has been unfortunate "chatter" about the single entrance to the development. It is interesting to note this topic was not raised when the original proposal was presented to Wollongong City Councilors in October 2020 and when there were 200 more homes. My humble understanding is this, Council employees would not support a traffic report if it was incorrect. I understand Councilors want to keep their seats at the next election, however it concerns the writer when Councilors do not publicly state why they do not support their staff's advice.</p> <p>Corrimal has a walk score of 82, this reflects the level of services that are in walking distance, the evidence of people walking along Railway St is highly visible day in day out.</p> <p>I have the firm stance that the connectivity proposed for this project will encourage people out of their cars and onto their feet or bikes.</p> <p>Corrimal does not have any open green recreation space of significance, outside of sporting grounds, this development is offering a green change for us and homes so we can continue living locally, lets grab it with both hands.</p> <p>Our opportunity is now to: -</p> <ul style="list-style-type: none"> • Embrace our continuing age diversity for the northern suburbs • Applaud the environmental improvements proposed • Acknowledge the encouragement of active transportation • Celebrate that Corrimal will have the FIRST 5 Star Green Star Community <p>I'm a 27-year-old man, wanting to purchaser my first home in an area I have lived the majority of my life and I support the rezoning from Heavy Industrial to Residential 3 for the Corrimal Coke Works.</p>

39	<p>As a concerned resident of Corrimal, I would like to encourage the new Coke works plan to consider the following:</p> <ul style="list-style-type: none"> - reduce the number of new residences to limit environmental impact and traffic congestion - incorporate various free indoor and outdoor community spaces (e.g. arts and performance space, green spaces/parks, picnic areas, outdoor market, sports facilities) - develop a community garden accessible to the wider Corrimal community - work with NSW transport to improve the train service and include Corrimal on the Sydney express line - design access points other than just Railway St to avoid adding to already congested roads - provide spaces for cafes, bars and local retail businesses within the site
40	<p>Why aren't our towns planned out to revolve around a town centre? Why are our train stations NOT in the town centres?</p> <p>If we had built up around the public transport areas, I believe our traffic issues wouldn't have existed. Because of Covid a lot of our community's health has deteriorated. People pay to go to the gym around here because our walk/cycle ways are non-existent or not good enough for all of us. The roads aren't made for cyclists anymore because of the amount of traffic - the amount of traffic puts people in a bad mood and evidently causes people to become defensive on our roads - this is unsafe and leads to abuse towards cyclists (I have proof of this).</p> <p>Why can't we put importance on what we have around us and make it better? By putting importance on our public transport and public spaces we could be creating more jobs for our communities and working together to make our towns accessible to everyone. We could have towns we can be proud of.</p> <p>Japan has done a beautiful job at catering to a person's every need in their country, it would be a dream if we could achieve this too. This doesn't mean no development but thinking about better things first - like fixing the traffic issue by giving our communities more public transport and safer ways to access public transport and public spaces without having to drive. By doing this we could improve so many people's mental and physical health. With the state of our country and the non-existent support from our government, how nice would it be to feel like we're cared about here?</p> <p>What are we all working so hard for if we're getting nothing to help us keep up the good work? We're all heading back home to lock ourselves inside because there's nothing worth looking at outdoors anymore, it's been taken over by cars and roads. There're too many risks involved in this development plan when there are people in this community that could help you make better choices and come up with safer and healthier ideas that benefit us all.</p> <p>I do hope we get a chance at a healthier, happier lifestyle. We deserve this more than anything.</p>
41 (2)	<p>I support rezoning the Corrimal Coke Works and I am looking forward to using the new parklands in an area that has been locked up for over 100 years.</p>
41 (7)	<p>The proposal for the Corrimal Coke Works should be supported as it will provide a positive economic impact to the area and will support local businesses. Corrimal Town Centre is currently rundown, and the area needs an injection of new residents to spend money locally.</p>
41 (1)	<p>The proposal for the Corrimal Coke Works should be supported as it an excellent example of urban renewal.</p> <p>It is consistent with the local character and integrates well with the landscape.</p> <p>The site lends itself to this form of development and integrates well with the existing heritage structures on the site. Council and the proponent should be commended for collaborating to progress the development pass gateway and close to finalisation.</p> <p>Prior to finalising the development suggest Council start lobbying TNSW to ensure Corrimal has better access to the city service. As Corrimal has been identified as a centre for renewal along the rail line, it would be appropriate for express services to service the station.</p> <p>Council should ensure that pedestrian safety is prioritised walking from the Station to the town centre and crossing Memorial Rd, potentially through the construction of a pedestrian bridge. This will require ongoing collaboration and lobbying with TNSW.</p>
41 (3)	<p>The Corrimal Coke Works is currently a blight on Corrimal and desperately in need of redevelopment. It would be a poor outcome for the community if the current industrial zoning is retained, with the potential to see a new industrial activity on the site.</p> <p>Medium density housing is an entirely appropriate outcome for this site, especially when it is supported by extensive areas of new parkland and other infrastructure improvements</p>

41 (10)	<p>The Corrimal Coke Works looks to be a genuine compromise between the retention of local ecology and the provision of new homes with 9 hectares of the site as open space.</p> <p>The inclusion of a 5 Star Green Star Community Rating is a great initiative to achieve sustainability and I therefore support rezoning the Corrimal Coke Works</p>
41 (1)	<p>The proposal for the Corrimal Coke Works looks fantastic and is exactly the type of development that Council should be supporting. The development covers all bases. The fact that it will be the first 5-star green star community is impressive. About time a development in Wollongong thinks about these aspects of building and living. Kudos to you Corrimal Coke Works!</p> <p>We need to progress as a city and start getting real about becoming the City of Innovation. I fully support this development.</p>
41 (6)	<p>I have reviewed the extensive technical studies and can only conclude that this represents a well-balanced and appropriate proposal for the site. I note that the studies show:</p> <ul style="list-style-type: none"> • There is no increase in flooding downstream from the site • Minor areas of contamination can be remediated so the site is suitable for residential uses • Areas of high ecological value are being appropriately protected • There are limited Aboriginal heritage values on the site, with an opportunity for some interpretation through public art <p>Importantly, the studies also show that traffic impacts from the development can be mitigated through some local road upgrades</p>
41 (13) 293	<p>The proposal for the Corrimal Coke Works looks fantastic and is exactly the type of development that Council should be supporting. There is shortage of new housing opportunities throughout the northern parts of Wollongong because of some people don't want the area to change. We need to accept that Wollongong is a growing region and focus on getting good development in the right locations, like Corrimal</p>
41 (6)	<p>I support the Coke Works proposal as the plan keeps some of the industrial heritage items like the brick chimney and reuses the old building for a modern purpose. This will allow the history of the site to be appreciated by future generations.</p> <p>While the industrial heritage is great, it is important that the site have a viable future use and in this context I agree that residential development provides the best opportunity to meet the overall needs of the community while also allowing the heritage of the site to be celebrated</p>
41 (11)	<p>The proposed rezoning of the Corrimal Coke Works is very sensible and represents a good outcome for the community.</p> <p>Unlike so many other developments throughout the northern suburbs, this proposal is being supported by new infrastructure to manage traffic impacts from new housing. The new roundabout on Railway Street will benefit residents living in the area north of the site, while the proposed upgrade at the intersection of Memorial Drive and Railway Street represents a welcome upgrade.</p> <p>I welcome Council staff favouring a better traffic outcome by having the roundabout align with Harbinger Street, at the expense of losing a small area of poor-quality vegetation.</p> <p>I agree with the principle of putting new houses next to the train station, even if the current train services are not that frequent. This proposal will provide a good basis for better train services due to increased demand.</p> <p>This proposal has significant merit and should be supported</p>
41 (6)	<p>The plan for the Corrimal Coke Works should be supported. The cycling and pedestrian links that are included in the plan will greatly enhance the connectivity of Corrimal. While the train service is currently poor, I think putting new houses next to the station is a good idea and hopefully this will create demand for better train services in the future</p>
41 (9)	<p>The rezoning of the Corrimal Coke Works should proceed. I look forward to new families moving into the area and welcoming these residents to Corrimal.</p> <p>New households will provide a much-needed boost for local businesses, schools and sporting organisations, supporting the economic prosperity of our community.</p>

41 (5) 229	<p>I support rezoning the Corrimal Coke Works to provide new homes for local families, whether they be downsizers, families seeking convenient housing or younger people looking to buy their first home.</p> <p>We need new houses throughout Wollongong and this proposal demonstrates the right approach of combining new housing along with significant new community infrastructure</p>
41	<p>The Corrimal Coke Works looks to be a genuine compromise between the retention of local ecology and the provision of new homes with 9 hectares of the site as open space.</p> <p>The inclusion of a 5 Star Green Star Community Rating is a great initiative to achieve sustainability and I therefore support rezoning the Corrimal Coke Works</p>
41	<p>Corrimal is a great part of the Illawarra region that needs more restraints, bars and playgrounds, it will be good to see it come to fruition.</p> <p>As such, I support the rezoning proposal for the Corrimal Coke Works.</p>
41	<p>I was born and raised in the Northern Suburbs of the Wollongong, and still regularly visit majority of my family that still live in and around the Corrimal area. I write to express my support for the rezoning of the Corrimal Coke Works site.</p> <p>I support the proposed rezoning of the Corrimal Coke Works as Wollongong needs more progressive developments that keep some of our heritage while providing new housing.</p> <p>The images of the heritage precinct look great and I like how the brick chimney is to be kept and the old powerhouse building will be reused.</p> <p>This is a much better outcome than keeping the site locked up and allowing it to</p>
41	<p>I support the rezoning of the Corrimal Coke Works. The redevelopment of the Corrimal Coke Works will provide a significant lift for the whole region. Currently the site is locked up, decaying and providing no benefit to the community. The redevelopment of the Corrimal Coke Works will provide new high-quality homes, 9 hectares of new parkland that can be accessed by everyone in the community and provide new pedestrian and cycleway</p> <p>I wish to add my support for the development at the Coke Works. The current site is a total eyesore with Graffiti being added regularly. I consider that there has been enough changes agreed between Council and the Developers.</p>
41 (2)	<p>Growth in Wollongong should happen in the right locations, away from Keiraville, and it is clear that Council has planned for Corrimal as the major centre for the northern suburbs of Wollongong, with new housing intended to occur around existing centres. The proposal is a vast improvement on the current state of the site and retains sufficient heritage components to bring character to the area.</p> <p>I support the proposed rezoning of the Corrimal Coke Works because it is consistent with Councils strategic planning, like the Corrimal Town Centre Plan. The proposed housing seems a far better alternative to large apartment complexes such as in Fairy Meadow.</p> <p>I also welcome the extensive and robust assessment that the proposal has gone through to ensure that technical issues and impacts are properly addressed. The extensive information available and Councils commentary given me comfort that the proposal represents an appropriate outcome for the site. !</p>
41	<p>Changing the zoning from a heavy industrial zoning to a residential zoning will enable everybody to access and celebrate the sites heritage in the new Heritage precinct and civic plaza. The artists impressions of the proposed heritage precinct and civic plaza look great and I'm happy the brick chimney is being preserved.</p>
41	<p>The proposed development would provide much needed new homes for Corrimal and the northern suburbs, it would also ensure we maintain diversity for our area and allow people to age in the suburb.</p>
41	<p>The Corrimal Coke Works site has been lying vacant for close to 7 years and currently attracts trespassers and anti-social activities. I fully support the rezoning of the Corrimal Coke Works and believe it will be of enormous benefit to the broader community. It will provide a major boost for local businesses, support local employment and encourage further investment in Corrimal. Further, being the first 5 Star Green Star community in the region, the project sets a new sustainability benchmark. I support the rezoning of the Corrimal Coke Works because it is a wonderful opportunity to turn a derelict industrial site into vibrant new community</p>
41	<p>Over 50% of land will be provided as public space, now none of the property is accessible.</p> <p>I also like the idea of retaining the powerhouse building</p>

41	<p>This property is a derelict industrial site and the proposal has considered and balanced the environmental, social and economic impacts. The number of homes for the size of the site is appropriate. The northern suburbs are suffering from a lack of new homes for every demographic. This rezoning proposal is an exceptional outcome an unused large piece</p>
42	<p>I would like to submit my objection to the Coke Works overdevelopment in Corrimal. I'm not opposed to development, but this site is still being overdeveloped. This will cause lots of extra cars on our roads, driving to work in the mornings and afternoons is already so busy, sometimes taking many lights changes to get through. Instead of unit complexes could there be more houses and townhouse/villa style living...I believe kids should have access to backyards and COVID has reinforced how important outdoor space is to families. We get one chance to do this right and I really don't think this is the best option, all about \$\$ for the developers.</p>
43	<p>I am a resident of East Corrimal. I believe that the Corrimal Coke Works should be developed into a Green Space for families and visitors to access for recreational use. I have lived in the area for 15 years and have seen the increase in traffic on Railway St in recess times. A huge residential development at the old Coke works will only make traffic conditions worse in the area from Memorial Dr traffic lights to the railway crossing on Railway St. I feel this space is more of an asset to the Corrimal area as a green recreational space for families and visitors to our region.</p>
44	<p>With regard to the above development, access to the estate through one road entry point on Railway Street is a major concern. Add that to the railway crossing about 100 metres down the road, it is a potential hazard and bottle neck. There is ample land near the northern distributor that can be changed from residential to an additional exit / entry point. I have lived on a road adjacent to the property, in Duff Parade and had the displeasure of putting up with smoke pollution when the coke work was operating, at no compensation or benefit. I certainly would not like to have additional traffic, particularly when additional entry // exits are possible. I would really appreciate if this could be conveyed to the Corrimal Coke Works group. there is a mote of money that they will make, I think it is wonderful proposal otherwise and has capacity to get more rate money for council also to hopefully re-invest into our beautiful Corrimal Suburb. I think the cycle way improvements are great and park features too. Let's make this great for the developers and for the locals. Appreciate any feedback from you or the developers on this matter. Happy for them to see this email, so we can work as a team. And on another point, the park on the corner of Railway / Duff / Murray road 'Phil Adams' park is hideously neglected. Maybe they can be massaged into redeveloping this into a nice park, similar to Happy valley. I raised this with Ryan Park who came back with a response that it was some natural habitat. Not sure what animals live in this park, no reason why it cannot be developed into a playground with some grevilleas or native flowering plants to get rosellas, honey eaters, lorikeets in there.</p>

45	<p>I am a long-time resident of East Corrimal, 46 years to be exact. I have seen many changes in Corrimal, some good and some not so good. This proposed development for the site of Corrimal Coke Works would be one that does meet my approval. (And many others as well) Firstly, Council has downgraded the number of homes which is good but there are still too many dwellings planned for this site. A back yard is important to growing children, pets and for general wellbeing. Crowding too many people in this area is a receipt for disaster. This will resemble any other new estate that are going up everywhere.</p> <p>The fact that there would only be one road access, Railway Street, if you ever tried to go to Corrimal from East Corrimal or returning from Corrimal to East Corrimal and you happen to be caught in the traffic when a train is passing, well you can be backed up to the highway. Maybe some of the counsellors should take the time and observe this road at certain time of the day and see exactly how it is. What will happen when everyone is trying to go to work at the same time, I certainly would not want to be trying this. A second access would make so much more sense, breaking up the traffic and God forbid if there is ever an accident or emergency and multiple emergence services must attend, we can only imagine how this will turn out. Also overcrowding Corrimal will not be ideal. I hate to think Corrimal will turn into a Wollongong, multi-story jungle which resembles how Sydney used to look. Come on Council just look around you and see what you are doing. Try and leave Corrimal a nice place to live.</p> <p>Isn't it much easier to address these issues in the planning process rather than making a mistake and you can undo what has been done after the fact? I do hope that some of my suggestions are taken seriously and considered for everyone's benefit</p>
46	<p>I'm am writing to voice my concerns regarding the impact of relating a creek. This cannot be done without devastating impacts on the species living in the creek in its current position and will also have negative impacts downstream on species and flow.</p> <p>Please don't allow this important waterway to be destroyed. Please encourage the developers to add further to this important creek environment and surrounds.</p> <p>My second concern is regarding access/ egress from this proposed development. The one road in/ out is not adequate and will cause massive traffic issues within the estate, as well as on Railway street Corrimal.</p> <p>Maybe reduce the number of dwellings, reduce the height and hopefully reduce the environmental impact of this new development</p>

47	<p>As a rate payer of the Illawarra for over 30 years I would like to make a few comments regarding the proposed Coke Works Development site in Corrimal. Up front I need to make it clear that my remarks are not based on my occupation , but more so what I have observed for over 20 years as a licensed real estate agent and I believe I have a very sound knowledge of the market particularly in the north.</p> <p>It is not a secret that the northern suburbs face a challenge when it comes to available land for any future development due to geographic restrictions based on the escarpment in the west and the ocean in the east and only a thin strip of residential land that exists between these two barriers.</p> <p>Over the years I have watched such significant developments as Woonona and Bulli's Brick Works, McCauleys Beach Estate at Thirroul and Sandon Point Estate at Bulli. Each of these projects I believe have simply met the demand for residential housing at the time, as existing owners in these suburbs moved to more suitable dwellings, from much older high maintenance mixed construction. The best of these developments was Edgewood Estate as it provided for a progression from apartment dwellers, to family residential and finally downsizing into over 55's accommodation post retirement and eventually aged care at Marco polo.</p> <p>That was very good forward planning based on an age concept.</p> <p>The most recent large development completed in Corrimal was on the old Illawarra Leagues Club site on Railway Street and it provided for people wishing to downsize to more manageable apartment living. Having inspected the site, I was impressed with the overall layout, security features, amenities, location and access to public transport. It seems to tick all the boxes, whilst maximising the overall land usage of the project.</p> <p>If I apply similar thinking to the proposed Corrimal Coke Works site, Wollongong Council would simply be meeting the demand for property in the Northern Suburbs and the site in question would suit an expanded version of the Railway Street Corrimal development. The project would maximise the number of dwellings to meet current and future housing needs, as it would take time to be rolled out and still have a good ratio of green space for outdoor pursuits. I personally know of no other potential development site that offers comparable diversity of opportunity in the North, as we come back to those same geographic challenges.</p> <p>The other benefit is access to Corrimal railway station and public transport, which is a major requirement for any future Sydney projects to minimise the impact of motor vehicles on local roads.</p> <p>In closing it would seem to me that prices for real estate have been on a constant rise for as long as I have lived in the northern suburbs. There have always been price rises following upward movement in the Sydney market as people cashed in on their largest asset and moved to the Illawarra or outer regions. This was an aged based retirement move in most cases or possibly a lifestyle change. Now we have a new influence on the market with a far greater long-term impact and that is the Covid relocation strategy. This has been fuelled by people learning they can work remotely and possibly visit their work hub once a week or in some cases even longer. This means that all age groups will continue to eye off the Illawarra and in particular the northern suburbs as a desirable place to live and projects such as the proposed Coke Works offer that alternative residential living that is in such short supply in our region.</p>
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<p>48</p>	<p>I live at Railway Street, Corrimal, and I and many other residents of this part of Corrimal are most concerned about the proposed Corrimal Coke works Plan.</p> <p>According to the 2016 census, Corrimal has a population of 6,519, which this could possibly have risen to 7,000 in 2021. The proposition of raising this population by potentially 1,000 is unsustainable, in a suburb in which the infrastructure is stretched as it is. I don't understand how a developer can be given permission to change the character of our suburb. I have listened to Kate Strathorn on our local news, and I have read the glossy brochures and booklets which have been put in our letter boxes. It seems to me that economic considerations are more important than quality of life for the Corrimal residents.</p> <p>Railway Street is an extremely busy street, and in the morning and late afternoon, it is difficult for me to drive out of my driveway due to the traffic. I live east of the railway crossing, and if it weren't for the boom gates at the railway blocking the traffic from time to time, I would not be able to leave my property in peak hours.</p> <p>We have been told that the only vehicular exit from the proposed estate will be via a roundabout at Harbinger Street/ Railway Street. The roundabout would, therefore, be only 170 metres from Memorial Drive. At the moment, there is a serious backup of traffic between Towradgi Road and Railway Street (heading south) between 8.30 and 9am. If 100 extra cars attempted to turn left onto Memorial Drive from Railway Street at this time, there would be chaos. However, if 400 or 500 cars attempted the same, which is more realistic, there would be a serious problem. Likewise, when trying to cross Memorial Drive from the west on Railway Street in the late afternoon, it is often necessary to wait for two or three traffic light changes. With even ONE hundred extra cars, it would not be possible for me to drive home from the Princes Highway down Railway Street. There are more examples of bottlenecks, which I can provide for you if required.</p> <p>Parking in Corrimal is already a problem. Woolworths and Coles, as well as the Princes Highway, don't have enough parking spots for the cars at the moment, let alone if hundreds more people were attempting to shop in Corrimal.</p> <p>The types of dwellings are designed to fit as many as possible into the space. It looks as if there are no free-standing houses, which would be appropriate for the area. Thus, the architecture is not compatible with the surrounding area. There are rows of box-like flats. Is this meant to be a dormitory estate for Sydney commuters?</p> <p>These are some of my main concerns, but I will express some of my others in a later email. At this stage, my main requests would be:</p> <ul style="list-style-type: none"> a) Reduce the number of dwellings by at least two hundred, and construct houses which would be compatible with Corrimal. b) Provide exits/ entrances onto two more streets.
<p>49</p>	<p>I'm expressing my concerns over the Corrimal coke works development.</p> <p>With only one exit and entry point at the Harbinger street round about</p> <p>Coming from East Corrimal along railway street to the centre of Corrimal</p> <p>Can take up to 2-3 times to get through the lights at Railway street and the Northern Distributor</p> <p>There is not much distance between Harbinger street and the lights at the Northern Distributor</p> <p>With the added cars coming out of the coke works it will make it a choke point</p> <p>People will get frustrated and it will make it dangerous to pedestrians and cars heading through the roundabout at Harbinger street</p> <p>There needs to be another exit and entry point besides Railway street</p>

50	<p>Whilst the proposal site is definitely a wasted space. I am concerned with the impact of the proposed development on the community. I live in Corrimal and have been impacted by an erection of housing building, that completely destroyed my outlook of the mountain range. I look out my front door now, at a building.</p> <p>Sure, it has provided much needed housing but positioning for that height of building is not suitable. The offering back to the community is of very little and in my case a detriment. With the proposal of the coke works, I again see the offering back to the community very little.</p> <p>This proposal is ridiculously huge! 550 residences means a possible 550 cars depending on the occupancy.</p> <p>There is no way we could cope with the traffic influx. I already have to wait sometime to enter the highway from my side street. Can you imagine trying to get your shopping done? Why so big?</p> <p>This is the dream of the investor and doubt very much of the community.</p> <p>Why not plan for the people who already live here for the needs of the people in the community.</p> <p>If its residential, I doubt it's to this extent and smack bang in the middle of Corrimal.</p> <p>We absolutely don't need an influx of traffic and people of this magnitude.</p> <p>People need space for enjoyment and the provision of services for wellbeing.</p> <p>Please don't choke up this beautiful area with construction to satiate someone with wealth.</p>
51	<p>I want to register my grave concern for the future increase in traffic which will be generated by the Corrimal Coke Works development.</p> <p>I live on Collins St between Memorial Drive and the railway line. I have only one exit from my residential pocket, that is, onto Railway St.</p> <p>I along with many of my neighbours believe that the theoretical predictive figures used by Council in estimating future traffic flows are erroneous and do not take into account the vastly increasing population due to the amount of development in the area. It seems every other house is adding a second residence in the backyard.</p> <p>The lived experience of those who depend on Railway Street to travel to work, schools and shops seems very different from the projections made by Council Traffic staff.</p> <p>I urge Council to look again at the traffic flow on Railway Street and make new projections based on the actual situation, not theoretical numbers</p>
52	<p>I would like to start by saying thank you to everyone who has worked so hard on this project. I received a brochure from legacy property in the mailbox, this project is massive, it is not appropriate for Corrimal, the more I looked at the brochure the angrier I got, we come out of harbinger street with only one exit it will be difficult to get out. Going to work now it can be a gridlocked.</p> <p>It has flooded in recent years and the toxic waste issue is a disaster waiting to happen. I could go on and on, but I feel that we are all on the same page with this, my family and I do not want this project to go ahead</p>

53	<p>I wish to raise Objections and ask numerous questions about a proposed rezoning and subsequent residential development of the former Corrimal Coke works site.</p> <p>Over development of urban environments is a universal concern. This is my primary objection. Adding 550 dwellings to an already congested Corrimal, will significantly increase its population by up to 40%. The proposed development is out of character to the Corrimal Community. The owner and developer have no affinity or empathy for Corrimal and in the proposed development have a disregard for Community views, its heritage the environment and the diversity of the area. The motivation is financial gain.</p> <p>What provision is to be made to increase and enhance the limited infrastructure to enable its fundamental functioning of this proposed development? This includes roads, bridges, schools, access, parking, permanent services and utilities etc!</p> <p>The pandemic has highlighted grave concerns about residential density in spreading infections. With this awareness will this development be dramatically scaled back especially in size, density and height?</p> <p>The proposed development is jammed between a railway line and a major Wollongong "Expressway", Memorial Drive. It becomes a landlocked locality with only one narrow access/ egress road. From Services New South Wales data, there are between 5 and 9 vehicle movements per dwelling each day. With this immense increase in traffic how will vehicles access and exit the proposed development, prevent it from becoming a virtual parking lot and prohibiting through traffic? With an estimated 3000 plus traffic movements per day to and from the proposed development, how will this be catered for in this existing inadequate road structure?</p> <p>Traffic is now and will be a significant problem creating critical congestion in a suburban road, Railway Street, with its traffic existing barriers at Memorial Drive and the railway line. What infrastructure is to be built to alleviate this horror?</p> <p>Why is Railway Street the only access/ egress to the proposed development?</p> <p>What provision is to be made for other access/ egress to the proposed development?</p> <p>Why is there no bridge or tunnel stipulated to be constructed with the intersections of Railway Street and Memorial Drive and the railway line?</p> <p>As there is only one entry exit what provision is to be made for emergencies?</p> <p>The walking and bicycle paths in the proposed development do they exit at any other locality other than Railway Street? Are they paths to nowhere?</p> <p>Massive traffic congestion and parking problems are to eventuate. How will traffic movements be regulated?</p> <p>Can a condition of development (if it is to proceed) be a smaller Urban Village with the prohibition of all vehicle traffic and no vehicles for residents? This will create an innovative township that will be an example to the world. Another Wollongong first!</p> <p>What efforts are being made to identify and preserve indigenous heritage?</p> <p>The site has been industrialised for over 100 years. What is to be done about the environmental contamination and removal of industrial waste and asbestos?</p> <p>Environmental assessments need to be updated, they are over two years old. In regard to ecological factors a study dismissed the possibility of the Green and Gold Bullfrog. There appears to be no survey, merely a statement made that it was not thought to be a suitable habitat. When will a proper assessment /survey be undertaken?</p> <p>The Microbat assessment should also be updated, particularly concerning the loss of habitat during the Black summer Bushfires. The assessment was undertaken prior to this horror event and needs to be repeated as there was a huge habitat loss, making remaining habitat far more critical. When is this assessment to be undertaken?</p> <p>Does the proposal conform to Legislation and International Conventions on threatened, endangered and migratory species?</p> <p>Any development will destroy existing ecosystems. Why is this allowed?</p> <p>The proposed development will cause destruction of the natural environment in the removal of trees and vegetation? Why is this allowed especially as it is in contradiction of Council's Urban Greening Policy and of Tree Preservation?</p> <p>As it is a last area of natural coastal Forest and vegetation in the city how can it be preserved and enhanced?</p> <p>The area is located on a floodplain intensified by the railway line and Memorial Drive? What provision is to be made to control this environmental hazard?</p> <p>How can the ecosystems of Towradgi Creek be prevented from environmental disasters?</p>
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	<p>Of vital importance and in summary: What are the Council's and the developer's strategies for preserving flora, fauna, ecosystems as well as indigenous and industrial heritage? How and when are they to be identified and implemented? What strategies are to be implemented to prevent lasting and irreparable damage to the natural environment?</p>
54	<p>Whilst in principle I am in favour of the proposed redevelopment. Below are my comments and concerns regarding the development.</p> <ol style="list-style-type: none"> 1. Noise and dust from building that will go on for a number of years. the site has been industrial for over 100 years and am concerned we will be inundated with toxic dust form the site. 2. The increase in tradie traffic/parking during development needs to be tightly controlled. When the old leagues club was being redeveloped, tradies were parking wherever they wanted even in bus zones and no parking zones which made leaving our street very dangerous. 3. I am against any further development, inclusion of affordable/govt housing in the area to be included. There is enough of that housing already in the surrounding area. Time for other areas of Wollongong to share the load of govt/affordable housing. 4. TRAFFIC!!! there is NO real solution being proposed to the traffic issue with is glaringly obvious. The traffic count that is being used to determine future numbers of cars is outdated. Since that count was done, there has been significant development of other housing in the area (old leagues club for one). I would strongly recommend another traffic count be done to show real numbers when lockdown is lifted. 5. The Corrimal Coke works estimate of how many more cars will be on the road is low. I don't know any household with only one car and relying on the railway timetable to move people is a joke. The current timetable is a laughable alternative to people driving. 6. Either another route out of the site should be mandatory or redevelopment of surrounding roads it required. 7. Suggestions for other routes extend Carr Street next to the railway as a second route out of the site. 8. Redevelop Railway St. Make the street two proper lanes (both sides of the road) from the west side of the railway all the way to Princes Hwy. 9. Make Railway St a permanent Clearway/ No Standing/No Stopping/No Parking road (both sides) from the west side of the railway to at least Memorial drive, prefer all the way to Princes Highway. 10. Add right hand turning arrow (turning north) at Princes Highway and Railway street traffic lights to alleviate delays the currently occur during busy traffic periods. 11. The proposed roundabout at Harbinger St should be 2 lanes to ensure traffic flow... not one lane which would be a bottle neck. <p>These improvements to Railway street may improve traffic flow but I would prefer a second route out of the site be identified and included in the development plan.</p>
55	<p>I am 90 years old & I am greatly concerned about the number of houses to be built at the "Corrimal Coke Works" Also, the exit road is a concern. I stopped driving at 85 and I use taxis. Murray Road + Pioneer Road lead onto Railway Street. This is a <u>very</u> busy road now, I can't imagine how much busier it will be with all the extra cars on the road. Think of accidents, etc. Please give this your attention. We have our trust in you.</p>

56	<p>I am a long-term resident of East Corrimal and am writing to voice my concerns around the planned development to the local coke works.</p> <p>My concerns are as follows:</p> <ol style="list-style-type: none"> 1. Railway Street and surrounding streets will struggle with the increased traffic - an estimated 1000+ vehicles based on the proposed residences 2. With only one access from the development, this will create a traffic back up in that area, and is also a potential safety hazard for new residents in the event of a fire or similar. 3. The local train timetable is not set up to sufficiently handle the extra demands, and this should be looked at in order to both offset the increased traffic and to offer an alternative means of transport for residents. 4. The mature woodland and gum trees within the coke works and surrounding the area is home to a number of native birds and other wildlife. Community have not been informed of any environmental impact, and I am most hesitant to lose yet more trees and public walking areas to this development. 5. Building on the coke works site will mean burying toxic industrial waste. In the event of a flood, fire, or faulty burial systems, this is a potential health risk to immediate residents and the surrounding community. What safety procedures are in place, and what policies are in place in the event of a toxic waste leak? <p>Thank you for considering these points, and I hope for the community to receive answers and full disclosure of plans, procedures and impacts</p>
57	<p>I am writing to you to express my concerns with the Corrimal Coke Works Development Proposal.</p> <p>I am a resident of Corrimal and frequently travel to the Northern suburbs. Since the completion of the new housing estates in Thirroul and Bulli I have noticed a dramatic increase of traffic north of the Bulli Shell Petrol station. These roads are so busy I try my best to avoid them at peak traffic times and on the weekends. Congestion and busy roads are already evident at the Towradgi hump intersection on the Northern Distributor. Cars are already backing up in excess of the north bound right-hand turn lane to Towradgi and also back up in the other direction. This also frequently occurs at the Railway St intersection.</p> <p>My concern is there are already traffic management issues in the immediate area of the proposed development and this development is just going to add to these issues. There is only one access point planned for the development on Railway St. This will become a bottleneck for traffic with only one way in and out of the development. This will negatively impact the houses in that area and traffic management. Surely it would be beneficial to have some type of overpass access from the northern distributor directly to the development site?</p> <p>Furthermore, I believe the public transport in the area has to be increased to cope with the increase in demand.</p>

58	<p>I would like to voice my opinions regarding the proposed plan for the Corrimal community where I also live.</p> <p>The main issues I see is the amount of concentrated population which will inhabit part of the 18 hectares? With the remaining areas wetlands and retail etc.</p> <p>I feel a further drop in the number of apartments would be more ecofriendly, with a maximum of 250 dwellings with at least 2 main exit roads for any unforeseeable emergencies.</p> <p>However, the list below are my main concerns in the following order;</p> <ol style="list-style-type: none">1- Indigenous artefacts being present in the ground below the Coke works.2- Toxic waste needs to be removed or neutralised. I'm hearing there's 100 years of contamination.3- Please ... Don't move the creek.4- Keep the heritage buildings.5- Keep the mature trees.6- Please move the proposed enclosed Dog park far away from flying fox camp. (I have dogs and I know that they would disturb the camp if it is placed within metres from their natural habitat.7- A Performance space is certainly a positive for the local community.8- And an Indoor Community Meeting place - also a major plus for Corrimal. <p>I look forward to seeing the breaking of ground, once adjustments to the proposal has been taken into account.</p>
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59	<p>My two most overwhelming concerns regarding the Corrimal Coke works development proposal</p> <p><u>Traffic load</u></p> <p>i) With 550 residences proposed, this is by far, still too large a proposal. Without a doubt, this many residences will result in well over 1,000 cars with access via only one street – Railway St. This street can barely manage the vehicular traffic onto and over Memorial Drive now, with regular back-ups of traffic both directions, especially if the train crossing is closed for train traffic, or even when there are pedestrians and cyclists crossing Memorial Drive. The congestion will impact the Corrimal shopping precinct, with access frequently challenging even now. And it seems extremely unlikely that shopping offered within the development will provide a substitute, and will of course, create congestion within the development if accessed by non-residents.</p> <p>ii) The flow-on to Pioneer Road - a street that regularly carries a heavy load already - will be significant. This will impact not just East Corrimal but the many suburbs north and south of Railway St, especially the many homes that have Pioneer as their only main road out of their area. Pioneer is already impacted by vehicles trying to escape the congestion that is so regularly experienced on Memorial Drive. Flow-on impacts will also occur in the streets that join Railway St east of the rail line, for example Park Rd (East Corrimal) and its joining streets. These streets are totally inadequate to take through traffic. They are already congested with local traffic and cars parked along their lengths due to ‘overflow’ parking onto streets, a result of replacement of so many single dwellings with multi-dwelling housing – the cumulative impact of overdevelopment in our suburbs. And this development has been at a scale so much smaller than the proposal for the coke works site. This overflow issue is no doubt a potentially major concern in this development with, I am sure, the usual narrow streets and inadequate provision of parking within.</p> <p><i>Please note because I am a resident of East Corrimal, I am EXCLUDED from any site visit that may become possible – the area for invitees offered by the developer excludes almost all of the areas most affected. How has this been allowed to happen?</i></p> <p>iii) The numerous schools in the nearby area will be severely impacted by increased congestion. And the many students who walk or ride to school will find increased traffic through the whole area even more challenging that it now is, with very few pedestrian crossings available to them. This is a major safety issue for students and parents.</p> <p>iv) Offering the train service as an alternative, positive, reason for this site is exceptional case of wishful thinking. The train service – offered as an hourly stop at Corrimal Station - is utterly inadequate as alternative transport. Furthermore, along with all other road users, the bus service will be severely challenged by the congestion, especially as may be expected, more vehicles will park on Railway St, as already has happened with the 4-storey development opposite the Coke works site.</p> <p>It seems painfully obvious that the infrastructure is just not suitable for any increase in traffic, let alone an increase on this scale. And a roundabout does not change this conclusion, especially for pedestrians of all ages.</p> <p>1. <u>Environmental issues</u></p> <p>i) The proposal to ‘move’ the natural creek channel to the western boundary will have serious consequences for the animals and plants in the area, including the protected red gum/stringybark woodland and grey-headed flying-fox camp. Apart from the challenge of creating serious problems elsewhere down the creek, this attempt at recreating nature will deprive the protected and other animals and plants of a permanent water supply. The suggested solution of supplying water from the storm-water system would be laughable if it were not so seriously flawed.</p> <p>Surely there is already plenty of evidence that shows engineering to ‘control’ a natural water flow carries high risk. And this risk does not even address the many species that will be extinguished from this wonderful, but small remnant, of habitat. If this area were not overdeveloped it could be a well-vegetated refuge within suburbia, with bush and an important remnant patch of classified woodland and animal habitat, left as it is found – a joy for the community to love well into the future.</p> <p>ii) Industrial contamination from 100 years of industry is on the site. Attempts to remove it creates a significant and major issue: where can it go? Options are fraught and there are plenty of examples from the past that speak to the risks – non-compliance, challenges with adequate monitoring, funding issues, responsibility overlap or absence - so why go down this path? If this has been deemed by authorities to be safe as it is, leave it undisturbed in situ, in an environment that is not being trampled by rampant development. A smaller development away from all the contentious areas – environmental and industrial – could be an answer. And if this is not possible then perhaps the proposal is not a viable one, especially for the many people who will be here after we are gone.</p> <p>iii) As an indication of the environmental destruction of this site, the single access road will require bulldozing of the many large and beautiful trees in its path – what a sad loss to the current and future communities of people who breathe air, need shade in summer, and want climate change managed so there is a liveable world for grandchildren. Wollongong Council has been known to be progressive in this space – why not now?</p>
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The research is clear: trees are a critically important element in the race to mitigate climate change impacts, and here we have a site in the middle of a heavily populated urban area that is already well covered by irreplaceable mature trees, a sight missing in most streets of the suburban Wollongong area. This offers such an opportunity to lead the way – a large space, graced with large trees and the wildlife that depends on it. A site that sits so perfectly under Wollongong’s much lauded Urban Greening Strategy flag. This site is an opportunity to lead from the front in seriously addressing this huge environmental issue – it is well documented that when change happens at individual and local levels, it benefits all in the end.

This is an opportunity that cannot be offered in many spaces – take it up Wollongong Council. Please do not waste this moment in time. Leave your mark locally for your current and future communities, and ultimately, the planet we inhabit that so desperately needs our help now.

Further to my submission of a few weeks ago, I wish to add the following:

1. Previous objection was against any attempt to move the creek, largely on futility and habitat destruction grounds. Now more specifically, let me add that not only will this kill any animal and plant life within the creek, but it is planned to cut a swathe - possibly more than 20m wide! - through the endangered ecological community of Illawarra Grassy Woodland. I emphasise: **an endangered area of vegetation that is therefore in desperate need of protection**. Not only will it fragment, and possibly destroy, this rare stand, it will destroy even more wildlife habitat and no doubt, foster more weed growth.

Is this really the best we can do as a Council with a claim to flying an Urban Greening Strategy Flag, and generally, known to be progressive in the environmental space? It seems to me that this site presents a golden opportunity to lead from the front in what is fast becoming a desperate race against Climate Change, habitat destruction, and plant and animal extinctions.

2. A specific concern regarding the 'moving the creek' proposal are the rainforest species, particularly but not only, larger trees. They are a critical part of the habitat and surely, will not survive the bulldozing that will be required. Actually, not much at all survives bulldozing - it is not a feathered approach to changing a landscape - but weeds love the opportunity it offers, as do no doubt, sellers of pesticides and developers needing a job done as 'efficiently' as possible.

3. Another threat to the Woodland is the bike path which, in the current plan, cuts across the creek - but in reality, who knows where it will be? This will also require heavy machinery intervention, further threat to the survival of the Grassy Woodland

4. I will also take this opportunity to say that the vast investment in 'propaganda' being letter box dropped by the developers is worrying. These are professionally produced four-page pamphlets. There is obviously a great deal of profit to be made in this development, something that will be left for Council and its ratepayers to uphold and maintain. The 'Myths' and 'Facts' section of the most recent propaganda, dropped just last week, is particularly galling, with no opportunity, or the means, to counter it on the necessary scale. We in the community, as an, obviously, un-funded group of Randoms, cannot match this sort of coverage. In desperation, earlier this month I wrote a simple note to residents using half an A4 page, and personally dropped to over 1,000 residences, obviously a feeble attempt in the face of big business but at least I tried (and got a lot of exercise).

We in the community desperately need Council to take the stand that will save much more of this precious site. Please do not let the mighty dollar rule over what is good for our future. We need a planet, including its many urban areas, that will be fit for future inhabitants. And **now** is the time to show we can do it because tomorrow will be too damn late.

Thank you for the opportunity to provide feedback.

Further to my two previous submissions - so many issues hard to gather them all together at once.

1. The Developer declares in a recent flyer that the traffic has been examined and there will be no issues. With current traffic congestion on Railway St and Memorial Drive, this claim is a bit of a joke but apart from that, their statement is based on a 2018 assessment. A 2021 assessment indicates that, since then, there has been an over 50% increase in traffic on Railway St alone - this is in 3 short years. And the development will be another 7 years before completion! The congestion that will occur with the current proposal, in what will inevitably be further traffic increases BEFORE 2030, does not bear thinking about. In spite of this, the developers claim in their most recent flyer, that at the end of the development, Railway St will still only be at 75% capacity. Clearly, none of those involved ever use this street! - a street I walk regularly. I already prefer to access Memorial Drive from Rothery St because it is usually less congested, although it too has significant congestion 'moments'.

	<p>So perhaps it is more realistic to think 'car parks' along Railway and the other roads that traffic will flow on to - the infrastructure is clearly running well behind what would be needed to service a development of this size. Furthermore, correction to ease traffic issues would be hideously costly, and possibly take even longer than the development itself.</p> <p>2. The developer continues to declare a 'vast' 9 hectares of usable, open space on site but ...this includes the deviated creek and the protected areas, the major part of the 9 hectares. And the shared cycleway also extolled, is effectively a closed path - it more or less starts and ends within the Coke works site. With 550 dwellings, according to the current cycling trend, there could be a huge spill out of not only vehicular traffic, but cyclists aiming for the beautiful coastal paths with which we are blessed. Even more cause for anxiety regarding the whole traffic issue.</p> <p>3. The touted off-leash dog area is proposed to be in the Flying-fox buffer zone- a terrible mix. And although the developers talk about access for nearby residents to the many proposed 'assets', what are residents likely to feel about this? And will adequate parking and/or walkways be provided for these possible 'visitors'?</p> <p>Similarly, access to a possible commercial area is also touted as a major incentive to approval - but will there be interest from appropriate retailers? And the flyer indicates only 'provision for local retail facilities on site' which sounds distinctly uncertain. Will there be a requirement for this to happen? With or without Council input/funding?</p> <p>4. The flyer also claims 'the proposal is supported by a public benefit offer delivering over \$22 million in new community infrastructure' with the list of benefits including '9 hectares of new, high quality parkland' - refer back to above regarding this particular aspect. This, and several other of their weak explanations of how it will be spent seem ludicrous, at best.</p> <p>Thank you for the opportunity to provide feedback. I once again ask you all to think seriously about all our responsibilities to future generations, and the opportunity this wonderful piece of land, replete with mature trees and potential open space, offers us. We may not get many other chances to make such a difference.</p>
60	<p>There is one aspect of the current plan for the redevelopment of the old coke works land in Corrimal that I don't approve of.</p> <p>There is only one access road planned for the Old Coke works housing estate and that is from Railway Street, Corrimal. I think this is inadequate and I would like to see at least 2 access roads or event three access roads into the planned estate.</p> <p>I feel two access roads would create a better flow of traffic in and out of the estate.</p> <p>I live near Railway Street Corrimal and fee that the current plan with one access road will result in too much traffic congestion in Railway Street and would like the plan modified to include an extra access road. This modification would help to ease traffic congestion in Railway street which would benefit all residents living and using Railway Street.</p>
61	<p>I am a resident and owner of a house in close proximity of the coke works in east Corrimal and have the following concerns:</p> <ul style="list-style-type: none"> • The development, at 550 units & terraces, is still too big for surrounding transport infrastructure. • This will generate between 1000 & 1500 cars & an estimated 800 extra traffic movements per day. • The plan includes only one access point, at a roundabout at Railway & Harbinger Streets. This will also be the site for pedestrians to cross, though it seems without a controlled crossing. It is quite likely this will prove to be a major choke point. • The developer, Council traffic engineers, & the RMS, have failed to acknowledge the potential traffic congestion or the pedestrian safety issues. • The plan relies on traffic modelling which is based on figures that were done in 2018. Up-to-date actual traffic figures, which would reflect any increase in population in the area since then & consequent traffic congestion. These have not been used, although they are available to the TfNSW. • No emergency evacuation plan is yet available & there is still some confusion about where an emergency exit will be. However it seems it will be onto Railway Street. • Successful evacuation of the site, & people north of Railway St at same time, would be difficult. • The size of the development is justified by its proximity to the station, with no recognition of the poor rail service or current pattern of low use. • There is a complete failure to acknowledge that Wollongong is still a car-based community. • The developer, Council Traffic Engineer & Transport for NSW (TfNSW), all claim that Railway, & other surrounding streets, will be able to handle the traffic with the installation of some minor changes to the Memorial Drive/Railway Street intersection & the roundabout. • This claim is based on a belief that many living there will not drive, but will take public transport, or walk or cycle. This seems unlikely given the poor public transport service, lack of local employment and modern supermarket-focused shopping habits where people rarely shop daily for small amounts.

62	<p>Having participated in the Corrimal Coke Works Development Proposal Public Information Session online I am very concerned that once again (as repeated around the country) a development proposal has been proposed for a community where there is not the public or private infra-structure to counter the serious cumulative impact of this overdevelopment on our suburbs. I am very concerned that the local council will be left with the responsibility of having to provide services and remediation long after the developer has left with their windfall profit.</p> <p>The services:</p> <ul style="list-style-type: none"> • I am very concerned about traffic gridlock on the Railway Street and Memorial Drive with an anticipated 1,000 plus extra vehicles being funnelled from the development into the one access, Railway Street. • I am very concerned about the proposed destruction of the endangered Grassy Red Gum Forest of trees to provide access to Railway Street. These trees must be protected under Wollongong’s Urban Greening Strategy. Council must insist on E3 Environmental Protection zoning in the northwest where the Grassy Red Gum Forest is, and in the southeast of the site where there is a very important remnant patch of moist Blue gum /Blackbutt forest along with the habitat of the grey-headed flying-fox colony. These protected areas need to be large enough to ensure the survival of all three communities. • I am very concerned about the serious cumulative impact overdevelopment has on our suburbs. Yet again it appears the proposed development has not demonstrated an understanding of the need to integrate this development within the needs of the Illawarra people. The proposed large development will have a negative impact on the Corrimal Town Centre because the town centre will no longer be serving well its residents when there is further pressure on the current congestion and lack of parking. • Finally, I am very concerned that this proposed development seems to pay scant attention to the concept and process of sustainability. We are already experiencing the effects of climate change with the Illawarra climate becoming dryer with the progressive lowering of our annual rainfall. Are there proposals for developing wastewater storage on site and if not why not, given our drying climate? • There needs to be further information available to the public about the use of public services such as Sydney Sewer line. Will the Bellambi Treatment Plant be operational and adequate for 550 dwellings? <p>The remediation:</p> <ul style="list-style-type: none"> • Encapsulation of the contamination of the open public areas or under houses. I would like to know who will be responsible for monitoring if there is leakage into the site and surrounding areas especially with the possibility of a major flood event as we can all remember our last on the 17th August 1998? • The Environmental Protection Licence (EPL). I would like to ask, will the proposed development of the site be monitored by the EPL, and will there be movement of contaminated material off-site? • The Use of Coal Wash rejects (CWR). I would like to ask if the developer be using CWR from the coalmine at Coalcliff on the proposed development site? I would also like to ask will the developer be using CWR on the proposed open public spaces or under the proposed buildings? If so, there is a strong possibility of ignition if compaction is not properly followed through. • Contaminated material leaching. I would like to ask who will be responsible for the costs of remediation in the Voluntary Planning Agreement? • Who is ultimately responsible for the rehabilitation of the site? <p>Since 2018, when I first was made aware of the proposed development of the Corrimal Coke Works, Wollongong, the Illawarra Region, I was very concerned when I viewed the Concept Plan (File: PP-2017/6 Doc: IC18/82. Draft Planning Proposal) for the development submitted by the owner of the Corrimal Coke Works. At that time, I proposed to Wollongong Councillors and to State Parliamentarians that the site offered an opportunity of providing the region with park land very much like the Centennial Park in Sydney. The only other large park for Wollongong residents is Stuart Park which is heavily used by the public from Wollongong and environs of Sydney. I continue to propose to Wollongong Councillors and to State Parliamentarians that this site offers an opportunity of providing the region with park land able to show case the unique environmental assets of the Illawarra, another large park in Wollongong where residents and visitors can actively engage with the environment.</p>
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63 72	<p>I am writing to express again my deep concerns about the proposed development of the former Corrimal Coke works site.</p> <p>They are: <u>Contamination Issues</u></p> <p>In its present state the Corrimal Coke Works site is too contaminated by 102 years of heavy industrial activity to be redeveloped for housing. The site contains a range of heavy metals, asbestos and benzene, all of which are dangerous to human health.</p> <p>I am concerned that once demolition commences local residents could be adversely affected by soil contaminants by way of dust and polluted air</p> <p>If, due to an EPL being triggered by soil content, would the demolition and preparation work be monitored by the EPA?</p> <p>The developers are proposing to bury the contaminated soil in concrete cells under the proposed residential dwellings. What guarantee do prospective buyers have about the possibility of leakage from these containers? Would they even be informed that their dwellings are built on top of contaminated waste containers? Or, would it be yet another case of "caveat emptor" (buyer beware) as has happened with so many building complexes in Sydney over the past five years?</p> <p>I am writing to express again my deep concerns about the proposed development of the former Corrimal Coke works site.</p> <p><u>Contamination Issue</u></p> <p>In its present state the Corrimal Coke Works site is too contaminated by 102 years of heavy industrial activity to be redeveloped for housing. The site contains a range of heavy metals, asbestos and benzene, all of which are dangerous to human health.</p> <p>I am concerned that once demolition commences local residents could be adversely affected by soil contaminants by way of dust and polluted air</p> <p>If, due to an EPL being triggered by soil content, would the demolition and preparation work be monitored by the EPA?</p> <p>The developers are proposing to bury the contaminated soil in concrete cells under the proposed residential dwellings. What guarantee do prospective buyers have about the possibility of leakage from these containers? Would they even be informed that their dwellings are built on top of contaminated waste containers? Or would it be yet another case of "caveat emptor" (buyer beware) as has happened with so many building complexes in Sydney over the past five years.</p> <p>. An Example of burying contaminated waste is Cringila Public School where the waste soil buried under the grounds is on fire all the time.</p> <p>. What will happen to the native flora and fauna once the clearing and development of the site begins. What can be done to guarantee that all efforts will be made to ensure the protection of the flora fauna.</p> <p><u>ENVIRONMENTAL ISSUES.</u></p> <ul style="list-style-type: none"> - The proposal to 'move' the natural creek channel to the western boundary, because of flooding, will have serious consequences for animals and plants, including the protected red gum-stringybark and grey-headed flying fox camp. - Local evidence of moving the flow of the creeks happened with St Pauls College Bellambi (now Holy Spirit College). Built in the 60's the creek's course was changed. Consequently, the playing fields for many decades unusable when flooding occurred. This was eventually fixed in the 2000's. - Proposed off leash dog park will be too close to the flying -fox camp. - Loss of many large trees with bulldozing of classified woodland for access road. - Please refer to my concerns about native flora and fauna in the contamination issues section above. <p><u>TRAFFIC</u></p> <ul style="list-style-type: none"> - The Development, at 550 Units and terraces, is still too big for surrounding transport infrastructure. - This will generate between 1000 and 1500 cars and an estimated 800 extra movements per day. - Perhaps 300 units would be more sustainable for the environment. - The plan includes only one access point, at a roundabout at Railway and Harbinger Streets. This will also be the site for pedestrians to cross, though it seems without a controlled crossing. It is quite likely this will prove to be a major choke point.
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	<ul style="list-style-type: none"> - The developer, Council traffic engineers, and the RMS, have failed to acknowledge the potential traffic congestion or the pedestrian safety issues. - The plan relies on traffic modelling which is based on figures done in 2018. Up-to-date actual traffic figures, which would reflect any increase in population in the area since then and consequent traffic congestion. These have not been used, although they are available to the TfNSW. - No emergency evacuation plan is yet available and there is still some confusion about where an emergency exit will be. However, it seems it will be onto Railway Street. - Successful evacuation of the site, and people north of Railway Street at same time, would be difficult. - The size of the development is justified by its proximity to the railway station, with no recognition of the poor rail service or current pattern of low use. - There is a complete failure to acknowledge that Wollongong is still a car-based community. - The Developer, Council Traffic Engineer and Transport for NSW (TfNSW), all claim that Railway, and other surrounding streets, will be able to handle the traffic with the installation of some minor changes to the Memorial Drive/Railway Street Intersection and the roundabout. - This claim is based on a belief that many living there will not drive, but take public transport, or walk or cycle. This seems unlikely given the poor public transport service, lack of local employment and modern supermarket-focused shopping habits where people rarely shop daily for small amounts. - In fact, public transport system is even worse than it was when I left in 1980 to live and work and in Sydney. - With the only entry/ exit points being on Railway Street, how will the garbage collections, emergency vehicles (Fire, Ambulance etc) impact on the flow of traffic along Railway Street and surrounding Streets. <p>This proposed development will change the entire fabric of Corrimal for the worse if enacted.</p> <p>4th Submission:</p> <p>My apologies but here are a couple of points that I had neglected to mention</p> <ul style="list-style-type: none"> - The developer claims the site will be 5-Star Green Star rated. By the time it is built it should be aiming for 6-star rating which requires solar on rooftops. But, even for 5-star rating there is no evidence of passive solar design, collection of rainwater for watering gardens, or even use of double glazing or comfort glass. - the developer appears to be backing away from undertakings made in 2020 to the Illawarra Mercury that they would undertake significant restoration and interpretation of the site's heritage features. Now it's a case of commitments being qualified, and I quote "where possible" or "may be". Council must demand from the developer an item specific enforceable Heritage Management Plan before the project is approved.
64	<p>i am writing to you today in regard to my concerns about the traffic and environmental issues surrounding the renewal and renovations of the Corrimal coke works. 550 residents are supposedly thought to be moving into the units and apartments in the area. this will add up to around 1,000 cars with access from only one exit/entry point. Railway St.</p> <p>Railway St is already a struggle to get through in rush hour, or just any time of the day, this is a very busy road that does not need more traffic than it already has. it will leave a significant impact on houses and residents already surrounding the area, as well as the schools, shops, and train station.</p> <p>this could very well hold up trains in the mornings and affect people trying to get to work/school.</p> <p>with this much more people and cars, there is also the factor of pollution in such a small area, and ruining natural habitats that currently exist within the Coke Works. All of this together will create havoc and distress for everyone living in the area as of now. please listen to our concerns.</p>

66	<p>Our two major concerns regarding the Corrimal Coke works development proposal</p> <p><u>Inadequate infrastructure to support it</u></p> <ol style="list-style-type: none"> i. Over 550 dwellings area proposed which is by far too large a proposal for the infrastructure that is supposed to support the development. It is obvious that this many dwellings will result in well over 1000 cars with access via only one street – Railway St. This street is totally inadequate to cope with this load of additional traffic – it can barely manage the traffic onto and over Memorial Drive now, with regular back-ups of traffic both directions. This congestion is worst when the train crossing is closed, and at times already, when lights are red on Memorial Drive, or even when there are pedestrians and cyclists crossing Memorial Drive. And it neither of these things is under consideration for improvement any time in the near future. ii. The flow-on to Pioneer Road – a street that already regularly carries a heavy load and which many people, including ourselves, use to bypass memorial Drive – will without doubt be significant. Congestion will build and impact the many suburbs east, north end south of Railway St, especially the many homes that have Pioneer as their only main road out of their area. Flow-on impacts will also occur in the streets that join Railway St east of the rail line, for examples Park Rd (East Corrimal) and its joining streets, repeated in numerous other areas. The impact of multi-dwelling housing on once single house blocks is obvious – a continuous stream of cars lining streets rendering most of them one lane only for through traffic. This demonstrates the cumulative impact of development without suitable infrastructure – our suburbs are increasingly less liveable – and this is development that has been at a scale so much smaller than the proposal for the Coke Works site. This overflow issue is probably a concern even within this development with, no doubt, the usual narrow streets and inadequate provision of parking within. iii. The numerous schools in the nearby area, including East Woonona, will be severely impacted by increased congestion. And the many students who walk or ride to school will find increased traffic through the whole area even more challenging than it now is, with very few pedestrian crossings available to them. This is a major safety issue for students and parents, and an increases hazard for drivers. iv. Offering the train service as an alternative, positive, reason for this site is an exceptional case of optimism over reality. The train service – offered as an hourly stop at Corrimal Station – is utterly inadequate as alternative transport, Furthermore, along with all other road users, the bus service (which on average only runs once every hour and 10 minutes) will be severely challenged by the congestion, especially as may be expected, more vehicles will park on Railway St, as already has happened with the 4-storey development opposite Coke Works site. <p>It seems patently obvious that the infrastructure, well beyond the site itself, is not suitable for any increase in traffic and certainly no an increase on this scale.</p> <p><u>Environmental Issues</u></p> <ol style="list-style-type: none"> i. The proposal to ‘move’ the natural creek channel to the western boundary will have serious consequences for the animals and plants in the area, including the protected red gum/stringy-bark woodland and grey-headed flying fox camp. The challenge of potential serious flood problems elsewhere down the creek is a real one, and this attempts at ‘adjusting’ nature will deprive the protected and other animals and plans of a permanent water supply. The suggested solution of supplying water from the storm-water system is almost ridiculous. There is already plenty of evidence that shows engineering to ‘control’ a natural waterflow carries high risk including the loss of many species that will be extinguished from this wonderful, but small remnant, of habitat. If this area were not overdeveloped it could be well-vegetated refuge within suburbia, with bush and an important remnant patch of classified woodland and animal habitat, left as it is found – a joy for the wider community well into the future. ii. Industrial contamination from 100 years of industry is on the site. Attempts to remove it creates a significant and major issues: where can it go? Options are fraught and there are plenty of examples from the past that speak to the risks of removing – storage non-compliance, challenges with adequate monitoring, funding issues, responsibility overlap or absence. If this has been deemed by authorities to be safe as it is, leave it undisturbed <i>in situ</i>, in an environment that is not being trampled by rampant development. A smaller development away from all the contentious areas – environmental and industrial – could be an answer. And if this is not possible then perhaps the proposal is not a viable one, especially for the many people who will be here after we are gone. iii. As an indication of the environmental destruction of this site, the single access road, a small component of the vegetation clearing that will be undertaken, will require bulldozing of the many large and beautiful trees in its path – what a sad loss to the current and future communities of people who will not benefit from its feature, shade and contribution as a carbon sink against climate change impacts. Wollongong Council has an opportunity, to lead the way – a large space, graced with large trees and the wildlife that depends on it. A site that sites so perfectly under Wollongong’s much lauded Urban Greening Strategy flag. This site is an opportunity to lead from the front in seriously addressing the huge environmental issues we face. It is well documented that when change happens at individual and local levels, it benefits all in the end. So here is the chance to lead the way by reducing the size of the development to a size the infrastructure might better manage or abandoning it altogether.
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	<p>This is an opportunity that cannot be offered in many spaces – take up this opportunity to make a difference. Please do not waste this moment in time. Leave your mark locally for your current and future communities, and ultimately, the planet we inhabit that so desperately needs our help now.</p>
67	<p>I wish to express my concern regarding the proposed Coke works Development at Corrimal. It is inconceivable that Wollongong City Council could consider 550 houses acceptable for this area.</p> <p>The burden of storm water alone, off that many roof tops will place extra burden and potential flooding in times of heavy rainfall.</p> <p>The loss of vacant or park land that allows for the soak up of heavy rain and less burden on natural waterways is being removed.</p> <p>With the extreme flooding that happened in Towradgi and Towradgi Creek not able to cope with huge amounts of water, puts this site at high risk of suffering flooding.</p> <p>Considering the Flood Mitigation planning and works that has had to happen at Bulli to try to limit the flooding that continues to be a major problem around Whartons Creek. Including a huge cost to the Department of Education, Residents, Businesses, Council and the huge increase in Insurance premiums for all in the area.</p> <p>The corner of Ursula Road and Franklin Avenue Bulli was once a factory site with large amount of land, and for many years a vacant land site. Now developed into a housing site, and vacant land now David Brown Santasalo industrial site.</p> <p>Now with the increase in storm water alone off these sites, has had an impact, especially in times of heavy rainfall and the increased water in Whartons Creek</p> <p>I am extremely surprised that Wollongong City Council has not learnt from past problems e.g.: Bulli and Whartons Creek, which will flood again regardless of the so called flood mitigation works, (that solve the problem at Bulli) would consider such a large development at the Corrimal Coke Works.</p> <p>Will Council be the ones to take up the cost of repairs for residents who cannot afford the insurance bills?</p> <p>The extra land rates that Council will receive will not outweigh the cost of problems that will occur if this proposal goes ahead in its current form.</p>

68	<p><i>As a long-term rate paying resident of Wollongong, I would like to attach a written objection to the above development</i></p> <p><u>Concerns Re Corrimal Coke Works proposed development on site</u></p> <p>Traffic Concerns:</p> <ul style="list-style-type: none"> • With the proposed 550 dwellings the number of cars and trucks that will enter/exit the site in a day via the one entry/exit point will be a nightmare. It is both a ludicrous proposal (one entry point) to channel that amount of traffic through one point and also a safety issue in relation to natural disasters or emergency vehicle access at those times; • The development of the old Corrimal Leagues club site has been done in a very practical and aesthetically pleasing way. I actually did not object to that development as I realise land is scarce and I am a realist re the need for extra housing. I did not know at that time that another development of this size was being considered. Therefore if this latest development application is approved I think too much development is being done in this area which affects traffic, water run-off, pedestrian traffic etc; • The proposed dwelling is close to the train station but it is common practice to also have at least one car per dwelling. Any belief that public transport being close at hand negates the need for resident vehicles is ludicrous. The bus and train access in this area is pretty sketch at the least. Our town house complex of 8 dwellings has 12 vehicles on site; • The number of dwellings will obviously include families who will access both the adjacent high and primary schools. This will involve children of all ages using the pedestrian access across the railway line which once again is a recipe for disaster; • The traffic that uses Railway Street at the moment is ridiculous. When trains go through cars back up very quickly. I believe only estimates of traffic have been made and submitted. Why has there not been traffic surveys done to establish the current usage of that road and then factor in the proposed dwellings. The traffic flow down our street (Murray Road) has increased markedly over the last few years as people use our street to avoid the traffic lights adjoining Pioneer Rd from Railway Street; and • The proposed pedestrian crossing for the occupants of the 550 dwellings to use to cross Railway St is at the proposed roundabout. That is just stupid as roundabouts are bad enough for vehicular traffic flow let alone putting pedestrians in the mix. <p>Environmental Concerns:</p> <ul style="list-style-type: none"> • As a local of some 18 years, I know the pollution that was emitted by the codeworks. I accepted that when I purchased my house however with such a large proposed residential development up the hill from us, I am concerned about such things as: <ul style="list-style-type: none"> ○ What will be done with the contaminated soils of the site. The proposed storage underneath buildings or open ground still could leak in the future into the water table or further down towards my area; ○ Ground water run-off will be a concern as there is no natural way for it to be absorbed. It will be channelled into manmade drains etc which can become blocked and then just push that water somewhere else; ○ The current creek is being re-directed which is always a concern let alone the damage that could result to existing wildlife that rely on that supply.
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69	<p>Re: Corrimal Coke Works – Letter of Support</p> <p>Corrimal Coke Works needs to be rezoned.</p> <p>A major benefit for this development is the inclusion of the connectivity via bike/walking paths, the close proximity to Corrimal CBD along with train station and other transport links.</p> <p>The single entrance to developments appears to be the safest outcome for the greater community.</p> <p>This is the first development I have seen in Wollongong that has focused beyond people, it has an equal if not greater focus on our environment. Let's make Wollongong's first 5-star green star community become a reality.</p> <p>First Home Buyers like myself want to have a secure place to call home. This development provides just that, a place for local community first home buyers to stay local and not be pushed out of our hometown. Council please vote yes.</p> <p>I support for rezoning the Corrimal Coke Works from Heavy Industrial to R3 Residential.</p> <p>This property is currently a derelict, dangerous, industrial site.</p> <p>The developer's proposal has considered and balanced the environmental, social and economic impacts for our area. The northern suburbs are in desperate need for new housing stock, this development will assist with this shortage.</p> <p>Safety is important, as is access to the project. Evidence shows it is safer to have a single entry for cars than multiple to developments. Intersections are required however the larger proportion of intersection the higher the risk of accidents.</p> <p>This rezoning proposal is an exceptional outcome for a dilapidated and unused parcel of land. Councillors, do not stop progress, vote for the rezoning.</p> <p>NSW Planning Department has recognised Corrimal as a suburb of significance. The Planning Department stated the coke works site could be a site to be rezoned to residential.</p> <p>The proposed development would provide new homes and in turn this would ensure we maintain diversity for our area.</p> <p>The northern suburbs could lose a number of younger residents as housing prices have increased beyond their financial capacity to purchase. We could also lose our older residents, who cannot find suitable homes to downsize to. However their options to continue living locally are limited, as the northern suburbs does not currently have suitable homes for either demographic to consider.</p> <p>As a widow I may decide to downsize from my 3-bedroom home to a smaller house. I would like the opportunity to remain in the northern suburbs close to my community but also close to local shops, services and access to our coastline.</p> <p>I support the 5-star green star community, the proposed new green open spaces, the sustainable benefits for people and nature.</p>
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70	<p>I wish to voice my concern regarding the proposed development on the old coke works site on Railway St.</p> <p>My main concerns are regarding traffic, environment and rapid over-expansion in the area.</p> <p>Traffic:</p> <ul style="list-style-type: none">- the area of Railway Street is increasingly experiencing delays and bottlenecks, with traffic backed up to the railway to the east and Princes Hwy to the west during morning and afternoon peak hours.- With minimal opportunity to increase access in and around the area, the proposed development will create considerable delays for drivers.- This is the main access point to the Freeway for Corrimal and will add to the existing load. <p>Environment:</p> <ul style="list-style-type: none">- There are considerable concerns regarding impacts to existing native areas and waterways related to the site of the proposed development- Corrimal has a large bird population and the destruction of trees alone in this proposed development will have catastrophic impacts on wildlife in the area- Already possum populations are struggling and have crept into housing areas causing issues with existing roofs, which will worsen. <p>Rapid Over-expansion:</p> <ul style="list-style-type: none">- There have been multiple new builds at both low and medium density in Corrimal in the last three years, with a number of additional townhouse developments underway on The Avenue and soon, James Rd.- Given the current climate it seems ill-advised to over-expand in this area- The Corrimal area has been a well-established quiet zone between the over-development in Fairy Meadow and Woonona. The proposed development is rife to set Corrimal up for the same ongoing issues experienced in the other suburbs. <p>Finally, while I can acknowledge that recent amendments to the proposed development provide some improvement, the issue of traffic along Railway Street remains unaddressed.</p> <p>I recognise that the proposed development may add to the economy of the area, but at what cost. Most families do not want to be stuck in traffic jams or not being able to find parking in local shopping centres. This is already happening and will be worsened for the addition of 550 new dwellings.</p> <p>At which point do we consider quality, as well as quantity?</p> <p>I believe Council needs to consider impacts now and in the future of this proposed development.</p>
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71	<p>I would like to lodge my objection to the revised development proposal from Legacy Property that has been submitted to Council for the rezoning and “development” of the former Corrimal Coke Works site.</p> <p>I do not understand who is the applicant. Is it Illawarra Coke Holding Company Pty Ltd [ICC] or Legacy Property [Legacy] or both parties?</p> <p>I am generally in agreement with Council’s revised Master Plan for the site up to the point that it still allows over development of this site and as such I look forward to being able to view the publicly exhibited revised draft Planning Proposal with its accompanying Development Control Plan Chapter together with the draft Planning Agreement Letter of Offer and associated supporting documentation.</p> <p>While it is appreciated that some form of residential development is appropriate, it should not be one that is inappropriate in an urban context and end up with a footprint density like Wollie Creek. Unfortunately, the revised Legacy Executive Summary of the Draft Planning Proposal and revised master Plan leads me to the conclusion that their strategy is still intent on the overdevelopment of the site along with the many deficiencies that this proposal still encompasses.</p> <p>To put it simply they are intent on gaming the system</p> <p>Again the developer has made many promises, most with reservations and qualifications, which, in the main are unacceptable unless Council in any approval to proceed makes it mandatory for the developer to honour these promises.</p> <p>To put it bluntly ... the proposal is completely incongruous with this area of Corrimal and a threat to the lifestyle of the existing residents. Many local long-time residents members of Corrimal Action Group have told me little notice has been taken by the developer in its latest proposal.</p> <p>I make my observations based on the information that has been submitted by the developer that is available on WCC website. Unfortunately, the COVID 19 lockdown that is to extend to 28 August does not allow me to access the original documents that are on display at the Wollongong Library.</p> <p>Solicited Unearned Financial Gain</p> <p>As a result of Council agreeing to the rezoning of the site owned by the developer from IN3 Heavy Industrial and RE2 Private Open Space to a mix of R3 Medium Residential and RE1 Public Recreation the developer has gained an unearned windfall financial. As far as I can tell the limited benefit to the public [and residents] is access to recreational space along the riparian corridor.</p> <p>Site Density</p> <p>Based on the number of residences - 550 plus 35 Affordable Rental Housing properties and comparing the proposed footprint with other sites recently developed in Wollongong in an urban context such as the former Corrimal Leagues Club site is to my mind still an overdevelopment of this site. An increased number of townhouses with a concurrent reduction in the number of units again to my mind would be a better mix. With the multi-storey buildings being so close, residents still have limited access to light, views and light breezes. It is also expected that heavy winds and rain will play havoc.</p> <p>The limited space between the intended buildings restricts views of the escarpment</p> <p>Building Height</p> <p>The probable height limit of 15- metre – 4 storey [including underground parking?], coupled with the proximity of one building to another will result in an obtrusive neighborhood and one where there will be extensive shadowing. Residents will not be able to enjoy the sun except for very limited times.</p> <p>Such a group of high buildings in an essentially a 1 to 2 storey house neighborhood will be out of place and impact to their detriment nearby residences.</p> <p>Environment</p> <p>The site is likely to be contaminated as a result of operating as a non-recovery coke works for over 100 years. It was only in the latter half of its operation that a degree of pollution control was undertaken and then only because legislation was enacted.</p> <p>If extensive decontamination of the former Wollongong Gas works site has been necessary then I expect the area around the former coke oven batteries will also require such treatment.</p> <p>Where did their consultants do their sampling? Was it in the stockpile areas or away from the coke ovens?</p>
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Speaking as an engineer with geotechnical experience I believe that later, there may also be settlement problems building on the once-flood-plain and areas built up with an accumulated coke fines layer.

The partial sterilizing of the site by:

- the removal of the big old trees opposite Harbinger [appropriately named re the proposed development] St, which are classified a rare collection of Illawarra Grassy Woodland Endangered Ecological Community to form the entrance to the site
- filling in the ponds which support wildlife
- impacting the remnant forest on the south-east of the site

flies in the face of Council's environmental policies to enhance the Illawarra's natural attributes.

Do Council's flood studies show in the event of a significant flood event any portion of the site around the buildings will be flooded?

If underground parking is proposed, could these levels be flooded thus endangering people who would try to recover their cars in this circumstance?

How will the environmental diversity of the floodplain and waterway be maintained as a result of the development?

There is also the question of :

- the impact of flooding on sewer manholes and electricity sub-stations.
- Acid sulphate soils
- Inclusion of detention basins on the site

Has the polluting nature of the runoff from the site been considered in maintaining the health of this waterway and increased downstream scouring of the channel?

Council must require the developer to submit for approval an item-specific enforceable Environmental Management Plan.

Other Environmental Considerations

While the developer has claimed that the project will be an environmental show piece A5-Star Green Star Community, from its statements and newsletters, I see no evidence that it intends apply this level of achievement to the buildings by adopting currently expected good practice such as;

- The use of passive design elements such as constructing buildings to maximise air flow and natural sources of heating and cooling to keep energy uses down
- Provision of solar panels on rooftops
- Rainwater collection to be used for watering the grounds
- Double glazing or using Comfort glass in doors and windows to assist in the thermal insulation of accommodation.
- From a visual perspective, the location of power lines underground

Council must insist the 5 Star rating also included the buildings not only the surrounding park lands [as shown in the developer's newsletter]

Traffic Management

Firstly, experience tells me that Council Traffic Engineer and Transport for NSW planners predictions invariably are wildly wrong even in the short term and certainly so in the longer term. Railway and other surrounding streets will be incapable of handling the generated additional traffic. So what is Plan B?

Living in the Smiths Hill area, experience has shown me that most units have on average two cars and Council has been oblivious of this fact when specifying the required number of on-site parking spaces. The result is a significant amount of street parking. Council's policy of accepting a lesser number of parking spaces because dwellings are close to public transport flies in the face of what is actually the situation. Get real!

I have seen nothing in the Legacy proposal that addresses parking accommodation that will be occurring once development is complete. I would suggest that there could be a need for over 700 + cars on site as many units/ apartments will need two car spaces. And, then there are service vehicles also to be accommodated and the likelihood of commuters parking in the grounds when the car park at the station is full.

<p>Experience tells me that the intended internal road widths are too narrow to accommodate two-way traffic and parking on both sides. Experience in my street Noel Street has shown that although the street is sufficiently wide drivers are reluctant to pass one another when cars are parked on both sides of the street.</p> <p>As there is only the one entrance [and exit] from/ into the site; the coke works required 3 entrances with far less passing traffic and traffic turning in. Imagine the difficulty in peak hours trying to get in and out of the site coupled with local traffic especially when the railway gates are closed. The frustration of drivers and their passengers can only be imagined.</p> <p>Will the present parking lane in Railway St be converted to through traffic so the street can accommodate turning and by-pass lanes?</p> <p>There is also the likelihood of holding up the movement of emergency vehicles along Railway St and in and out of the site. Has this been considered?</p> <p>As no pedestrian crossings are proposed for Railway St, more than likely there will be difficulties for pedestrians wishing to cross Railway St. What is proposed to overcome this challenge for pedestrians?</p> <p>The developer must be responsible for 100% of the cost of the investigation and construction of all necessary traffic control measures such as traffic lights or roundabout in Railway St, upgrade of intersection of Memorial Drive and Railway St, additional traffic lanes in Railway St, line marking and signage as well as changes to footpaths.</p> <p>Emergency Plan.</p> <p>Has an Emergency Access and Evacuation Plan to access and evacuate the site been drafted to be reviewed and signed off by the appropriate authorities?</p> <p>Heritage</p> <p>The Illawarra has lost much of its industrial heritage for one reason or another. It is vital to preserve what we can so the community can understand and appreciate the heritage of a former industrial site such as this.</p> <p>The developer’s consultant Urbis has not made a strong recommendation that essential elements of the former Corrimal Coke Works be retained and only rating important items such as the 1912 brick chimney and C1 Battery ovens as high and not exceptional, and not rating the 19thC ram car at all. Urbis and their structural assessment consultant BG&E have assessed the conditions of these important elements as poor or very poor</p> <p>Previously, the developer gave undertakings in the Illawarra Mercury on 16 05 20 and on 5 09 20 that they would undertake significant restoration and interpretation of the site’s heritage elements. Yet, their current proposal includes “weasel words” such as “generally be”, “where possible”, “may be” which seems to me they will use these excuses avoid retaining those components of the site they once committed to do.</p> <p>There needs to be a specific commitment for what items will be retained – on the surface and underground and how they will be interpreted to understand the previous activities on the site.</p> <p>Council must require the developer to submit for approval an item specific enforceable Heritage Management Plan.</p> <p>Also, under the requirements of the WCC adopted Heritage Control Plan the developer must be required to submit a Development Application for the removal of any operation component of the former coke works.</p> <p>My view, and I believe it is that of other members of WCC Heritage Advisory Committee, is that the 1912 brick chimney, several ovens of C1 Battery and the Ram Car should be retained for interpretation of the former coke works.</p> <p>This will require the developer to carry out the necessary structural restoration work at its cost of the 1912 chimney and retained C1 Battery ovens – both of which I regard as essential.</p> <p>I believe that it is necessary and acceptable for new foundations to be provided for the C1 ovens selected to be retained and for the ovens to be rebuilt so they do not pose a safety hazard</p> <p>The developer’s action in May of obtaining a certifier’s approval to carry out demolition of the built items on the site with neither informing Council nor the community must put their honesty and commitment to anything they say or promise in question.</p> <p>The developer’s heritage consultant Urbis is blatantly incorrect in saying</p>
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	<p>... NSW has a number of 'relic' coke works sites. This Combined with the close proximity of both a working coke plant at Port Kembla [steelworks] and the substantially more intact and heritage significant coke works at Coalcliff, demonstrate that the Corrimal site is not the last of its type or rare in the context of heritage significance.</p> <ol style="list-style-type: none"> 1. The ovens at the steelworks markedly differ from the Corrimal ovens as they are slot ovens and not the much older Thomas type beehive ovens 2. The Coalcliff ovens are in accessible as the main rail line passes through the property 3. There are no extant bee-hive type coke making ovens [other than Coalcliff] in Australia <p><i>Ref Nomination of Former Corrimal Coke Works for the Award of an Engineering Heritage marker Douglas Boleyn December 2020</i></p> <p>Occupancy Certificate Signoffs</p> <p>Bast of the experience of the developer underhandedly using a private certifier to approve unfettered demolition of the site and private certifiers signing off structurally flawed buildings in Sydney Council must carry out a thorough review of the site prior to issuing Occupancy Certificates.</p> <p>Other Considerations</p> <p>I leave it to others who have the appropriate knowledge to comment on concerns – especially the First Nation significance of the site, that I have not addressed in this letter as well as the common sense of Council officers and councilors to represent the views of the community.</p> <p>Dangers from the Developer Gaming the Approval System</p> <p>How will the following be managed by Council?</p> <p>Previous experience has raised the following issues where developers have gamed the system with Council and usually been successful.</p> <ul style="list-style-type: none"> • Argument that being located near a railway station that fewer on-site parking places are needed. [In fact it is likely that non-residents may take advantage of the site to park and catch a train] • Converting 3-bedroom to 1- or 2-bedroom units • Claim over 50s accommodation and then seeking to be released from any associated conditions <p>Thank you for reading my concerns and I hope you will reflect on the issues that I and others have raised when considering the next stage in finalising the planning proposal for the site.</p>
73	<p>I would like to submit my deep concern for the lack of available traffic egress Onto Railway St in the current proposal before council. On any given day it's becoming harder to exit High St onto Railway St(Not to mention Pedestrians as well) As it currently stands now, so how on earth is it going to be sustainable with the introduction of a further 500 to 1000 vehicle movements under the proposal before council. I think it's ridiculous to have a single roundabout on Railway St to facilitate all movements for the excess traffic proposed. Surely the developer in conjunction with council or State Government can pay for an overpass bridge spilling back onto the west side of Railway street. Or a merged lane onto Memorial drive at the very least. One exit is unfair on the community and after all the developer is making a fortune on this. Please don't let this end up like many other developments in the Illawarra where the developer Builds and leaves without any consequences (Frank Vella, Beth Morgan)</p>

74	<p>We wish to raise a number of serious concerns with the Proposed Plan for the redevelopment of the Corrimal Coke Works site:</p> <p>Density - This site is often referred to as being 18HA. However, once the areas taken up by the deviated creek and the protected areas is removed, the usable area for building and open space is around 9HA. If a conventional subdivision was built on the site, there would be approximately 150 dwellings, not the 550 as presently proposed. A development of that size would enhance the Corrimal Area and not cause the major traffic concerns that this project will bring.</p> <p>Traffic modelling - The Developer has taken a theoretical approach to the traffic flow/ volume on Railway Street, using historical figures and location to a transport hub to reduce the volume of traffic exiting the site for inclusion in the traffic model. This approach does not include the increase in population due to “Cumulative Impact of Development” and a change of population mix with an inflow of younger 2 - 3 car families and that the residents of Wollongong drive due to a combination of convenience and an absence and suitability of adequate public transport.</p> <p>The concern is that with the increase in traffic from the development that Railway Street will not function efficiently, potentially causing gridlock at the roundabout (single) access to the site, thus cutting of access from East Corrimal to Corrimal by Railway Street.</p> <p>We have seen how Towradgi Road has exceeded capacity, Princes Highway at Bulli is now requiring large amounts of expenditure to increase traffic efficiency, and Thirroul has become a major problem for Council. Railway Street may well be a liability for Council going forward, requiring large expenditure for roadworks including a potential purchase of land from the Developer to fix problems caused by this Development.</p> <p>Emergency Evacuation Plan - The present emergency access proposal is not based upon an emergency evacuation plan and there is still some confusion about where an emergency exit will be. Present proposals flow onto Railway Street adjacent to the Railway boom gates, an area where Railway Street will be most likely be blocked as a result of the emergency.</p> <p>Impact on small business - The traffic problems with this development may lead to locals avoiding Railway Street, thus affecting the small businesses in Corrimal. The major supermarkets have shops in nearby suburbs and will not be affected, as they will pick up these transferring customers in their other shops, the local small businesses will miss out. The residents of Corrimal particular those in East Corrimal feel that Council is neglecting them in consideration of this project with the density proposed.</p> <p>Contamination - The Contamination on site is proposed to be dealt with by encapsulation i.e. placing a slab of concrete over it. Although this is considered acceptable practice by the EPA, it is a minimalist approach. It involves an Environmental Management Plan being developed which relies on a monitoring system to ensure that the area is safe for people and the environment. A better solution is that the developer uses a different approach to resolve the problem forever. If a containment cell is put under a building, it is understood that the Body Corporate is expected to be responsible for, and need to pay for, this monitoring. Also the documents which detail with combustibility of the contaminated material on site, which were referenced in the reports made available for public display of the development, were not supplied to Council and therefore not available for consideration by the Community. This is a major concern, considering the Cringila School fire.</p> <p>5-Star Rating - It has been reported that the proposed redevelopment of the Corrimal Coke Works will be 5 star rated. We understand that sustainable buildings are now being designed to achieve 6 star+. Considering that this project is not expected to be open for at least 5 years, Council should be requiring that this site achieve a 6 star rating. Considering the approach taken by the developer to deal with contamination and just complying with the minimum that Sydney Water will accept in regards to waste and stormwater reuse systems, it does not seem that this development will even achieve 5 star. Is Council aware that this project that does not include renewable energy and is therefore completely out of step with Council’s approach to sustainability and use of renewables.</p> <p>2nd Submission</p> <p>Corrimal Coke Works Proposed Development</p> <p>We wish to present a number of comments on the Proposed Plan for the redevelopment of the Corrimal Coke Works site, particularly that 550 dwelling is still too many for this location.</p> <p>Community Consultation - We wish to thank Council for their assistance during the exhibition period, who are most likely working remotely and for long hours. It has been difficult for all with the “Lockdown” restricting document access for some but more importantly open public meetings were not able to be held. Despite this we have heard a lot of comment in the community. Also in regards to the documents, there were many and often different iterations of the proposal intermingled with the current proposal leading to confusion and often it was necessary to read a number of the documents to understand an issue. We consider this would have imposed extra work on</p>
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<p>Council staff rendering assistance to the community. The pandemic has not been lost on the developer who has been able to use media to push their version of the proposal, without the questioning that would normally occur with open meetings.</p> <p>Density - This site is often referred to as being 18HA in size. However, once the areas taken up by the deviated creek and the protected areas is removed, the usable area for building and open space is around 9HA. A conventional subdivision on the site, would consist of approximately 150 dwellings, not the 550 as presently proposed. A development of that size would enhance the Corrimal Area and not cause the major traffic concerns that this project will bring.</p> <p>Our Wollongong 2028 Strategic Plan- Despite comments made by the developer, the present proposal does not meet all of the Goals in the plan, in some cases is at complete odds with the plan. We have detailed these in the attached document.</p> <p>Cumulative Impact of Development- There has been a large increase in dwelling approvals in the Northern Suburbs of Wollongong, with approximately 300 in the last 12 months in the greater Corrimal area alone such that council's growth projections have been exceeded. Thus a development of this size is not required for Council to achieve the government's goals for future development in the Wollongong LGA.</p> <p>Traffic modelling - The Developer has taken a theoretical approach to the traffic flow/ volume on Railway Street, using historical figures and location to a transport hub to reduce the volume of traffic entering/exiting the site for inclusion in the traffic model. This approach does not include the increase in population due to "Cumulative Impact of Development" and a change of population mix with an inflow of younger 2 - 3 car families and that the residents of Wollongong drive due to a combination of convenience and an absence and suitability of adequate public transport.</p> <p>It has been noted by our own investigation and traffic model (summary attached) that Railway Street (using traffic volumes from TfNSW) has experienced over 50% increase in traffic since the developer counts were taken in 2018. This investigation suggests that Railway Street will not function efficiently, potentially causing gridlock at the roundabout (single) access to the site, thus cutting off access from East Corrimal to Corrimal by Railway Street.</p> <p>We have seen how Towradgi Road has exceeded capacity, Princes Highway at Bulli is now requiring large amounts of expenditure to increase traffic efficiency, and Thirroul has become a major problem for Council. Railway Street may well become a liability for Council going forward, requiring large expenditure for roadworks including a potential purchase of land from the Developer to fix problems caused by this Development.</p> <p>Emergency Evacuation Plan - The present emergency access proposal is not based upon an emergency evacuation plan and there is still some confusion about where an emergency exit will be. Present proposals flow onto Railway Street adjacent to the Railway boom gates, an area where Railway Street will be most likely be blocked as a result of the emergency.</p> <p>Impact on small business - The traffic problems with this development may lead to locals avoiding Railway Street, thus affecting the small businesses in Corrimal. For us our Dentist, Optician, preferred Chemist and Bank are all in Corrimal. With a problematic Railway Street we may have to consider alternatives. The major supermarkets will not be affected, as they have shops in nearby suburbs. Whereas local small businesses will miss out. The residents of Corrimal particular those in East Corrimal feel that Council is neglecting them in consideration of this project with the density proposed.</p> <p>Contamination - The Contamination on site is proposed to be dealt with by encapsulation i.e. placing a slab of concrete over it. Although this is considered acceptable practice by the EPA, it is a minimalist approach. It involves an Environmental Management Plan being developed which relies on a monitoring system to ensure that the area is safe for people and the environment. A better solution should be sought to resolve the problem forever. If a containment cell is put under a building, it is understood that the Body Corporate is expected to be responsible for, and need to pay for, this monitoring. Also the documents which detail with combustibility of the contaminated material on site, which were referenced in the reports, were not supplied to Council and therefore not available for consideration by the Community. This is a major concern, considering the Cringila School fire.</p> <p>5-Star Rating - It has been reported that the proposed redevelopment of the Corrimal Coke Works will be 5 star rated. We understand that sustainable buildings are now being designed to achieve 6 star+. Considering that this project is not expected to be open for at least 5 years, Council should be requiring that this site achieve a 6 star rating. Considering the approach taken by the developer to deal with contamination and just complying with the minimum that Sydney Water will accept in regards to waste and stormwater reuse systems, it does not seem that this development will even achieve 5 star. Is Council aware that this project that does not include renewable energy and is therefore completely out of step with Council's approach to sustainability and use of renewables.</p> <p>We again thank Council for their assistance.</p> <p>Corrimal Coke Works Redevelopment Achieving the Goals in Our Wollongong 2028 Strategic Plan</p>
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<p>The potential benefits that could be achieved by such a development are stated as Our Community Goals in the Our Wollongong 2028 Strategic Plan – and all of these are directly applicable to the Coke Works redevelopment</p> <p>With imagination and drive the Council and the Community could ensure that the Developer delivers a development which is completely in line with these community goals.</p> <p>Goal 1. We value and protect our environment</p> <ul style="list-style-type: none"> • The two rare remnant forest communities that used to cover this region must be protected. (They are Coastal Grassy Red Gum Forest in North Western corner and Moist Blue gum/Blackbutt Forest in the South along Towradgi Creek.) • The development must ensure the protection of a colony of vulnerable grey-faced flying-foxes whose numbers have been decimated across New South Wales by destruction of the habitat and culling. The positioning of a dog off-leash park within the 100m buffer zone will not protect these. <p>Goal 2. We have an innovative and sustainable economy</p> <ul style="list-style-type: none"> • Wollongong does not need another solely residential community – it needs jobs. • The opportunity exists to incorporate mixed-use clean green industry as well as medium density residential. Such an innovative development that could be an icon for the area. It would provide a high quality of life for residents and the surrounding community, while making the site much more economically sustainable in the long term. <p>Goal 3. We have a creative, vibrant city</p> <ul style="list-style-type: none"> • This development could provide facilities for start-ups in a wide range of fields, including the arts, with performance and community meeting spaces incorporated. This would provide new jobs and a real attraction for Corrimal and wider community. • Create a physical environment that respects the special ecology of the site and its Aboriginal and industrial heritage. Ensure that the architecture celebrates and links to the site’s past. Protect and restore as much of the current industrial infrastructure as possible to provide for a lucrative industrial tourism attraction and blend with the new industrial and residential components of the site. <p>Goal 4. We are a connected and engaged community</p> <ul style="list-style-type: none"> • Only by providing community facilities on the site and an open and welcoming physical design can this development connect and engage with the community. • The large development proposed will divide the East Corrimal and Corrimal area. This development will place a new mini suburb on the border of the existing suburbs and will be completely out of keeping with existing housing types in East Corrimal. This development has often been referred to as a mini Wollongong Creek • Ensure the planning process is transparent and allows easy input from the community, unfortunately the Covid Lockdown has presented difficulties for the community but may have been of benefit to the developer. <p>Goal 5. We have a healthy community in a liveable city</p> <ul style="list-style-type: none"> • Retain the mature vegetation on the site and insist on the planting of many more trees to provide a green and cool space in a suburb very short on shade. • The development should include the latest approach to sustainable building techniques such as energy reduction, water recycling and alternative power supply and storage. This development is too large for the existing sewer system in Corrimal such that Sydney Water has stated that it would need to impose special condition to try and deal with the volume expected from this development. <p>Goal 6. We have affordable and accessible transport</p> <ul style="list-style-type: none"> • Existing Public Transport at this site is inadequate for a development of this size. • The developer has discounted vehicle trips expected from this site on the basis of being located next to Corrimal Railway Station, which certainly won’t be the case considering the inadequate train and bus services. <p>This project represents a tremendous opportunity for the development on this site to demonstrate to the Community and New South Wales the benefit of the Our Wollongong 2028 Strategic Plan. Instead what is proposed misses the mark in achieving each Goal.</p>
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<p><u>The Community does not want another 100 years of bad planning on this site</u> Corrimal Coke Works Proposed Development Traffic Model Summary This model has been built to observe the operation of the roundabout at the entrance to the proposed re-development of the Corrimal Coke Works. The development is expected to be completed in 2028. The Developer has supplied a document “<i>Corrimal Coke Works Development Traffic and Transport Assessment 23 June 2021</i>” which was prepared for them by Bitzios Consulting. That document has been updated from earlier Traffic Reports to take account of the total dwellings proposed now being 550, but contains many scenarios that relate to earlier considerations for the site, that add to confusion. The roundabout, now being proposed as the entrance to the site, was not considered in earlier reports. To assist myself, and others, obtain a better understanding of how the roundabout will perform I have produced a traffic model to determine performance of the roundabout. What it indicates is summarised as follows. The Bitzios Report discounts the traffic generated by the site because of location next to Corrimal Railway Station. I have not applied this discount as these services are infrequent and would need to be expanded many times to cover the number of trips excluded. Traffic growth on Railway Street to 2028 was based upon Council’s forecast for combined growth in East Corrimal/Corrimal area and compared with growth of rate notices for the period 2018-2021. I have used this 1.4% pa growth rate as the average growth for the period 2018 to 2028. It is noted that traffic is not distributed evenly during am peak with approximately 2/3 occurring between 8-9am. If this distribution continues, then once the development is completed, the roundabout at Harbinger will be gridlocked at times during the 8.00-9.00 am period. The model was tested using vehicle counts on Railway Street in May 2021, these showed that there has been over 50% increase of traffic on Railway Street since the Developer measured traffic in 2018. This increase in traffic gives an indication of the “Cumulative Growth” in the Northern Suburbs of Wollongong, which far exceeds Council’s forecast. Significant increase in traffic congestion has also been noted in other locations, including Towradgi Road, Princes Highway at Bulli, and Lawrence Hargrave Drive at Thirroul. So if this development was to be opened this year, Railway Street would already be beyond capacity at the roundabout. If this development is to go ahead, it needs to be at significantly reduced scale. Full copy of the model is available from council.</p>
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65 75	<p>As a long term resident of Towradgi, I wish to express my concerns about the redevelopment of the Corrimal Coke Works site.</p> <p>I am by no means anti – development but the proposed size and site of this redevelopment troubles me considerably. My major concerns are Contamination on the site and possible combustibility issues – Cringila Primary School springs to mind</p> <p>Probable ensuing traffic chaos and congestion, not only on Railway Street but also on Memorial Drive, Towradgi Road, Pioneer Road etc</p> <p>The raft of changes being sought by ICC Pty Ltd and Legacy such as changes to building heights, minimum lot sizes, floor space ratio controls, amendments to environmental mapping and introduction of site specific provisions i.e. in other words “let’s throw out the rule book and make up our own”</p> <p>The question of guarantee to Council and the Community. i.e. Should the rezoning of the site and the development proposal gain approval, what guarantee do we have that the project will in fact be completed as per the proposal and not be changed subsequently due to ‘unforeseen circumstances’ or due to the sale to another developer.</p> <p>It is my 4th concern that I wish to address today and look forward to your thoughts on this matter.</p> <p>I draw your attention to the Corrimal Coke Works Newsletter dated July 2021 in which the developers ICC and Legacy claim that their proposal to revitalize the Corrimal Coke Works will deliver an extensive range of public benefits including among others, new, high quality parkland representing more than 50% of the site, retention, preservation and celebration of key heritage items and rehabilitation of North Corrimal Creek providing an improved biodiversity outcome.</p> <p>The newsletter contains 4 artists impressions, all of which I presume are meant to entice prospective buyers and the public at large. The artist impressions are 2 of the Heritage Precinct and Civil Plaza, the Village Green and the Amphitheatre.</p> <p>At what stage of the development are the above public benefits to be built? When 20% of residences have been built, 30% or 80%, in 2 years’ time or 5 or 10? Perhaps never??</p> <p>While I acknowledge that the Tullimbar development at Albion Park is not in the Wollongong LGA, I wish to point out that this development seems to have fallen well short of promises made in its proposals and to purchasers.</p> <p>I hope that Wollongong Council will not allow the same to happen within its jurisdiction.</p> <p>The Tullimbar development was commenced by Miltonbrook in around 2007. Many promises were made by Miltonbrook regards the walkability and livability of the proposed village which was to include numerous community assets in its town centre such as cafes, gym, pool, medical centre, community centre, town hall, shopping etc. Streets were narrowed because the residents were going to be able to walk to the town center i.e. little need for a car within the village.</p> <p>As far as I know, none of the promises regards the town centre were kept.</p> <p>In 2017, Miltonbrook sold the rest of the land off to Dahua Group. ‘Dahua Group, one of China’s 50 largest developers, is chaired by Shanghai-based property developer and investor Jin Huiming, who has an estimated wealth of \$1.4 billion according to Forbes.’ (quote from The Urban Developer July 18)</p> <p>After it acquired the rest of the Tullimbar land, Dahua lodged a new DA to Shellharbour Council and as I understand it, the originally proposed town centre will now be no longer!!</p> <p>Pls see below link showing the Tullimbar Community Group petition to Shellharbour Council https://www.change.org/p/shellharbour-city-council-say-no-to-scrapping-tullimbar-town-centre</p> <p>What guarantee have we, the local community as well as the prospective buyers have from both Council and the developers of the Corrimal Coke Works that the touted community benefits will actually come to fruition?? Perhaps it should be a condition of the any approval that these be built first!!</p> <p>Also what guarantees are there in place that once approval is given for the redevelopment of the site, that ICC and Legacy will not simply sell the approved development to another developer who might go on to build the residential component and then put in a new DA to build more residential units instead of the promised community facilities??</p> <p>Legacy has sold developments off to Chinese developers before instead of taking the approved development through to building and completion.</p>
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Legacy Property, a Sydney apartment and housing developer headed by Matthew Hyder, is selling four of its sites to Chinese developers. "The uplift premium on the sales is close to, if not more than, the profit we expected on the entire project," he said.

The quotes are from an Australian Financial Review article dated 4/6/2015. The full article is attached for your information.

What is Legacy's intent this time?

3 One developer is selling sites, not apartments into the Sydney boom

Harley Contributor
Updated Jun 4, 2015 – 6.13am, first published at Jun 3, 2015 – 6.53pm

While Sydney taxi drivers are buying real estate, some of the professionals are selling up.

Legacy Property, a Sydney apartment and housing developer headed by Matthew Hyder, is selling four of its sites to Chinese developers.

"The uplift premium on the sales is close to, if not more than, the profit we expected on the entire project," he said.

Sure, NSW buyers are paying a whopping 35 per cent of average household for their mortgages but on the evidence of the past, that is not breaking point. **Luis Enrique Ascui**

Mr Hyder comes from a Texas family steeped in real estate. He studied at Princeton and was drawn to Australia by Macquarie Group when its real estate ambitions were at their height. In 2012-14 he bought 10 sites for his new company and several of the projects, like Montrose in North Sydney and Bondi Junction, were sell out successes.

He is not calling the top of the market. He is not even using the word bubble.

In fact for most of us, who just own our homes or investment properties, Sydney housing clearly has further to run.

Before this is over, Sydney-siders will hear a lot more calls, like that of Treasury secretary, John Fraser, [who declared this week that Sydney housing is "unequivocally" in a bubble.](#)

Sydney is an under supplied market, fuelled by rising Asian interest, investor demand and a major step down in mortgage rates.

The *Adelaide Bank/Real Estate Institute of Australia Housing Affordability Report* for March, released on Wednesday, noted the big jump in NSW house prices over the year and the fact that the average NSW mortgage had risen 8 per cent tipping over the \$400,000 mark.

But with the rise in income, and the fall in interest rates, affordability has hardly weakened at all. Sure, NSW buyers are paying a whopping 35 per cent of average household for their mortgages but on the evidence of the past, that is not breaking point.

Development is a different game

Development is a different game. Developers have to juggle not only rising apartment prices but rising land prices and rising construction prices. Mr Hyder said both are on the rise.

"Since mid-2012, development site prices have have doubled," he said. "Three years ago you could buy in North Sydney at a site price equivalent to \$148,000 a unit. Now its not less than \$300,000."

"The big issue now is construction costs. That is a major factor starting to rear its head.

"You used to be able to build, six stories or under for \$250,000 a unit. Now it is \$300,000. And high rise has gone from \$325,000 a unit to \$400,000. And there is difficulty in engaging a builder, even at an elevated price, because they have so much work on."

"The revenue has come up to support the increase in the land price. But what people are not factoring into account is the significant increase in construction costs. The feasibility will require a lot more equity."

Those dynamics are playing out in Sydney and Melbourne and now in Brisbane, with at this stage no sign of weakening in site prices.

This cycle is different. There are many more apartments under development and many being built by offshore parties whose motivations and financial strength are not well understood.

	<p>Mr Hyder is selling. "It's in response to the significant appetite from the Chinese development community coming to Sydney and looking for well-located sites, with a certainty of approval that than that required by a local developer," he said "They need to be pretty certain of the outcome. And the certainty is expressed in the price."</p>
76	<p>I believe the proposed development of 550 units & terraces is too big for surrounding transport infrastructure as this will generate between 1000 & 1500 cars & an estimated 800 extra traffic movements per day.</p> <p>The plan includes only one access point, a roundabout at Railway & Harbinger Streets. This will also be the site for pedestrians to cross, though it seems without a controlled crossing. It is likely this will prove to be a major choke point.</p> <p>I understand the developer, traffic engineers & the RMS, have failed to acknowledge the potential traffic congestion or the pedestrian safety issues.</p> <p>The plan relies on traffic modelling which is based on figures that were done in 2018. Up-to-date actual traffic figures, which would reflect any increase in population in the area since then & consequent traffic congestion. I understand these have not been used, although they are available to the TfNSW.</p> <p>There is no emergency evacuation plan available & there is still confusion about where an emergency exit will be.</p> <p>Successful evacuation of the site & people north of Railway St at same time, would be difficult.</p> <p>The size of the development as justified by its proximity to the station, with no recognition of the poor rail service or current pattern of low use. There is a complete failure to acknowledge that Wollongong is still a car-based community.</p> <p>The developer, Council Traffic Engineer & Transport for NSW (TfNSW), all claim that Railway & other surrounding streets, will be able to handle the traffic with the installation of some minor changes to the Memorial Drive/Railway Street intersection & the roundabout.</p> <p>This claim is based on a belief that many living there will not drive, but will take public transport, walk or cycle. This seems unlikely given the poor public transport service, lack of local employment and modern supermarket-focused shopping habits where people rarely shop daily.</p>
77	<p>I would like to make my feelings known about the above development, and that is my objection to the increased traffic volumes I expect to result from the proposal.</p> <p>Railway St is already used by a large number of people moving to and from East Corrimal. This will become much worse due to the large number of residents who will be brought to the area as a result of the development and therefore I wish that my objection be noted in the hope that the site be put to some other use.</p>
78	<p>I'm writing to express my concern about the coke works development on Railway Street.</p> <p>I reside in Park Road, Bellambi and am concerned about the impact on the traffic in the area. As it is, turning right from Park Road into Railway Street can be 'hairy' at times and with all the extra traffic from this proposed development of 550 proposed residences, the traffic impact will be worse. 550 residences is far too many. Most households have 2 cars and that is a lot of extra traffic on Railway Street and surrounding areas. What is the emergency exit plan? Does one exist and what will it be?</p> <p>I'm also concerned about the bulldozing of mature woodland amongst other things. If toxic industrial waste is buried on site, could this leak and what would happen in a big flood. Who would be responsible for this?</p> <p>I ask that the council reconsider the size of this development and consider the views of the concerned residents</p>

79	<p>While we do not object to residential development on the site, we have many concerns with the current proposal for the redevelopment of the former Corrimal Coke Works. These include:</p> <p><u>Size & Traffic</u></p> <p>At 550 residences it is still far too big for the surrounding transport infrastructure to cope with, especially Railway Street.</p> <p>The continued justification for the development based on its location in relation to Corrimal Station is completely disingenuous and unacceptable. The rail service does not support use of trains for commuting, especially to Sydney.</p> <p>Similarly, is the belief expressed in the Plan that a significant number of trips from the site will be made by foot or bicycle. This is completely unrealistic given current patterns of movement, with no acknowledgement that Wollongong continues its love affair with the car.</p> <p>One access point at a single lane roundabout is neither safe nor workable given the extra traffic the site will generate onto a street that is already near capacity at peak hours.</p> <p>An Emergency Evacuation Plan must be made available prior to any decision on rezoning. It is not acceptable that this not be provided until the plan reaches the DA stage. There are over 350 homes and businesses located north of the Coke Works, that can only exit via Railway Street opposite the Coke Works. We have a significant stake in just what the Emergency Evacuation Plan for the site is, and how it will affect our own evacuation, should that be necessary.</p> <p><u>Ecology</u></p> <p>The bulldozing of the Illawarra Grassy Woodland EEC for the access road, and removing other mature trees for construction, is neither compatible with the increase in temperatures predicted in the most recent International Panel on Climate Change report, nor Council's greenhouse emissions goals, or its Urban Greening Strategy. Mature trees must now be protected, rather than replaced by new plantings that will take decades to provide a canopy and hence shade. A tree canopy reduces ground and air temperatures significantly. The Coke Works is an oasis of shade in a very exposed part of Corrimal, where it is already extremely uncomfortable, and may soon be risky, to walk the streets on a hot summer day.</p> <p>There is no mention that the relocation of North Corrimal Creek would be done with the support of wildlife rescuers. A whole thriving ecosystem relies on the current creek, including water dragons, fish, frogs and almost certainly turtles and eels. Not to mention the invertebrates in their vast numbers.</p> <p>The relocation of the creek, and draining of the ponds, also threatens classified woodland and the flying-fox camp. It will cut off a permanent water supply to this area. It seems this is to be replaced with a supply from storm water fed into a "false" creek, however we have not been able to get a response to the question: will such a supply be permanent or intermittent (i.e. only flow when rainfall events produce a supply)? The flying-foxes must have a safely located, permanent dipping pond to ensure their survival through hot weather.</p> <p>Protection of the Grey-headed Flying-fox camp is promised in the report; however, the off-leash dog park lies within the 100-metre buffer. When flying foxes are disturbed during the day, they become very agitated, noisy and disruptive to neighbours. The location of the dog-park will have to be moved if it's not to cause significant inconvenience to future nearby residents, and traumatizing disturbance to the flying-foxes.</p> <p><u>Contamination</u></p> <p>The Remediation Action Plan is inadequate to reassure local residents that they will not be exposed to contaminated dust, and potentially water, during the demolition and construction phase of the development. There are a number of local examples of poor management of developments, including the mine rescue training site on the Princes Highway at Russell Vale. This proceeded to the point where roads and power were already installed, before it was stopped due to concern about potential PFAS contamination. The build has still not been restarted.</p> <p>During the demolition and site preparation on the Corrimal Leagues Club site, residents were extremely concerned by very large stockpiles of soil, and potentially asbestos waste, sitting uncovered, on the site. Dust was blowing off these stockpiles for many weeks, and only after a number of complaints were they covered. Local residents need reassurance that the Coke Works redevelopment will be better managed, given it will be done under the same inadequate rules and supervision as these previous projects. We cannot accept that yet again it will be OK for surrounding neighbours to be the unfortunate collateral damage.</p>
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We believe the potential contamination and the seriousness of what may be buried on the site warrants a genuinely independent study. Local residents are not permitted to access the site and so are unable to get an independent expert in to assess what is there, and the adequacy of the RAP to completely decontaminate the site for residential occupation. We believe it therefore rests with Council to commission such a review.

5-star Green Star rating

The developers are giving a lot of publicity to their 5-star Green Star rating. Given that this development will not be ready for occupation for a number of years, surely 6-star rating would be more appropriate. This would require solar to be installed as part of the initial build, which would be in line with council's own policy on renewable energy and reducing the overall carbon emissions of Wollongong.

This proposed development does not include renewable energy or roof water collection for garden use. We currently live in a 3-storey block of 20 units that were approved and built just 7-8 years ago. We are locked into conventional power and gas. It is going to be both difficult and expensive for us to retrofit a strata block to access renewable energy. We also have to query how this development at the Coke Works can possibly qualify for even 5-star rating, given the contamination on the site and the approach taken to cleaning it up, the extraordinary disruption to an established ecosystem to realign the creek and fill in the ponds, and the traffic that it will generate. If such ratings are to have any credibility, they would surely have to exclude a development such as this.

Letter of Offer - giving back to the community

Firstly, we object to the threatening and arrogant tone of the Letter of Offer.

While the Coke Works operated continuously for 102 years the various owners made a lot of money from the hard and dangerous work of the people who worked for them. Meanwhile the surrounding community suffered greatly from the pollution it generated. Even as late as the late 1990s emissions were so intense as to frequently require students and staff at East Corrimal Public and Corrimal High schools to retire indoors, though this didn't protect them from the odour that came with the emissions. Many who worked on the site or lived nearby have suffered serious health issues. This has not been acknowledged by any of the serial owners and is somewhat of a taboo subject amongst authorities and in the community. I refer you to the statement made by Alan Ingram, a local Aboriginal Elder, towards the end of the C CAG video entitled *Keep Corrimal Liveable*.

Keep Corrimal Liveable (full version)

We firmly believe that the Coke Works owners owe a lot to this community and we do not see that in the current Letter of Offer. The maintenance of the green open space will become the responsibility of Council after only 3-5 years, and hence be funded by ratepayers. This will include what could be a very expensive Flying-fox management strategy.

The cycleway through the site accesses the Corrimal Town Centre via the very busy Memorial Drive intersection, and ends on Council land south of Towradgi Creek. Without ratepayer-funded links, both ways, it goes nowhere.

The traffic control roundabout at Harbinger Street is only partly funded by the developers. The rest of the cost again falls to Council, i.e. ratepayers.

The developers are already threatening they will not provide the land for the full 35 affordable housing units, unless they get their desired number of residences on the site, which is over and above what Council agreed on in April 2021.

It remains to be seen just how welcome we, from the outside community, will be when we want to access facilities inside the development, or even use the cycling/walking track.

So, it seems there is not much in the Letter of Offer for the Council, except considerable ongoing expense and responsibility.

On top of the green open space, some heritage restoration and some shops, we would like to see an offer that includes a cycleway all the way to the beach, separated bike and walking pathways, rather than the disastrous shared pathway model, and an indoor community meeting facility, combined with an arts hub and museum.

Conclusion

We ask that, for the sake of our community and the current established ecology on the site, much more rigorous requirements be placed on the developers, ICC and Legacy Property, before this site is given rezoning. We cannot accept that the rezoning goes ahead with vague promises that critical aspects of the redevelopment will be dealt with at the DA stage.

80	<p>Please find below my concerns for the Corrimal Coke works Development as it stands at present.</p> <p>Traffic. I live in East Corrimal and have done so for 60 years. I lived here before Memorial Drive was a road. I went to School at Corrimal High school. I treasure my surroundings as a liveable suburb of Wollongong. The number of motor vehicles on my local roads is increasing at a fast pace. Where we had one house, we now have a duplex. Where we had a Leagues Club, now we have 60 units. I have lived in the shadow of the Coke works for years. The trucks that rumbled up Railway Street have gone. A blessing. What, however, is not looming as a blessing is the number of motor vehicles that will be spewing onto Railway Street out of the Coke works if this residential development goes ahead in its present form. I believe that the site needs to be redeveloped and housing appears to be the most favourable option.</p> <p>But the proposed number of dwellings of 550 will have at least 550 cars on the site each day, and in a good percentage of cases 2 cars per household will be on site. so 1000 car movements per day on an already heavily congested road that is sandwiched between a railway line and a set of traffic lights. I shudder to think of what is going to happen when many people are trying to cross the road on foot - there is bound to be a fatality one day! Doesn't sound great.</p> <p>I don't want you to think I am whinger who doesn't like change. I am thinking of the residents who will live in Corrimal and surrounds after I am gone. I want to leave them a safe residential area where kids can walk, cycle skateboard without risking their lives crossing the road.</p> <p>I ask that you consider the traffic issue of Railway Street when you are deciding if this is an acceptable development for the area</p> <p>As a long-term resident of East Corrimal I have lived in the shadow of the coke works. I have lived with fine black grit over my outdoor furniture. I have lived with the stench when a westerly wind blew. I have lived with the coal trucks rumbling along Railway Street. But I am blessed because I still live in East Corrimal and the Coke works no longer operate.</p> <p>Now we are a faced with the redevelopment of the Coke works site. There has been a lot of debate about the various uses the site could accommodate. I understand that other residents want more housing available for their kids to continue living in the area. And to a certain extent I agree.</p> <p>We need more housing but not the type of housing proposed for the coke works nor the number of units proposed.</p> <p>I would like my grandchildren to live in a Corrimal that is safe, quiet and has a beachside feel to it. Where kids can ride their bikes to the beach for a surf, cross the road to school and feel safe.</p> <p>I would like the kids coming after me to live in a house with a backyard, room for a trampoline, a BBQ and a swing set.</p> <p>If a family lives in a unit where do they put all the 'toys' that go with living in a beachside suburb. e.g. surfboards, scooters, pushbikes, prams and strollers, the developers are pushing the idea of connection to the beach but are not providing additional storage that is required for a normal family to live and thrive in the Coke works.</p> <p>As we have all experienced Covid over the past 18months, space is vital for our mental health and living in one of 550 units with just a small balcony for outdoor space is, in my mind, not acceptable.</p> <p>This development could be so much more than just units. Houses and a backyard, however small, need to be a big part of the diversity mix.</p> <p>I was dismayed to see that the reduction in the number of units from 770 to 550 was at the expense of the Aged Care Beds and Senior Living Units. (Please see table below)</p> <p>The developer has gone to great lengths to say that they are giving back to the community, that this is the missing link in our community.</p> <p>But the only units deleted were ones that were not as profitable to them and would be of enormous benefit to the aging population that is currently part of Corrimal.</p> <p>The developer wants to provide 'housing for local families'. Why then are there so many one- and two-bedroom units when families require lot more room than one bedroom. It is obvious that these units are intended to be for purchase by investors to be rented to locals. This is not what the community is asking for. They want to purchase their own house not unit.</p> <p>Please do not allow this area to become a dormitory suburb for Sydney. Our local beaches have over the past 2 years seen a high-volume increase in the number of weekend visitors from outside the LGA. This is only going to grow as the developments of Wilton and Picton come to fruition. These visitors do not bring money into our economy. They bring their own food with them and leave their rubbish.</p>
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The developer has used a Facebook advertisement extolling the beautiful virtues of the development. Green Spaces, permanent jobs for 140 people !!!!! onsite retail etc. and they ask the reader if they would like to see these things in Corrimal and to support them by liking the page. BUT nowhere on that ad do they mention 550 units to be built and how much traffic is going to be generated.

I ask you to consider lowering the number of units proposed and require single family dwelling houses to be built to truly be a diversity of housing offered as stated by the developer.

I addressed Council in a meeting about 2 years ago and I ended my talk with these words that are still immensely relevant today.

"You have an opportunity to make the Corrimal Coke works Redevelopment the jewel in the crown of the Wollongong Council. Make this your legacy."

3rd Submission

I wish to make some comments about the developers during this process.

Corrimal Community Action Group is a very small group of mostly retired people. We have run our group on very limited funds.

The Developer has quite a large monetary war chest to dip into. They have spread their message far and wide.

Let's look at the Facebook page Renew Corrimal Coke works.

The likes are mainly from people who only opened a Facebook account in that name in the last 2-3 months.

They quite often do not live in the area, and sometimes not in the state or country.

Of course, when they post on the page, it gets many likes of the over 800 members of the page.

This makes it look very much in my opinion as though many people approve of their development.

However, when asking for a like they say " like if you want to see green space, a beautiful creek area, bike ways, and retail ' never a mention of the 550 units that will be built there!

To keep the Facebook page only showing their views, the ability to comment by myself and several other community members was removed. Not really playing ball are we!

They have covered the area with brochures extolling the diversity of housing that will be on offer and the affordability of the housing on offer.

Many people have said that they want this development to proceed for the affordable (cheap) housing that will be built. Now we all know that affordable used in the developer's sense of the word does not mean cheap!

I think they have pulled the wool over the eyes of this community.

If they really wanted to give back to the Corrimal Community, they would opt to build houses, single family dwellings with maybe a smattering of units.

They would keep the Senior living units which they have cut from the plan and add in the Aged Care units.

We know we are building dwellings there for Sydney people who can't afford to live in Sydney.

But these options are not money generating options and sadly that is the only motivation for this development by these people.

Does this sound like sour grapes? Not really.

I am for the redevelopment of the coke works site. But using houses.

Keep Corrimal Liveable!!!

We are a beachside suburb - let's keep that feeling that people look for when they go on holidays. Don't make us the next Byron Bay where the locals can't afford to buy anymore. This has been a long process and has not been on the side of the Community as we have been unable to have the public input that is so necessary.

I must trust that our elected representatives will vote for a sustainable and appropriate redevelopment option if that is at all possible because the alternative option is not going to be pretty and the only winners are the ones who make the money.

81	<p>My family and I applaud the positive outcomes from community consultations so far, we feel that our previous correspondence on this matter has been worthwhile. There is more to be done to ensure this development becomes an opportunity to not only meet, but exceed standards in sustainable building & living. As the former Coke works was a world leader in its day, so should this development strive to be the benchmark that future generations can look back on with pride. Some of our previous concerns remain, but there are solutions.</p> <ol style="list-style-type: none"><p><u>Traffic.</u> Well documented by all and sundry. Memorial Drive intersections have become rapidly inadequate, even without this projected increase in traffic from this development. Solution. Why can't the Coke works have a decent shopping precinct? This would somewhat alleviate projected traffic issues. No existing businesses would be adversely affected, as Corrimal Centre & Corrimal East shops are already crowded. Towradgi and Bellambi residents could access via rail services.</p><p><u>Removal of mature native flora, displacement / death of native fauna.</u> This is a most contentious issue, the Australian Standard for the Protection of trees on development sites AS4970-2009, plus the Councils own tree protection and management policies need to be adhered to. Mature trees contain a vast amount of creatures vital to maintaining biodiversity. Everyone thinks of cute creatures but the lives of native bugs, insects and reptiles etc, are of equal importance. It would be a shameful travesty to build the development access road through the sensitive North West corner of this site. Solution. Utilise the existing access road to maximise the preservation of these valuable pockets of nature. If this means reducing the number of dwellings / developer profit so be it. The shade value alone can no longer be ignored.</p><p><u>Preserving industrial heritage.</u> There are many examples of repurposed former industrial sites, this unique setting should be no different. It is pleasing to see this some progress has been made in this regard, Solution. This is the only opportunity to blend the old with the sustainable new, creating a world class facility. With some careful foresight a community hub we can be proud of can be built to reflect a city of innovation.</p>
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82	<p>I am a resident of Collins St, between the rail line and Memorial Drive, an area which will be profoundly affected by the development of the Coke works site.</p> <p>Firstly, I would like to register my dissatisfaction that the development application process is allowed to go ahead while we are in lockdown for Covid 19. The community is not being given a fair opportunity to engage with the process while we are confined to our homes. Online engagement with council, no physical contact with the plans nor a chance to speak face to face presents a huge handicap during this very difficult time when people are distracted with home schooling and coping with working from home. The high level of stress and mental health issues disadvantages the community's ability to give their attention to the project and only benefits the developer's position.</p> <p>Apart from the unfairness in how this development application is allowed to progress during this difficult time, I have a number of grave concerns over the proposed development as follows:</p> <ul style="list-style-type: none"> • The volume of traffic generated from 550 residences all having one entry onto Railway St will be enormous. It is hard to imagine how that amount of traffic will be managed by the proposed roundabout. • The removal of a magnificent stand of rare native trees to accommodate the roundabout and entry road to the housing development. Surely every effort should be made to protect these trees. The entry should be relocated. • The threat to the Grey Headed Flying Fox itinerant colony. However, we look at this issue, we need to remember how the GHFF population has been decimated in recent times from drought and bushfire. The GHFFs are so important for their role in dispersing seeds and pollinating flowering plants and are therefore so crucial to keeping our native forests healthy. Council informed me in the zoom meeting that there was no guaranteed permanent water supply for the GHFF colony in the proposed realignment of the creek. The removal of the existing ponds which provide a certainty of water, even in drought, has little regard for this protected species. I implore the Council to do more to protect the GHFF's • The number of residences proposed is altogether too great. The increased population into Corrimal from 550 homes will not be easily absorbed into the existing community. Our suburb will be overwhelmed by such an increase in residents and the resulting traffic. • With the Developer's poor track record in honest accountability (i.e. the attempted demolition on site before heritage reports were completed) gives little hope that the heritage of the Coke Works will be preserved. Statements like "if possible" the brick chimney and beehive coke ovens will be preserved isn't very convincing. The Coke Works heritage has been recognised to be so important for the whole of Australia. We cannot erase this history, so firmer guarantees from the Developer to protect the significant elements are essential. <p>So to finish, it is difficult to find positives in the development.</p> <ul style="list-style-type: none"> • What really is being offered to the community ... congested roads, bike paths that go nowhere, a few patches of grass and a shop? • Why are the rate payers expected to fund half the cost of the roundabout which is only there to serve the development's residents? • Where is the retirement village which was mentioned some time ago? • Where is the community covered space/arts hub? <p>This development amounts to a degrading of our community way of life and prompts the question "Will I want to live with all the proposed detrimental changes on my doorstep which this development promises, or should I relocate elsewhere?"</p> <p>I implore the Council to reflect carefully on the community's concerns. We want a voice in the future of our suburb and should not be bulldozed by those who do not live in Corrimal and who will not be affected by the actions they are trying to impose on us.</p>
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<p>83</p>	<p>As a resident in the local area.</p> <p>RE; COKE WORKS PLAN FOR 550 APARTMENTS TO BE ERECTED</p> <p>I am very concerned with the Plans for this project for following reasons:</p> <ol style="list-style-type: none"> 1. Too much traffic generation onto Railway Street with only one access? 2. Much more off street parking should be provided for in this Plan. e.g. 60 more for the 550 Apartments plus disability parking should be increased also as we have an ageing population i.e. 35 more. 3. 550 apartments allotted for this site and size is way too many, should be reduced to a maximum 400 Apartments. 4. No Emergency Exit Plan is available yet, what will it be? 5. Toxic and industrial WASTE will be buried on site???, could this leak? especially in a big flood. Who would be responsible? 6. The Community should get something back for all the inconvenience/noise and disturbances, what will that be? <p>Community Garden, reduction in Rates for nearby residents for the years required to build? Is relocation during build to another facility/hotel for persons/families directly adjoining this Site been factored into the cost, so they can enjoy life 'without noise for a period of time' during this noisy build? and in this current climate of 'lockdowns' which may be ongoing?</p>
<p>84 (28)</p>	<p>Re: Support of Rezoning for Corrimal Coke Works</p> <p>Transport for NSW website states over½ of all accidents in NSW occur at intersections. It would be the safest option for cars to have a single access point and this would make it safer for the greater community. I am in favour of safety and therefore support the single entry point <i>off</i> Railway St as proposed by the developer.</p> <p>I support for rezoning the Corrimal Coke Works from Heavy Industrial to R3 Residential.</p> <p>This property is a derelict industrial site and the proposal has considered and balanced the environmental, social and economic impacts.</p> <p>There does not appear to be any other development, anywhere within the City of Wollongong, that has included the wide-reaching benefits for a community i.e. the off-leash dog park, walking and cycle paths plus incorporating the refurbishment of part of our history.</p> <p>This proposal to rejuvenate an old outdated Heavy Industrial site could be the start of the rejuvenation Corrimal so sorely needs and potentially create an even greater sense of community for us all.</p> <p>Corrimal has been identified as a suburb of significance in a report by NSW State Planning. Part of this is due to the connectivity of roads and public transport links. The other reason is Coke Works site has been identified as a parcel of land that could accommodate some of our growing population in the northern suburbs.</p> <p>Australia's population is still growing during Covid, not with new immigrants but with expatriotists returning home to live. The flow on impact of the "Covid shift" has been felt across all regional areas, including Wollongong. It has also highlighted the lack of housing in our city.</p> <p>The mix of homes will allow for varying prices points for different people, in turn this will allow Corrimal to continue to be socially diverse. The creation of the new park lands will encourage inclusiveness and belonging within our community. The biodiversity measures encourage and protect our environment.</p> <p>Additionally, to this, the plants, shrubs and trees that will be used are native to our area and will help support biodiversity and assist with protecting endangered species and fauna. There will be more native vegetation once the project has been completed than there is now and it will be in better health and condition. The creek will be realigned and assist with a reduction in flooding and be free from imported weeds, dying and dead trees. It will be clean and encourage an enhanced natural diversity within that eco system.</p> <p>The increased lanes proposed for Memorial and Railway intersection will be beneficial as well.</p> <p>There are industrial heritage items like the brick chimney and reuses the old building for a modern purpose that will be kept. This will allow the history of the site to be appreciated by future generations.</p>

<p>85 181</p>	<p>Re: Support of Rezoning for Corrimal Coke Works</p> <p>support the rezoning of the Corrimal Coke Works for the following reasons and more: -</p> <ul style="list-style-type: none"> • 5 star green star community • Biodiversity improvements • Sustainability both environment and building • Flora and fauna protection and improvement • Over 50% of land will be gifted back to the City of Wollongong • Various housing options enhancing community diversity • Affordable rentals • Retaining some of the old industrial structures • Multiple access points for people choosing active transport • Best practice, single vehicle access to the property as per Council Staff & Transport for NSW • Safety is important as is access, evidence shows it is safer to have a single entry for cars than multiple. • Two access areas for emergency services should prove valuable. <p>I particularly like the pedestrian access across Railway Street, the proposed new green open spaces, the sustainable benefits for people and nature</p>
<p>139</p>	<p>Traffic - Currently even during a quiet period on a quiet day, traffic on Railway Street can be banked up from the railway crossing to the proposed roundabout. Developing more housing will create a huge increase and it will be unsafe. Traffic on Railway Street also banks up from Memorial drive to Ruddock Street. Traffic into Corrimal also banks up. Turning right from Railway Street into the Princes Highway can take 3 changes of lights. Some days traffic can be seen banked up from the Princes Highway almost to Memorial Drive and so Isobel turns right at Memorial Drive to enter Corrimal from Rothery Street. Traffic now therefore is already an issue. Adding a large development with one entrance/exit will mean traffic will not work. Walking Track -The proposed walking track to Towradgi Beach needs to cross the railway and a creek, how will this be achieved? The track will feed into Colgong Cres or Augusta Street. Both these are quiet residential streets and not suitable to feed pedestrians and cyclists. Height of buildings - Has the height of internal spaces been considered in the heights of buildings? For heights proposed ceiling heights must be to a minimum. It is known that low ceiling heights causes depression and is undesirable making the proposed a poor-quality living environment. Sun Herald Article 15 August 2021 - Isobel quoted this article that outlined that local councils have lost the ability to make planning decisions. Wollongong, Bondi, Hornsby and Waverly councils were all mentioned in the article. In the 20/21 period of 1,550 applications, 1,152 were approved by the NSW planning panel and 388 rejected. Citing this information, Isobel stated that Wollongong Council will not be the decision maker in this development. It will be decided by people in Sydney that probably have never been to Corrimal. The development does not consider planning for Corrimal on a wholistic level. The result will be that it will further split Corrimal as past mall developments in the Corrimal CBD have already done. It represents poor planning for the suburb. Number of Residents - The number of houses proposed for the site shows an intention to make the maximum amount of profit. Surely enough money will be made from a lower number that would fit the suburb.</p>
<p>171</p>	<p>I am a resident of Wollongong and wish to express my support for rezoning the Corrimal Coke Works.</p> <p>Wollongong is a growing region and needs to accommodate new development to support its ongoing prosperity.</p> <p>It is clear with the escalation in property prices that there is very limited supply of suitable land and housing to cater for the demand. Northern suburbs young adults are now forced to relocate to southern suburbs of Shellharbour to source suitable affordable accommodation.</p> <p>Corrimal is a key centre for the northern areas of Wollongong and is identified by Council as an appropriate location for new housing.</p> <p>I would much prefer to see new development concentrated on a large site like this where new parks, local shops and other community facilities can be provided in conjunction with new housing.</p> <p>The proposal includes many appealing features such as the heritage precinct at Corrimal station, new parks, a cycling connection through the site as well as new housing.</p> <p>I believe that the rezoning proposal represents a good outcome for a currently derelict industrial site and it will make a positive contribution to Corrimal. I therefore urge Council to support the rezoning.</p>

172	<p>Re: Letter of Support to Rezone Corrimal Coke Works</p> <p>In my opinion the proposal for the Corrimal Coke Works is an improvement to the area and an asset to the Illawarra.</p> <p>There is definitely a shortage of new housing opportunities throughout the northern suburbs of the Illawarra partly due to local opposition to change and the non-acceptance that this a great place to live and invest. I believe it could be time to accept that Illawarra is a growing region and it makes sense to focus on well-built developments in a desirable location, like the one proposed for the old abandoned Corrimal Coke Works site.</p> <p>The single roundabout entrance for motor vehicle access seems to be the safest option and the preferred access to the property and I believe the single roundabout has been recommended by Council staff. It seems to be the safest option for all road users, including cyclists and pedestrians.</p> <p>I support the rezoning and development of the land at Corrimal Coke Works, away from Heavy Industrial to Residential 3 as detailed during the public exhibition period.</p>
173	<p>I am writing in support of the proposed development for the old Corrimal Coke Works.</p> <p>It with great concern that this property has taken so long to finally go on public exhibition, I was shocked to be informed the site is STILL zoned heavy industrial.</p> <p>Corrimal is no longer a poor blue-collar working suburb. It is difficult to find a home under \$1,400,000 in Corrimal and under \$1,700,000 in East Corrimal. How are we to maintain a diverse community if there are not various housing options available to the wider community, be that a First Home Buyer or a last!</p> <p>The single entrance to the property is the safest outcome for motorist, cyclists and pedestrians. Therefore I support the single entrance for cars to this site.</p> <p>I wrote a letter of support in April and again in August and I will continue to write letters of support until the correct outcome is achieved.</p> <p>Hence having read the full Planning Proposal as presented on councils website, this is a project that has considered the community and the environment in equal parts. Council rezone the property as outlined by the developer in full</p> <p>I wrote a letter of support in April and again in August and I will continue to write letters of support until the correct outcome is achieved</p>

174	<p>I would like to submit the following comment regarding the Corrimal Coke works development proposal.</p> <p>I hope that much of the original structures can be preserved, so that future generations will be able to understand how the Coke works played an important role in the history of Corrimal.</p> <p>I also believe as much greenspace should be retained, as you can never replace greenspace once it is lost.</p> <p>I believe the scale of the proposal is too large, being a Corrimal resident and ratepayer for over 30 years, I have seen the slow growth of single houses being replaced by multi dwellings, which in turn has led to the gridlock of the Princes Highway and Railway Street during weekdays. Take into account this proposal, which will inject thousands of additional car movements into a road network that cannot cope at the present and the fact that the only point of entry and exit is a roundabout that is sandwiched between the railway line and Memorial drive, it is hard to believe that this can be approved!</p> <p>The traffic nightmare of Bulli and Thirroul is currently being reviewed in an effort to resolve the increase of vehicle movements on a congested road network, Corrimal will be next unless this development proposal has its density reduced. We live on a very narrow coastal plain, population density has its limitations due to this fact.</p> <p>The proposal of 5 to 6 story apartment buildings is totally unacceptable in an area that has none of these structures, I understand that there is no one story dwellings which is not appealing for an ageing population. I believe Wollongong City Council supports reducing emissions and having dwellings that support the environment, the type of structures proposed would not be doing that, compared to single story dwellings which can be built to enhance environmentally friendly features.</p> <p>I fear for the residents downstream of this development, as the stormwater runoff during severe weather events such as the 1998 floods will have a devastating impact upon them. These severe weather events will be more frequent, not just a once in 100 years event!</p> <p>I believe the infrastructure of Corrimal will not be able to cope with the influx of the additional people from this development, parking in Corrimal has been reduced.</p> <p>I also believe the health system, especially Wollongong Hospital Emergency will struggle to provide care for a population that is growing faster (multi story apartment blocks in Wollongong and the Coke works proposal) than their resources can provide.</p> <p>In conclusion I sincerely hope the council listens to the people who live in Corrimal, we are very concerned the impact this development will have on our everyday lives. Developers will advise that this is a wonderful addition for the town, they will then walk away after they have made their financial gains, and it will be us residents who will have to live with the problems that we have advised Wollongong City Council, when asked for comments and concerns regarding this development proposal.</p>
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175	<p>I am a resident of Cordeaux Heights and wish to express my support for rezoning the Corrimal Coke Works.</p> <p>Wollongong is a growing region and needs to accommodate new development to support its ongoing prosperity.</p> <p>Corrimal is a key centre for the northern areas of Wollongong and is identified by Council as an appropriate location for new housing. I would much prefer to see new development concentrated on a large site like this where new parks, local shops and other community facilities can be provided in conjunction with new housing.</p> <p>The proposal includes many appealing features such as the heritage precinct at Corrimal station, new parks, a cycling connection through the site as well as new housing.</p> <p>I believe that the rezoning proposal represents a good outcome for a currently derelict industrial site and it will make a positive contribution to Corrimal. I therefore urge Council to support the rezoning.</p> <p>Please accept this submission in support of the Corrimal Coke Works rezoning. I have read the information available and believe that it is the best location for new homes in the northern suburbs. It will also provide opportunities for people to downsize and remain living in Corrimal.</p> <p>Wollongong needs more housing so it can continue to grow and prosper into the future, and the northern suburbs need to take its fair share of this growth.</p> <p>I support rezoning the Corrimal Coke Works because it will deliver many public benefits along with new housing.</p> <p>I am particularly looking forward to using the new parks in an area that has been locked up for over 100 years, including the proposed off-leash dog park.</p> <p>The rezoning of the Corrimal Coke Works should proceed because the proposal appropriately balances various environmental, social and economic considerations and will provide many benefits to the local community.</p> <p>The rezoning proposal for the Corrimal Coke Works should be supported as it will provide a positive economic impact to the area and will support the local businesses. Corrimal Town Centre is currently tired and run-down, and the area needs an injection of new residents to spend money locally.</p> <p>I support proposed rezoning of the Corrimal Coke Works as Wollongong needs more progressive developments that keep some of our heritage while providing new housing.</p> <p>The images of the heritage precinct look great and I like how the brick chimney is to be kept and the old powerhouse building will be reused.</p> <p>This is a much better outcome than keeping the site locked up and allowing it to deteriorate further.</p> <p>The plan for the Corrimal Coke Works makes sense and should be supported by Council.</p> <p>People might complain about more traffic, but this inevitable and seems like a much better idea to put new houses close to services and public transport. While the train service is currently poor, I think putting new houses next to the station is a good idea and hopefully this will create demand for better train services in the future.</p> <p>The site is also within reasonable walking distance to the town centre, so hopefully this will support lower car use.</p> <p>The Corrimal Coke Works looks to be a genuine compromise between the retention of local ecology and the provision of new homes with 9 hectares of the site as open space.</p> <p>The inclusion of a 5 Star Communities Rating is a great initiative and I therefore support rezoning the Corrimal Coke Works.</p> <p>I support rezoning the Corrimal Coke Works to provide new homes for local families.</p> <p>Housing prices in the area are out of control and we need more opportunities for all different types of people, like downsizers or younger first home buyers.</p> <p>Redevelopment of the old Coke Works should provide a major boost for local businesses and I support the rezoning proposal.</p> <p>The Corrimal Coke Works is currently a blight on Corrimal and desperately in need of redevelopment. I support the rezoning proposal and urge Council to stop wasting time and get on with it.</p> <p>The proposal for the Corrimal Coke Works looks fantastic and is exactly the type of development that Council should be supporting. There is shortage of new housing opportunities throughout the northern parts of Wollongong because of local NIMBY residents. We need to accept that Wollongong is a growing region and focus on getting good development in the right locations.</p>
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176	<p>I am very concerned about the Proposed Coke Works Development. As I understand proposals should have a positive input into the culture and liveability of a suburb.</p> <p>These are some of my concerns:</p> <p>Currently the proposed development is offering green open space which is said to be available to the whole community. I am unsure how open this will be, and that the ongoing maintenance will be shouldered by the ratepayers.</p> <p>The proposed cycleway will not provide a link between Corrimal shops and the beach as we, the ratepayers, have been promised over several years. Currently the proposed cycleway from the developers will go nowhere just round and round. Any link as far as I can see, will be at the expense of the ratepayers.</p> <p>The proposed entrance from opposite Harbinger Street will result in the destruction of Endangered Ecological Community of 0.6 hectares of Illawarra Lowlands Grassy Woodland along with established trees. It is critical that we now value our environment. The proposed roundabout which will involve this vandalism of our environment, will in part be at the expenditure of ratepayers.</p> <p>The proposed Heritage Plaza is again of significant concern. Its development will increase traffic into the proposed estate, queueing up on either side of the railway crossing, a traffic nightmare. All I can envisage is this plaza will not provide the retail traffic the shop keepers probably feel might occur but rather divide the shoppers with the Corrimal East shoppers finding it easier to go to the plaza traffic wise than to Corrimal shopping centres.</p>
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<p>177</p>	<p>I would like to add my points regarding the rezoning of the old Corrimal Coke Works along with the proposed redevelopment.</p> <p>As a long-term East Corrimal/Corrimal resident I grew up with the Coke works working at its peak providing jobs etc for the community. I also grew up with the pollution and black soot that landed on our house, washing, gardens etc. Now that the coke works has ceased production the environment is taking a huge breath and the surrounding residents are no longer subjected to the black soot etc.</p> <p>Clearly, there is a requirement to move forward and the rezoning of the coke works to enable redevelopment is a positive step forward. I am therefore in support of the rezoning of the old Corrimal Coke Works site.</p> <p>However, I might support the rezoning but I do not support all the changes being suggested by the developer/owner of the site. Clearly the major point for all of us that use Railway St on a daily basis is the implications of traffic. Railway St was not originally designed nor considered in the other developments that have taken place in recent times. It must be considered before an extra 500 plus cars use this street and traffic comes to a standstill. I note that the developer is required to make changes to the intersection at Railway St / Memorial Drive however these are just going to make this intersection a mess. It will also force drivers to seek other streets to access Memorial drive (e.g. Towradgi Rd). The streets around this area are not suitable for 500 plus extra cars at the same time from one exit.</p> <p>Using OLD traffic stats that date before the Corrimal Leagues Club development clearly does not reflect current road usage. It also doesn't take into account that every other DA submitted is doubling or more the amount of residences on one block which increases the amount of traffic using these streets.</p> <p>There are other issues with the redevelopment that also require attention prior to the current plan being approved. These include the destruction of old trees to make way for buildings and roads, and also damage to the environment for wildlife e.g. Bats.</p> <p>Also, who looks after the chimneys and other structures that are left after the developer has sold off the apartments and council is left with the upkeep. This just reinforces that whilst the developer thinks she is giving Corrimal a positive thing by cleaning the area and building homes etc, really, we will be left with traffic issues and potential legal problems regarding upkeep of old structures etc.</p> <p>Additionally, where is the contaminated ground going? Will it be encased in concrete and buried, or will it be used as infill for the dog free areas, public green spaces, where it may cause health implications to animals and people. It may also leak into the realigned creek poisoning creek inhabitants.</p> <p>Whilst the above points mainly relate to the proposed plan for the site if rezoning is approved I feel strongly that these points should be taken into account before rezoning is approved.</p> <p>I realise the council is in a difficult place at the moment and has outside pressures from State government regarding housing developments, numbers etc. However, you have made a big change to the proposed plan already by reducing the amount of housing, please consider carefully before moving forward with this huge redevelopment and the lasting detrimental effects to Corrimal.</p> <p>Maybe, changing the rezoning to medium density which will lead to the proposed redevelopment, and therefore road problems etc, may not be the best move going forward for everyone, and consideration should be given to other possibilities for the parcel of land.</p>
<p>178</p>	<p>Letter of Support to Rezone Corrimal Coke Works</p> <p>There is a housing shortage for the Northern Suburbs area. We need new homes to ensure we keep the diversity of population Corrimal has always enjoyed. Safety is an important feature of any development. Best practice is to minimise the number of intersections therefore the safest outcome would be a single-entry point for cars. I understand there are 2 emergency access points and multiple entry locations for cyclists and pedestrians.</p> <p>The proposal for the Corrimal Coke Works is exciting, it is inclusive of the needs for our community, nature and encourages active transport options. Whilst there is a small group in Corrimal who do not want this project to progress, it would be to the detriment of the majority.</p> <p>Wollongong City is growing and growing fast, this is a sustainable, environmentally friendly development, it will be enjoyed and embraced now and in the future.</p>

<p>179</p>	<p>I wish to make some comments about serious concerns I have for the development of the Corrimal Coke Works into a massive multiple residence community. I have previously aired concerns to council and wish to strengthen my many reservations with so many of the developer's plans.</p> <p>It is extremely worrying to all who live in the area that the surrounding transport structure would NEVER support a 550-capacity site. Corrimal is a local hub where most inhabitants travel by car.</p> <p>The heavy traffic that will become normal with such a huge increase in population into Railway Street will be absolutely unworkable.</p> <p>Major road reconstruction and upgrades are absolutely essential.</p> <p>The one access off Railway Street that is planned to be a roundabout, is certainly not a reasonable solution.</p> <p>The traffic figures are well out of date, for a start. The traffic will have no way of flowing out to reach the Freeway, rather backing up across the rail line, and the boom gates.</p> <p>As for the accessibility of the station; well, that is all very well, but the schedules of trains at present certainly are not conducive for commuters, with the infrequency of trains stopping at Corrimal and lack of consistent station stops whether the direction you wish to go is north or south.</p> <p>There are also issues with any toxic waste that is to be buried on the site. Who would be responsible for any leakage in a big flood? A "technically robust" plan is not good enough; an onsite complete contamination examination is required.</p> <p>The acid sulphate in the soil needs to be investigated more thoroughly.</p> <p>Also, redirecting the creek flow would also cause concern; especially in a one in a hundred-year flood, which can happen, and has in the recent past.</p> <p>Since the existing wastewater capacity has already been reached, and thus the site can only pump out in dry weather, surely this is another deep concern. The stormwater must be updated to cope with the excess wastewater.</p> <p>What will be the emergency exit plan? Certainly one is required that is NOT ON RAILWAY STREET.</p> <p>As a resident of Corrimal, my husband and I feel that this rezoning plan is totally inappropriate for the site.</p> <p>I thank you and hope that some deeper consideration and foresight is given to the whole enterprise, before accepting the proposal as it stands and allowing the venture to proceed.</p>
<p>180</p>	<p><u>Rezoning for Corrimal Coke Works – Letter of Support</u></p> <p>I support the rezoning of the old Corrimal Coke Works</p> <p>The roundabout entrance as backed by Council staff report. Less intersections means less accidents, this would be the safest outcome.</p> <p>The proposed development for the Corrimal Coke Works has many green and sustainable initiatives, this is exciting for our community's future.</p> <p>It is incredible that over 9 hectares of the property will be created into green open spaces, parklands and bike tracks and gifted back to our city! I support new green open spaces, the bike track, the provisions for the grey head flying fox, I support this project.</p> <p>Council vote yes to rezone the coke works to residential R3.</p>

182	<p>I am writing to ask you all to consider the problems that will be created if the rezoning is approved.</p> <p>TRAFFIC ON RAILWAY STREET AND SURROUNDING AREA</p> <p>consider this</p> <p>If the street you live on now and overnight is inundated with over 1400 extra cars per day how would it affect your lifestyle and safety on the roads</p> <p>We live in Harbinger street and have difficulties turning right onto Railway St with the extra traffic from units on the crn that have recently been built and the extra units built on the southern side of the railway.</p> <p>Railway street between the railway and the expressway is too congested in such a short distance.</p> <p>We are also having issues in Corrimal in the Woolworth car park and on the roads to be able to park to do our shopping.</p> <p>It takes us 10min to get from Woolworths to our home that is 600m away.</p> <p>I can travel to Wollongong quicker.</p> <p>Parking is another issue</p> <p>With the plans they are suggesting, there will not be enough off-street parking. plus the street that they build are so narrow no room to pass on the roads when cars are parked.</p> <p>We have 66 new units across the road and when they were approved I believe the requirement for parking was 1.2 per unit</p> <p>This is not enough</p> <p>There is not enough parking on site as we have over 10 cars parked in our street overnight from the units plus more on railway street.</p> <p>I don't mind having the units but you as a council have to consider that all units need a lot more parking on site.</p> <p>When my sister and I built our villas over 10 years ago,</p> <p>you made us have 4 visitor spots for 2 houses and we had double garages each for 2 homes we have 8 car spaces</p> <p>As developers want more unit in less space they build all these properties with very little storage internally so the occupants use their garages or parking spaces to store household items and then there is nowhere to park cars.</p> <p>Houses</p> <p>Could you consider to have less housing in the area</p> <p>For example Calderwood estate</p> <p>They only allow single dwelling on site and have cafes, shops, large parks and walkways to be more family orientated.</p> <p>This would be less cars on the road and all the community can enjoy the area.</p> <p>This would address several issues</p> <ol style="list-style-type: none">1 Traffic2 Safety on the roads3 Keeping the beautiful tree area4 Parklands5 Play area for children6 Not ruining the people that live here way of living <p>And this is only a few things</p>
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	<p>Please do not let this be rezoned to allow the developers to put in this many homes and not fix all the issues addressed</p> <p>Please don't allow them to ruin our lifestyle.</p>
183	<p>I write to register my support for the current development proposal for the Corrimal Coke Works site.</p> <p>I have spent some time reviewing the plans and investigating the potential for the community that is inherent in this development.</p> <p>In that we are currently dealing with a degraded site, closed-off to the community, that is subject to vandalism and anti-social behaviour and is now a location that will not be suitable for heavy industry in the future – it is fortuitous that we have a landowner and developer here who want to turn it into a valuable site – and one that will create economic, employment, housing and social benefits for the Corrimal community in particular – but also for our region.</p> <p>It is noted that 50% of the site delivers open spaces and publicly accessible amenities, and that the proposal will improve the ecological and environmental credentials of the area. It is pleasing that the public will be able to access the open spaces, that the proponents are revitalising and acknowledging the industrial heritage of the site and they have more than addressed the traffic and any other concerns of opponents – it is to be hoped that the proposal will receive approval.</p> <p>As a proud resident of Corrimal – and one who travels around the suburb – I am appalled at the level of misinformation distributed by people who are opposed to this very generous proposal.</p> <p>I would hope that our Council officers and elected representatives can truly consider the benefits and the positive impact that this proposal would have on Corrimal and allow a plan that has already been 7 years in consideration and has been broadly developed <u>in consultation</u> with the community, to go ahead.</p> <p>Wollongong as the 'City of innovation', and now a proud UCI Bike City, deserves to have new living and recreational areas of this quality and especially ones that can deliver triple-line benefits (financial, social and environmental).</p> <p>This is private investment that is being risked – not public funds – and we should support this courageous and innovative thinking.</p>
184	<p>I am a local resident in Corrimal and wish to express my support for the Corrimal Coke Works rezoning proposal.</p> <p>I believe that the proposal will have a positive impact on Corrimal through the many public benefits it included. Our community needs to grow so it can continue to thrive and prosper and this proposal will bring new housing supported by associated infrastructure and public outcomes. The fact that over 50% of the site is being provided as new open space clearly indicates that there is a good balance between housing development and community benefits.</p> <p>I have seen comments from people complaining about traffic, but it is the responsibility of Council and the State Government to address broader traffic and public transport issues. This proposal includes appropriate works to offset the traffic it will generate and also includes many elements that could support less reliance on cars, such as providing new walking and cycling paths, and including local retail facilities so future residents have less need to drive to shops.</p> <p>Wollongong is a growing city and needs to demonstrate that it can adequately cater for its ongoing growth. Sometimes this will mean showing leadership and supporting projects that might run into some local opposition from people that don't want to see change in their area. This is a great proposal and I have no doubt that in time it will be seen as providing a positive transformation for Corrimal, so it is essential that Council support the proposal.</p>
185	<p>I was previously a director of the Company which operated Coke Works at Corrimal and Coal Cliff. The Coke Works at both locations formed part of the history of Wollongong and the Illawarra region.</p> <p>The plans the current owners have to rezone and develop the Coke Works retains the history and the importance that the Coke Works played in the development of the region.</p> <p>Please support the rezoning of the Corrimal Coke Works because it will provide the community with</p> <p>Recognition of the value the Coke Works played for over 100 years in the region</p> <ol style="list-style-type: none"> 1. Improvements to the site environment which is now seriously degraded 2. Access to land that is locked up, and plenty of new open space for the community and public cycle ways and parks 3. Much needed and sensible medium density housing in the Northern suburbs 4. Convenient access to public transport including rail and bus

186	<p>The plan for the Corrimal Coke Works should be supported by Council. The roundabout will make it safer for everyone, slowing down traffic that currently speeds along Railway Street. Also, I understand that the developers have offered to contribute the land to build a bridge over the railway line. That would make a good improvement to the traffic on Railway Street which can sometimes bank up for short periods during peak hour when trains are coming. I like the fact that this development will be beside the railway station, supporting improved train services and commuting. I really like the open space and parkland that will be available to the whole community, not just residents. I think this will be a great place to live.</p>
187	<p>We appreciate the information provided in relation to Corrimal coke works planning proposal We have reviewed the information in the Community newsletters and Wollongong Council plans online. We have a few queries that we would like to raise:</p> <ol style="list-style-type: none"> 1. Future water levels downstream around the Blue Divers bridge area, on Pioneer Rd. At present we understand your focus has been on the impact in the Corrimal area, but we would like to understand if there is an impact further afield/downstream as a result of these works. A number of things come to mind when we think about what this could be, such as erosion of water way banks, flood management (normal and also for the 1 in 100-year events) and future home insurance premiums. The homes on the Eastern side of Pioneer Road are in a Tidal zone area of the creek, will the water runoff from the proposed site combined with tidal levels, affect properties east of Pioneer road to the ocean. We would also appreciate if you could provide information around how you intend to monitor and measure any impacts to ensure it is minimised. In the tidal zone area East of Pioneer Road. 2. We are concerned about the heights of the proposed buildings, this will change our skyline and impact our views. The Corrimal area is not high-rise area so the proposed buildings will be significantly taller than any surrounding development. This could indirectly impact property prices and desirability to live in the area as a result of this proposal. 3. The large volume of homes in the area with one road in and out will create traffic congestion. 4. We are concerned with the proposed bike track that leads to the south eastern part of the property. We are concerned of any future proposal of that to extend for the bush to beach link. As there are many existing homes along the quiet green corridor with the backyards facing it. A link along that area will increase, noise, rubbish pollution, removal of trees and vegetation, scare off birdlife (owls) or even increase crime.
188	<p>I am writing as a very concerned resident living in close proximity to the coke works. While I would never wish to see it as an industrial site again, I am very worried that the proposal does not adequately address some major issues that will arise from this development. One of my major concerns is the traffic flow. Having one entrance in and out on an already extremely busy street, Railway Street, will cause traffic chaos. On occasions when I have been walking, waiting to cross the railway line while the gates were down, I have seen traffic banked back, almost to Memorial Drive. With the number of residences planned to go in, this will increase traffic flow immensely. We live in High Street (which comes off Railway street) and even now at certain times of the day it can be very busy getting in and out of our street. I do think the proposal has some merit and it could set a very good standard for areas like this to be developed, but the number of dwellings needs to be reduced ,it is far too high density for the amount of land. Unless Corrimal can entice some businesses into the township, people will take their money elsewhere. I have lived in Corrimal all my life, it used to a thriving shopping area, but these days, Covid aside, it is like a ghost town, with many empty shop fronts. Another area of concern is the re alignment of the creek, nature should not be tampered with. The floods of 1998 caused major damage in this vicinity, I remember seeing cars swept into the waterway that is on the property that borders the coke works. I have no doubt this development will go ahead, but hopefully in a manner that will see minimum damage done to the surrounding environment. It has the potential to become a wonderful community space to be shared by many local people.</p>

<p>189 192 198 206 207 210 213 214</p>	<p>I support the rezoning of Corrimal Coke Works I support the Corrimal Coke Works rezoning from Heavy Industrial to Residential</p> <p>Corrimal Coke Works is an unused, prime parcel of land, that should no longer be zoned Heavy Industrial.</p> <p>Wollongong city has a housing shortage. Rezoning the Corrimal Coke Works, to Residential 3, could help alleviate a very real problem, our city is currently facing.</p> <p>The proposal will deliver high quality housing supported by new parks and other community benefits, and I certainly don't want to see a new industrial use occur on the site.</p> <p>The site is currently an eyesore in the local area that attracts anti-social behaviour and is in desperate need of redevelopment.</p> <p>NSW Planning Department recognize Corrimal as a suburb of significance. The Planning Department document states the coke works site could be a site to be rezoned to residential. The proposed development would provide new homes and infrastructure for Corrimal and the northern suburbs, it would also ensure we maintain diversity for our area.</p> <p>The Planning Department stated the coke works could be a site to be rezoned to residential.</p> <p>At present there is limited opportunity for growth in the region due to land shortage. The proposed development would provide new homes and infrastructure for Corrimal and the northern suburbs, it would also ensure we maintain age diversity for our area for everyone from a First Home Buyer to a Downsizer.</p> <p>We support the 5-star green star community, the proposed new green open spaces, the sustainable benefits for people and nature, plus the economic benefits for our region.</p> <p>It is exciting to have a high percentage of the development being given back to the city, which I believe will enormously benefit a wide range of demographics in the community. New parks, nature-based playgrounds, walk and cycling paths, improvement of the environment and heritage re-use, these assets are amazing for Corrimal and surrounding suburbs.</p> <p>This project will provide much needed housing in the Northern Suburbs and because its beside the railway station will have a limited impact of traffic.</p> <p>I support the proposal of Transport for NSW on the single access intersection for residents as it is evident how this is the safest outcome for the community.</p> <p>The property in its current state is a dilapidated industrial site and the proposal appropriately balances various environmental, social and economic considerations.</p> <p>Safety and access, there is clear evidence it is safer to have one entrance than multiple entrances along a main street. The single entry/exit to the development should be supported. There are at least 2 emergency access points and many access areas for pedestrians and cyclists.</p> <p>We also believe a bridge across the Railway St Train Crossing in the near future would assist in the flow of traffic.</p> <p>The single vehicle entry point, it is simple safety first. I support the single entrance to the development as less intersections equals fewer accidents.</p> <p>While the development will inevitably result in more cars, it is good to see that the proposal includes some upgrades to local intersections – unlike so many other developments that don't deliver anything to offset their impacts. It is important to note that best practice is a single entrance for resident's cars to this site. In turn the single access point mitigates unintentional accidents with other road users, including cyclists and pedestrians.</p> <p>The economic benefits to Corrimal cannot be overlooked. Whilst there will be an initial economic stimulus to our economy during the construction period, the long-term financial impact will be welcomed by many local businesses, including my own.</p> <p>I would support the reconsideration of including at least two buildings of 6 stories in height. It is important to appreciate, varying height levels, will enhance the visual aesthetics of the project and the liveability for those who will reside there. In addition to this, the project will improve the visual and economic sustainability of Corrimal</p> <p>We need to accept that new development will occur, and it is far better to get a high-quality proposal like this that is supported by new infrastructure.</p> <p>A few of the benefits would be:</p> <ul style="list-style-type: none"> • New homes and infrastructure • Creation of local employment • 5-star green star community
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	<ul style="list-style-type: none"> • Affordable housing for older residents who want to downsize and stay in the area • Support for local business
191	<p>I write this email in support of the Corrimal Coke Works Development.</p> <p>The present abandoned Corrimal Coke Works is an eyesore, unattractive, overgrown and unhealthy and is in need of development for the future.</p> <p>It attracts vandals who are illegally entering the site and is prone to rubbish dumping, not only in the site but along the main road, Railway Street, which is also overgrown and untended. Derelict properties encourage bad behaviour and safety from surrounding areas is often compromised.</p> <p>If the site is developed in accordance with the latest revised vision it will create a pleasant, serviceable and enjoyable area for residents and the local community.</p> <p>More green areas would be greatly appreciated by the community and would enhance the already lovely beach walks and parks close by.</p> <p>Development should not greatly affect the bird life and tree corridor which would be a concern to many locals. It is hoped and assumed that the tree corridor will be preserved according to the vision.</p> <p>Baby boomers from Sydney are moving to this area as quite often their children have moved here. I have recently moved to this area from the Sutherland Shire as my daughter had moved to Bulli. Many residents in my new unit complex have done the same and others have moved here from 'around the corner'.</p> <p>Many people moving into this development will be those who live locally as it has been proven that people, when they move later in life, tend to stay in the same area in which they already shop, visit their doctor etc and prefer not to move away from their family. We are in an ageing community who have lived here for many years. Quite often now it is the grandparents who are the main babysitters for their grandchildren.</p> <p>Young families from other Sydney areas are attracted to the area and what is has to offer with the beaches and parks and with the rail link to Sutherland and connections to the Sydney and Wollongong CBD this area is high on their preferred housing choices. Not to mention the many choices of public and private primary and high schools in the area. Additional housing options will only benefit and give these people choices.</p> <p>The proposed inclusion of coffee shops, restaurants, a business hub, recreation areas, pathways and an off-leash dog area will be welcome and will again enhance people's choices. I know my grand dog will be pleased to investigate new walking paths!</p> <p>Close proximity to already established public transport links of trains and buses to Wollongong and Sydney CBD, north and south coast and surrounding suburbs is important. Once completed it could mean that Corrimal railway station stops may increase which would be a huge benefit for commuters and residents.</p> <p>The project is walking distance to Corrimal shops, library, swimming pool, community centre, and medical services is an added bonus.</p> <p>Traffic concerns as mentioned by some people I assume would be intelligently managed by the various roads departments and I believe a roundabout will be erected on Railway Street opposite Harbinger Street. In my view traffic, as someone who recently came from the Sutherland Shire, is reasonably light as cars use Memorial Drive and other major arterial roads to travel north and south. At least a roundabout will slow down traffic travelling east and west along Railway Street.</p> <p>Finally I can only see the benefits for everyone with regard to this development.</p>
193	<p>I would like to express my concern over the Corrimal coke works development, there are many animals living in this area which would lose their home and I can't see how the current infrastructure would cope with this increase in people, I hope it can be turned into a wildlife sanctuary for all the animals there</p>

<p>195</p>	<p>I am writing to you as a rate-paying resident of Corrimal. It has been almost three years since I last wrote to Wollongong City Council and its councillors expressing my concerns about the plans for the proposed re-development of the Corrimal Coke works site. Disappointingly, having viewed the updated planning proposal and associated documents (in the limited capacity I can, given the current Covid restrictions), I can see that a number of the concerns I, and other residents have raised, are still not being taken in to consideration.</p> <p>Of primary concern for me is the impact that the development will have on local traffic. As someone who lives north of Railway street, I am particularly worried about the impact that not just the development, but years of construction will have on the flow of local traffic and the already limited road access I have to my home.</p> <p>Council and the developers are still using the traffic surveys conducted in 2018 to inform planning, with seemingly no regard for the increase in the local population in the past three years, nor consideration for the inevitable traffic increases of the future. It is my understanding that Transport for NSW has updated traffic surveys, so why are they not being considered in relation to the development proposal? Additionally, why are guarantees not being made to local residents that changes at the Memorial Drive/Railway Street intersection WILL be made so as to minimise the impact on existing local residents?</p> <p>When I originally wrote to you on the 8th of December 2018, I raised my concerns that there seemed to be little provision in the development proposal for residential parking on the site as per Wollongong City Council's Development Control Plan 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management which prescribed the following parking rates:</p> <p><i>Residential Flat Building / Multi-Dwelling Housing / Shop Top Housing / Attached Dwelling (within 400m of a railway station):</i> <i>0.75 car spaces per dwelling >70m2 (1-bedroom unit)</i> <i>1 car space per dwelling 70-110m2 (2-bedroom unit)</i> <i>1.25 car spaces per dwelling >110m2 (3-bedroom unit) and 0.2 car spaces per dwelling for visitors</i></p> <p>In your additional traffic summary, currently available on council's website, the following admissions are made:</p> <p><i>3. Planning controls (i.e. as part of the DCP) to minimise residential parking on the site, consistent with the provisions of Section 7.4 of the existing Council DCP, recognising the close proximity of the site to public transport.</i></p> <p><i>4. The early provision (by the proponent) of shared paths internal and external to the site to increase the attractiveness of walking and cycling for future residents of this site and existing residents in the surrounding area. The design of the network needs to promote walking and cycling to key locations above driving a car. Key locations include the railway station, the bus stops, the town centre, schools, other existing residential catchments, existing shared paths etc. The provision of broader network paths/active transport will reduce the vehicle trip demand on Memorial Drive.</i></p> <p><i>5. Appropriate arrangements in and around the site to increase the attractiveness of public transport (both rail and buses).</i></p> <p>Council and the developers are STILL refusing to acknowledge that Wollongong is by and large, a car-based community and will remain so until changes are made to rectify the poor public transport service and lack of local employment. The belief held by council and the developers that residents of the development will not drive, but will take public transport, walk or cycle instead seems to be wishful thinking, rather than evidence based. The lack of residential parking on the site is also of major concern as residents will inevitably have cars, in spite of the aforementioned wishful thinking. The development is being sold to local residents as an attractive place to walk and cycle, but it is unclear how we will do so when the sidewalks and streets are crowded with residents' cars. One only has to take a quick trip up to the Brickworks development at Bulli to see how well council's guidelines for prescribed parking rates work in action. Pedestrian access around the site is significantly impacted by the plethora of vehicles parking on-street and across the verge, and as a result vehicular access has essentially become one-way only.</p> <p>My concerns regarding the Corrimal Coke works development are that council will not learn from its mistakes and local traffic will be significantly impacted not just on Railway Street and Memorial Drive, but also within the site itself. I would like to see evidence from Council and the developers that support their belief that residents of the site will use public transport at the rates they are projecting. Further, Council needs to guarantee that local public transport services will be upgraded. As a mother and a professional, I am reliant on my car as no local public transport options meet my time-sensitive needs. In my letter to you on December 8th 2018, I relayed how I tried to catch the train to work once during normal peak hours and without any delays or disruptions, the journey took me 1 hour and 40 minutes door-to-door, as opposed to 25 minutes in my car.</p>
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	<p>Like many other residents of Corrimal, I am not opposed completely to the redevelopment of the site and am excited about many of the possibilities outlined by the planning proposal. It would be nice though to see some consideration made for existing local residents on the long-term impacts on our quality of life. When I moved to Corrimal with my husband in 2016, we planned to stay here long term. Corrimal offered the perfect mix of relaxed coastal living for us, but with easy access to services and employment. However, we are unsure whether we see a future for our young family here now as developers seem to have free reign, the beach becomes more and more crowded and our commutes become longer and longer. For us to plan a future here in Corrimal, I would like to see some guarantees from council, the developers and the relevant government authorities that upgrades WILL be made to improve traffic flow, vehicular access to and from the site, parking within the site and public transport services. Furthermore, I would request that council extends the consultation period given the current Covid restrictions that have made it very difficult for concerned ratepayers to fully access the proposed development plans.</p>
196	<p>I support the development plans. The place as it stands is a waste of space and eyesore. The quicker it's knocked down the better.</p>
197	<p>Corrimal is well overdue for an uplift. It has great public transport links and is easily accessible by foot or bike and because of this, has been identified in a NSW planning document as a suburb of significance. This new development is exactly what this area needs=new homes for local families, better access to public transport, local employment and plenty of green space with paths for walking and cycling.</p>
199	<p>I have read Council's response to questions about traffic and I'm satisfied it will be OK. Having a single point entry to motorised vehicles and a roundabout will definitely calm the traffic and therefore make the area become a safer place for everyone. The two emergency access points are well placed and I also like the many access points into the park for cyclists and pedestrians. The increased lanes proposed for the Memorial and Railway intersection will also make a difference. I fully support this new plan for Corrimal.</p>
201	<p>I am writing to voice my concerns over the proposed Railway St Coke works Development in Corrimal. While I strongly agree that the area's industrial heritage should be restored and preserved and the natural wildlife, woodland, rainforest trees and the Endangered Ecological Community on site be protected and looked after for the local community to enjoy, my concern is that the site will be overdeveloped and overpopulated. The current train and bus services at and around Corrimal station cannot support such a large influx of people with the proposed 550 residences so a large proportion of those residents will be car dependent, adding to an already heavy load and traffic gridlock on Railway Street, as well as Memorial Drive and Pioneer Road. There would also be overcrowding of local schools. The infrastructure here in Corrimal is simply not suitable for an increase in traffic and people on such a large scale. I think we would all enjoy a small retail and food precinct with the addition of an arts hub: gallery, performance space and community meeting space, with cycle ways that lead to the town centre or the beach, walkways and a dedicated green refuge for the community. But population density on this scale simply wouldn't make Corrimal a quality, liveable community anymore, which deeply saddens me. I ask that you seriously reconsider the number of residences proposed for the site; keep in mind the numerous environmental issues involved with this scale of development and do not overdevelop the site which would ruin the quality of life for Corrimal's present community. I thank you for your consideration and time and look forward to hearing of an outcome that works for everyone involved in this proposed development.</p>
202	<p>My wife & I live in Pioneer Rd, Towradgi – not far from Towradgi creek & Blue Divers Bridge. As you will be aware flooding has occurred in this area. Our great concern is that the huge amount of extra stormwater to be collected from the rooves of 550 dwellings & areas of sealed paving proposed for the development.</p>

203	<p>I'm a former resident of Murray Road East Corrimal, and my son lives in Murray Road now. I am concerned about the build-up of traffic in Railway Street. It's an issue already with people coming from Sydney to go to Corrimal Beach when the weather fines up.</p> <p>Corrimal doesn't have sufficient infrastructure to deal with these additional people (who would live in the new development).</p> <p>My other concern is about contamination of the land at Coke Works. They need to be very careful. The land would benefit from being left alone for a while. I'm concerned about the environment.</p> <p>Parking in Corrimal is already a major issue. I'm not against development, but don't want it to end up like another Thirroul.</p> <p>Kids are sick enough with all the existing pollution."</p>
204	<p>Corrimal needs your support to achieve its potential. It's a great location with its own beautiful beach and close to others, plenty of parkland and a scenic setting, but it's struggling economically.</p> <p>More residents will support local businesses and jobs. This proposal for mixed apartments provides affordable housing for the population to support Corrimal town, and the housing is close to the Corrimal schools and railway station. It makes good sense to me.</p> <p>I really like the proposal to provide 50% of the site for public open space. This development will turn an eyesore into parks and walking and cycling paths.</p>
205	<p>I am concerned about the amount of traffic expected to be generated by the additional homes along Railway Street due to the coke works becoming residential. How can we cope of a morning and of an afternoon with his additional flow? Also diverting the creek will be a problem to wildlife.</p> <p>Concern over the number of new homes and how traffic on Railway Street will be affected by these changes. Let Lord Mayor know we are concerned,</p>
208	<p>Having moved to railway street Corrimal 15 months ago I have taken an interest in the Corrimal coke works redevelopment , I have spoken to many people & all agree on the refurbishment as proposed by Corrimal coke works ,but many are concerned about the increased traffic . I have read the traffic study in the submission & agree that the roundabout at harbinger & railway street would be the best outcome & together with improvements to railway street & memorial drive intersection is the only solution to a complex problem</p>
209	<p>I wish to express my support for rezoning the Coke Works.</p> <p>This site has needed something positive to happen since it closed – at the moment it just attracts unwanted behaviour, so the proposed redevelopment can't happen soon enough.</p> <p>The proposal delivers so many good things that will benefit the community – it's not just housing, which we need, but also new parks, heritage elements, walking and cycling paths.</p> <p>All the people whinging about traffic should realise they are part of the problem and get out of their cars! This proposal is actually intending to help with the proposed road upgrades, not to mention providing a development where people will have every opportunity not to use a car.</p> <p>Corrimal has so much to offer, but it needs something to give it a real boost and this proposal is just the thing. I expect that this will be a high-quality development that lifts the standard in Corrimal – the master plan, CGIs and commitment to a 5-Star development all reflect this.</p>

<p>211</p>	<p>I wish to express my strong support for the proposed rezoning of the Corrimal Coke Works.</p> <p>I was previously the convenor of Neighbourhood Forum 4 for approximately 26 years and therefore have a deep understanding and longstanding involvement in this community.</p> <p>Since retiring from this position, I have to say that I am deeply disappointed in the conduct of certain members of the community towards this proposal. This vocal minority seems more intent of promoting fear and misinformation, rather than facilitating a balanced and responsible discussion.</p> <p>During my time on Neighbourhood Forum 4, I was heavily involved with Council in preparing the Corrimal Town Centre Plan along with other local stakeholders including the Corrimal Chamber of Commerce and Corrimal Revitalisation Action Group. At this time the Corrimal Coke Works was identified as a significant opportunity site and catalyst to support the revitalisation of Corrimal.</p> <p>It was timely that in parallel with this process, Illawarra Coke Company proactively approached Neighbourhood Forum 4 in 2015 as it commenced a process to consider the future of the site.</p> <p>It was unprecedented during my time on Neighbourhood Forum 4 to have a major landowner willingly approach us prior to developing its site and I can only describe the approach taken by the Illawarra Coke Company as exemplary.</p> <p>From the outset they were committed to listening to key stakeholders in the community and reasonably incorporating our feedback into their plans.</p> <p>We saw the Corrimal Coke Works as offering a unique opportunity to address many aspirations of the community, such as:</p> <ul style="list-style-type: none"> • Improving pedestrian and cycling connections, in particular filling a significant missing gap in east-west connectivity to support the 'bush to beach' connection • Providing New open spaces for the community • Creating better access to Corrimal station • Celebrating the site's industrial history which is an important part of Corrimal • Undertaking works to improve local flooding on Railway Street <p>It must be recognised that in addition to much needed new housing, this proposal also provides significant new infrastructure for the community – new parks, walking and cycling paths, a heritage plaza, neighbourhood shops at Corrimal station, and local traffic upgrades.</p> <p>I cannot think of another development in Wollongong that provides this level of balance between new housing and community benefits.</p> <p>The Corrimal Coke Works is a unique site and this proposal will truly see an exceptional outcome for the Corrimal community</p>
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212	<p>Objection to Development of Former Illawarra Coke Site Corrimal East</p> <p>We wish to indicate our objection to this development for the forthcoming Council meeting. We are long-time residents of East Corrimal with concerns about this development.</p> <p>Our objections are consistent with a previous letter sent in March for the earlier Council meeting. The development of this scale proposes “<i>a suburb within a suburb</i>” and does not recognise the impact of such a large-scale development within a small area on the quality of life, the character of the suburb, the environment and existing infrastructure.</p> <p>This proposal creates the potential for a poorly built overcrowded high-rise enclave that is incompatible with the nature and character of the suburb. The high-rise style suggests that the views to escarpment will be blocked and the area will be dominated by poor quality brick and glass buildings that will potentially deteriorate quickly and contribute detrimentally to the local environment.</p> <p>The proposal does not recognise the impact on existing roads of a growing and large population, and does not recognise the easterly and southern direction of traffic to Pioneer Rd. Such a proposal will need major upgrades of the level crossing on Railway St and Corrimal Railway station. The area is already subject to increased levels of traffic and gridlock along Memorial Drive, Pioneer Rd and Railway St.</p> <p>This development does not happen in a vacuum in the suburb of East Corrimal. There is already significant in-fill development involving the demolition of older bungalows and the construction of multiple occupancy dwellings which is altering the population, noise and traffic density. The Infrastructure including rail facilities, roads and public green space is not improving and arguably is significantly degraded by this expansion. This development represents a significant tipping point for this suburb.</p> <p>We object on the following grounds;</p> <ol style="list-style-type: none"> 1.The area is toxic site that will require significant rehabilitation and disturbance runs the risks further pollution and contamination. 2.There are significant environmental concerns as it proposes threatening the environment which includes changing the natural watercourse and drainage, removing mature trees where native birds nest as well as flying foxes and reducing a wooded area. 3. The claims by the developer to preserve historic aspect of the site are vague, unclear and appears superficial. 4. Claims that the development will enhance local employment are unclear and vague and are not substantiated regarding the nature of the industries and occupations. <p>The failure to address infrastructure needed and costs of such infrastructure which is not mentioned in this proposal means that the Council and ratepayers will pick up the bill in the long-term.</p> <p>Conclusion</p> <p>This development makes significant claims that are not substantiated by evidence and neglects to address important ecological, urban environment, transport, infrastructure, employment and social issues. Overall this is an inadequate proposal which has been strong on PR hype and has all the potential for a high rise ‘ghetto’. Wollongong City Council can do better than this development and needs to halt this poor-quality proposal.</p> <p>We are equally disturbed with the developers use of <i>Facebook</i> as a means of determining support for this proposal to potentially influence Council’s support. Claims that this is evidence of consultation and support cannot be verified through social media as evidence of a local voice.</p> <p>We are disappointed that the Council has not led any consultation process on the potential use of this land to the public benefit. This could be land could be used to the public benefit rather than enable yet another low-quality property development.</p>
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215	<p>I support the rezoning of the Corrimal Coke Works</p> <ol style="list-style-type: none"> 1. Economic benefits for all businesses and services in Corrimal and surrounding areas 2. The remediation of the property-at present, it is an untidy and dilapidated eyesore 3. Activation of large open public spaces-I understand this is in the area of over 72,000sqm 4. A community dog park 5. Lifestyle provisions-the walking and bike path connecting Corrimal to Towradgi which is certainly in line with Council’s vision of making Wollongong a cycle city 6. Creation of local shops and close access to the train station 7. Environment provisions through native planting involving protection of the grey head flying fox via the 15-metre tree zone 8. Home ownership incorporating affordable housing within the development. <p>Whilst there will be traffic increase, these will be mitigated by the roading improvements for the area and explained clearly by the council staff’s responses on your website. The single entrance to the property for resident’s cars is best practice and the safest outcome for all, including cyclists and pedestrians. Council vote yes for safety. Corrimal now has an average house price exceeding \$1.3million dollars. This project will allow first home buyers through to downsizers to remain in our local area. Many older residents who no longer drive, can comfortably walk or access where they need to go, easily.</p> <p>The Corrimal Coke Works will have facilities whereby older residents can remain independent with the added benefit of the Corrimal CBD having all other amenities and facilities to maintain their desired lifestyle. All major supermarkets, medical and associated services, banks. Service NSW, Centrelink, pharmacies etc are established in the area.</p> <p>In closing, the population of our country is growing. This will not change. The Wollongong area has and is experiencing an exodus of people moving here from Sydney. This is adding pressure on our housing stock and hence prices.</p> <p>Council, I support the rezoning of the former Corrimal Coke Works, in full, as displayed on your website during the exhibition period. Council vote to change the rezoning.</p>
216	<p>I have long had a keen interest in the environment and sustainable development, and strongly support the proposal for redevelopment of the Corrimal Coke Works. What impresses me particularly is the commitment of the proponents to undertake significant rehabilitation of a degraded environment, and to redevelop the site with a view to ensuring its ongoing sustainability.</p> <p>I am also impressed by the fact that the proponents have committed to a 5-star Green Star community rating for the whole redevelopment.</p> <p>I believe that the proposed redevelopment will create a much-needed lift for the Corrimal district – let’s face it, the current state of the site is an embarrassment.</p> <p>I am pleased to see that the proposed redevelopment will provide a variety of housing options from apartments to houses, with some cheaper housing options becoming available for local families, all of it close to a variety of open spaces.</p> <p>The northern Illawarra needs better rail services, and more people living close to railway stations will improve demand and, hopefully, lead to better rail services.</p>
217	<p>I am a resident who lives opposite the proposed development on Railway Street.</p> <p>I am very fortunate to enjoy all the benefits of living in Corrimal whilst enjoying the convenience of apartment living. There is significant demand from other people wanting the same opportunity that I have.</p> <p>I am in favour of preserving the heritage value of the site, maintaining the unique ecological features, providing a sanctuary for the native flora and fauna and providing a development that is low rise, non-intrusive and caters for a variety of socioeconomic needs. The 5-star green star proposal, as presented by the developer, has considered all of these factors and more.</p> <p>The project will have a single entry/exit point and I understand why we can only have one access point, as this is the safest outcome for car users and people who choose active transport. The single roundabout located close to Harbinger St will make accessing Railway Street easier and safer.</p> <p>I am in favour of the two emergency egress points and the numerous entrances for pedestrians and cyclists.</p> <p>The site as it is now, is dangerous for those who take liberties and access privately owned land, illegally.</p>

<p>218</p>	<p>As a resident of Corrimal, I am writing to state my objection to the proposed development at Corrimal Coke Works site.</p> <p>I object for the following reasons:</p> <p>Traffic problems – With 550 residences with only one access point at Railway Street, traffic is a major problem for the proposed development. Access to Railway Street from Harbinger, High and Ruddock Streets will be a nightmare, and it is already bad during busy times. It is estimated that the development will result in 1000 to 1500 cars and result in an estimated 800 extra car movements per day. That is catastrophic for the local area. Relatedly, people living in the residences at the Coke Works will need private cars to get around because existing train and bus services are insufficient.</p> <p>Removal of trees - Corrimal already has a problem with heat, there are simply not enough trees to adapt to or mitigate the effects of climate change. This development somewhat bizarrely proposes to remove many of the existing ones. The current site has some of the last remaining large old trees in the area and the proposed development will bulldoze these. Promises to replant represent just too big a gamble once the existing trees are removed and are simply illogical.</p> <p>Site contamination concerns – the Corrimal Coke Works site has been a place of heavy industrial activities for many years. As a result it will need considerable rehabilitation including the removal of a range of heavy metals, asbestos and benzene – all of which if not removed will be dangerous to human health. The developers’ clean-up plan requires further elaboration; e.g. where will the contamination be buried or encapsulated? If on-site, who will be responsible for monitoring the material? And what will happen in the event of a natural disaster such as a flood? What if there are additional toxic materials found on the site during the development?</p> <p>Further, what assurances can be given about wastewater storage on the site? What protections will be in place to ensure that North Corrimal Creek and Towradgi Creek are not contaminated? Is the Bellambi Treatment Plant adequate for the addition 500 + dwellings. Answers to these questions must be addressed seriously and urgently.</p> <p>Lack of community benefit – while most residents would like to see the site rehabilitated and used, the current proposal adds little other than more traffic and less vegetation on a poisoned site. A smaller development on a site that is open to the community and represents a long-term commitment to enhancing the suburban ambience and amenities would be welcome. This development would ideally include a smaller number of residences; community facilities such as open green space, a heritage precinct, local small scale enterprises such as cafes, restaurants, growers’ markets and an art-house cinema connected to the rest of the suburb by pedestrian and bike ways. Residents would happily consider such a proposal.</p>
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219	<p>I wish to put forward my concerns regarding the development of Corrimal Coke works. I currently live on Railway St and have been doing so for the last 7 years, In this time I have seen this street get busier and busier and with the likes of getting on Memorial Dr it is becoming ridiculous, this is a serious concern with two schools in close proximity to the proposed development. The demographics of this area are predominantly young families with children, I believe the safety concerns with the excessive increase in traffic must be addressed appropriately and thus far have not been met to an acceptable level. I am further concerned that the appropriate access roads and infrastructure has not been met to meet the needs of an increase in road and foot traffic. With the current traffic condition I regularly sit at the lights trying to head south for 3 sets of lights as memorial is bumper to bumper and the traffic on Railway St is back to the railway line. I feel and so do many other residents of the area that:</p> <ul style="list-style-type: none"> - having only 1 access point in and out on railway street is inefficient and that the 550 new residences is unreasonable for the current infrastructure of the surrounding streets, already there is insufficient off street parking as there are plenty of units and townhouses in the area with more than one car per family. <p>What happens when the government decides to change Corrimal station to all stops, A lot of the people who go to Thirroul and Nth Gong stations will come here, and we have Minimal parking. The flow on effect will be people parking on the street and in the coke works development. can this handle that? We don't think so.</p> <p>We also have a great concern regarding the pollution and dust created by excavation, we currently get dust coming our way in north-north east winds, covering our house in coal dust. What happens when they start the excavation??? It will be covered in dust and toxic compounds, how will this affect the health of my family and others in the community.</p> <p>What about the removal of all the large trees on the site, these are the homes of many different birds, animals, reptile and insects, this will destroy their breeding habitat. We live right near Phil Adams park (which is 50m away from the site and always see numerous breeds of birds and bats flying to and from. I've also seen echidnas, blue tongue lizards, breaded dragons and turtles.</p> <p>In the wake of the 2019/2020 bush fires we have a responsibility to maintain these habitats and keep our wildlife safe</p> <p>The rerouting of the Towradgi creek is totally wrong as well, we all know that you cannot change a natural water way, it will just find its own way back to the original route. Let alone killing all the frogs, fish, turtles and animals who can't escape the bulldozers We beg you please reconsider letting the coke works be redeveloped. Keep it green and let the community enjoy the beautiful land and wildlife</p>
220	<p>As a resident of Corrimal for the past 40 odd years and of this area for 67 years I've seen many changes in our beautiful town .The traffic congestion and overcrowding is out of hand ,I'm asking you to genuinely consider preserving a lot more of the coke works site as a green zone with less housing development. I'd like to think my children and grandchildren could grow up here and enjoy the benefits of an uncrowded area not an overdeveloped slum.</p>

221	<p>We are very concerned about the Corrimal Coke Works plan that is on the agenda.</p> <p>Our concerns are as follows:-</p> <ul style="list-style-type: none"> * Entry and Exit to and from the Northern Distributor that struggles to cope at the moment any way without another 500 plus vehicle added to this equation. The brochure states that the intersection will be upgraded but not how nor when. <p>We would hope this is correct and to be funded by the ICC and Legacy Property Plan.</p> <ul style="list-style-type: none"> * One entrance / exit to this whole proposal is very limiting especially seeing this will also be a potential bus route. If they have been advised to ensure there are two emergency access entry /exits in addition to Harbinger Street then why can that not be additional permanent entry/exits! <p>The proposed roundabout will need to cope with the existing housing in surrounding streets together with the recently completed Village Complex and then the further minimum of 500 vehicles. Why should we have to compromise again when this potential problem could be addressed before it comes a problem.</p> <ul style="list-style-type: none"> * The Coke works development is advertising the use of the public train and bus service to help with the increase in people numbers. They obviously have never used our very limited services and there is nothing in the brochure advising that they have been able to ensure increased trains stopping at Corrimal Station or a more efficient bus service than what is currently offered. You should look into this fact before proceeding. * Our current creek and old wood timber forest on site would be a sad loss for this area and future generations. We cannot afford to lose these beautiful established trees nor the loss of natural wildlife. <p>Can the new project not go ahead working around what is already is existence? Can we not put the natural world before the profit world?</p> <ul style="list-style-type: none"> * The fact that the projects modelling to not increase flooding is also cause for concern. This area was very significantly impacted in the 2018 flood and as science now tells us this will become a more common occurrence as climate change continues to increase these events. <p>Are they now placing more people into a flood prone area or by moving the creek are they just moving the risk to other areas?</p> <ul style="list-style-type: none"> * Existing contamination on this site has to exist. Government bodies need to ensure this site is CLEAN and fit for residential use before any excavation begins. Containment of contaminated materials on site is not acceptable. Why create another problem. * Concern also lies in the non-upgrading of current aged utilities. Our current sewerage system struggles to cope now especially with significant rain - add another 500 households / 1000 people. The problem for us residents down this line will be significant. <p>Power supply is also aged and struggles to cope. Are these concerns going to be addressed? No one seems to have mentioned this anywhere!</p> <p>Please give serious thought to the project. We realise it will happen but please ensure it is the very best for all that can achieved.</p>
222	<p>Corrimal Coke Works rezoning</p> <p>I have taken the time to review the proposal for development at the Corrimal Coke Works and fully support the new rezoning proposal for Corrimal Coke Works that is on display on the Wollongong Council's website.</p> <p>It's a fantastic opportunity for the community to be able to use the land, which has never before been open to the public.</p> <p>The land has been sitting derelict for so long - it is about time that the land was opened up and used to its full potential. In my opinion, new houses and open parkland is the best outcome for this land as Corrimal does not want more dirty industrial uses, or the traffic they would generate.</p> <p>The 18-hectare site will provide more than enough space for walkers, runners and cyclists to use every day which will divert them from main roads, making it safer for everyone.</p> <p>I am also very pleased to see that the plans for Corrimal Coke Works are achieving targets for sustainability - something which accords with the visions of the Wollongong Council as demonstrating on the Council's website ("Sustainable Wollongong 2030: A climate healthy city")</p> <p>The roundabout at Harbinger St and the single point access will be ideal for slowing traffic in the area and is another way of making the community safer for all.</p>

223	<ul style="list-style-type: none"> • Size – at 550 residences is too big for the surrounding streets to handle if most house holders will tend to have 2 cars each. • I do not want Low income only Middle-income people in this area or it will end up a project, hot spot, trouble area. Proven projects like these in the past have proven disaster areas. The housing trust people should be placed staged and not in one building group. This way, people will live in harmony more and not feel like them and us. • Only one access point – will bring traffic on Railway St to a halt and back up in all directions from roundabout at Harbinger Street. My concern also is the surrounding streets. Also, it's pretty hard getting out of Woolworths on Railway Street now, imagine the impact when there is more traffic. • Rush hours on Railways Street is pretty heavy with the M1 Traffic lights and the train line. More consideration should be taken to adjust the traffic lights for an even flow and for the people to get in and out of their driveways in Railways Street. • Cycleway linking Corrimal shops to the beach should be scrapped. • Reliance on public transport unrealistic given poor train, bus service and taxis. Phil Adams park also requires more footpaths in the park and Zebra Crossing from the park to Railway Street and Duff Parade. Also a taxi and bus stand needs to be provided. • Coke oven pollution can be extensive, potentially including cyanide, ammonia, organic compounds, and benzene compounds. Their 'clean-up plan' states clearly that the site is not currently suitable for residential use and that further studies will be needed once excavation begins. Can it be completely cleaned up? We won't know this until further studies have been validated. This should have been done and completed for us. • Proposed use of combustible Coal Wash Rejects (CWR) on the site. Agree. • An independent world-class study should be sought by Council to determine whether housing should ever be located there. • Relocation of the creek will destroy wildlife living in it, and there is no mention of wildlife rescuers being engaged. Why can't they keep the creek and wildlife and provide seating for all to enjoy. Provide some maintenance staff to upkeep the site. There is so much concrete in the area that it will cause it to be a very hot environment without the existing trees. Keep the beautiful trees on the north side of the Railway Street, it provides shelter and shade for people walking to the shops and back. • Do not have parking on the Railway Street, where the Coke Works will be built on one side. • Concern re developers' highly publicized 5-star Green Star rating, given contamination will be buried on site, single entry will cause major traffic delays, poor public transport won't reduce car use by residents, internal cycleway that leads nowhere, Southern Recreation Park (including dog park) within Flying-fox buffer zone, and no renewable energy scheme. • This site needs a lot if maintenance and upkeep. Suggest a Committee to be set up once its built and running. • Industrial Heritage - The coke ovens on the site tell the story of coke making, and hence industrial development, in Wollongong since 1912. Preservation of this story is important to the Wollongong and the wider community. The current plan proposes to protect and restore just the most significant features of the coke works i.e. the brick chimney and at least two of the coke ovens. As well there will be interpretation of much of the history. The cost of this restoration, and any repurposing of infrastructure, will be borne by the developer. <i>However, the ongoing maintenance of these historical features will be the responsibility of the owners of the retail precinct.</i> How would this be enforced/managed? What happens further down the track, if maintenance is not happening? Will the burden then shift to Council, hence the community? Ask people who come to visit the area to donate a gold coin to help the cost to the council. • Community Faculties. - What else will be provided for community benefit in the Heritage Plaza? The State government has designated Corrimal an urban growth hub. The population of Corrimal alone (not including the wider 2518) is forecast to grow by 23.28% in the next 20 years, or from 7,553 people to 9,312. This growth is the highest rate for the LGA outside of Wollongong city. With around 1100 residents the Coke Works would account for 60% of this growth. As the greatest contributor to Corrimal's growth, the Coke Works development could provide a sorely needed arts hub for the community. At the moment we do not even have a large gallery where an art exhibition can be held. <i>An arts hub, with performance, exhibition and meeting spaces, would be very possible in the Heritage Plaza/retail precinct area of the development, maybe in the old powerhouse, and could ideally be combined with a museum.</i> The Coke Works has been an integral part of this community for over 102 years, providing many jobs, but let's face it, also generating a lot of air pollution. Such a facility could be a gift back to the community as a place for community celebration of their hard work, their history, their talents, their creativity, and their future. Ask people who come to visit the area to donate a gold coin to help the cost to the council.
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224	<p>I live in The Village complex on Railway Street in Corrimal, opposite the Coke works, so I have a strong interest in what happens on this site. From my balcony I can see the beautiful mature trees; the park land that has grown over the years, I see and hear the numerous and wonderful bird songs and have a nightly viewing of the bats. I also have a front row seat to the volume, noise and pollution of the traffic currently on Railway Street where the roundabout is proposed.</p> <p>On paper this iteration of the development plan seems more cognisant of preserving the heritage value of the site, maintaining some of the unique ecological features, providing a sanctuary for the native flora and fauna and providing a development that is low rise, non-intrusive and caters for a variety of socioeconomic needs. It also appears to provide services to the wider community as well. These are all to be welcomed if the plan is adhered to. All of these developments and plans will need to be closely monitored by Council to ensure the integrity of the site as proposed.</p> <p>One of my greatest concerns is the proposal of a roundabout at the corner of Harbinger and Railway Street to cater for what will be a huge increase in traffic from Memorial Drive and from Pioneer Road. This element of the proposal seems very underdone. This needs a serious relook to see what other options could better manage the volume of traffic. There is very little road between Memorial Avenue and the railway crossing on Railway Street and many times a day it is backed up with traffic when there are trains approaching. Also, the volume of traffic has increased dramatically between Memorial Drive and the Princess Highway at Corrimal. Vehicles can be backed up quite considerably along Railway Street, making it difficult; and at times dangerous, for traffic to exit and enter the Stockland complex. The increase of a few hundred cars to and from the coke works on an hourly basis will render the roundabout a useless traffic control system.</p> <p>Before a decision is made on the installation of a roundabout as a traffic control approach for the whole of the complex there should be a thorough study done of existing traffic controls, volume; problems with the view of providing a range of alternative solutions to address this huge increase in volume in a small suburban street. The roundabout is not a 'one size fits all'.</p> <p>Corrimal Community Action Group Inc (C CAG) have produced a traffic model, based on 550 residences on the site, to predict the impact the Coke Works development will have on surrounding streets, particularly Railway Street., This was undertaken because of the difficulty with the developers reports stating that after upgrades at Memorial Dr. intersection, and a single lane roundabout at Harbinger St, Railway St and other surrounding streets including Memorial Drive would perform satisfactorily with the extra cars going in and out of the Coke Works site.</p> <p>The C CAG traffic model shows that once the development is completed, the roundabout at Harbinger St will be gridlocked at times during the 8.00-9.00am period.</p> <p>The model was tested using vehicle counts on Railway St in May 2021. These showed that there has been an over 50% increase in traffic on Railway St at Memorial Drive since the developer measured traffic in 2018.</p> <p>If this development had been opened this year, 2021, Railway St would already be beyond capacity at the roundabout.</p> <p>So, if this development is to go ahead, it needs to be significantly smaller.</p> <p>I agree with C CAG who are asking the Council to engage a world class independent expert to assess the level of contamination on the site. Experts such as this are available here in Australia, particularly at some of our universities. The current report provided by the developer does not provide nearly enough information.</p> <p>I also support the summary areas of key community concerns that C CAG have outlined which are as follows:</p> <ul style="list-style-type: none"> • Size – at 550 residences it's too big for the surrounding streets to handle. • Only one access point – will bring traffic on Railway St to a halt and back up in all directions from roundabout at Harbinger Street. • Reliance on public transport unrealistic given poor train and bus service. • Coke oven pollution can be extensive, potentially including cyanide, ammonia, organic compounds, and benzene compounds. Their 'clean-up plan' states clearly that the site is not currently suitable for residential use and that further studies will be needed once excavation begins. Can it be completely cleaned up? We won't know this until further studies have been validated. The remediation of this site needs careful review and planning. • Proposed use of combustible Coal Wash Rejects (CWR) as fill on the site. • An independent world-class study should be sought by Council to determine whether housing should ever be located there. • Relocation of the creek will destroy wildlife living in it, as there is no mention of wildlife rescuers being engaged.
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• Removal of large trees (in the NW for access road and SE for new creek line) will reduce overall green canopy of Corrimal, and habitat for wildlife, at this time of increasingly extreme summer temperatures. Replacement small trees will not provide shade or habitat for decades. Also highly compacted soils, using CWR, are not suitable for deep-rooted trees.

• Concern re developers' highly publicised 5-star Green Star rating, given contamination will be buried on site, single entry will cause major traffic delays, poor public transport won't reduce car use by residents, internal cycleway that leads nowhere, their southern park (including off-leash dog park) within Flying-fox buffer zone, and no renewable energy scheme.

I concur with the views expressed by C CAG about what is needed:

C CAG does not oppose a residential development on this site, IF it can be completely and safely cleaned up. Their goal is to have an innovative, sustainable, small mixed-use development. Such a development would blend in with the surrounding residential area, provide jobs, benefit our entire community, improve the quality of life for all residents, and protect and enhance the Aboriginal, industrial and ecological heritage of the site.

<p>225</p>	<p>I have carefully perused the Corrimal Coke Works Draft Planning proposal and the associated information package. It is obvious the proposed development will have very significant impacts on Corrimal.</p> <p>I am not opposed to the Coke Works land being used for residential development if it can be safely decontaminated. However, any development <u>must</u> respect the natural environment and the heritage of the site, and the buildings <u>must</u> be sympathetic to the character of the neighbourhood. I find the proposal being put forward by Legacy Property & Illawarra Coke Company does <u>not</u> do this.</p> <p>My comments here about the proposal focus on several aspects. I find it:</p> <ul style="list-style-type: none"> • Is a gross over-development of the site. <p>The creation of a concentrated 'suburb-within-a-suburb' of 585 dwellings comprising 15 apartment buildings and 55 town houses/terraces is wholly unacceptable. It crowds far too many people into the area.</p> <p>I believe that the number of dwellings in the development should be substantially reduced to decrease the total number of residents. This will provide a more environmentally friendly and healthier, liveable community precinct.</p> <ul style="list-style-type: none"> • Fails to provide sufficient long-term on-site parking. <p>With families, couples and tenants likely to have more than one vehicle per dwelling there is insufficient provision for on-site parking in the proposed development. Some residents of the medium-density unit complex opposite the Coke Works site already use Railway Street for parking their vehicles. The addition of more cars needing to be parked on Railway Street will create further congestion on this already busy road.</p> <p>At the public forum on 30 March, 2019 the reply provided by a representative of Legacy Property to my question as to where visitors to the development park would was '<i>in the railway station carpark.</i>' Surely, this carpark is for residents who need to commute to the station to catch a train and not parking for residents of, or visitors to, the proposed development?</p> <ul style="list-style-type: none"> • Provides only a single access road. <p>There is an obvious risk inherent in only having one point of entry/exit to the site.</p> <p>The construction of a roundabout at the intersection of Railway & Harbinger Streets as the access point is fraught with potential issues given its proximity to the Memorial Drive intersection, and the real-life traffic flow that will be generated from the site combined with the traffic already using Railway Street and that entering from the housing area north of Railway Street.</p> <p>The location of a pedestrian crossing at the proposed roundabout will also be hazardous.</p> <ul style="list-style-type: none"> • Disregards traffic congestion. <p>The proposal relies on modelling. Real-life observations of the area's current traffic environment highlight the major problems that will arise from the proposed development. Significant traffic build-up is inevitable with traffic lining up on both the eastern and western side of <u>Railway Street at the Memorial Drive intersection</u>. That severe congestion will occur at peak times is clear given that I have already experienced queuing on Railway Street that extends from the Princes Highway to Memorial Drive.</p> <p>Hold-ups at the intersection of <u>Railway Street and Memorial Drive</u> will be greatly exacerbated with pedestrians and cyclists crossing Memorial Drive on the northern and southern side of Railway Street.</p> <p>Traffic problems will arise when the <u>Railway Street rail crossing</u> is closed for trains stopping at or passing through Corrimal Station. Traffic banking up from the crossing towards Memorial Drive, will see the blocking of the proposed roundabout at Harbinger Street.</p> <p>There will be increased traffic congestion at the <u>Railway Street & Princes Highway intersection</u>. Again, there are already holdups with traffic travelling in both easterly and westerly directions, and waiting to turn either south or north on to the Princes Highway.</p> <p>Bottlenecks on Railway Street intersections could see some Bellambi and East Corrimal residents travel to the Corrimal CBD via <u>Towradgi or Rothery Road</u>. These roads already carry heavy traffic flows, particularly in peak periods.</p>
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	<ul style="list-style-type: none"> • Fails to take into account the significant traffic congestion that will result at intersections in and around the town centre. Increased traffic in Corrimal’s shopping and business precinct will exacerbate problems at busy intersections such as at Railway/Underwood/Francis Streets, Short Street & the Princes Highway, and Collins Street & the Princes Highway. • Fails to take into account the limited parking available in the Corrimal CBD. The parking available for the supermarkets, other stores, the RSL Club, medical and dental centres, etc. in Corrimal’s town centre is inadequate to cater for the influx of a substantial number of additional people accessing facilities and services in the CBD. • Fails to understand that Corrimal is not a key Railway Station on the South Coast Line. Corrimal Station has limited services. Train travel from Corrimal Station is not a viable alternative means of transport for people living in the proposed development. The rezoning documentation is detailed, with some parts requiring a degree of expertise. I hope others will have the background knowledge to make informed remarks about critical issues such as: <ul style="list-style-type: none"> • dealing with the contamination of the land • safely preparing the site for development • maintaining the health of the existing bionetwork • protecting the areas of native flora and woodland • ensuring any change to the creek channel doesn’t compromise the amount of water available to the existing ecosystem • ensuring any alteration to the land or creek system doesn’t create potential stormwater and/or flooding problems on site or further downstream • the adequacy of the Bellambi treatment works and pumping station to deal with the addition of the housing complex • the capacity of the public and private schools in Corrimal, esp. pre-schools and primary schools, to provide for a possible large increase in enrolments • Wollongong City Council having to bear the costs of some roadworks and road changes associated with the development • the liability of Wollongong City Council to cover the costs for the rectification of any problems arising in future years from the development, and for the maintenance of the heritage features of the site. <p>I believe that there are many issues which substantiate the fact that the scope of the housing development on the Coke Works site as proposed is far too large. Indeed, as my few comments suggest, it is an over-development of this important site, and places too many people into it. If approved, it will have a serious cumulatively detrimental impact on Corrimal. I submit that the Council needs to listen to the local community and does not approve the planning proposal for the Coke Works site that is now before it.</p>
226	<p><u>Support for the Corrimal Coke Works proposal</u></p> <p>I support the Corrimal Coke Works proposal. The site is very degraded and provides no benefit in its current state.</p> <p>The site is in a wonderful location to support new housing with schools, the Corrimal town centre, community facilities and the beach all in walking distance</p> <p>I am pleased to read that the area near the Corrimal train station will be turned into a new community space to celebrate the sites heritage.</p> <p>This proposal makes sense to me. It will deliver new housing, new parklands whilst celebrating the heritage of the site</p>
227	<p>I have read through the development proposal and my concern is the amount of traffic that will come in and out of one entrance onto an already busy road. The developers need to have an on ramp to memorial drive south bound to alleviate the congestion on Railway street.</p> <p>It would be great if the area was left as a green area in our ever-growing city</p>

228	<p>I am writing to voice my concerns in regards to development at the Corrimal coke works site.</p> <p>Pioneer Road as well as Memorial Drive are already at capacity especially during peak hours and this development will only make traffic flow worse!</p> <p>Memorial Drive ALREADY has traffic backing up in the Northern direction from cars trying to turn right onto both Towradgi Road AND Railway St during peak hours. Council has not addressed the already existing issue and yet they are already planning increasing the capacity with this development?</p> <p>There may be a train line nearby however the limited service and timing of this means that most people are forced to drive - councils wish that everyone will cycle is unrealistic and the parking and traffic issues must be addressed!</p> <p>Quite simply there are too many dwellings with an infrastructure that can't support it!</p> <p>How will all these cars get in and out when in peak times a train stops traffic on Railway St? It's going to be ridiculous and dangerous and Council really need to consider this.</p>
231	<p>I am a resident of Cresting Avenue and a supporter of <i>good</i> development. We have a fantastic opportunity at the Coke works to illustrate how good development can benefit the community and stimulate growth. At the moment however the proposed development promises to be a lesson in indifferent development with financial gain the number one priority.</p> <p>Whilst there are a number of factors which appear to be at odds with good development my main concerns revolve around the sheer number of residences, the inadequate transport infrastructure and the lack of attention being paid to the environmental impacts of the development. In short the Coke works development is in danger of turning into an average housing estate which will be seen in years to come as a white elephant. We have a fabulous opportunity to create landmark housing and community development. In the housing boom that we are experiencing at the moment, land is a precious commodity. As such I urge the council to challenge the current and potential future developers of the site, to balance the need to generate revenue with good community focused design.</p> <p>In summary the current projected number of 550 residences + 35 affordable housing is excessive. As it stands the transport infrastructure is struggling to accommodate the current traffic let alone the projected increase. I also note the revised plans having a significant impact on existing wildlife including flying foxes with very little attention being paid to sustainable, long term community living.</p> <p>I am in favour of the development of the site but it needs to be good development - which this is not.</p> <p>I am a resident of Cresting Avenue and a supporter of <i>good</i> development. We have a fantastic opportunity at the Coke works to illustrate how good development can benefit the community and stimulate growth. At the moment however the proposed development promises to be a lesson in indifferent development with financial gain the number one priority.</p> <p>Whilst there are a number of factors which appear to be at odds with good development my main concerns revolve around the sheer number of residences, the inadequate transport infrastructure and the lack of attention being paid to the environmental impacts of the development. In short the Coke works development is in danger of turning into an average housing estate which will be seen in years to come as a white elephant. We have a fabulous opportunity to create landmark housing and community development. In the housing boom that we are experiencing at the moment, land is a precious commodity. As such I urge the council to challenge the current and potential future developers of the site, to balance the need to generate revenue with good community focused design.</p> <p>In summary the current projected number of 550 residences + 35 affordable housing is excessive. As it stands the transport infrastructure is struggling to accommodate the current traffic let alone the projected increase. I also note the revised plans having a significant impact on existing wildlife including flying foxes with very little attention being paid to sustainable, long term community living.</p> <p>I am in favour of the development of the site but it needs to be good development - which this is not.</p>

<p>232 234 235</p>	<p>Re: Letter of Support to Rezone Corrimal Coke Works</p> <p>There is a housing shortage for the Northern Suburbs area. We need new homes to ensure we keep the diversity of population Corrimal has always enjoyed.</p> <p>The proposal for the Corrimal Coke Works is exciting, it is inclusive of the needs for our community, nature and encourages active transport options.</p> <p>There is a shortage of new housing throughout the Northern parts of Wollongong. We need to accept that Wollongong is a growing region and focus on getting good developments in the right locations.</p>
<p>233</p>	<p>I oppose the Corrimal Coke works submission as I share the same concerns as raised by my community over the past few months. These concerns include:</p> <ul style="list-style-type: none"> • Size – at 550 residences it’s too big for the surrounding streets to handle. • Only one access point – will bring traffic on Railway St to a halt and back up in all directions from roundabout at Harbinger Street. • Reliance on public transport unrealistic given poor train and bus service. • Coke oven pollution can be extensive, potentially including cyanide, ammonia, organic compounds, and benzene compounds. Their ‘clean-up plan’ states clearly that the site is not currently suitable for residential use and that further studies will be needed once excavation begins. Can it be completely cleaned up? We won’t know this until further studies have been validated. • Proposed use of combustible Coal Wash Rejects (CWR) as fill on the site. • An independent world-class study should be sought by Council to determine whether housing should ever be located there. • Relocation of the creek will destroy wildlife living in it, as there is no mention of wildlife rescuers being engaged. • Removal of large trees (in the NW for access road and SE for new creek line) will reduce overall green canopy of Corrimal, and habitat for wildlife, at this time of increasingly extreme summer temperatures. Replacement small trees will not provide shade or habitat for decades. Also highly compacted soils, using CWR, are not suitable for deep-rooted trees. • Concern re developers’ highly publicised 5-star Green Star rating, given contamination will be buried on site, single entry will cause major traffic delays, poor public transport won’t reduce car use by residents, internal cycleway that leads nowhere, their southern park (including off-leash dog park) within Flying-fox buffer zone, and no renewable energy scheme.
<p>236</p>	<p>I support the proposal for the Corrimal Coke works if it goes ahead according to the proposal.</p> <p>I have lived opposite the Coke works since 2009, first in Duff Parade (near Murray Road) and now in Railway Street in The Village units (overlooking Coke works and Railway Street). I didn’t like hearing about The Village being built and now I live in it. I was so delighted by the development and it afforded me the opportunity to buy a nice and affordable apartment in my neighbourhood.</p> <p>I think the Coke works will provide the same opportunities. The plans look lovely and heaps of green space. I also think infrastructure around the area will be improved as a result of the development. Maybe express trains will stop at Corrimal.</p> <p>In the Village there are 60 units and 6 villas. This could result in at least 142 cars coming and going all day, every day (according to calculations being sprouted currently). I’ve yet to see anything like it. Most of us walk, because we can.</p> <p>I would very much like to see more pedestrian crossings, other than that proposed at Harbinger Street, simply because they are desperately needed, both sides of the Railway line. There is no place to cross safely for anyone, much less the schoolchildren (particularly primary) and the less spritely. With the speeding cars it’s a death trap, and they do speed).</p>

237	<p>I am a resident of East Corrimal and have lived in this area for the last 15 years. I am concerned with the increase in traffic flow along Pioneer Rd and Railway Street in recent years.</p> <p>Putting a housing development on the Corrimal Coke works land will only choke Railway St between the M1 and the Railway crossing with more traffic, making it increasingly difficult to access Corrimal CBD or my own home in Payne Road East Corrimal.</p> <p>Please develop the Corrimal Coke works into a green space, similar to Sydney Park for the community and visitors to enjoy. This would serve the local community better than over developing the area with too many houses.</p>
238	<p><u>Corrimal Coke Works rezoning</u></p> <p>I fully support the new rezoning proposal that Council is exhibiting for Corrimal Coke Works.</p> <p>It's a fantastic opportunity for the community to be able to use the land, which has not been open to the public before. It's been sitting derelict for so long so it's about time it was opened up and made use of. New housing and open parkland is the best outcome for this land. There will be enough space for walkers, runner and cyclists to use every day, getting them off main roads and making it safer for everyone.</p> <p>I like the roundabout at Harbinger St and the single point access will be ideal for slowing traffic, again making it safer for all. I'm not concerned about traffic in Railway Street and I note that the developers have offered to provide the land needed to build a bridge over the railway line. That would be good to have although it's not really needed now.</p> <p>I am aware of the objections to this proposal and can see no merit in them at all.</p>

<p>239</p>	<p><u>Support for the Corrimal Coke Works</u></p> <p>Please accept this submission in support of the rezoning of the Corrimal Coke Works.</p> <p>Wollongong is a growing region and needs to accommodate new development to support its future. We need to build homes for first homeowners, families and downsizers to ensure the ongoing diversity of our community.</p> <p>People who have lived here for decades don't want to leave the region, but they need alternatives to move into when they retire.</p> <p>And for many who grew up here, they need housing options to raise their own families in.</p> <p>The Corrimal Coke Works is an 18-hectare site and is arguably the best location for new housing in the Northern suburbs of the Illawarra.</p> <p>Because of the size of the site, the site is able to accommodate new housing whilst also providing new parklands and community spaces.</p> <p>Over 50% of the site will be turned into green open space for the community to enjoy. That's equivalent to 9 WIN Stadium fields.</p> <p>Councillors I urge you to strongly support this project. It makes sense to concentrate housing development on this large site.</p> <p>If we don't, we will continue to see smaller subdivisions which don't make any meaningful increase to the supply of homes and also don't have the ability to provide the level of community benefit this project can offer.</p> <p>Traffic has been cited as a concern. I have read Councils report which reviewed the traffic assessments completed which were based on the original proposal based 750 dwellings.</p> <p>At 750 dwellings Council officers were comfortable the planned upgrades to the Memorial Drive intersection where acceptable to ensure traffic outcomes were not worsened. The development has since been cut to 550 dwellings. There is no evidence to show that traffic concerns are a reason to limit the construction of homes on this site.</p> <p>In relation to the proposed single round about access into the site, Wollongong Council staff have provided a strong justification as to why this is the preferred option for access into the site.</p> <p>Councillors this is a once in a lifetime opportunity to provide a meaningful dent in housing. We will not get this opportunity again.</p> <p>Councillors I implore you to support the redevelopment of the Corrimal Coke Works. The project appropriately balances housing supply, heritage, the environment and will deliver significant lasting ongoing economic benefits for our region both during construction and indefinitely through increased household consumption.</p>
<p>240</p>	<p>I oppose the Corrimal Coke works submission as I share the same concerns as raised by my community over the past few months. These concerns include :</p> <ul style="list-style-type: none"> • Size – at 550 residences, it's too big for the surrounding streets to handle. • Only one access point – will bring traffic on Railway St to a halt and back up in all directions from roundabout at Harbinger Street. • Reliance on public transport unrealistic given poor local train and bus service. • Coke oven pollution can be extensive, potentially including cyanide, ammonia, organic compounds, and benzene compounds. Their 'clean-up plan' states clearly that the site is not currently suitable for residential use and that further studies will be needed once excavation begins. Can it be completely cleaned up? We won't know this until further studies have been validated. • Proposed use of combustible Coal Wash Rejects (CWR) as fill on the site. • An independent world-class study should be sought by Council to determine whether housing should ever be located there. • Relocation of the creek will destroy wildlife living in it, as there is no mention of wildlife rescuers being engaged. • Removal of large trees (in the NW for access road and SE for new creek line) will reduce overall green canopy of Corrimal, and habitat for wildlife, at this time of increasingly extreme summer temperatures. Replacement small trees will not provide shade or habitat for decades. Also highly compacted soils, using CWR, are not suitable for deep-rooted trees. • Concern re developers' highly publicised 5-star Green Star rating, given contamination will be buried on site, single entry will cause major traffic delays, poor public transport won't reduce car use by residents, internal cycleway that leads nowhere, their southern park (including off-leash dog park) within Flying-fox buffer zone, and no renewable energy scheme.

241	<p>Rezoning for Corrimal Coke Works</p> <p>I support the coke works proposal. The developer's proposal is for some of the existing heritage structures are kept and restored. I think it will be a lovely balance of new and old and a wonderful benefit for Wollongong and its people</p> <p>I understand the proposal involves the provision of 50 Affordable Housing dwellings for community service workers like police, nurses, ambos et cetera which will be great benefit to the community.</p> <p>What a wonderful legacy the developers are proving in creating open space equal to half the area. The new public open space is approximately 9 ha. The new open green spaces will be a great asset to the area, it will be a space for everyone in the community. The walking and cycling paths with a connection across Towradgi Creek will make the area accessible and valuable.</p> <p>It is a great pity that the developers in Western Sydney haven't provided this generous contribution to their developments</p>
242	<p>We are in favour, generally speaking, with the coke works redevelopment.</p> <p>The exception, a single access point onto Railway Street. I do not agree in any shape or form that a single lane roundabout will have no negative impact.</p>

<p>243</p>	<p>I would like to express my concerns regarding the Corrimal Coke works Development. As a resident of East Corrimal I feel that this development will have a significant negative impact on my community and its infrastructure.</p> <p>My concerns include</p> <p><u>1. Infrastructure</u></p> <p>This development increases the population of Corrimal without any clear indication of what infrastructure will be developed to support this increase. Examples include</p> <p>1.1 Parking - currently it is difficult to find parking in the shopping areas of Corrimal if you are not visiting Aldi, Lederer or the Coles Complex. These areas are also difficult at peak times each day.</p> <p>1.2 Public Transport. - currently the area is supported by an hourly train service heading north or south of Corrimal, I personally do not use public transport as I am not encouraged by the hourly gap between services. I have occasionally attempted to go into Wollongong CBD by bus and notice that buses are hourly. There has been no indication in the submission that public transport timetable will be improved. This leads to another concern -</p> <p>1.3 Road system. - it is obvious that the increase in people means increase in cars to the area. The proposal indicates that the impact will be minimal and will be managed by a roundabout on Railway Street. The modelling however was based upon the traffic in 2018 not the traffic of 2021. (I see that the modelling has been updated to reflect impact at a later time but this still does not cover the development's conclusion with all houses sold) Since 2018 there has been an increase in the population in the Corrimal area with an increased number of cars in Railway Street. This development will further add to the traffic load in the area.</p> <p>1.4. Water run-off and sewage - with the increased number of houses there will be increased run off and increased sewage. Where will this go and if it is planned to be going to the ageing Bellambi Treatment Plant, is this treatment facility able to handle the additional load? If not who will be responsible for increasing its capacity.</p> <p><u>2. Contamination of our waterways</u></p> <p>This is an industrial site which has been contaminated over a period of 102 years. Because of this activity the site would contain heavy metals, asbestos and benzene. The development application indicates they will bury these materials in concrete cells along a creek corridor in the open space area. My concerns are how are the developers going to manage the collection, the moving and storage of these materials during and after the development. Who will be responsible for monitoring the safe storage of this waste onsite? Will it be the Body Corporate or will it be Wollongong Council especially if some of the waste is going to remain onsite as landfill?</p> <p><u>3. Parkland</u></p> <p>The development indicates that there will be 9 hectares of parkland created in the 'Southern Park'. My first reaction to this is that there is already parkland on this site with large established trees. I presume the Southern Park will be classified as a Neighbourhood Park and possibly not have public toilets. The parkland then will only be of value to the residents of the development. The bike and walkway inside the park do not link up with any other community walkway or bike track. Given the Corrimal area already have coastal bike and walking tracks I cannot see how this adds any value to the community's outdoor recreation areas.</p> <p><u>4. Employment</u></p> <p>The project will create construction and associated employment opportunities in the area which is valuable but only in the short term. There does not appear to be any ongoing employment opportunities within the development once it is complete.</p> <p><u>5. Environment sustainability</u></p> <p>This project does not take advantage of solar energy, water retention and the buildings, whilst I presume would meet current environment standards it does not go further than these. This site has an opportunity to be a leader in this area of developments given Wollongong is known for its innovative research in this area.</p> <p><u>6 Ongoing maintenance of the area</u></p> <p>Who is going to cover the ongoing costs of this development e.g. maintaining the parkland, the heritage building, the roads, the bike tracks? Are there sufficient monies from the rates collected from these dwelling to maintain this site? These are questions not answered in the application.</p> <p>I am not suggesting that these are the only issues. They are only what immediately come to my mind.</p>
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	<p>The current site does need to be enhanced. This development however does not add in my opinion any value to my community. It totally misses the opportunity to build on what we have, rather it adds to the challenges our current community has.</p> <p>I totally oppose this development.</p>
244	<p><u>Support for the Corrimal Coke Works proposal</u></p> <p>Please accept this submission in support of the Corrimal Coke Works.</p> <p>The plans for the Corrimal Coke Works will transform what is a derelict, run down, decaying site into a wonderful area for the broader community to benefit and enjoy. Housing for both first homeowners and downsizers is urgently needed in the region.</p> <p>Transforming the decaying creek into a new green riparian corridor will provide wonderful areas for the community to gather and enjoy.</p> <p>The inclusion of an off-leash dog park, community gardens and the outdoor amphitheatre are all pleasing additions in the plan.</p> <p>The new pedestrian and cycleways will encourage people to explore on foot or on bike and the planned upgrades to the Memorial Drive intersection and round about seem reasonable and traffic should not be cited as a reason to defer this proposal.</p> <p>I encourage support for this proposal. The rezoning of the Corrimal Coke Works, represents a significant investment for the local area and will provide lasting benefits.</p>

245	<p>PROPOSED CORRIMAL COKEWORKS REDEVELOPMENT</p> <p>Please find below my comments in relation to this proposal. Some things that keep ticking away at the back of my mind in relation to this proposed redevelopment are “honesty” and “trust”.</p> <p>This “honesty” and “trust” seem to be severely lacking in the announcements and propaganda being put out by the proponent and the developer. A couple of examples are:</p> <ul style="list-style-type: none"> • Flying fox colony: Several years ago at one of the Visioning Workshops, when the developer was questioned about this very subject, his response was “oh, we will just move them on”. This shows to me that they cannot be trusted to do the right thing, not only in this regard, but to other elements of the redevelopment too. I commend Council’s actions taken to date to ensure that adequate buffer zones and protections are being afforded to this camp. • Preservation of industrial heritage: The proponent and developer showed their true colours in relation to this when they engaged the services of a private certifier, which gave them the green light to proceed with demolition of all industrial structures on the site, well before Council had resolved how to ensure the preservation of historic heritage items. Again, the actions of Council in combatting this action through an Interim Heritage Order is commendable and very much appreciated by the community. <p>Other items worthy of comment:</p> <p>Traffic:</p> <p>I find that the developer’s use of outdated traffic reports and modelling rather intriguing. This is one aspect of the proposal that will show greater impacts than what is being considered. An additional 550 residences will have a significant impact on local streets and other major roads, especially with only one access to the site via a new roundabout at the existing Harbinger Street intersection. A second means of access on Railway Street would take the pressure off one single entry / exit point.</p> <p>As a local resident whose property immediately adjoins the development site, I find the current levels of traffic mostly exceed what is being shown. More often than not, I have to change the direction I wish to travel when I get to the intersection due to the volume of traffic. The current level of converting existing single residence blocks around the LGA generally into dual or more residences is already having a major effect on traffic volumes, and which will only get much worse into the future.</p> <p>Contamination:</p> <p>This, to me, is a “biggie”. I have read quite a lot of Government and other publications relating to the recommended treatment of industrial contamination. I do not agree with the proposal to encapsulate the contaminated soil on site by simply encasing in concrete or using other means.</p> <p>I believe that the level of contamination within this site is being grossly underestimated and should be dealt with appropriately. This is a serious issue as the implications of not getting this right are very significant. Following my extensive reading about this, I believe that the best course of action is to completely remove all contaminated soil from the site and taken to an area where it can be properly treated and disposed of. This should also be undertaken with close scrutiny of relevant Government agencies.</p> <p>Flooding:</p> <p>Claims by the proponent and developer indicate that, by rerouting the creek along the western boundary of the site, will alleviate the effects of significant rain events / floods I believe to be fantasy. As witnessed by locals during the major rain / flood event of August 1998, nature will always revert to natural watercourses during such events.</p> <p>My belief is that the modelling being used is flawed. While I don’t have any expertise in this field, I have discussed this with others who have, and they all have reached the same conclusion – interfering with or modifying natural watercourses is a recipe for disaster.</p> <p>Public transport:</p> <p>Part of the proponent / developer’s justification for the size and scope of this development rests on the argument that it is sited close to public transport. One key point is that train services, as it currently stands, is very poor, with only one train per hour stopping at Corrimal.</p> <p>As with most developments around the Wollongong LGA these days, there is a strong reliance on Wollongong being a car-based locality, so the argument made regarding this development being close to public transport is therefore a moot point and not really true.</p> <p>Preservation of historic heritage:</p> <p>While I appreciate that certain elements of the industrial heritage will be preserved and complemented by interpretive displays, I am concerned that the responsibility for maintenance of these will revert to Council in the future. I would hope that Council is taking steps to minimise its financial involvement with this into the future.</p>
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	<p>5 Star Rating Green Development:</p> <p>I find that the push by the developer in having this development qualify as a 5-star green rating rather amusing. In previous dealings with the developer when green related matters such as using solar power, water retention and reuse have been raised, these issues have largely been ignored.</p> <p>I have indicated in my previous correspondence to Council that this development provides the opportunity to showcase the latest trends and achievements in green initiatives. Again, this does not appear to be a priority for the developer, seemingly to prefer “maximum development / minimum cost” as their main driver. Understandably for them I guess in that they will not be living there.</p> <p>Their glossy publications with their “artist’s impressions” are purely that – impressions, nothing more.</p>
247	<p>I was born in East Corrimal and even though I moved overseas for a few years I returned to East Corrimal and am always delighted with the beautiful piece of world that we have here in Corrimal.</p> <p>Corrimal and East Corrimal have both grown since the late 50s. I went to East Corrimal Public School and have very strong memories of the pollution the Corrimal Coke Works created in the 60s and continued into the 70s, 80s and 90s. The pollution was so bad at times that we couldn’t step outside of our classroom and couldn’t even see across the playground. Our daughter went to East Corrimal Public School in 2002 when Graham Akhurst was the Principal. I so admired his principles to reject any donations that Corrimal Cokes Works wanted to make to the school, even though the schools would have benefitted from additional funds, he totally disagreed that an industry such as the Corrimal Coke Works was located in a residential area.</p> <p>My concerns:-</p> <ul style="list-style-type: none"> • those pollutants are still there in the soil and contaminate the immediate surrounds. I shudder to think what a major development at the Corrimal Coke Works will unearth and leach into the waterways • I am very concerned the fall out on-air pollution to surrounding communities when construction work is underway for how many years? • there will be considerable impact to the flying fox population inhabiting the Coke Works trees - population already severely impacted by the bushfires of 2019 & 2020 • the housing density of 550 homes will have a severe impact on traffic on Railway St and the East Corrimal area to the east of the railway line - currently only a one entry/exit point - I have had to wait through 3 sets of light changes at the 8.30am - 9.30am and 3pm - 5pm time periods!!! • no accommodation for a slip lane onto Memorial Drive • I am concerned about the safety of school children on their way to and from school each day • the housing density is not supported with additional food and transport options • the plans don’t show much of a mix of greenspace and development - looks like they’ve crammed as much in as possible and given it a little garden! • are there community zones for recreation within the plans? • has there been any regard for local indigenous groups and representation? <p>Please rethink the development proposal for this site. There is more than a parcel of land profits at stake.</p>

<p>248</p>	<p>I am writing to express my concerns regarding this huge housing development in Corrimal.</p> <p>My main areas of concern are the building of residential dwellings on heavily industrially polluted land, and the remediation works that it will require to make it liveable. I am very concerned about the contamination becoming airborne to the surrounding areas in Corrimal where I live (less than 1 km away from the building site). On windy days we will be breathing this crap into our lungs, and having it settle into our homes.</p> <p>The second area of concern is the impact of such a large housing development on traffic congestion in the immediate area.</p> <p>Traffic congestion is already happening at all hours of the morning and afternoons. Traffic southbound on Memorial Drive is at a standstill between 8-9am and getting to turn onto Memorial Drive from Railway Street is quite hard between these hours. I can only imagine the gridlock on Railway Street with only one access point in/out of the development, and then coupled with the Railway level crossing, it can already get backed up to Pioneer Road sometimes, especially when it is a goods train, or a couple of passenger trains arriving to the platform in close succession (boom gates don't go up between those trains). Access out of High Street and Harbinger Street is blocked off due to stand-still traffic. This development will make it impossible for us who live north of Railway Street to exit onto Railway Street. This is the only way in or out to our homes!</p> <p>The Developers' traffic modelling is using very out-dated data (from 2018) and since then the traffic along Railway Street has increased dramatically (I would say over 50%!!!)</p> <p>I have experienced stand-still traffic from the Princes Hwy and unable to turn right onto Railway Street due to the congestion at the Woolworths carpark entry as well as being stand-still for the whole length of Railway Street up to Memorial Drive due to congestion.</p> <p>Also, with a development of this size, what about the effects on parking in Corrimal or the effects of a high increase in cars going down Murray Road to the beaches? Current traffic is already making it very difficult to get past the East Corrimal shops safely, let alone cross the road safely, so again, I can only imagine what an impact this will have.</p> <p>Essentially this development at this size is adding another suburb in the middle of an existing suburb WITHOUT adding any infrastructure that will be of any benefit to be able to cope. Carparking in Corrimal will be non-existent if the Lederer shopping centre takes away the overflow carpark next to the Library.</p> <p>SUGGESTIONS:</p> <ul style="list-style-type: none"> • Please make this a MUCH SMALLER development that the existing suburb can handle (such as single level dwellings!!) with a lot of green space that can be enjoyed by all people of the community, not just residents. • Make a southbound entry lane onto Memorial Drive like the one at Woonona (Campbell St) or North Wollongong so that traffic does not need to slow down for merging traffic or be at a stand-still at traffic lights for entry onto Memorial Drive. Traffic would be able to stay at the 80km per hour speed. There is plenty of room to do this down where the speed cameras used to be. • KEEP CORRIMAL LIVEABLE FOR ITS EXISTING RESIDENTS AND RATE PAYERS – PLEASE!
<p>249</p>	<p>I would like to express my support for the rezoning proposal for the Corrimal Coke Works.</p> <p>The site has great potential to become a wonderful new community and a great example of urban renewal in our city. It is clear that considerable effort has gone into preparing a comprehensive and high-quality proposal, and it will deliver significant benefits to Corrimal.</p> <p>I am particularly pleased to see the appropriate balance in the proposal between new development and supporting infrastructure, such as new parkland and local shops.</p> <p>While the proposal will generate additional traffic, I am pleased to see that some local intersection upgrades are proposed and I accept that it is not this developer's responsibility to address wider traffic issues. I think a new roundabout on Railway Street is a good solution for access to the site, particularly in terms of overall safety. I also think that having a new residential development is far preferable to the alternative of a new heavy industry operating on the site, which would mean lots of trucks driving through local streets.</p>

251	<p>I wish to express my support for the rezoning of the Corrimal Coke Works.</p> <p>Our area desperately needs new homes. This development will provide a range of studio, 1,2,3 and 4-bedroom apartments as well as terrace homes, surrounded by new parklands and recreational facilities. 50% of the site or 9 hectares will become new open space for the entire community to enjoy.</p> <p>I am especially pleased to see that the proposal also includes affordable housing for our essential workers. Not everybody can afford a 2- or 3-bedroom standalone house and it's great to see the variety in the types of homes that will be built giving more of the community an opportunity to call Corrimal home.</p> <p>Currently the site is locked up and severely degraded. The creek is filled with rubbish and the site in its current state encourages anti-social behaviour, trespassing at night, and more recently the lighting of fires.</p> <p>This site has been held up in the planning process for long enough. This is an incredible opportunity to turn a derelict site into high quality housing matched by new public open spaces.</p>
252	<p>We have lived in East Corrimal for 71 years and we wish to comment on the redevelopment of the Corrimal Coke Works.</p> <p>550 dwellings is still far too many for this location and considering it borders on our East Corrimal it is certainly not in keeping with the type of housing we have here. It will look like a new housing suburb on a small site.</p> <p>Over the last few years there has been a number of new developments in the greater Corrimal area. These have ALREADY increased the flow of traffic on our local roads and in particular RAILWAY STREET. Already with the new housing development on the Old Leagues Club site has added much more traffic to Railway Street and it really is not fair for us here in East Corrimal trying NOW to get to Corrimal with the extra traffic banking back to the railway line from Memorial Drive.</p> <p>Sometimes it is very frustrating so with all the extra traffic from this development of the Coke Works is NOT A GOOD LOOK FOR US IN EAST CORRIMAL. We can foresee the traffic grinding to a halt with all those extra vehicles. Council already has big traffic issues with Towradgi Road, the Highway at Bulli and also Thirroul. Let's not make Railway Street in Corrimal the same with grid locks. This big development will certainly add Railway Street to their list. We as ratepayers do not want to see and experience this.</p> <p>There has been 100 years of coke making at this site and we understand the waste material is still on the site. This material needs to be taken away NOT BURIED and covered over.</p> <p>We are very concerned that over time and after heavy rains these dangerous substances may end up polluting the Blue Divers creek. We believe there is carcinogens in this waste matter and people living nearby have a high rate of cancers.</p> <p>Also concerning is additional flooding of Pioneer Road at Blue Divers Bridge and also along Lake Parade. What impact will this development have on our electricity and water services around our area?</p>
253	<p>I am not happy about Corrimal coke works proposal in my area.</p> <p>Inadequate infrastructure the roads near the schools are already choked with traffic in the morning and afternoon!</p> <p>Seeing there is only one road to get in & out of the Corrimal coke works proposal site is inaccurate and dangerous if any emergencies happen to arise. And garbage collection days would be a problem.</p> <p>Railway street will be choked with traffic.</p> <p>To many homes bunched together and the height of these homes concerned me also with the current health warning with Covid and people living to close together is a health risk.</p>
254	<p>The concept sounds good but I am concerned that it will cause a traffic jam at the railway crossing and I hope that it will not become some sort of public housing estate.</p>

255	<p>Please accept this submission in support of the rezoning of the Corrimal Coke Works.</p> <p>I have read through the reports on Councils website and concluded that the redevelopment of the Corrimal Coke Works will be of enormous benefit to the local area.</p> <p>Key aspects of the rezoning proposal that particularly welcomed include:</p> <ul style="list-style-type: none"> • Much needed new housing choices including apartments and townhouses • 9 hectares of new parkland • New pedestrian and cycleways • A new off leash dog park • Level lawns and picnic facilities • Improved access to the Corrimal Railway Station and opening up this area as part of the heritage precinct • The 5-star green star sustainability rating • Cleaning up the creek • The planting of local native tress <p>Please support the rezoning of the Corrimal Coke Works so that the community can benefit from what is a once in lifetime opportunity to provide new high-quality housing in our area, supported by significant new parkland areas.</p>
257	<p>I have viewed the proposal to redevelop the old coke works.</p> <p>I support this project and believe it will greatly enhance the area and provide housing opportunities for Corrimal people.</p> <p>My family in law are very long-term Corrimal people.</p> <p>I commend the retention of some heritage items.</p>
258	<p>Statements from Council staff suggesting that single access from Coke works site onto Railway Street will not create congestion is obviously put forward by those not familiar or gifted with sanity.</p> <p>The intersection at Memorial Drive and Railway Street is already congested, especially at peak periods without considering extra traffic from a large ill proposed development.</p> <p>The ridiculous statement that RMS is supportive of a single roundabout at the Harbinger and Railway Street intersection cannot be believed.</p> <p>WCC had the chance to include a flyover at the Memorial Drive and Railway Street intersection but in their stupidity went ahead with traffic lights contrary to local advice.</p> <p>Please do not repeat your mistakes and provide a better thought and considered solution so we as long serving locals can applaud rather than ridicule our Council.</p>
259	<p>Corrimal was already struggling before Covid-19 hit and the current lockdown is really highlighting the challenges facing local businesses. The need for major new investment into Corrimal is even more apparent now so I believe there is a sense of urgency to get new development happening, not just to spur construction investment but also to bring new families that will spend money in the community.</p> <p>As far as I'm concerned, the development of the Corrimal Coke Work can't get underway fast enough and I hope the Council recognises this and supports it</p>

260	<p>My understanding is that the proposal is basically locked in stone at this point, with the process having dragged on so long already that there is little opposition to it. So be it. I still think it's worth making a few comments about the project.</p> <p>Developing a parcel of land like this is an extremely rare opportunity. It's a large, attractive, vegetation-filled site immediately beside a train station within the rapidly gentrifying Northern Suburbs. With the far Northern suburbs (Bulli and above) no longer affordable for young people, more working families and creative types are moving to the Fairy Meadow-Balgownie-Woonona zone. Why not capitalise on this and build something that defines the region instead of another mini housing estate?</p> <p>The mini housing estate option is easy and, frankly, it's lazy. Creating a mixed-use project with a significant live-work-creative hub is much harder but would put Wollongong on the map. Look at the revitalisation of Newcastle - this happened by making the city attractive to creative industries and artists.</p> <p>The Sydenham Station Creative Hub would be a fantastic model for the Coke works site. Both have an industrial heritage edge and unique public transport access. The Buckaroo Leatherworks factory and Stranded Recording Studios around the corner show that similar creative industries are already interested in this area.</p> <p>The Covid pandemic has changed the way people work, forever. Instead of assuming that Wollongong residents will continue to commute to Sydney for work, we have an opportunity to develop a state-of-the-art shared workspace. Its location within a heritage zone and leafy outlook will make the space highly desirable. It has the potential to be a site that is the envy of other LGAs, something that Wollongong is famous for.</p> <p>Why not propose an architecture prize and get the best talents in Australia/New Zealand to compete for the most innovative design? The Coke works site is not in competition with the Innovation Campus (a private, inaccessible facility), it is complementary to it. Australians are sick of monotonous, uniform architecture. Why not approve a design that incorporates, reflects and compliments the heritage features of the site?</p> <p>The State Heritage Order gives Wollongong Council the benefit of time - time to really consider this project and time to do it right. It would be so crushing to see an extraordinarily rare opportunity like this go in the same direction as everything else. Townhouses. Is that really the best we can do for Wollongong?</p> <p>Of course there should be housing on the site. But it is the <i>other</i> facilities on the site that will define the space. This is an opportunity to do something that will put Wollongong LGA on the map. Why not go for it? There's a reason the hard path is harder. The reward is greater.</p>
261	<p>Along with many others I am of the opinion that the current development as proposed is not sustainable, particularly in regard to traffic creating a choke point with East Corrimal and Bellambi residents as well as those from the recent development of the old leagues club. Together with other issues raised by others I am asking council to reject the current plans and resubmit a smaller development.</p>

<p>262 (7)</p>	<p>Re: Support of Rezoning for Corrimal Coke Works</p> <p>I support the rezoning of the Corrimal Coke Works for the following reasons and more: -</p> <ul style="list-style-type: none"> • Safest access to the development is via a single vehicle entry, this has been supported by Council staff. • Multiple access points for people choosing active transport • 5-star green star community • Biodiversity improvements • Sustainability both environment and building • Flora and fauna protection and improvement • Various housing options enhancing community diversity • Affordable rentals • Over 50% of land will be gifted back to the City of Wollongong • Creation of new parklands and community facilities • Protection and improvement of native plants and mammals • The sole roundabout entry/exit point is far safer than increased and unnecessary intersections • Retaining some of the old industrial structures <p>Corrimal will benefit with a newly created cycle/walk track that will connect Towradgi to Corrimal. Plus further amenities that we so desperately need as a community. The Illawarra native trees and plants will promote our local ecosystems for our endangered species and fauna.</p> <p>The property is run down and a derelict industrial site. I support the first 5-star green star community proposed for this site and I urge Council to support the rezoning.</p> <p>Corrimal has been identified as a suburb of significance in a report by NSW State Planning. In this report the Coke Works site was identified as a parcel of land that could accommodate some of our growing population for the northern suburbs.</p> <p>The rezoning of this land will assist with much needed new homes and infrastructure and this will create new local jobs.</p> <p>Council vote yes to rezone the coke works to residential R3.</p> <p>There are several points of access for cyclists and pedestrians. 2 points of access for emergency response. Residents who choose to walk or ride their bikes have several entrances to the site as do the emergency services</p> <p>Council support the rezoning of this land as outlined in the proposal shown during the public exhibition.</p> <p>Council has a target of 10,000 newly created jobs for our area, this single project could assist with 2,400 of them over the life of the construction of this project.</p> <p>I support the coke works proposal, it will be lovely to keep the existing structures and restore others as outlined in the developer's proposal. It is important to remember our past industrial history.</p> <p>Transport for NSW website clearly states over 50% of all accidents in NSW occur at intersections. The safest access to the development, for our community, would be by the single access point for residential cars. The less intersections, less accidents.</p>
<p>263</p>	<p>I'm very concerned with the clean-up of the site. It's industrial use in production of coking coal for the time it existed with less than desirable environmental controls would suggest that the site itself would contain contamination within the soil substrates which have been and still are leaching into the creek. During construction decades of contamination will be disturbed and released into the local environment. Will the developer remove all contamination prior to construction and earthworks? How will this be achieved? To another point the overall development is too big for the site and nowhere near enough area is left for open park space. The development offers no cultural or community enhancement IMO it is a develop and run operation with zero or no thought to its impact on the local area. Things like traffic congestion, extra load on utilities such as sewerage as we all know if it's rains heavily then half of low-lying East Corrimal's toilets backup. Traffic congestion is something not addressed in this proposal.</p> <p>The proposed development at the former Corrimal Coke works should not be allowed in its present form.</p>

264	<p>Fantastic news Fantastic plans for this development it will only do wonders for our beautiful city of Wollongong Can't wait to see the start to this development much needed for Wollongong</p>
265	<p>I am writing to you to express my support for the Corrimal Coke works development proposal which is currently before you.</p> <p>I have lived in the Southern Highlands for three decades, during which time I have visited the Coast on many occasions. Wollongong has grown and developed considerably over this time. It has diversified and added a breadth of activities and industries which has greatly supported jobs opportunities and the general quality of life for the Illawarra region. The university goes from strength to strength! I have witnessed the same growth and community enrichment in Wagga Wagga, where my daughter and her family live.</p> <p>The Corrimal Coke works virtual information centre highlights a very attractive “new town”; it appears to offer a high quality of life to the future residents. It states that almost half of the 18 hectares will be public space, including parks and bike and walking paths. This ratio appears to be generous to future residents and will enhance the pleasure of living there.</p> <p>My most recent experience with a “new town” development is Peregrin Springs, a little south of Noosa and part of that council area. My son and his family moved there 18 months ago. This is a wonderful community development, with generous space, sports fields and all the facilities expected of a modern, attractive and highly liveable community. The Corrimal Coke works development proposal bears some similarities.</p> <p>Finally, this development is a perfect fit into the type of development necessary for the Illawarra region and for the NSW coastal regions. Affordability is another challenging issue; this development appears to help address this issue.</p> <p>In conclusion, as communities must develop and, in this case, be revitalised, this development sits perfectly with the future prosperity and liveability of Wollongong.</p>
266	<p>I am a local Bellambi resident and am concerned about the Corrimal Coke Works development- in particular:</p> <ul style="list-style-type: none"> – that 550 residences may be too many. Also wondering how many of these are allocated for social housing. There is a growing number of older single women facing homelessness and having affordable 1-bedroom apartments is desperately needed. – I am aware the plan is for 4-storey units with some town houses. Will there be a free-standing community building for BBQs & community gatherings? – I am concerned there is only one access road for around 1000 cars and how thus will impact Railway Street. – I believe there is no Emergency Evacuation Plan yet. This is imperative. – I would like to know how 102 years of contamination on the site is being rehabilitated ensuring there is no risk to neighbours when its disturbed – I am concerned about contamination buried on site – In regards to relocating a creek I would like to know how this will be sustainably managed – large trees should be protected for shade & fauna with access road going around them – ensuring sustainable protection of classified woodland for new 11m creek line and shared pathway <p>I look forward to hearing Council's response to managing this development in a sustainable way that grows community.</p>

267	<p>I am a resident of Bellambi. I have deep concerns and do not agree with the following aspects of the development:</p> <ul style="list-style-type: none"> - 550 residences, all 4 storey units and townhouses - only 1 access road for over 1000 cars - a single lane roundabout right next to a train crossing - severe congestion of railway street - no published emergency evacuation plan - long term site contamination that will put neighbours at risk when it is disturbed - destruction of flora, including very old large trees - disturbance and death of fauna - increased human presence and an off-leash dog park in a flying fox buffer zone - long term maintenance of green space paid for by rate payers instead of property strata <p>I think the plan should be revisited with more emphasis placed on community need, ecology and low-density housing that is environmentally conscious.</p>
268	<p>The Corrimal Coke Work Proposal looks like a fantastic outcome for the Corrimal community on what is currently a derelict industrial site, and in reality is a huge eyesore in general.</p> <p>It is evident that considerable thought has gone into assessing the full spectrum of issues on a complex site like this, and it is extremely pleasing to see a truly balanced proposal for new housing and public infrastructure.</p> <p>I am also very pleased to see that land is being provided for an overpass of the rail line – I wonder when Council will actually get around to building this piece of infrastructure??</p> <p>I whole heartedly support this proposal proceeding and would also like to see Wollongong Council further investing in the area to support the growth that is currently occurring, and is expected to continue in the future.</p>
269	<p>I am interested in purchasing a property in the Corrimal area so I have attempted to read through much of the material on exhibition for the Corrimal Coke Works and am left with a favourable impression that this is a comprehensive and well considered proposal.</p> <p>Undoubtedly the site is a great opportunity for development, but it seems to face a considerable number of complex technical challenges as well. It is evident that there is considerable rigor in the studies that have been completed and Council’s own assessment, which gives me confidence that this is ultimately an appropriate outcome for the site.</p> <p>In reading the material, I am somewhat confused as to why Council has reduced the number of dwellings proposed on the site. Given all the attributes and benefits of the site, it does seem like a logical location for new development to address the significant housing pressure that exists through the northern parts of Wollongong. Reducing the housing on this site seems like a short-sighted approach that might appease some opposition in the short-term but will just create pressure for development in other areas over time. I would encourage Council to reconsider this if the opportunity exists.</p>
270	<p>The Corrimal Coke Works proposal appears to deliver an appropriate balance between new housing and managing impacts on the surrounding community and environment.</p> <p>I am pleased to see a range of outcomes, such as:</p> <ul style="list-style-type: none"> * Rehabilitation of the riparian corridor through the site * Retaining trees along Railway Street * Incorporating of key heritage elements * Upgrades to local intersections <p>I am happy to see the proposal proceed.</p>

271	<p>Corrimal Coke Works Proposed Development</p> <p>We wish to present a number of comments on the Proposed Plan for the redevelopment of the Corrimal Coke Works site, particularly that 550 dwelling is still too many for this location.</p> <p>Community Consultation- We wish to thank Council for their assistance during the exhibition period, who are most likely working remotely and for long hours. It has been difficult for all with the “Lockdown” restricting document access for some but more importantly open public meetings were not able to be held. Despite this we have heard a lot of comment in the community. Also in regards to the documents, there were many and often different iterations of the proposal intermingled with the current proposal leading to confusion and often it was necessary to read a number of the documents to understand an issue. We consider this would have imposed extra work on Council staff rendering assistance to the community. The pandemic has not been lost on the developer who has been able to use media to push their version of the proposal, without the questioning that would normally occur with open meetings.</p> <p>Density - This site is often referred to as being 18HA in size. However, once the areas taken up by the deviated creek and the protected areas is removed, the usable area for building and open space is around 9HA. A conventional subdivision on the site, would consist of approximately 150 dwellings, not the 550 as presently proposed. A development of that size would enhance the Corrimal Area and not cause the major traffic concerns that this project will bring.</p> <p>Our Wollongong 2028 Strategic Plan- Despite comments made by the developer, the present proposal does not meet all of the Goals in the plan, in some cases is at complete odds with the plan. We have detailed these in the attached document.</p> <p>Cumulative Impact of Development- There has been a large increase in dwelling approvals in the Northern Suburbs of Wollongong, with approximately 300 in the last 12 months in the greater Corrimal area alone such that council’s growth projections have been exceeded. Thus a development of this size is not required for Council to achieve the government’s goals for future development in the Wollongong LGA.</p> <p>Traffic modelling - The Developer has taken a theoretical approach to the traffic flow/ volume on Railway Street, using historical figures and location to a transport hub to reduce the volume of traffic entering/exiting the site for inclusion in the traffic model. This approach does not include the increase in population due to “Cumulative Impact of Development” and a change of population mix with an inflow of younger 2 - 3 car families and that the residents of Wollongong drive due to a combination of convenience and an absence and suitability of adequate public transport.</p> <p>It has been noted by our own investigation and traffic model (summary attached) that Railway Street (using traffic volumes from TfNSW) has experienced over 50% increase in traffic since the developer counts were taken in 2018. This investigation suggests that Railway Street will not function efficiently, potentially causing gridlock at the roundabout (single) access to the site, thus cutting of access from East Corrimal to Corrimal by Railway Street.</p> <p>We have seen how Towradgi Road has exceeded capacity, Princes Highway at Bulli is now requiring large amounts of expenditure to increase traffic efficiency, and Thirroul has become a major problem for Council. Railway Street may well become a liability for Council going forward, requiring large expenditure for roadworks including a potential purchase of land from the Developer to fix problems caused by this Development.</p> <p>Emergency Evacuation Plan - The present emergency access proposal is not based upon an emergency evacuation plan and there is still some confusion about where an emergency exit will be. Present proposals flow onto Railway Street adjacent to the Railway boom gates, an area where Railway Street will be most likely be blocked as a result of the emergency.</p> <p>Impact on small business - The traffic problems with this development may lead to locals avoiding Railway Street, thus affecting the small businesses in Corrimal. For our our Dentist, Optician, preferred Chemist and Bank are all in Corrimal. With a problematic Railway Street we may have to consider alternatives. The major supermarkets will not be affected, as they have shops in nearby suburbs. Whereas local small businesses will miss out. The residents of Corrimal particular those in East Corrimal feel that Council is neglecting them in consideration of this project with the density proposed.</p> <p>Contamination - The Contamination on site is proposed to be dealt with by encapsulation i.e. placing a slab of concrete over it. Although this is considered acceptable practice by the EPA, it is a minimalist approach. It involves an Environmental Management Plan being developed which relies on a monitoring system to ensure that the area is safe for people and the environment. A better solution should be sought to resolve the problem forever. If a containment cell is put under a building, it is understood that the Body Corporate is expected to be responsible for, and need to pay for, this monitoring. Also the documents which detail with combustibility of the contaminated</p>
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material on site, which were referenced in the reports, were not supplied to Council and therefore not available for consideration by the Community. This is a major concern, considering the Cringila School fire.

5-Star Rating - It has been reported that the proposed redevelopment of the Corrimal Coke Works will be 5 star rated. We understand that sustainable buildings are now being designed to achieve 6 star+. Considering that this project is not expected to be open for at least 5 years, Council should be requiring that this site achieve a 6-star rating. Considering the approach taken by the developer to deal with contamination and just complying with the minimum that Sydney Water will accept in regards to waste and stormwater reuse systems, it does not seem that this development will even achieve 5 star. Is Council aware that this project that does not include renewable energy and is therefore completely out of step with Council's approach to sustainability and use of renewables.

Corrimal Coke Works Redevelopment

Achieving the Goals in Our Wollongong 2028 Strategic Plan

The potential benefits that could be achieved by such a development are stated as **Our Community Goals** in the **Our Wollongong 2028 Strategic Plan** – and all of these are directly applicable to the Coke Works redevelopment

With imagination and drive the Council and the Community could ensure that the Developer delivers a development which is completely in line with these community goals.

Goal 1. We value and protect our environment

- The two rare remnant forest communities that used to cover this region must be protected. (They are Coastal Grassy Red Gum Forest in North Western corner and Moist Blue gum/Blackbutt Forest in the South along Towradgi Creek.)
- The development must ensure the protection of a colony of vulnerable grey-faced flying-foxes whose numbers have been decimated across New South Wales by destruction of the habitat and culling. The positioning of a dog off-leash park within the 100m buffer zone will not protect these.

Goal 2. We have an innovative and sustainable economy

- Wollongong does not need another solely residential community – it needs jobs.
- The opportunity exists to incorporate mixed-use clean green industry as well as medium density residential. Such an innovative development that could be an icon for the area. It would provide a high quality of life for residents and the surrounding community, while making the site much more economically sustainable in the long term.

Goal 3. We have a creative, vibrant city

- This development could provide facilities for start-ups in a wide range of fields, including the arts, with performance and community meeting spaces incorporated. This would provide new jobs and a real attraction for Corrimal and wider community.
- Create a physical environment that respects the special ecology of the site and its Aboriginal and industrial heritage. Ensure that the architecture celebrates and links to the site's past. Protect and restore as much of the current industrial infrastructure as possible to provide for a lucrative industrial tourism attraction and blend with the new industrial and residential components of the site.

Goal 4. We are a connected and engaged community

- Only by providing community facilities on the site and an open and welcoming physical design can this development connect and engage with the community.
- The large development proposed will divide the East Corrimal and Corrimal area. This development will place a new mini suburb on the border of the existing suburbs and will be completely out of keeping with existing housing types in East Corrimal. This development has often been referred to as a mini Wollli Creek
- Ensure the planning process is transparent and allows easy input from the community, unfortunately the Covid Lockdown has presented difficulties for the community, but may have been of benefit to the developer.

Goal 5. We have a healthy community in a liveable city

- Retain the mature vegetation on the site and insist on the planting of many more trees to provide a green and cool space in a suburb very short on shade.

<ul style="list-style-type: none"> The development should include the latest approach to sustainable building techniques such as energy reduction, water recycling and alternative power supply and storage. This development is too large for the existing sewer system in Corrimal such that Sydney Water has stated that it would need to impose special condition to try and deal with the volume expected from this development. <p>Goal 6. We have affordable and accessible transport</p> <ul style="list-style-type: none"> Existing Public Transport at this site is inadequate for a development of this size. The developer has discounted vehicle trips expected from this site on the basis of being located next to Corrimal Railway Station, which certainly won't be the case considering the inadequate train and bus services. <p>This project represents a tremendous opportunity for the development on this site to demonstrate to the Community and New South Wales the benefit of the Our Wollongong 2028 Strategic Plan. Instead what is proposed misses the mark in achieving each Goal.</p> <p><u>The Community does not want another 100 years of bad planning on this site</u></p> <p>Corrimal Coke Works Proposed Development</p> <p>Traffic Model</p> <p>Summary</p> <p>This model has been built to observe the operation of the roundabout at the entrance to the proposed re-development of the Corrimal Coke Works. The development is expected to be completed in 2028.</p> <p>The Developer has supplied a document "<i>Corrimal Coke Works Development Traffic and Transport Assessment 23 June 2021</i>" which was prepared for them by Bitzios Consulting.</p> <p>That document has been updated from earlier Traffic Reports to take account of the total dwellings proposed now being 550, but contains many scenarios that relate to earlier considerations for the site, that add to confusion.</p> <p>The roundabout, now being proposed as the entrance to the site, was not considered in earlier reports.</p> <p>To assist myself, and others, obtain a better understanding of how the roundabout will perform I have produced a traffic model to determine performance of the roundabout. What it indicates is summarised as follows.</p> <p>The Bitzios Report discounts the traffic generated by the site because of location next to Corrimal Railway Station. I have not applied this discount as these services are infrequent and would need to be expanded many times to cover the number of trips excluded.</p> <p>Traffic growth on Railway Street to 2028 was based upon Council's forecast for combined growth in East Corrimal/Corrimal area and compared with growth of rate notices for the period 2018-2021. I have used this 1.4% pa growth rate as the average growth for the period 2018 to 2028.</p> <p>It is noted that traffic is not distributed evenly during am peak with approximately 2/3 occurring between 8-9am. If this distribution continues, then once the development is completed, the roundabout at Harbinger will be gridlocked at times during the 8.00-9.00 am period.</p> <p>The model was tested using vehicle counts on Railway Street in May 2021, these showed that there has been over 50% increase of traffic on Railway Street since the Developer measured traffic in 2018.</p> <p>This increase in traffic gives an indication of the "Cumulative Growth" in the Northern Suburbs of Wollongong, which far exceeds Council's forecast. Significant increase in traffic congestion has also been noted in other locations, including Towradgi Road, Princes Highway at Bulli, and Lawrence Hargrave Drive at Thirroul.</p> <p>So if this development was to be opened this year, Railway Street would already be beyond capacity at the roundabout.</p> <p>If this development is to go ahead, it needs to be at significantly reduced scale.</p> <p>Full copy of the model is available from council.</p>
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272	<p>We are all aware that the extended COVID lock down is placing many businesses under severe financial stress. The extended lock down will have long lasting negative ramifications for our region.</p> <p>We are already experiencing a loss of local jobs with businesses unable to afford to keep their staff on.</p> <p>In the Illawarra Mercury last week UOW economic lecturer Dr O'Brien wrote, "There were 10 per cent fewer jobs on the payroll in Wollongong on July 31 compared to pre-lockdown on June 19.</p> <p>"And there is no sign of this job loss slowing down," he said. "We have continued to lose about two per cent of jobs every week as the lockdown continued.</p> <p>At a time when we are haemorrhaging local jobs we need to be identifying projects which will provide a major stimulus to our region.</p> <p>The planned redevelopment of the Corrimal Coke Works has the potential to make a capital investment greater than the new private hospital or the public hospital expansion.</p> <p>The economic report on Council's website, states that the Corrimal Coke Works project will inject \$750million into the local economy and support 2500 jobs during its construction.</p> <p>Once it is completed, the increased spending from the new homes built will add over \$30m into our local economy every year, further supporting local jobs.</p> <p>As councillors I believe you have an economic responsibility to get behind projects, that create local jobs and buoy business confidence.</p> <p>I appreciate that this site is complex. After reviewing the long list of reports, I am confident this project has demonstrated its strategic merit. There are no impediments or limiting factors which should stall this project.</p> <p>Wollongong Council's own report was confident the project had satisfied all technical requirements, whether that be traffic, flooding, environment, contaminants etc and recommended that it proceed.</p> <p>The rezoning of the Corrimal Coke Works is a good news story and just the type of project our region will need to help us all recover from COVID.</p> <p>Please get behind this project and show your support. We are all going to need to work together when we get through this.</p>
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<p>274</p>	<p>write as a long-standing resident of Wollongong, and as a ratepayer, with concerns about the proposal, stated as:</p> <p>“The Planning Proposal request is to facilitate infill medium density residential development for a former heavy industrial site, the Corrimal Coke Works, adjacent to Corrimal Railway Station. The proposal includes areas of open space, bushland, the realignment of the watercourse and a neighbourhood scale retail component to contribute to the activation of Corrimal Railway Station and new heritage plaza and provide convenience retail for residents.</p> <p>In addition a minor housekeeping amendment is proposed to rezone the Cross Street road reserve and part of the former Lot 12 DP 749492 Cross Street from SP2 Infrastructure (Road) and RE2 Private Recreation to R2 Low Density Residential with a Minimum Lot Size of 449m2, Floor Space Ratio of 05.:1 and Height of Building limit of 9 metres, consistent with the adjoining Cross Street residential properties. “</p> <p>My first concern is the number of dwellings proposed and then the condition of Council that “there will be a maximum number of 550 dwellings, containing a variety of housing types;”</p> <p>The second concern is the proposal planning proposal to amend the Height of Buildings Map to introduce heights between 9 metres and 15 metres. 9 metres would appear to be more than enough. Together, the number of dwellings and height appear to be more than “R3 Medium Density Residential. “</p> <p>My third concern is how many trees will be retained, and how much park land will be set aside.</p> <p>My fourth concern is how contaminated is the site after over 100 years of heavy industrial operators; and how is the site going to be remediated. The planning proposal notes up front in part that the site “may be contaminated due to past land uses.” This is perhaps a gross understatement. The planning proposal later states (p28) The RAP (2019) concludes that “although concentrations of contaminants of concern were detected above environmental assessment criteria, they are isolated and minimal compared to the wider site footprint”. The RAP outlines a Remediation Strategy for the site, with the expectation that the site can be made suitable for the proposed mixed-use redevelopment.</p> <p>It is submitted that the extent of contamination should be properly identified, and remediation undertaken, before any planning proposal proceeds.</p> <p>Traffic generation, and the impact on nearby roads, is a major concern. The planning proposal notes in part on page 13 “TfNSW has completed an assessment from a State road network perspective, has reviewed the Traffic Impact Assessment (TIA) and notes that the Planning Proposal would generate a significant number of vehicle movements. TfNSW has concluded that major upgrades will be required at a number of intersections on Memorial Drive in the future to accommodate the high traffic demands and has proposed a way forward involving a monetary contribution and other commitments from the proponent.”</p> <p>However, the proposal does not appear to outline how such contributions for the necessary road upgrades will be made. In addition, conspicuous by its absence, is any reference to Section 94 contributions.</p> <p>A further point of concern is disposal of wastewater. The proposal notes on p13 in part that “The referral to Sydney Water stated that the trunk water system in the area has adequate capacity to service the proposed redevelopment of the site, however Sydney Water cannot provide any wastewater capacity – the existing wastewater system is already experiencing a capacity related issue. ...”</p> <p>One could have expected this to have been sorted out, like site remediation, before the planning proposal was put on exhibition.</p> <p>In raising these concerns, given the proximity of the site to the Corrimal Railway Station, I would not object if the contaminated site had been remediated, with a good-sized park and retention of almost all trees, to low density development. However, the implied medium density appears to be significant overdevelopment.</p> <p>It is submitted that the Planning Proposal, in its present form, should not proceed.</p>
<p>275</p>	<p>we have lived in Corrimal for 50 year and consider it the garden suburb of Wollongong,</p> <p>the coke works development is fantastic for the area and will blend in with the old and the new,</p> <p>come on council give it your best shot.</p>

276	<p>I support the rezoning proposal for the Corrimal Coke Works.</p> <p>I am impressed with the broad range of community benefits being offered so that the proposal is not just new housing. These benefits will create a positive legacy on the site for the community to enjoy into the future.</p> <p>While Corrimal has many great features, the area does need a boost and this proposal will provide a welcome injection of new residents and investment. The proposal includes significant areas of green space, both natural and manicured, which aligns well with Corrimal's existing natural attributes.</p>
277	<p>I wish to register my concerns regarding the development site at the old Corrimal Coke works site. They are the problems involved with the cleaning up of the site and that the job is done properly and safely.</p> <p>The number of residences being built on the area with no free-standing homes. Trying to get in as many units as possible-make more money. I read a report that it was only suitable for 150 dwellings.</p> <p>The access to railway street and M1 bypass and the sheer volume of traffic at especially peak times of the day. Also the access to Railway street opposite Harbinger street and the destruction of old growth trees to facilitate this and also the single access in and out is unsafe.</p> <p>The rerouting of the creek with the resultant destruction of habitat and fauna. How dare you allow this to happen! What is the results of this action to the residence further down the creek?</p> <p>Ensure the proper establishment of an historical site in this development. I know they have accommodated for this but it must be done right and not to their standard but an independent committees standard as this council has not got a good reputation in preserving historical sites!</p> <p>There is more I could say but it would take too long but I object to the size of the project and I fear it will be another monstrosity foisted on the public by developers out to make as much money from a council that appears to let them get away with it, just look around Wollongong!</p>
278	<p>I want to address two issues</p> <ol style="list-style-type: none"> 1. The types of housing being proposed. <ul style="list-style-type: none"> Corrimal is predominantly a single dwelling on a block type of area. This new site proposes only two types (even though the developers blurb say a wide diversity) of housing, Units and a small number of terraces. If the aim is Housing for local families (as the developer claims) then I believe that this mix falls short of what families in this area, and let's face it we have different resident needs than those living in Sydney or the Western Suburbs', expect when moving here. We are a beach centric area and unit living does not provide the space necessary for the "stuff" that goes with a family who kayaks, swims, surfs, rides a bike, or scooter, maybe has a boat etc. This is what our area is!!! Why make us just like every other area in the Sydney Greater area. Yes we need housing but why do we have to be stacked on top of each other. If we have another lockdown situation in years to come imagine the absolute awful living conditions of those stuck in a unit with a small south facing balcony for weeks on end. I can think of nothing worse. Please address the types of dwelling offered and make this development for the residents not for the millions made by the developers who don't care a hoot. 2. Railway Street - the traffic will be a nightmare. <ul style="list-style-type: none"> One road in and out is just ridiculous and only ends in accidents. I don't believe the site offers enough parking for the residents as well as any visitors and this will impact on the surrounding streets outside the site. Please address this issue.

279	<p>This is still a very worrying project. Although the developers have made several modifications in response to public concerns, there are still many fundamental problems with the proposal, particularly due to the overdevelopment of housing on the site. In particular -</p> <p>550 dwellings is at least 200% too many, when car use and use of local amenities is factored in.</p> <p>550 (at least) cars entering Railway Street from a single exit/access road will be chaotic which will not be solved with a roundabout.</p> <p>Also the single access/exit point is inadequate in the case of an emergency on the site, Railway street already carries (pre- and post - COVID) heavy traffic at times, and the additional traffic from the development will accentuate not only traffic on Railway Street, but also to connecting roadways at Pioneer Road, Memorial Drive and Princes Highway, the developers assessments are out of date.</p> <p>I am not convinced that the site is clear of contamination.</p> <p>I am concerned at the loss of several ancient and large trees, both as bird and animal habitat and as possible pre-European settlement heritage.</p> <p>While the development proposes various community assets, the developers make no offer tribute on to their future upkeep.</p> <p>And if all this will take up to 7 years to finalise, what strategies will be undertaken to protect other local residents from dust, possible contamination as the site is cleared, and general disruption of traffic, issues not mentioned in the developer's glossy brochure.</p> <p>I urge council to Consider this project and its consequential effects on other local residents, heritage and animal habitat most carefully.</p>
280	<p>We wish to lodge our objection to the number of residences planned for the old Coke Works site in Railway Street, Corrimal.</p> <p>We are mainly concerned that hundreds of extra cars will cause congestion and pollution and that mature trees and habitat will be destroyed.</p> <p>Please consider further reducing the size of this development so that the suburb is able to absorb the increase in people and cars.</p>
281	<p>There are many aspects of this development which are of concern. However the most important for our City's population, now and in the future, is the rezoning from heavy industrial to medium density housing.</p> <p>This giant step completely bypasses the rezoning to light industrial, then eventually to low density residential, then to medium density ... seriously, is this the best the Council can do?</p> <p>My core concern about this is the 100 plus years of heavy industrial contamination of the site.</p> <p>The proposed two solutions to this remediation of the site is one, to transport contaminated soil off site. This is surely so last century as a way of dealing with toxic soil. Regarding recent court cases about big companies responsibilities regarding remediation of contaminated land: surely this is relevant here?</p> <p>A second proposal is to gather it up (what toxins would be released into the air?? And how could nearby residents possibly protect themselves from this??), store and contain it somewhere on the site. How could the owner and associated developer/s possibly guard against leakage? In two, five, ten or 30 years down the track, the responsibility would eventually be determined by the courts after years of litigation, maybe?? Can the Council really take the risk? There would be no guarantees of an appropriate remedy to those unfortunate people who, should the proposed development go ahead, have purchased in good faith and then find themselves surrounded by toxic earth and air. Would the Lord Mayor and the Councillors like to purchase homes on the site ... no: I didn't think so!</p> <p>Another core concern (surely I can have 2?) is the proposed alteration of the course of the creek. Artificially created creeks take many decades to re-establish an appropriate biosphere ... and some species of micro-organisms, plants, and marine life would be lost forever.</p> <p>Where is the risk management of future flooding? Heavy rains coming down from the escarpment, combined with usual big tides, let alone storms, would create a massive mess ... and this would be for the Council to clean up. Haven't the Council learned anything from past floods?</p> <p>My proposed solution would not be popular, either for the owner of the property, nor developer/s currently involved. Surely though, the best solution for the Council is not to buy into 'the need for housing'. This is particularly relevant, given the large numbers of empty units currently in the CBD, and more still being built. Wollongong will have a glut of housing! So, my solution is to preserve the heritage elements of the site (not only parts of the buildings but also the flora and fauna) in a safe and sustainable way. And then let nature take over ... that is best practice remediation. Can the Council run the risk of future legal liability for its part in giving the go-ahead? Even if the decision is ultimately going to be made at State Level, surely the Council has a responsibility to current and future citizens of the City?</p>

282	<p>Re: Support of Rezoning for Corrimal Coke Works</p> <p>Metcash would like to advise Council that we support the rezoning of the former Corrimal Coke Works. We have previously expressed to Legacy Property our interest in a store within the Corrimal area.</p> <p>The proposal is impressive and provides a balance between density and open space ensuring it will be an appealing place to live.</p> <p>In addition to this, the point of interest that is created in the retention and interpretation of the coke works elements will be a valuable asset not only to the current and future community, but a point of difference for retailers.</p> <p>Metcash has extensive experience in providing independent groceries stores into developments similar to the proposal. We have found that when a store is stocked with the appropriate fresh food items to serve the needs of the immediate community our customers decrease their basket size and increase the frequency of shopping. This allows our customers to leave their cars at home and walk or catch public transport to shop more regularly.</p> <p>We reiterate our previous correspondence to Council dated 15 April 2020 (attached) and request that the supermarket is sized appropriately to not only cater for the current demand but future demand within the community of Corrimal.</p>
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<p>283</p>	<p>Re proposed Coke Works Development – Railway St, Corrimal</p> <p>I have concerns about this development proposal.</p> <p>Specifically -The traffic flow that would ensue from the proposed development.</p> <ul style="list-style-type: none"> • The proposed 550 residences and the vehicles accessing the commercial premises on the planned site would generate a large amount of traffic. Railway St between Corrimal Station and the intersection at Memorial Drive already experiences traffic congestion, particularly when the railway gates are shut for passing trains. • Page 13 of the planning proposal draft states that at certain peak times the intersection of Railway St and Memorial Drive will be operating at near capacity or capacity, and that - <p>'TfNSW has completed an assessment from a state road network perspective, has reviewed the traffic impact assessment (tia) and notes that the planning proposal would generate a significant number of vehicle movements. TfNSW has concluded that major upgrades will be required at a number of intersections on memorial drive in the future to accommodate the high traffic demands and has proposed a way forward involving a monetary contribution and other commitments from the proponent.'</p> <ul style="list-style-type: none"> • Traffic projections have been undertaken until 2026. In my view this is a relatively short time frame for such a major development, considering we are moving toward the close of 2021. • Minimal attention has been given to impacts in Railway St on pedestrians and vehicular access /congestion. <p>Example 1</p> <p>Driving from north to south along Memorial Drive and turning left into Railway St is already a tricky procedure. Lights don't apply to this turn so it is up to the driver to look out for oncoming vehicles. Creating an entrance to the planned development, roundabout and a pedestrian crossing near Harbinger St is only a block along from this turn. Traffic queuing for the roundabout and people crossing the road etc will make an already tricky manoeuvre more difficult, and potentially dangerous.</p> <p>Example 2</p> <p>Pedestrians wishing to exit from High St or Ruddock St wanting to go to the station.</p> <p>Residents and/or businesses of streets running off Railway St at the northern side, such as High St and Ruddock , will have difficulty exiting these streets in vehicles due to increased traffic flow, or, if they are pedestrians, increased difficulty and danger to them trying to cross the road . The only pedestrian crossing on the plan is at the proposed roundabout at Harbinger St. Residents from these streets need easy access to Corrimal station without backtracking to Harbinger St.</p> <ul style="list-style-type: none"> • The plan shows no adequate emergency entrance /exit from the proposed development. <p>In my view the additional vehicle movements will have multiple negative impacts including reduced ease of ingress and egress from streets to the north off Railway St, and the safety of drivers and pedestrians using Railway St. The site is not suitable for such a large-scale development that will generate so much traffic.</p>
<p>285</p>	<p>I am unsure if this is the correct place to bring this issue up but I am strongly opposed to this development being so dense and the apparent research concluding the street will only be at 75% capacity after. I do not believe this to be true as there are already major delays in our area whenever going near memorial drive and adding to the congestion on the back roads i.e. princess highway. Would also be an issue.</p> <p>I am a multi generation family from Corrimal and still reside here the way the coke works acquired this land was almost criminal and their project doesn't look to be much better then public housing in Western Sydney.</p> <p>Our property values will be affected by this as why would you want to live next door to over 500 new families it's a bit much for our small community.</p>

286	<p>I have already shown support for the development of Corrimal Coke works. I wish to reinforce that the project can provide so many benefits for the local and wider community of Wollongong.</p> <p>As a resident of Corrimal we need to plan for the future and look forward to making positive changes to the area. I have faith in the sustainable Corrimal Coke Works development project especially as there have been changes made from the initial proposal.</p> <p>Let's take the opportunity to look to the future and cater for a growing diversity within the Illawarra region!</p> <p>The proposal for the Corrimal Coke Works should be supported as the design and planning of the project is evident from viewing the brochures. It will certainly provide a positive economic and social impact to the area and will support local businesses and other community services. Last year I was not totally convinced but after seeing the proposed plans and the management of height of buildings I am supportive of the project. Look forward to seeing the project unfold</p>
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288	<p>I have read the Remediation Action Plan prepared by Arcadis on 13 May 2019 for the Corrimal Coke works site and I would like to express some concerns relating to coal washery reject (CWR) on the site.</p> <p>The Plan refers to a report prepared by Douglas Partners (DP) in March 2019 but this report cannot be found in the public exhibition documents on the council website. Arcadis quotes the following figures in the RAP.</p> <p>Section 3.4 states</p> <p>Subsequent to the preliminary investigation DP (March 2019) conducted an intrusive investigation to determine the actual percentage content of combustible materials within fill at the site. The findings of the <u>combustibility</u> assessment (DP March 2019) indicated there was a <u>variable range of combustibles present on site between 11.6% and 87.8%</u>. The <u>average combustibility of samples tested was 49.7%</u>. This was <u>in excess of the 30% allowable average and 40% absolute maximum criteria</u> set out in the EPA Resource Recovery Order (2014). Sulfur content was considered to be in compliance of the EPA Resource Recovery Order (2014) for all samples tested.</p> <p>The report confirmed that modification of the potentially combustible materials will be required from a geotechnical viewpoint to reduce combustible content to allowable level prior to re-use. A potential reuse methodology consistent with the EPA Resource Recovery Order and WCC DCP (2009) Chapter E19 was also detailed within the document. The results of the assessment indicated that a preliminary blending rate of 50% inert material and 50% carbonaceous materials should be made.</p> <p>(Underlining is mine to direct attention to the relevant figures summarised below)</p> <p>Minimum combustibility 11.6%</p> <p>Maximum combustibility 87.8% (Criteria say "less than 40%)</p> <p>Average combustibility 49.7% (Criteria say "less than 30%)</p> <p>My first concern (as a statistician) is that the sample size is not indicated</p> <p>My second concern is that the average specified (49.7%) is exactly the average of the specified minimum and maximum. It is not hard to verify that $(11.6 + 87.8) / 2 = 49.7$. One possible explanation for this is that the sample size is 2. I know that even in a moderately large sample the average could be exactly halfway between the minimum and maximum but this would be an extremely unlikely event.</p> <p>My third and major concern relates to the fact that the proposed remediation will not satisfy the criteria on maximum combustibility.</p> <p>In order to clarify the issues described above I contacted David Green at WCC on 2 August in an effort to get hold of the Douglas Partners March 2019 report including the data. He said Council did not have it and he would contact the developer (Legacy) to get it. A week later I contacted Mr Green again and he said he had not received it and would send it to me as soon as he got it. Since then, whenever I try to call Mr Green, he is always "in a meeting".</p> <p>On 19 August I sent him an email pointing out that the rapidly approaching deadline for submissions meant there was some urgency to my request. As of 29 August I had not received a reply to that email. On 20 August I phoned Legacy to request a copy of the DP report. My call went through to voicemail and I left a message. They have not returned my call.</p> <p>On 23 August I phoned (and spoke to) and emailed Cr Cath Blakey. She replied to the email next day and said that she had requested that the matter be escalated.</p> <p>On 30 August I called Legacy again and was able to speak to Adrian Kilburn who told me that the requested reports had been sent to Council "about two weeks ago". I then phoned David Green and told him what Adrian told me and he said he would look into it. A couple of hours later David sent the reports to me by email.</p>
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	<p>I looked at the data in the March 2019 report and my first and second concerns are now taken care of. In fact, the maximum value was 87.1% not the 87.8% reported in the Arcadis report. I wonder if there are any other errors.</p> <p>I'm sure Councillors and Council staff are well aware of coal wash fires at Cringila public School and a house in Austinmer.</p> <p>https://education.nsw.gov.au/about-us/strategies-and-reports/our-reports-and-reviews/school-environment-reports/cringila-public-school-underground-hotspot</p> <p>https://www.abc.net.au/news/2019-07-26/underground-fire-in-coal-wash-underneath-house/11349926</p> <p>I am concerned that the developer will do insufficient remediation and future problems will result in a financial burden (or worse) for Council and/or home owners in the proposed housing development.</p> <p>On the matter of proposed remediation, their plan is to blend the CWR with an equal volume of inert material. I am not an engineer but, assuming homogeneous mixing, my rudimentary calculations indicate that it will bring the average down to 24.85%, which is below the required 30%, and will bring the maximum down to 43.55%, which is NOT below the required 40%.</p> <p>I strongly recommend that any rezoning or development application NOT be approved at this stage because the proposed remediation will NOT satisfy the criteria.</p>
289	<p>Corrimal Coke Works rezoning</p> <p>I have taken the time to review the proposal for development at the Corrimal Coke Works and fully support the new rezoning proposal for Corrimal Coke Works that is on display on the Wollongong Council's website.</p> <p>It's a fantastic opportunity for the community to be able to use the land, which has never before been open to the public.</p> <p>The land has been sitting derelict for so long - it is about time that the land was opened up and used to its full potential. In my opinion, new houses and open parkland is the best outcome for this land as Corrimal does not want more dirty industrial uses, or the traffic they would generate.</p> <p>The 18-hectare site will provide more than enough space for walkers, runners and cyclists to use every day which will divert them from main roads, making it safer for everyone.</p> <p>I am also very pleased to see that the plans for Corrimal Coke Works are achieving targets for sustainability - something which accords with the visions of the Wollongong Council as demonstrated on the Council's website ("Sustainable Wollongong 2030: A climate healthy city")</p> <p>The roundabout at Harbinger St and the single point access will be ideal for slowing traffic in the area and is another way of making the community safer for all.</p>
290	<p>I wish to express my support for the Corrimal Coke Works rezoning proposal.</p> <p>Firstly, while I understand the long operating history of the coke works, we should no longer have a site zoned for heavy industry in the middle of a residential area.</p> <p>While I would be happy for Corrimal not to change, I understand that new development is inevitable. If development is to occur, I would much rather that it be concentrated on a large site like this where this is an opportunity to deliver something for the community as well.</p> <p>The developer seems to have listened to the community because the proposal includes many positives, such as new parks, cycleways, heritage areas and possibly some community space.</p> <p>It is also pleasing that money will be spent on some local road upgrades and I would personally much rather have a few more cars on the road than lots of trucks if an industry was operating on the site.</p> <p>I am happy that this proposal will deliver a positive outcome for Corrimal.</p>

291	<p>I was especially pleased to read that the Corrimal Coke Works has announced that they will be the first 5-star green star community in the Illawarra representing Australian leadership in sustainability.</p> <p>Green Star ratings provide a nationally recognised certification of the sustainability of a precinct and are an independently verified, third-party assessment with rigorous governance in place. When certified as Wollongong’s first 5-Star Green Star community, the Corrimal Coke Works can help attract recognition to the region through this nationally recognised certification of the sustainability of a precinct. It will help raise the bar for other projects and ultimately become a source of pride for the local community.</p> <p>The issues covered by the rating tool should be considered for all new precincts and I’m pleased the Corrimal Coke Works will be demonstrating leadership in this way. I have no doubt that the project will make a significant contribution to enhancing the liveability of Corrimal.</p> <p>I am aware that there is some noise in the community about the traffic impacts. I have read Council’s assessment on traffic, as well as Council’s rationale for the single round-about access and I am comfortable with what is being proposed.</p> <p>I implore all Wollongong City Councillors to get behind this redevelopment and vote in favour of the rezoning of the Corrimal Coke Works.</p>
292	<p>Please don’t over develop Corrimal. Please keep it liveable. The population has grown considerably in the last few years and with the development in Robert Street about to be completed we will be experiencing much more traffic. The traffic plan for the coke works development is inadequate and will cause lots of delays and frustration for many people. Leading to potentially dangerous situations.</p> <p>One of my concerns is for the bat population which help keep our beautiful escarpment pollinated. Once residents move in they will start complaining their droppings and want them moved. We have to look after our environment for future generations.</p> <p>It will also cause problems at the shopping centre with parking and a lot of people in the shops. No opportunity to maintain distance for COVID.</p> <p>The development is far too big for the site and the suburb to cope with. Please think of what we will be left with.</p>
293	<p><u>Re: Letter of Support to Rezone Corrimal Coke Works</u></p> <p>I am a Water Monitoring Officer that has lived in the Wollongong area for 2 years. I have so far been impressed with the recreational and outdoor spaces that have been invested in and am pleased to see that more projects are underway that we can make the best use of our green spaces, encourage an active lifestyle for the community, and grow new businesses. I hope this continues.</p> <p>The Corrimal Coke Works proposal has considered the balance between of the local ecology and the needs of our community.</p> <p>This development will be the first 5-star 5 green star community for Wollongong City and is welcomed. I hope Council ensures a 5-star rating is required for all future developments within our City.</p> <p>The many access points for cyclists and pedestrians is fantastic. It is brilliant that active transportation has been highlighted and will be encouraged throughout this development.</p> <p>The sustainable practices, the consideration for our environment and ecology are only a few reasons I support the rezoning of the Corrimal Coke Works.</p> <p>I support rezoning the Corrimal Coke Works to provide new homes for local families, whether they be downsizers, families seeking convenient housing or younger people looking to buy their first home.</p> <p>We need new houses throughout Wollongong and this proposal demonstrates the right approach of combining new housing along with significant new community infrastructure.</p>

294	<p>My family & I are completely opposed to the Corrimal Coke works development. In particular:</p> <ul style="list-style-type: none"> - 550 residences is way too many - all 4-storey units with some town houses are not free standing - there is only one access road for around 1000 cars - Too much traffic on Railway Street - There is 102 YEARS of contamination on the site which is a huge risk to neighbours when its disturbed - contamination is also buried on site - relocating a creek is a ridiculous idea - please no bulldozing large trees for access road - fragmenting of classified woodland for new 11m creek line and shared pathway <p>I have huge concerns & do not agree with this development in any way!</p>
295	<p>Re: Support of Rezoning for Corrimal Coke Works</p> <p>I support the proposed new green open spaces, the sustainable benefits for people and nature.</p> <p>I support the rezoning of the Corrimal Coke Works for the following reasons and more:-</p> <ul style="list-style-type: none"> • 5-star green star community • Biodiversity sustainability • Flora and fauna protection and improvement • Sustainable building practice • Various housing options to suit multiple owners housing needs • Affordable rentals • Multiple pedestrian and cycle entry areas
296	<p>I support the Coke works proposal because I don't want to see another heavy industry operating in the area.</p> <p>I am surprised that there hasn't been a comparison of the traffic generated by this proposal compared to what would be generated by a large industry on the site. Surely a heavy industry with large trucks coming and going, potentially operating 24 hours a day, would be a much worse outcome for the community!</p> <p>I hope Council supports this rezoning to ensure that the community doesn't have the prospect of a new heavy industry on the site.</p>

297	<p>As a resident of Corrimal, I have grave concerns about the proposed development on the Corrimal Coke works site.</p> <p>The development proposes 550 residences for the site. This is way too many. It is out of character with the surrounding neighbourhood and the roads will not cope with the additional cars. Railway Street is already a busy street. It is like a carpark in peak hour. (We don't really see a true peak hour when we are in lockdown. It is important to remember how gridlocked it was pre-Covid. No doubt it will be again once lockdowns lift.) It has been brought to my attention that independent traffic modelling shows that traffic modelling done by the developer is outdated and underestimates the existing traffic. The traffic impacts on residents and ratepayers of Corrimal, should the development go ahead as proposed, are unacceptable.</p> <p>I am also concerned about the impacts of the proposed development on the flying fox colony, the remnant rainforest Threatened Ecological Community (TEC) and the biodiversity of the site. As humans, we have brought about an unprecedented level of species extinction. As one of the few remaining natural habitat areas in Corrimal, the site of the former coke works should be protected. If development is to take place, it should be minimal and appropriate for an environmentally sensitive area. It should be in keeping with the density of surrounding neighbourhoods. In my view this would limit the development to about 100 residences.</p> <p>In addition to the protection of flora and fauna on site and the limiting of the number of residences, I would like to raise the following additional concerns:</p> <ul style="list-style-type: none"> • Only one access road is not enough. There should be an additional access road onto the southbound side of Memorial Drive to avoid congestion on Railway St and surrounding streets. • There should be a pedestrian and cycle flyover path over Memorial Drive so residents can use active transport to get to and from Corrimal business centre. • Work should not begin on the development until a guarantee has been received from the NSW State Government for Corrimal train station to become a stop for the express trains • On-site contamination must be addressed in a thorough and transparent manner which protects the environment and surrounding residents. I suggest an independent party reporting to Council to take charge of this process. • The creek should not be relocated. The biodiversity in and around the creek should be protected. • Large old trees should be protected from damage or removal. • The classified woodland should be kept intact, not fragmented • The flying fox habitat should be appropriately separated from any off-leash dog area <p>Thanks for taking my concerns into consideration. I look forward to council taking forward this proposal in a manner which is guided by responsibility for the environment and the health, wellbeing and amenity of ratepayers and residents of Corrimal and Wollongong.</p>
298	<p>Just wanted you to know that I endorse the proposed development and hope that Wollongong City Council see the wisdom in approving these substantial home sites in a much-needed area.</p> <p>I'm extremely fond of our beautiful city and believe that this development is moving Wollongong in the right direction.</p>

299	<p>I am not anti-development but I am firmly against the sheer size of the proposed development which will result in a large influx of new residents and motor vehicles to an already heavily populated Corrimal. This development, if it is allowed to go ahead in its current size will adversely affect the residents of not only Corrimal but also the surrounding suburbs which make up post code 2518 i.e. Bellambi, East Corrimal, Tarrawanna and Towradgi.</p> <p>The above suburbs combined, already house the largest population of the northern suburbs of Wollongong.</p> <p>The table below is a part summary from the attached 'Population stats' sheet.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Post Code</th> <th style="text-align: left;">Population as per 2016 Census</th> <th style="text-align: left;">Estimated population 30/6/20</th> </tr> </thead> <tbody> <tr> <td>2519</td> <td>16,929</td> <td>17,236</td> </tr> <tr> <td>2518</td> <td>19,067</td> <td>19,954</td> </tr> <tr> <td>2517</td> <td>13,731</td> <td>14,713</td> </tr> <tr> <td>2516</td> <td>6,105</td> <td>6,576</td> </tr> <tr> <td>2515</td> <td>11,112</td> <td>12,030</td> </tr> </tbody> </table> <p>The residents of Corrimal alone, make up 34% of the population of post code 2518.</p> <p>Unfortunately the data from the 2021 Census is not yet available. Using 2016 Census data, Corrimal had an average of 2.4 people and 1.7 cars per dwelling.</p> <p>If 550 residences are approved for this development that equates an additional 1,320 residents and 935 vehicles added to Corrimal.</p> <p>This single development alone will therefore increase Corrimal's population by 20% from that estimated as at 30/6/20.!!!</p> <p>The number of vehicles will similarly increase by 20%!!!</p> <p>And these increases do not include the number persons who will move into the new residences which have already been approved by Council over the last 14 months as per my analysis later in this submission.</p> <p>How is the current infrastructure going to cope? Simply put, it won't, and it can't. It is already struggling!</p> <p>Current traffic conditions on Railway Street in particular as well as Towradgi Road and Memorial Drive are already creaking under the burden of increased traffic as a result of accelerating population growth in Wollongong and the northern suburbs in particular. Both Railway Street and Towradgi Road are often banked back to Princes Highway if heading east and the slip lanes at Memorial Drive are full with traffic banked back into the 'fast' right hand lane. It often takes 3 or 4 cycles of the traffic lights to get through. Imagine another 935 vehicles daily, doing at least 2 trips a day. In and out of a single entry on Railway Street!!</p> <p>I know the developers argue that due to the Coke Works being located next to Corrimal Railway Station, a lot of the residents will be making use of its location and use the train instead of their vehicles. I beg to differ. Firstly Wollongong and the Illawarra in general, is not a city which is easy to get around in without a vehicle and secondly, the rail service from Corrimal would have to significantly improve for people to even contemplate using the train more often. I very much doubt that Transport NSW will be prioritising more frequent stops at Corrimal Railway Station just to accommodate this development.</p> <p>Where would you catch the train to? Wollongong to go shopping? Sydney for a commute to work? Covid-19 has changed the commute, so a lot of people will be working from home. Additionally, 'Downsizers' moving into the development generally have more time on their hands so they would presumably do more vehicle trips per dwelling than those still working e.g. day trips, visiting friends, looking after grandchildren etc.</p> <p>Analysis of Wollongong Council's Development Application Register shows that additional dwellings approved over the last 14 months or so (i.e. back to around the estimated population figures as at 30/6/20) for the 2518 post code, stand at 480!! Yes, 480 additional dwellings have been approved either as dual occupancies, additional dwellings or units/townhouses in post code 2518 over the last 14 months alone.</p> <p>Applying the averages for the 2016 Census, (attached 'Population stats' sheet), the resultant increases in residents and motor vehicles are as follows;</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th></th> <th></th> <th style="text-align: center;">Av</th> <th style="text-align: center;">Residents</th> <th style="text-align: center;">Av</th> <th style="text-align: center;">Motor Vehicles</th> </tr> </thead> <tbody> <tr> <td>Bellambi</td> <td style="text-align: center;">109</td> <td style="text-align: center;">2.4</td> <td style="text-align: center;">262</td> <td style="text-align: center;">1.4</td> <td style="text-align: center;">153</td> </tr> </tbody> </table>	Post Code	Population as per 2016 Census	Estimated population 30/6/20	2519	16,929	17,236	2518	19,067	19,954	2517	13,731	14,713	2516	6,105	6,576	2515	11,112	12,030			Av	Residents	Av	Motor Vehicles	Bellambi	109	2.4	262	1.4	153
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Corrimal	308	2.4	740	1.7	524
East Corrimal	26	2.3	60	1.6	42
Tarrawanna	15	2.5	38	1.7	26
Towradgi	22	2.4	53	1.7	38
	480		1,153		783

Therefore the additional residents from the approvals in our 2518 area over the last 14 months alone will increase by 6% for the area but a massive 11% for Corrimal!!! And then Council is looking at approving another 550 dwellings in Corrimal in one development alone!!! What about all the future developments which will no doubt be approved as well in our suburbs?

What improvements have been made to our infrastructure not only in Corrimal but in the whole of our northern suburbs? I venture to suggest that since the construction of Memorial Drive was completed in around 2009 there has been NO improvement whatsoever to our roads to cater for the additional traffic generated since then. But then again, how can there be unless we build double decker roads to accommodate additional carriage ways.

Our northern suburbs sit on a very narrow stretch of land between the escarpment and the ocean which by its nature limits our road network. Lack of land doesn't seem to be a problem for housing development though. When all available land and green spaces have been built on, simply just build several storeys higher and continue to increase the height of buildings as you go along. No consideration whatsoever given to the flow on effects.!!!

One only has to look at the Princes Highway from Bulli northbound. Once you get to Bulli, there are no roads north to Bulli Pass and Thirroul except the Princes Highway which is becoming more and more clogged by the day. Traffic heading to Thirroul is often banked south back past Slacky Flat!! I am positive that the time it takes to travel from Towradgi to the bottom of Bulli Pass has doubled in the last 10 years and will probably double again in the next 10.

The time has well and truly come for the need for development proposals to be looked at, not in isolation, but on the cumulative effect they will have, taking all previous developments into account. Each in its own right might meet regulatory requirements and standards but each new development creates an additional impact not only on the residents but also on the environment. Each additional impact needs to be measured and assessed honestly.

The sheer size of the proposed development is so out of character for our area and will forever change our surrounds. Its impact will be felt far and wide.

Bear in mind that a previous Council approved the development of Grand Court in Towradgi/Fairy Meadow and we all know how large that development is and how out of place it looks and is, given the surrounding housing.

And the Grand Court development as I understand it, only has 189 dwellings. These are 44, 42 and 66 apartments in the 3 high rise towers and 43 'freestanding' houses.

The Coke Works development as is currently proposed has 550 dwellings!!!! That is 361 more dwellings or nearly 200% larger than Grand Court!!!!

How is that OK in anyone's language????

When is this over development going to stop? When are long term current residents going to be listened to and their concerns taken seriously? I suspect that as per usual, we will only be given lip service.

The size of the proposed Coke Works development is only one concern I have and I would like to cover all of them but my submission would then become a tome akin to Tolstoy's 'War and Peace'.

My second major concern is, of course, the contamination on the site after 100 years of coke making.

All sorts of promises etc can be made with regards to clean up and containment but I remain to be convinced that remediation works will in fact be done to the highest standard possible so that there will be no long term ramifications for Council, rate payers and prospective purchasers alike.

I would like to remind Council that there are recent precedents of where improper remediation works have occurred which have led to devastating consequences for the purchasers in the first instance. Who knows what the long-term ramifications will be. The Sugar Cube development in Erskineville springs to mind. I am sure there are more.

The below quotes are taken from the Sydney Morning Herald dated 19/7/2019

An Erskineville apartment development remains a ghost town more than 12 months after it was completed, with the City of Sydney refusing to allow owners to move in over fears the developer did not properly clean up toxic land underneath it.

The 109 "Sugar Cube" apartments and 18 "Honeycomb" terraces were built at the old Ashmore industrial estate in Erskineville, with construction finished in April 2018 according to promotional material.

Furious buyers who paid upwards of \$1 million for a slice of "the sweet life" have been left demanding answers over why they have been left in limbo.

Some purchased off-the-plan as far back as early 2015.

In a statement to the Herald, a City of Sydney spokesperson said the developer had "not complied with the development consent conditions concerning the remediation of the site".

Manufacturing had left behind a cocktail of toxic substances on the land, including heavy metals, hydrocarbons, asbestos and contaminated groundwater.

The city was in "ongoing discussions" seeking a resolution with the developer, Golden Rain Development Pty Ltd.

"We understand this is a most frustrating situation for all terrace and apartment owners," the City of Sydney spokesperson said.

I sincerely hope that this will not happen in Corrimal!!!

Apart from the contamination on the site, there is the additional question mark around coal wash and its combustibility. The developers in their submission admit that the maximum levels of combustible material exceed the maximum 40% upper limit and that they intend to remedy the situation by mixing this combustible material with inert material. Cringila Public school springs to mind with regards ongoing combustibility issues!!

Another issue I have is that for its entirety, the so called 'consultation' process took place under Covid 19 lockdown restrictions making it impossible to actually view the proposal at Council or 'consult' with anyone. Many residents are elderly and may not be as tech savvy as others and as such have probably been excluded from making in their mind meaningful submissions as they have been denied the opportunity of assess the project as they could have under normal circumstances.

The decision to rezone the land at the Coke Works from industrial to residential should be adjourned to a later date given the many question marks over the project especially with regards its size, traffic issues, contamination and combustibility together with for all intents and purposes no consultation process.

<p>300</p>	<p>I would like to express my concerns about the proposed redevelopment of the Corrimal coke works site and it's rezoning.</p> <p>The public consultation and information access has been a huge problem for this important development. The public consultation time was extended prior to COVID but there was no consideration given to the dissemination of accessible information during lockdown.</p> <p>There have been no recent public meetings, there have been no face to face sessions and there has been no access to hard copies. The community have insufficient knowledge about process, proposal and other options provide, we rely on Council to provide this information and they have failed.</p> <p>All the information that has been provided recently has been via electronic methods. These methods are not available to some members of the impacted community and the information that has been provided is confusing and inadequate. The Council and developer needs to address these deficiencies to ensure that there is a surety of duty of process with this zoning proposal.</p> <p>I believe that the decision on this proposal should be postponed until there is adequate and meaningful community consultation.</p> <p>Some of my objections to this proposed project are as follows:</p> <ol style="list-style-type: none"> <p>The site has been an eyesore and a pollutant generator for 100 years and has impacted greatly on the surrounding community. I believe it is now time that this site gives something back to the community rather than impose further impacts for the next 100 years.</p> <p>The owner/developer obtains a huge financial gain from the zoning reclassification of the site and a portion of this gain should be available for the community's benefit. This benefit should not be only for the new development community but the greater Corrimal community outside of the site.</p> <p>I believe the development has the possibility of providing numerous opportunities and enhancements to the area and community such as:</p> <p>Creek augmentation and flooding prevention- Corrimal is situated on a flood, prone to the changing climate. The creeks are a vital part of this area and as such deserve respect, integration and access to the community instead of treated as problematic backwaters. This developer could provide funds for Bushcare groups and contractors augmenting the creeks.</p> <p>Retention and reinforcement of the existing eco systems- The site contains two Endangered Environmental Communities (EEC). This developer could provide funds for Bushcare groups and contractors augmenting the EEC's.</p> <p>Improved pedestrian/cyclist connectivity and safety- East Corrimal and Corrimal have been divided by a dangerous road (Memorial Drive). This cuts access to shopping, schools and the railway station. This developer could provide funds for the construction of a much-needed pedestrian/cycleway bridge connecting safely these two areas of the town.</p> <p>Strengthen the need for an express train stop at Corrimal and provide commuter carparking- This development would be seen as more legitimate if the railway station was an express stop to Sydney. When this express stop station becomes a reality it will require greater commuter carparking options. This developer could provide funds or land now for this purpose.</p> <p>Community garden, parks, children play area and other assets are situated in the middle of the development and are inaccessible to wider community as the development is like a gated community because of its very limited access. The wider community deserves to benefit from this rezoning.</p> <p>The unusable part of the site is being handed to Council to maintain. These pieces of land adds nothing to the community as it is inaccessible; it will only be used by the development community and should therefore be maintained by same.</p> <p>The development utilises the usable area of the site in the north east corner. The developer wants to leave the remainder of the site to Wollongong City Council to maintain without providing any advantage to the people of Corrimal.</p> <p>The development will drastically distort the North Corrimal Creek and provide built infrastructure in the flood way. The developer has entices the community and Council with glossy images of infrastructure built in the floodway that will be damaged in a flood event. The subsequent rebuilt or repaired of this infrastructure will be at rate payers cost.</p> <p>The developer should be required to provide for this maintenance and upkeep of the realigned creek and the large areas of open space that can only be accessed and enjoyed the residents of this development.</p>
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	<p>The developer could provide this infrastructure and creek augmentation say to the area at Ziems Park, this is far more accessible to the Corrimal residents and the community centre.</p> <p>3. The site has the Corrimal North Arm of the Towradgi Creek running diagonally through it. This creek line should not be touched but augmented to ensure that flooding does not impact on surrounding residents. We have seen over time that these vital creeks have been forced into unnatural contortions by the Council and we have seen that there are consequences with these civil works follies.</p> <p>The existing riparian zone should be retained and complimented rather than destroyed and reinstated elsewhere. It should be noted that relocating the creek from its existing line would greatly impact on the forest red gum- thin leaved stringybark grassy woodlands and the moist blue-gum blackbutt forest, the two EEC's on site.</p> <p>The proposed development should maintain the maximum soft or pervious surfaces to reduce runoff and should provide stormwater detention on site so as not to impact the residents downstream. To this end it should be noted that there are two large ponds on site that already have their own eco system. These should be retained, enhanced and utilised.</p> <p>4. All existing native vegetation and environmental site features should be retained rather than just swept aside in an endeavour to make a simplistic site/building solution and large financial profits. We as a community value the environment and require that it be reflected in this development and to have this site's redeeming features bulldozed is not an option. This site offers an opportunity to preserve our shrinking coastal plains forest and grassy woodlands. (It should be noted that these Illawarra lowlands grassy woodlands are classified as endangered under the Threatened Species Conservation Act.)</p> <p>The northern EEC area should be protected and not sacrificed for the entry/exit road and the unnecessarily elaborate creek realignment that drastically reduces its size and quality.</p> <p>The southern ECC should be protected and the current vital water source should not be deviated under the guise of flood remediation.</p> <p>5. This large undeveloped site and the Memorial Dr have created a barrier in Corrimal; they have cut off easy access between Corrimal and its railway station.</p> <p>With this development there is an opportunity to remedy this situation and provide a safe access from the railway station (and this proposed development) to Corrimal (and its associated facilities) by constructing a pedestrian/bicycle bridge over the Memorial Dr. Unfortunately this proposed development exacerbates the problem for pedestrians and cyclist by first increasing dramatically the vehicular traffic on Railway St (and the associated intersection with Memorial Dr) and secondly by directing all pedestrians/cyclists to Railway St. This is disastrous. This developer can either be part of the solution or compound the problem.</p> <p>6. Corrimal railway station is a regional and not an express stop and so therefore the development should only reflect a normal regional response. The idea that a transport hub should be denser is brilliant but this is not an express stop station for Sydney. Currently Corrimal commuters to Sydney drive to Thirroul and this will happen in this development.</p> <p>The railway line is currently subject to the industrial impacts of Port Kembla Coal Terminal with uncovered coal trains crashing thru all hours of the day and night subjecting the site to coal dust and noise.</p> <p>Corrimal Town Centre is the largest commercial area in the northern suburbs and is strategically placed to grow. Yet Corrimal lacks an express train stop to Sydney. The developer and Council could lobby the NSW Government to schedule express train stops at Corrimal thus better serving the people of the northern suburbs and adding justification to a large development on this site. However the new development would have to allow for a large commuter carpark that could free up congestion at Thirroul. An express stop at Corrimal would also reactivate the area.</p> <p>7. There appears to be a reluctance to provide meaningful heritage retention or repurposing buildings on the site. The coal industry retained heritage in Corrimal currently is a few pieces of mining memorabilia rusting away in a couple of parks. If this is the extent of the Council and the developer's intention, then it is worthless. For me the European history content of this site is ZERO. This polluting industry has dramatically impacted on the community and I am glad to see it gone. All reminders of this polluting process should be bulldozed and the resulting open space should be turned into open space for parks and/or given over to the environment.</p> <p>Aboriginal heritage however should be given the deliberation and action that it deserves.</p> <p>8. The community are becoming more discerning when it comes to changing society and climate change impositions and needs.</p>
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	<p>It has become apparent in this time of COVID that our built environment is not adaptable enough or self-sufficient enough to help us deal with pandemics. Individuals are forced to travel thru communal enclosed spaces in multi storey buildings not sufficiently and singularly ventilated, placing them in danger. Small apartments with minimal open space are unworkable in lockdowns, impacting on mental health issues for the occupants. The need for more and large areas of open space is becoming necessary for our health and wellbeing.</p> <p>Climate changes bring its own challenges especially as we build on the Illawarra flood plain, with more severe and frequent storm events. Following current guidelines and recommendations is not something we can rely on, we have to attempt to predict the future climate scenarios rather than build on past regulation.</p> <p>Humanity is in RED ALERT and yet we are still building large developments and altering major flood channels based on current regulations.</p> <p>The developer has now dazzled us with star rating for this development but does not address the heavily contaminated site, the combustibility of the fill on site, the damage to the existing EEC areas and riparian zones, the increase in possible flooding caused by the realignment of the creek, does not include stormwater retention and use on site and the additional impact of surrounding community due to increase traffic. Star ratings for the built environment for this development are used as a distraction away from the huge environmental impacts.</p> <p>We need this development to embrace the current situation and enhance it rather than tear it down and build it in another location or diminish the fantastic EEC zones that have been saved behind the coke works security fences at this site.</p> <p>Council has had a bad reputation with overly manipulating creeks around Corrimal with disastrous outcomes. I do not believe that they should accept the developer's option of realigning the creek. There has been no other scenario investigated or put forward.</p> <p>Council has also moved the only entry/exit into the development site into the southern EEC area. This may solve so traffic concerns but is disastrous for these ecological communities. Is this really Council stance- the environment is just swept aside for vehicles?</p>
301	<p>I fully support the Coke works proposal and one of the reasons being is so that future generations can appreciate the industrial heritage that we have in this area. The plan to keep the brick chimney and to re-use some of the old buildings is a great outcome. It will make the Coke Works area very unique. I believe the Illawarra Coke Company really want to make this development something they will be proud of their connection to the area.</p> <p>The coke works is a huge area and right now of no benefit to anyone now that Coke making has ceased. The area can be a big community asset with parkland and pathways.</p>
302	<p>I wish to express my support for the rezoning of the Corrimal Coke Works.</p> <p>Currently the site is an eye sore in the community. It attracts trespasses and anti-social behaviour and has sat dormant for close to seven years, providing no benefit to the broader community.</p> <p>I have reviewed the rezoning proposal and believe the revitalisation of the Corrimal Coke Works will be an enormous step forward for the region and I encourage all Wollongong City Councillors to support the rezoning of this site.</p> <p>The quality of the architecture and proposed character precincts, the new heritage precinct and civic plaza supported by an additional 9 hectares of new public open space to be given back to the community will together greatly improve the overall liveability of the region.</p> <p>The inclusion of new cycle and pedestrian ways will encourage everyone to explore the new green open spaces on foot or bike and the off-leash dog park is another community asset which will be appreciated by many in the community.</p> <p>I have read through the traffic studies and note that Wollongong City Council Officers have themselves stated that, "traffic impacts have been modelled and can be managed to provide appropriate levels of service." Council have also recommended 'one consolidated access point on Railway Street from a traffic safety and capacity perspective' resulting in less vehicle friction and turning movements and fewer delays whilst confirming it is the safest option and will not result in queuing issues in either direction.</p> <p>In my opinion, based on the expert opinions of Wollongong City Council officers, traffic concerns should not be an impediment to seeing the Corrimal Coke Works site redeveloped.</p> <p>It is my belief that the proposed rezoning of the Corrimal Coke Works, will be of benefit to the community.</p>

303	<p>I am writing to express my concerns about the proposed development of the Corrimal Coke works site.</p> <p>I am a resident of Cresting Avenue, Corrimal. I believe that good development will benefit and strengthen the community, however I fear that the proposed development will have the opposite effect.</p> <p>At present the transport infrastructure is already struggling to accommodate the existing population. Adding such a large number of residences to the area, with only one access road, will create a significant burden to the area. In addition to this, it will create a dangerous situation for emergency services requiring access in and out of the area. What will happen in an evacuation scenario? There has been no consideration to these factors, creating a potentially dangerous, lethal situation.</p> <p>Adding such a large volume of houses to such a small area will also place additional undue burden on childcare centres, schools, health care centres, emergency services and the water supply to name just a few, all of which are already struggling under the current population.</p> <p>I have very serious concerns about site contamination given the previous history of the land's usage. I do not believe there has been thorough, unbiased testing of the site. I would be very concerned about the long-term health implications of living on such a toxic contaminated site and the burden this may potentially place on the local health care system in the future. 102 years of heavy metal contamination will pose a serious threat to the health of people residing in this area.</p> <p>Additionally there are grave concerns for the wildlife in the area. For example, the flying foxes will be affected, in particular by the off-leash dog park located within the buffer zone. This is certainly not protecting our already vulnerable wildlife. Also the relocation of a creek will have significant impact on the wildlife in the area, killing many that live within the creek. Large, mature trees will also be bulldozed in the process, again negatively affecting the environment and wildlife. This is not affording the protection our wildlife so desperately needs.</p> <p>Whilst I am not against development, I cannot support this plan. This is a very poorly conceived plan that does not hold the best interests of the community. I believe it is completely unsuitable for the area and will not benefit the community, rather it will have the opposite effect by creating significant burden on the infrastructure, wildlife and health of the community. I feel that financial gain of the developer is the ONLY goal of this development and I strongly DO NOT support it.</p> <p>I strongly urge council to challenge the developers of the site, both current and future, in order to protect such a vital piece of land. We have been given a golden opportunity to create something amazing for our community, let's create something that will benefit ALL.</p>
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<p>304</p>	<p>My concerns are about:</p> <ul style="list-style-type: none"> - The number of dwellings: 550 residences is too many. Why? - The space around the dwellings is not enough, the developers used the creek to account for space. - They will be mostly units, people are crammed in. Social issues become higher. - It is currently only one road in and out. A nightmare for residences. - It is not mixed housing. It is all 4-storey units with some town houses - no free standing. - With only one access road for around 1000 cars, getting in and out would be congested. Not safe for walkers. - Towradgi road is already highly congested in peak times. For residents, even from two streets away (as I am), getting through the lights can take 15-20 min in peak time. And there are no units here. Railway Street would come to a standstill. - A single lane roundabout at entrance won't work be enough for predicted traffic. - There is still no Emergency Evacuation Plan yet. - This concerns me greatly: 102 years of contamination on the site. Why is it up to residents to protect future residents? Surely the council would object to humans living here. The plan is to have contamination buried on site. This can't be right. - The selling point of our suburb is nature. Relocating a creek would cause destruction of things living in it, and around it. <p>The council is currently regreening Wollongong. Why not protect the green spaces we have by saying no to bulldozing large trees for the access road.</p> <p>I can't see how the destruction of this nature reserve, which was fragment classified woodland for new 11m creek line and shared pathway would benefit.</p> <p>As I see frequently, people love letting their dogs off leash. Having an off-leash dog park within Flying-fox buffer zone may sound like a selling point for potential buyers, however, native animals can't protest this. If what is being built is mostly units, a no pet policy would be better. And this would be sad for lonely residents. Better to offer larger dwellings, and less of them.</p> <p>If the cost of long-term maintenance of open space paid for by rate payers have more green space.</p> <p>In conclusion, there is much about this development that impacts the community. The traffic conditions are really not ready to accommodate the influx of people. There are not enough parking spaces allocated: people are going to park on the street, and then this fills another lane, blocking traffic more.</p>
<p>305</p>	<p>I live on High Street and I feel this proposal has not taken into consideration exactly how much traffic uses Railway Street already and how far traffic banks up on Railway Street after leaving the Distributor, especially if a train is entering or leaving the railway station at the same time. One access in and out of this building proposal is ludicrous.</p> <p>Maybe if the amount of residences proposed was at the very least halved, then all the surrounding homes would not be impacted as much by over developing this site.</p> <p>Personally I would like more green open spaces, the creek to adhere to its current location and the removal of as little trees as possible to make this whole proposal more aesthetically appealing to the whole community of Corrimal.</p> <p>The developers appear to be money driven trying to place 550 residences in this area, rather than listening to how the community feels and our concerns with traffic, loss of habitat for frogs, bats and birds, removal of many beautiful established trees and re-routing a creek which I believe will be unsuccessful and be proven as such, the first time we have a big downfall of rain.</p> <p>I hope my letter is taken seriously and reviewed accordingly. I look forward to the plans being changed accordingly to address all the matters I have raised.</p>

<p>306</p>	<p>As a Corrimal resident and a WCC ratepayer, I'd like to take this opportunity to provide some feedback on the Corrimal Coke Works Development Proposal.</p> <p>The site of the Corrimal Coke Works provides a rare opportunity for development in such an established suburb of the Wollongong LGA, and as such it is vital that it's done correctly. I believe that with the right decisions, the Coke Works site can provide something unique and of great benefit to the community. However, from reviewing the information currently available online, I can see a few issues that could see this development to be of detriment to Corrimal, rather than to its benefit.</p> <p>The number of residential dwellings currently proposed is huge for such an area. Currently the traffic around Railway Street between Pioneer Drive and Memorial Drive is already significant without being added to further. Besides this, traffic on Railway Street around the intersection with Princes Highway is particularly bad; I think any final proposals should include a traffic study that includes this intersection as it surely would be impacted. I also have my doubts that the developer's traffic study has accurately accounted for all likely road users, currently and as a result of development. The traffic count was taken in 2018, prior to an influx of people moving to the area over the last two years. Further, I would question the assumed number of 456 trips added in the afternoon peak hour from 550 dwellings. Having the train station so close to the site clearly would have a positive impact on reducing the number of cars on the road from the residents there, however there is not a great overall benefit for any residents there who are commuting to parts of Wollongong and surrounding areas that aren't close by to a train station. Overall, I think the final proposal should include a traffic study conducted by an independent third-party, not by the developer themselves.</p> <p>Besides traffic, it would be such a shame to lose some of the unique natural and industrial features that the Coke Works site gives to Corrimal's landscape. I think the plan to retain the brick chimney and some of the coke ovens is an excellent start to preserving the industrial heritage of the site, however I think that an increased effort to save some more of the site, in particular the spiral shaped exhaust towers, would be greatly appreciated by the community and to people who visit Corrimal. Additionally, the realignment of the creek and destruction of established trees on the site will destroy wildlife habitat. While the area is small, there is such little of this space available in the suburb and in my opinion any developments should aim to minimise its loss.</p> <p>I believe that there could be some benefits by having more space assigned to mixed use or light industrial zoning and less residential living. Less dwellings would result in less pressure on the local road network. By re-working the plans such that a smaller percentage of the land is to be built on, but with developments that can be utilised by more people (i.e. businesses rather than all residential), there can be less destruction and loss of green space and industrial heritage assets. A particularly good use for a proportion of this space could be exemplified by the Bulli Timbermill, a development that facilitates public interaction (by means of cafes, dining etc) but also provides affordable spaces for creative and boutique business and artists, as well as shared work spaces for people in the community. More and more people moving to the area (particularly from Sydney) will create a higher demand in the future for remote working spaces. With such a strong creative and arts scene in Wollongong, it seems likely that there would be plenty of interest in such spaces.</p> <p>An opportunity such as this could build and benefit the community immeasurably and create a unique and celebrated mark on Corrimal – an exemplar of industrial land re-purposed for public use – something that 550 dwellings and the destruction of natural and industrial beauty will not help to achieve.</p>
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307	<p>I write to submit my concerns with the proposed development at the Corrimal Coke Works site. I am a long-term resident of Wollongong LGA having been born and lived in the 2518 postcode for 40 years. As well, I have lived in other parts of Wollongong's northern suburbs (15 years) and NSW's north coast (8 years).</p> <p>Firstly, I have concerns with the process for community consultation. The whole 60-day period has been during COVID lockdown, denying the community any face-to-face meetings, information sessions or access to copies of the plans at libraries or Council offices. Reviewing the plan is a complex and daunting process for the community with over 50 separate documents, some long and highly technical, which need to be carefully considered. This process has certainly disadvantaged the community and significantly benefited the developers.</p> <p>In line with the position of Corrimal Community Action Group (C CAG), I do not oppose a residential development on this site but only IF it can be completely and safely cleaned up. Any development MUST respect the site's Aboriginal cultural heritage as well as protect and improve the current environmental situation and ecological heritage. The development also must pay homage to the industrial heritage of the site which is a major part of Corrimal's history. I agree with the goal of C CAG to have an innovative, sustainable, small development which would blend in with the surrounding residential area, benefit our entire community, improve the quality of life for all residents and be a place the community can be proud of.</p> <p>As you would be aware, the community campaign has worked hard over the last 2-3 years and I am pleased that Council and some of our local councillors have heard the concerns with the developers making some substantial improvements on previous versions of their plans. These improvements include:</p> <ul style="list-style-type: none"> • Height reduction from 6 to 4 storeys • 200 reduction in number of residences – now 550 • Protection of woodland & forest along Towradgi Creek • Protection of the flying-fox campsite & 100 metre buffer to buildings • Protection of more of the industrial heritage, with restoration of some coke ovens • Wider set-back of buildings along Railway Street which will protect some large trees • More internal parkland facilities adjacent to buildings • More variety of architecture & finish of buildings • More interesting design and layout. <p>Regrettably and unfortunately, the community still has major concerns about a number of aspects of the plan particularly traffic, contamination, environment and habitat loss.</p> <p><u>Traffic and impact on local roads</u></p> <ul style="list-style-type: none"> • The size of the development, at 550 residences, is still too big for the surrounding streets and transport infrastructure to handle. Is traffic gridlock what we can look forward to? • This development will generate between 1000 & 1500 cars & an estimated 800 extra traffic movements per day. There is also insufficient parking on site for the cars of future residents and visitors. Where will extra cars park? • The plan only includes one access point at a proposed 4-way roundabout at Railway & Harbinger Streets. This will bring traffic on Railway St to a halt and back up in all directions from the proposed roundabout. The only reason for this roundabout is to enable vehicles to enter and leave the Coke Works site. • This access point will also be the site for pedestrians to cross, though it seems without a controlled crossing. It is quite likely this will prove to be a major choke point and dangerous for pedestrians. • With no proposed overpass at Memorial Drive, cyclists & pedestrians will be channelled into a bottleneck at the Memorial Drive pedestrian crossing. By the time they get across, how long will the line of cars be waiting to turn from Railway Street? • Thus the developer, Council traffic engineers and the RMS have failed to acknowledge the potential traffic congestion or the pedestrian safety issues.
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- The plan relies on traffic modelling which is based on figures that were done in 2018. Railway Street is already known for traffic delays and the impact of this development in its current form will make the situation much worse. With this as a major community concern, CCAG organised for an independent traffic model to be produced.
 1. This model concluded that once the development is completed, the roundabout at Harbinger Street will be gridlocked at times during the 8.00-9.00 am period. (likely exacerbated by the railway crossing when trains travel through).
 2. The model was tested using vehicle counts on Railway Street in May 2021 which showed that there has been an over 50% increase in traffic on Railway Street since the Developer measured traffic in 2018.
 3. So, if this development had been opened this year, Railway Street would already be beyond capacity at the roundabout.
 4. If this development is to go ahead, it needs to be at a significantly reduced scale.
- No emergency evacuation plan is yet available & there is still some confusion about where an emergency exit will be. However it seems it will be onto Railway Street. Thus, safe, timely and successful evacuation of the site, & people north of Railway St at same time would be difficult.
- The size of the development is justified by its proximity to the station. This reliance on public transport is unrealistic given the poor train and bus service and current pattern of low use at Corrimal.
- There is a complete failure to acknowledge that Wollongong is still a car-based community.
- The developer, Council Traffic Engineer & Transport for NSW (TfNSW), all claim that Railway, & other surrounding streets will be able to handle the traffic with the installation of some minor changes to the Memorial Drive/Railway Street intersection & the roundabout.
- This claim is based on a belief that many living there will not drive but will take public transport, walk or cycle. This seems unlikely given the poor public transport service, lack of local employment and modern supermarket-focused shopping habits where people rarely shop daily for small amounts.
- The loss of many large trees with bulldozing of classified woodland for access road is a major concern.
- It is also a major point of concern that the new entrance opposite Harbinger Street is currently the site of an Endangered Ecological Community (EEC) of 0.61ha of Illawarra Lowlands Grassy Woodland. This EEC is listed under the *Threatened Species Conservation Act 1995*. Such a listing means this is a significant vegetation community and is classified to protect it from destruction. Many large, well-established shade trees are found here and, given the current state of our climate and Wollongong's Urban Greening Strategy, it would be critical to protect these. Construction of a wide entrance road here will require bulldozing much, if not all, of the EEC. A significant loss to the community.
- It is acknowledged that while the developers will fund changes to the Memorial Drive intersection with Railway Street to speed up flow of traffic at the lights, the cost of this roundabout will be shared between the developers and Council, that is, the ratepayers.

Contamination

- This site operated a coke works for over 100 years. An independent world-class study should be sought by Council to determine whether housing should ever be located there.
- Coke oven pollution can be extensive, potentially including cyanide, ammonia, asbestos, organic compounds and benzene compounds. Their 'clean-up plan' states clearly that the site is not currently suitable for residential use and that further studies will be needed once excavation begins. Can it be completely cleaned up to community expectations and government requirements? We won't know this until further studies have been validated.
- Proposed use of combustible Coal Wash Rejects (CWR) on the site (see below).
- Planned burial & capping of toxic materials on the site (see below).
- Staging the development will mean noise, & disruption with heavy vehicle traffic to neighbours for years

Environment and habitat loss

- Relocation of the creek will destroy the wildlife living in it and there is no mention of wildlife rescuers being engaged.
- Relocation of a natural waterway is never a good idea and there are concerns of flooding to surrounding areas. Who would be responsible in the event of another major flooding event?
- There is some very special woodland vegetation and a flying-fox camp in the south of the site. The removal of North Corrimal Creek to the western boundary will deny a permanent water supply to part of this ecosystem. The solution offered is an artificial creek from the storm-water system. But will storm-water flow be permanently available?
- The off-leash dog park is too close to the flying-fox camp.
- Removal of large trees (in the NW for access road and SE for new creek line) will reduce the overall green canopy of Corrimal and habitat for wildlife. This is particularly relevant at this time of increasingly extreme summer temperatures. Replacement small trees will not provide shade or habitat for decades. Also highly compacted soils, using CWR, are not suitable for deep-rooted trees.
- Thus there is significant concern in regard to the developers' highly publicized 5-star Green rating particularly given that contamination will be buried on site, there is only a single entry which will cause major traffic delays, the existing poor public transport won't reduce car use by residents, the internal cycleway leads nowhere, the Southern Recreation Park (including dog park) is within Flying-fox buffer zone, and there no renewable energy scheme.

Other areas for Council's consideration

Aboriginal Heritage

This development MUST be undertaken with the active engagement of, meaningful consultation and full partnership with the Aboriginal community and the Illawarra Local Aboriginal Land Council (ILALC). The Aboriginal history of this site must be recognised and commemorated as well as an Acknowledgement of Country prominently displayed in the public spaces. The form of this Acknowledgement is to be determined by the Aboriginal community. If, during excavation of the site, Aboriginal artefacts are found or a burial site uncovered, all work must cease and the ILALC immediately notified.

Employment

It is acknowledged that the clean-up and construction phases will bring jobs. My question is - Will these jobs be filled by local construction contractors and tradespeople or will the developers bring in people from other areas. To support our local economy, it is essential that Council insist on, if not all, then a significant proportion of people employed on this development live in the Wollongong LGA. Also, employment of Aboriginal people would be a requirement as well.

Community open space

It is acknowledged that the development will offer a significant area of open space. As per the current plan, this will be a village green, southern park, an amphitheatre, community garden, off-leash dog park and parkland containing a shared pathway along the re-routed creek. In theory this will be available to the whole community. What will happen if the new residents object to the general community using these facilities? Also this open space will be handed over to Council to manage once the development is completed. This will also add to our rates burden to maintain after 3-5 years. *It will have to be very clearly defined as community (public) space.*

Cycleway linking Corrimal shops to the beach

The developers have a shared pathway planned from beside the planned entrance, opposite Harbinger Street, along the relocated creek to the south and out into council land on the southern side of Towradgi Creek. An extension will be provided along Railway Street, through the station carpark to the station. It will not provide a link between the Corrimal shops and the beach. The cost of this link will also be borne by ratepayers. At the moment, no design work has been done for any extension from south of Towradgi Creek to the beach. If this really is to be the missing link between the Corrimal Town Centre and the beach, an effective link would have been provided by the developer. Without this, there is no reason for community cyclists to enter the site, as the cycleway would go nowhere.

Affordable housing

The property company, Legacy Property, was formed in 2009 with a focus on "large, mixed-use apartment projects and master-planned communities". Their work to date has been predominantly in Sydney and this will be their first redevelopment of a disused heavy industrial site. This should have multiple red lights flashing for Council. Also, it

is good that the development will offer up to 35 affordable **rental-only housing units (although I think there should be more) to be developed and managed by the Illawarra Housing Trust, who will buy the land from the developers. It is acknowledged that the rest will be for private sale.**

Industrial Heritage

The coke ovens on the site tell the story of coke making, and hence industrial development, in Wollongong since 1912. Preservation of this story is important to the Wollongong and the wider community. The current plan proposes to protect and restore just the most significant features of the coke works i.e. the brick chimney and at least two of the coke ovens. As well there will be interpretation of much of the history. The cost of this restoration, and any repurposing of infrastructure, will be borne by the developer. *However, it is noted that the ongoing maintenance of these historical features will be the responsibility of the owners of the retail precinct.* How would this be enforced/managed? What happens further down the track, if maintenance is not happening? Will the burden then shift to Council, hence the community?

Community facilities

What else will be provided for community benefit in the Heritage Plaza? The State government has designated Corrimal an urban growth hub. The population of Corrimal alone (not including the wider 2518) is forecast to grow by 23.28% in the next 20 years, or from 7,553 people to 9,312. This growth is the highest rate for the LGA outside of Wollongong city. With around 1100 residents the Coke Works would account for 60% of this growth.

As the greatest contributor to Corrimal’s growth, the Coke Works development could provide a sorely needed arts hub for the community. At the moment we do not even have a large gallery where an art exhibition can be held. An arts hub, with performance, exhibition and meeting spaces, would be very possible in the Heritage Plaza/retail precinct area of the development, maybe in the old powerhouse, and could ideally be combined with a museum.

The Coke Works has been an integral part of this community for over 102 years, providing many jobs, but also generating a lot of air pollution. Such a facility could be a gift back to the community as a place for community celebration of their hard work, their history, their talents, their creativity, and their future.

Overdevelopment

There is a serious cumulative impact of overdevelopment in our suburbs, particularly on traffic. Each development can no longer be considered in isolation from all the others, including dual occupancies.

Rather than boosting business, such a large development could have a negative impact on the Corrimal Town Centre. The extra traffic will add to current congestion & lack of parking.

CONTAMINATION ISSUES ON THE CORRIMAL COKE WORKS SITE

In its present state the Corrimal Coke Works site is too contaminated by 102 years of heavy industrial activity to be redeveloped for housing. The site contains a range of heavy metals, asbestos and benzene, all of which are dangerous to human health. It is noted that the developers have presented a Remediation Action Plan (or clean-up plan) with their application for rezoning.

The developers have two options for disposing of the toxic material, either truck it off site (which is not recommended by their experts) or bury it on-site.

The Remediation Action Plan (*clean up plan*) is highly technical, it is understood that so CAG sought some answers from Council staff in an attempt to understand it. These questions and the answers follow:

Question 1: Will the contamination be encapsulated (*usually means encased in concrete and buried*) in open public space or under buildings?

Answer: The applicant proposed to bury these concrete cells along the creek corridor in the public open space. But they have been advised that the contaminants would need to be buried under the buildings, which would be held in private ownership. It is not proposed to allow placement of these concrete cells in the creek corridor, parkland areas or under roads. Any contaminated soil has to be appropriately reused, encapsulated or disposed of, so that it does not pose a risk to human health and/or any other living organism.

Question of concern for Council: Who would be responsible for monitoring that it did not leak and who would be responsible if it did? Would this ‘containment’ be GUARANTEED to hold in the case of a major flood event?

Question 2: Does the site require an Environmental Protection Licence (EPL)?

Answer: The proposed site remediation works to permit sensitive land use, such as residential development, falls under State Environmental Planning Policy (SEPP) 55

<p>Category 1 which requires development consent. If the existing on-site Coal Wash Reject (CWR) is added to the total quantity, and it results in more than 30,000m3 of contaminated soil, this will trigger the need for an Environmental Protection Licence under Designated Development. (This would need to be applied for before demolition began on the site.)</p> <p>Question of concern for Council: Does an EPL mean that demolition and preparation of the site will be monitored by the EPA? Does it guarantee there will be no movement off-site of potentially contaminated dust, water or mud (on wheels of vehicles) etc?</p> <p>Question 3: Is it correct that the legal advice (from Holding Redlich to the Legacy Property) is based on the fact that the definition of 'soils' does not include Coal Wash Rejects?</p> <p>Answer: The Protection of the Environment Operation Act (PoEO) Exempt Order applies only when the end user imports CWR directly from the source (mines) with a validation report on the CWR quantities. An exempt order does not apply to existing on-site CWR that has been contaminated with 50+ years of industrial activities. This is considered to be potential contaminated fill material. The NSW EPA will determine the status/classification of existing CWR on the site.</p> <p>Question 4: Are Coal Wash Rejects (CWR) suitable for a residential area?</p> <p>Answer: There are a number of sites in Wollongong LGA where housing estates have been developed on CWR e.g. Haywards Bay. This site will need to be tested for the compaction and combustibility rate of any CWR used as fill, before any topsoil could be added for housing development.</p> <p>COUNCIL - PLEASE NOTE: As you would know, CWR will be compacted to 100% meaning it will be a solid, impenetrable material so no oxygen can enter it and so it will not combust, hopefully. There have been previous incidents in the local area where CWR have been used as fill and have caused 'hot spots' or places where the material has ignited and often burns underground for years e.g. under part of the grounds of Cringila Public School, which has had to be monitored for over 20 years and could catch fire again. There are other cases where inappropriate fill has been used for a housing development and has had to be subsequently removed and stockpiled.</p> <p>Also, once 100% compacted, it will not be suitable for use in open spaces, as trees with deep roots would not be able to grow through it. It would be better suited as fill under buildings or roads. Now what could go wrong with that plan?</p> <p>Question 5: What would happen if, once they start excavating it is found that contamination is greater than originally identified, or if the contaminated material is found to leach?</p> <p>Answer: It is the role of certified site contamination specialist and a NSW EPA accredited Site Auditor to ensure proposed remediation work meets Health Based Investigation Levels guidelines. These guidelines are very stringent for residential housing, childcare and aged care developments. If there is a need identified for any ongoing monitoring, such as control of groundwater, the Site Auditor has to inform Council and there will be a Voluntary Planning Agreement entered into between council and developer.</p> <p>Question of concern for Council: Who is responsible for costs in the Voluntary Planning Agreement?</p> <p>Question 6: Questions about the capacity of waste systems and storm water retention raise the possibility of wastewater contamination into North Corrimal Creek and downstream into Towradgi Creek. (P.13 Planning Proposal Draft) Are there proposals for developing wastewater storage on site?</p> <p>Answer: After the site remediation, the only stormwater that can be discharged into the creek is for 'recreational purposes' (ANZECC water quality guidelines). If the water is not meeting these guidelines, then it will be retained and treated onsite. The housing estate will be connected to the Sydney Water sewer line and directed to the closest treatment plant or pumping station i.e. Bellambi.</p> <p>Question of concern for Council: Is Bellambi Treatment Plant still operational? Is the pumping station adequate for an additional 550 dwellings? How old is the infrastructure? What happens to the stormwater during the remediation phase?</p> <p>IN SUMMARY, THERE REMAINS MANY SIGNIFICANT CONCERNS WITH THIS DEVELOPMENT'S PLANS:</p> <ul style="list-style-type: none"> • 550 residences are way too many • only 4-storey units with some townhouses - no free standing • only one access road for around 1000 cars • Railway Street coming to a standstill
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	<ul style="list-style-type: none"> • roundabout at entrance that won't work • no Emergency Evacuation Plan yet • 102 years of contamination on the site • risk to neighbours when its disturbed • contamination to be buried on site • relocating a creek and destruction of things living in it e.g. eels, turtles etc • bulldozing large trees for access road • fragmenting a classified woodland for new 11m creek line and shared pathway • off-leash dog park within Flying-fox buffer zone, distressing Flying-foxes and human neighbours • cost of long-term maintenance of open space paid for by ratepayers • cost of heritage maintenance responsibility of on-site retailers • development staged over 7 years <p>I acknowledge and thank the Corrimal Community Action Group, particularly Anne Marrett for all of their work in assisting me and the community to understand this proposed development and support in submitting our concerns.</p> <p>Thank you for your serious consideration of all of these very concerning issues for the Corrimal and broader Wollongong LGA community. I understand that there is a clear need for additional housing in the northern suburbs but this development is too big and it presents a great opportunity to do so much more with this site for the whole community to Keep Corrimal Liveable into the future.</p>
308	<p>We strongly oppose the current rezoning plans for the above site. The following are some of the concerns I wish to raise.</p> <p>health, environment and traffic.</p> <p><u>Health Concerns</u></p> <p>Pollution from the Coke Ovens potentially includes cyanide, ammonia and benzene compounds and cleaning up the site cannot be guaranteed to the level necessary. Also of concern are the Combustible Coal Wash Rejects which are proposed as fill buried on the site as it is subject to smouldering for a long time as evidenced in other local areas. The second concern is the contamination which will be buried on site.</p> <p><u>Environmental Concerns</u></p> <p>It is a matter of considerable concern that relocation of the creek is proposed without any rescuers being there to protect or ensure survival of wildlife. It is very well known that creek beds cannot be successfully altered as any flooding will cause water to resume its original flow.</p> <p><u>Transport and Traffic</u></p> <p>It is also important to note that there are transport and traffic problems associated with such a large development. The proposal allows for only one access point for Railway Street traffic to and from the site already catering for traffic at school pickup times. This could bring traffic to a halt and cause a backup on the roundabout at Harbinger Street. a gridlock. It is not feasible to expect 550 residences, and many residences requiring two cars, will have their needs catered by train and bus services which are infrequent and offer minimal coverage.</p> <p>In conclusion, I ask you to give this very significant heritage site your closest attention and ensure it is not simply another slice of dull suburbia.</p>

<p>309</p>	<p>As this is a new development site it is an opportunity for WCC and the developer to be truly innovative. Instead of profit the development should be driven by human health and wellbeing which demands that any development takes into account climate change and environmental sustainability. These should be core values when developing this and any site. It is also an excellent marketing tool.</p> <p>1. The development needs to take into account climate change and how to best off set climate change effects while taking into ensuring environment and biodiversity needs. Some key areas to ensure this is possible are:</p> <ul style="list-style-type: none"> • The site already has an abundance of trees for shade and biodiversity so an urgent review of tree destruction is needed (Wollongong Urban Greening Strategy supports this) • Diverting natural water courses has the potential to harm the local ecosystem of the area and cause major environments disruptions. The plan to divert the existing water course will threaten the natural ecosystems and may have unknown future negative impacts further along the causeway. • The site should be using architectural designs aimed at limiting the impact of climate change. Low density housing, solar and waterpower, less concrete more green space, no dark colours on roof tops and standalone dwellings instead of multi-story buildings. • The pandemic has illustrated the importance of air flow and good ventilation I hope this will be part of any future design approved. <p>2. Concerns regarding only one entrance and exit.</p> <ul style="list-style-type: none"> • While the proposed roundabout will help, it is being placed quite close to the traffic lights at Memorial Drive, which will add to congestion and traffic flow. • The area does not just stand alone with 550 dwellings, it is part of a suburb. Memorial Drive closed Collins Street many years ago, reducing the exit and entrance pathways for the adjacent urban area. Surely a live traffic count should be carried out prior to approval. • There appears to be limited pedestrian movement pathways. • Railway Street is a busy street - Surely a live count is an essential data collection requirement before approval. • Has an exit road onto Memorial Drive been considered? this would at least limit the number of vehicles exiting the development and provide another option in case of emergency - fire, flood or medical. <p>3. Senior living, aged care facility, urban design and Sustainable Building</p> <ul style="list-style-type: none"> • Wollongong University is actually a world leader in urban living that meets requirements to adapt to climate change and sustainable buildings. It also leads the way in best practice aged care facilities - see work done by Professor Ian Flemming on senior living and aged care facilities. • I am also concerned about the environmental impacts and health impacts on the residents in the estate and nearby due to soil contamination. I cannot understand how this could be best practice to allow young families and senior members of the community to build homes on this area. Developing a clean Industrial Park where people can enjoy the trees and natural setting for short periods of time is one thing but permanent residents is another. What surety does the developer provide to new residents that the site is safe to live on and will not impact other residents.
<p>310</p>	<p>As a local resident, I want to express my concern over the Development of the Corrimal Coke works. I anticipate this to have a large negative impact on the local area - The intense strain on the local area infrastructure during and after the build is likely to be highly problematic, and I am particularly concerned about the environmental impacts of the development on the local wildlife, and I am concerned that profiteering is put ahead of these concerns.</p> <p>It's a safe bet that only one access road for around 1000 cars is going to cause plenty of headaches, with Railway Street likely to come to a standstill. I'm concerned about the many years of contamination on the site and the risk to neighbours when it is disturbed.</p> <p>I'm concerned about the existing creek and the destruction of the local fauna and flora in it, as well as the bulldozing large trees in the interest of concrete development.</p> <p>Please consider our beautiful area, and ensure that any development is responsible, sustainable and in the interests of the whole community and environment, and not just in the interests of developers. This development in its current form is not responsible or sustainable in my view.</p>

312	<p>I support the rezoning of the Corrimal Coke Works as it will provide a major boost to local business and importantly support local jobs.</p> <p>Covid has put many local business owners under immense pressure. This project once completed will add \$30.8m into the local economy each year of which \$15m is expected to be spent in the Corrimal Town Centre annually.</p> <p>Many local businesses are struggling. The increased consumption and direct flow on benefits from a development located in walking distance from the Corrimal Town Centre will be appreciated by many local business owners.</p> <p>The increased patronage of the Corrimal Town Centre businesses, will lift business confidence, which in turn will have a positive impact on local employment opportunities.</p> <p>The Corrimal Coke Works proposed development will provide long term, positive, ongoing economic benefits to the local economy, creating local jobs and ensuring the Corrimal Town Centre thrives in years to come.</p>
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<p>313</p>	<p>Submission to WCC re draft planning controls the former Corrimal Coke works.</p> <p>Considering that both the Corrimal (AND Coalcliff) sites were purchased, while still operating, from KCC (a 100% subsidiary of Rio) by 4 directors for ~\$1M in 1995 (~\$1.8M in 2020 via RBA calculator) I'm surprised and disappointed, that with such huge potential profits, that stricter planning controls and more 'innovative' solutions have not been required for the numerous issues on these sites related to OH&S, traffic and heritage among others.</p> <p>The Illawarra Coke Company Holdings Pty. Ltd. (ICC) and the developers, Legacy Properties seem to be following a minimal compliance (vs. maximum benefit) strategy and with little consideration for the local community that 'owns' the heritage and has put up with pollution, noise, heavy vehicle traffic, etc., for over a century in the case of the Corrimal coke works.</p> <p>The closure standards for the ICC's Corrimal (and Coalcliff) site will set a standard for many future site closures and post-industrial uses that are accepted by WCC and our local communities.</p> <p>I believe that a good strategy is to link the post-industrial uses of BOTH the ICC Corrimal and Coalcliff sites, otherwise a minimal compliance approach will be taken for both sites.</p> <p>I provide this submission using my professional qualifications and experience which includes:</p> <ul style="list-style-type: none"> - A Bachelor of Engineering (Mining) and Master of Engineering Practice (Environmental) from the University of Wollongong. - I completed my ME Prac (Env.) while concurrently completing my dissertation on 'A risk based approach to mine site rehabilitation' while employed as the Environment Officer working at both the ICC Coalcliff and Corrimal sites and overseeing the rehabilitation of the 114 year old Coal Cliff Colliery. - Following this ICC role, I worked as the Regional Environmental Officer for the (former) Department of Mineral Resources in both the Wollongong and Broken Hill offices for a total of over 5 years and was then employed as the Environmental Risk Advisor for the NSW Fire Brigades (now FRNSW) for over 5 years, considering a wide range of environmental legislation and guidelines. <p>I trust WCC will apply appropriate due diligence to the concerns, that are held by many people in my community including:</p> <p>1.Site contamination: This is a significant concern given the widely varying environmental standards of the many previous owners of the Corrimal coke works site (including BHP/AIS, Bellambi Coal and Coke company, among others, before purchase by Kembla Coal and Coke (Rio). This was prior to purchase by ICC. Given this mixed stewardship and after my review of several voluminous contamination reports, there are certainly significant environmental risks associated with the long-term industrial use at this site. Unfortunately, both the ~500 and ~600-page reports were scientifically 'exclusive' in the most part rather than written for clear communication and to help explain the risks to many interested (and concerned) citizens.</p> <p>I note that previous investigation works completed by ADI Limited (1996) and EnviroRisk (2006) reported the presence of contamination in soil and groundwater in excess of the guideline levels that were current at the time of these investigations, Generally, environmental standards have only become more stringent.</p> <p>I also note that one report indicated that 'no gauging information was provided', and there were substantial concerns about groundwater contamination, especially when materials (with unknown contaminants) are disturbed after decades. Lead and asbestos containing material were identified in the fill.</p> <p>As WCC is aware, these legacy industrial sites may have many unexpected risks. Considering the sub-optimal rehabilitation standards at some of Rio's other sites in the Illawarra, like Port Kembla Copper (PKC), I stress that WCC needs to consider their liability should problems arise later.</p> <p>Contamination issues even occur with far younger and less heavily industrial sites like the old Southern Mines Rescue Station subdivision or Huntley colliery among many others.</p> <p>2.Traffic: It is clear from attending the WCC meeting in June 2020 that there will be significant traffic issues due to the high number of dwellings and only a single point of access. Either the number of dwellings should be reduced, or another access created to reduce the traffic load and associated risks.</p> <p>The single access will undoubtedly create significant (local and referred) traffic problems, and potentially high safety risks related to access by police and emergency services. Again, I strongly urge the WCC to consider their ongoing liability should problems occur later. The owners and developers may wish to transfer their risk back to the WCC or another entity with limited resources.</p>
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<p>A second entry / exit point would be preferable at a minimum. I have personally seen some great examples of cooperation between State (RMS) and local Government in the Ballina shire and wonder why this can't also occur in Wollongong. Additionally, the owners and developers have access to plenty of engineering opinions. With such a massive potential return on investment, surely a better and more 'innovative' solution could be found.</p> <p>3. Heritage issues: The ICC Corrimal coke works has been involved with the Illawarra community for over a century and was the oldest operating coke works in the world. It appears little has been done to appropriately manage this important heritage, as is the case with the ICC's Coalcliff site.</p> <p>IF a Sydney based private certifier approved so much demolition of the heritage buildings at the Corrimal coke works, ostensibly based on OH&S issues, why are so many obvious hazards STILL remaining at the ICC's Coalcliff site. These hazards have existed since closure, now approaching a decade ago.</p> <p>Standards are clearly in need of review if the closure plan and lease relinquishment at Coalcliff have occurred when any reasonable person, let alone a risk practitioner, can observe that the site is clearly unsafe.</p> <p>Linking the rehabilitation outcomes of BOTH sites would offer the developer some economies of scale in addressing OH&S, heritage and other issues at Corrimal and Coalcliff. This would also substantially benefit WCC and the community.</p> <p>This practice of on selling to smaller companies is yet another case in the Illawarra of a large multinational company transferring risk and responsibility.</p> <p>BHP has repeatedly done this. For example, numerous industrial sites have been sold to Bluescope and South32. The former BHP Kemira colliery was sold for ~\$1M when it was the oldest operating colliery in Australia and the priceless heritage buildings destroyed when numerous post mining land uses were available for community benefit.</p> <p>Rio has shown with the Juunkan caves debacle how it fails to respect Australia's indigenous heritage. As well as the extremely low price which Rio has sold the Corrimal and Coalcliff sites (BOTH for ~\$1M in 1995) this also shows disrespect for our European and industrial heritage at these sites.</p> <p>Efforts to maintain this proud and important coke works history and the efforts to maintain the buildings have been poor and irresponsible in leaving such OH&S risks for so long. The Illawarra deserves the best practice, not the worst, when rehabilitating former industrial sites.</p> <p>I wonder why it was that any local consultants had such little pride in our rich industrial heritage, such low standards and where was the moral courage to say something?</p> <p>4. Best practice post-industrial land use</p> <p>If you consider 'The Eden project' in Cornwall, and 'Innovative' post-industrial land use and repurposing, then apply a maximum benefit paradigm, the ICC Coalcliff site is arguably the worst example of mine site rehabilitation in Australia. As WCC, through Destination Wollongong, acknowledges the value of tourism, then this site needs to be rehabilitated asap.</p> <p>In comparison to the Eden project (on an abandoned Rio mine site), the Coalcliff site does not even meet the basic requirements to be 'Safe, stable and self-sustaining' (in terms of revegetation) under the Mining Act (1992) let alone the many 'aspirational' environmental and community goals that Rio has promoted and stated that they adhere to as 'a good corporate citizen'. The Eden Project employs ~400 people full time, ~200 on a part time basis and has many volunteers.</p> <p>The photos of Coalcliff (attached) indicates the site just prior to Rio selling the site to the ICC in 1995. (Source: The Australasian Institute of Mining and Metallurgy (The AusIMM) Bulletin, No. 3 1995). N.B. The photo and caption indicating post closure plans that did not eventuate, like BHP and the Wongawilli Colliery tourist mine.</p> <p>Coalcliff certainly does not meet the NSW Minerals Council or AusIMM guidelines for minesite closure and rehabilitation that the industry promotes and despite these standards. It is worthwhile noting that part of the Coalcliff site was put forward in ~2002 by the AusIMM Heritage sub-committee as the preferred heritage site for a mining museum for the extensive and proud coal and coke making history.</p> <p>It is also noteworthy that despite abandoning Broken Hill nearly a century ago, BHP is still trying to contribute to the City in 2016, its birthplace in 1885. This is partly to compensate for their inadequate closure and rehabilitation standards initially https://www.abc.net.au/news/2016-01-28/bhp-billiton-donates-5.7-million-dollars-to-broken-hill-heritage/7120838</p> <p>Rehabilitation standards that industrial/mining companies have signed up for need to be appropriate, monitored and rigorously enforced. Site rehabilitation should have commenced well prior to closure of the industrial activity or as soon as possible. The large companies that have profited through their time in the Illawarra should be approached to see if they are willing to contribute to the site heritage at Corrimal and Coalcliff, as was done in Broken Hill.</p>
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	<p>In future, I trust that the former Corrimal and Coalcliff sites are considered closely, the lessons learnt, and high standards are applied to the planning controls to place a reasonable standard of rehabilitation to legacy industrial sites avoiding the same mistakes being repeated in future.</p> <p>There are still many mining and industrial sites across the Illawarra, including much of the Port Kembla steelworks site, requiring rehabilitation. For any of these sites to be able to be appropriately repurposed, to protect the environment and our community, it is vitally important that high closure standards are set and implemented.</p> <p>The rehabilitation of the Coalcliff and Corrimal Coke Works sites is an opportunity for this to be done really well as a model for the future. The ICC and Legacy Property should come up with innovative solutions and implement these solutions to a very high standard compared to their minimal compliance approach</p> <p>In conclusion: WCC should apply a high standard of planning controls to the Corrimal coke works site and develop a plan with the ICC to rehabilitate BOTH the Coalcliff and Corrimal coke works sites (together rather than individually) AFTER discussions with Rio management occurs, to see if they are willing to contribute to the heritage of these important sites.</p>
314	<p>My biggest objection to this development is the number of residences proposed for it. 550 is far too large a number for the existing infrastructure in Corrimal to cope with. There is no way that number of people will all be taking the public transport that is currently available so Railway Street, Memorial Drive and Pioneer Roads will inevitably become gridlocked.</p> <p>Let's not make this a money making venture but one which puts the faith of current residents back in the hands of the council which represents us.</p> <p>I'd like for the Coke works to leave a legacy of good urban design and landscaping, preservation of our industrial history and a green refuge within suburbia, one that continues to protect its natural inhabitants. So please address the issue of moving the creek to the western boundary which will severely affect the red gum stringybark woodland and grey-headed flying fox camp.</p> <p>Please consider creating a cultural hub within the space for all Corrimal residents with a community meeting space, a gallery and a performance space.</p> <p>More eateries and a boutique retail area would be welcomed but overdevelopment, a lack of consideration for the local wildlife and an overwhelming influx of new residents to our little community would not be.</p>

<p>315</p>	<p>I am writing to express my concerns about certain aspects of the draft Planning Proposal for the former Corrimal Coke works site. I am writing as a local bush regenerator, advocate for biodiversity conservation and urban greening enthusiast. I have lived in Wollongong since 2009, and in that time have seen huge numbers of established trees cleared as part of new subdivisions and redevelopment of urban lots.</p> <p>I would like to object to the draft Planning Proposal. In particular, I believe that the draft Planning Proposal does not show sufficient respect for the significant biodiversity assets on the site. This includes most particularly the remnant vegetation along the creek line (Towradgi Creek north arm) that runs southwards from the dam in the centre of the site, that is proposed for realignment so that it runs around the south-west corner of the site.</p> <p>In my view, and based on discussions I have had with others, the remnant rainforest vegetation along the creek in the southern half of the site is ecologically important, well-established, and in relatively good condition, and will not be compensated for by proposed plantings associated with creek realignment. The destruction of the remnant vegetation along the existing creek line may also, in my view, disrupt the habitat of the colony of Grey-headed Flying Foxes that currently camp at the site.</p> <p>Here are a few particulars regarding the significance of the vegetation along the creek:</p> <ul style="list-style-type: none"> - In October 2019, Mr Leon Fuller, a local authority on the trees of the region, and I visited the site, together with an ecologist from EcoLogical, Ms Rebecca Dwyer. Mr Fuller's view was that the creek line vegetation was likely to be very significant. He expressed these views in an email to the directors of the Illawarra Coke Company, Roger Massey-Greene and Kate Strahorn, on 8 October. I quote an excerpt of the email below with his permission: <p><i>"The coastal plain of Illawarra is crossed frequently with streams running from the escarpment to the sea. It is also the flat land on which the urban areas of Wollongong arose. The original clearing for pastureland and subsequent urban development has left precious little of the vegetation that once grew on the coastal plain, particularly the riparian rainforest along the streams. In fact the rainforest along the coke works' creek is the only intact fragment of this plant community left. I think the preservation of this fragment is crucial as an example of this type of plant community for modelling of future regeneration and reconstruction of Illawarra's bushland: That is, apart from its inherent value as a bushland asset in the Corrimal area and as a recreational aspect of the redevelopment of the Coke works site. The rainforest on the Coke Works site is over 200 metres long and about 50 metres wide. It has a continuous closed canopy with the dominant tree species being mostly Backhousia myrtifolia and Acmena smithii and has scattered ground cover species typical of this type of rainforest. In all, native tree species number about 20 with another 25 or so indigenous plants in the understorey.</i></p> <p>[...]</p> <p><i>"Rebecca searched the exact classification of this rainforest on the Coke Works site and found it actually doesn't fall into the EEC – Illawarra Subtropical Rainforest of the Sydney Basin Bioregion. Incidentally, Lowland Rainforest in NSW North Coast and Sydney Bioregion does have a suballiance (Backhousia myrtifolia and Acmena smithii). However, this suballiance was not included in the Illawarra classification, I suspect, because at that time (2002) there were no clear examples of the community known to still exist on the coastal plain of Illawarra. Whether the rainforest on the Coke Works site is regrowth from first clearing of the vegetation or an example of the original riparian community is uncertain. By the wide spread of ages and sizes of the trees, I believe it is part of original indigenous forest. Either way the value of the rainforest can hardly be disputed because of its rarity."</i></p> <ul style="list-style-type: none"> - In October 2015, I wrote to the NSW Threatened Species Scientific Committee (NSWTSSC) about the vegetation along this creek line. Based on the site visit and discussions with Mr Fuller, I suggested to the NSWTSSC that the vegetation present there had many characteristics of Illawarra Subtropical Rainforest of the Sydney Basin Bioregion. I asked them to review the determination of that ecological community to take into account the vegetation on the Corrimal coke works site. Their reply, sent to me in 2019, indicated that, based on the information I provided (including a species list), <i>"it is apparent that the area contains many species characteristic of Illawarra Subtropical Rainforest, and that there is a case for revising the determination to take account of more recent published information."</i> (See Attachment 1.) The NSWTSSC advised me that once the Commonwealth Threatened Species Scientific Committee had completed its review of 'Illawarra-Shoalhaven subtropical rainforest of the Sydney basin bioregion,' they would review the ecological community listing in NSW. This review has not yet occurred. I submit that it might both reclassify Illawarra subtropical rainforest as critically endangered, and might also revise the determination to clarify that the remnant vegetation on the Corrimal Coke works site is Illawarra subtropical rainforest. - Since that time, a new vegetation classification system was introduced in NSW under the new <i>Biodiversity Conservation Act 2016</i>. I have sought to clarify the status of the vegetation along the creek line with reference to the <i>Biodiversity Conservation Act</i> and the supporting new Biodiversity Assessment Methodology (BAM). Accordingly, in March 2019, I provided Mr Fuller's species list of vegetation along the creek line to Mr Mathew Misdale, a BAM-accredited ecologist with relevant experience in the
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Wollongong LGA. Mr Misdale reviewed the species list against the Plant Community Types for the Illawarra. He was not able to visit the site itself, but relied on information provided by Mr Fuller and myself. Mr Misdale’s concluding observation in March 2019 was:

“From the review above it becomes obvious that the area of shallow gully rainforest vegetation occurring within the Corrimal Coke works site is not typical of local rainforest types based on its occurrence on alluvial substrates and species recorded. It is most closely aligned in floristic diversity and structure to PCT 1300 (Whalebone Tree - Native Quince dry subtropical rainforest on dry fertile slopes, southern Sydney Basin Bioregion) (Illawarra Subtropical Rainforest EEC) but would be excluded from the draft EPBC Act listing for Illawarra-Shoalhaven Subtropical Rainforest under the EPBC Act. This unique vegetation patch occurring on the coastal floodplain warrants a more detailed examination as its possible this forms the remaining remnant of a vegetation type now cleared in the Illawarra.”

I provided a copy of Mr Misdale’s observations to Wollongong City Council by email on 19 March 2019 but did not receive a response.

Based on my and Mr Fuller’s personal observations and records, on the advice provided by Mr Misdale, and on the 2019 response of the NSWTSSC, I submit that there is potential that the vegetation along the creek line may represent a unique remnant of Illawarra subtropical rainforest of a kind that has been cleared to such an extent that it was not taken into account in the state and federal determinations of Illawarra Subtropical Rainforest.

Illawarra subtropical rainforest is an ecological community that is classified as critically endangered under the federal *Environment Protection and Biodiversity Conservation Act*, and as endangered under the NSW *Biodiversity Conservation Act*, noting that, as per my above observation, it is likely to be reviewed soon.

Given the above, I submit that further, more detailed, investigation of the vegetation of the North Corrimal creek line vegetation should be undertaken by a team of independent experts, preferably as part of the process for reviewing the NSWTSSC’s determination of the status of Illawarra Subtropical Rainforest. I also submit that the Planning Proposal should not be approved in its current form until such a process has been completed.

I also have concerns about the impact of the draft Planning Proposal on the local Grey-headed Flying Fox colony. I am unable to evaluate what is proposed in the way of ‘compensatory dams’ or ‘dipping ponds’ in the draft Planning Proposal and in Council’s draft Development Control Plan chapter relating to the site. However, I believe that the best prospects for the colony is to preserve the existing creek line, and all of the relatively intact and healthy vegetation in the vicinity of its camp, rather than to attempt to re-establish alternative vegetation and water sources, which will take decades to create anything like the existing habitat.

<p>317</p>	<p>I wish to respond as a resident of Wollongong LGA to the recent proposal for the Corrimal Coke Works Site Development.</p> <p>I believe the proposal should not proceed for a number of reasons:</p> <p>I believe that Council is allowing the developer to use local news services as PR for the project without providing alternative information on the project in the same way, i.e. using the same local news resources and is thereby deceiving the community.</p> <p>I find the current marketing campaign positioning the development as 'sustainable' to be deceitful and misleading. The project is not as 'green' as its' slick marketing would propose.</p> <p>The report shows the site to be contaminated after use as a coal mine for over 100 years. The contamination remaining at the unremediated site is a danger to residents, wildlife and groundwater.</p> <p>The owner should remediate the site first and foremost after profiting from the site and the community for many years. Only after the site is completely remediated should there be discussion on what should be done with the site – ideally returned to the community as public space.</p> <p>I believe the residential development to be too large, out of character for the area and with little appropriate thought to traffic concerns with the influx of residents.</p> <p>I believe that the low socioeconomic population of Corrimal are being deceived as they will not be able to afford the housing proposed by the developer and there is no low socioeconomic housing as part of the proposal.</p> <p>I believe that the development of this site may set a dangerous precedent for the development of the Coalcliff mine site, owned by the same company, and other local coal mine sites as the world turns away from coal to cleaner energy, providing cheaper, clean energy and jobs.</p> <p>I believe that the owner of the site will continue to pollute and cause illness in the Illawarra if the site is not completely remediated to a safe standard and Council is able to show community that it has monitored the remediation throughout the process.</p> <p>I believe the short timeframe of community consultation, and a short timeframe to comment, to be a huge mistake on the part of the Council.</p> <p>I believe that Council is being deceived by the Illawarra Coke Company's proposal and slick marketing campaign and that it should open the proposal up to further community consultation immediately which has so far been absolutely inadequate. Communication with the community has been difficult during Covid lockdown and the consultation period should be reopened when lockdown has ceased.</p>
<p>318</p>	<p>This development will create more problems than it will remedy. I wish to lodge my objection to the size of the development, 550 residences!!, and raise a few of my concerns:</p> <ul style="list-style-type: none"> * It will generate far too much traffic on Railway Street, with only one access point, that being a single lane roundabout!! * There is no emergency exit plan.....can you imagine all the residents from over 550 residences trying to exit through one point in any emergency? * I also object to the destruction of the mature woodland and the living things in the creek on its relocation. <p>These are just a few of my concerns, please reconsider approval of this development.</p>

319	<p>I am a resident of East Corrimal and have feedback on the Corrimal Coke works which is close to my home. This proposed development will directly impact on the lives of my family, friends, neighbours and community. Corrimal and its surrounding suburbs are already experiencing issues where density and population has reached a level of saturation that is diminishing quality of life and amenity.</p> <p>In relation to the development proposal, I note the following:</p> <ul style="list-style-type: none"> • I don't believe the developers have taken on board previous feedback and seem to be only making superficial amendments to their proposals. • The current proposal is entirely unsuitable, in that it appears to be structured to maximise sales and revenue for the developer (by maximising the number and density of dwellings). This will be at the expense of the environment, the lifestyle of the existing community (and proposed new residents) and will cause significant traffic and safety issues. The number of residences is too high/dense and needs to be significantly reduced • The type of dwellings is too biased towards higher density dwellings, which will have an adverse effect on the area, freestanding dwellings should be the predominant form of dwelling. • The traffic situation on both Railway Street and Towradgi road is already problematic and dangerous and even with proposed improvements, will not cope with the additional significant number of traffic movements. There are safety issues already with lanes queuing on memorial drive and this has an effect beyond the local area and affects commuters in both directions from other areas. The streets are regularly gridlocked. • The proposal states that repurposing the industrial area is not viable, however I don't see evidence of this in any form. The site would be entirely suitable to industrial works of a similar size to the coke works. • The environmental impacts appear to be deliberately understated using corporate-speak. • Contamination issues and associated works and disruption to surrounding areas also appear to be glossed over. <p>I urge council to put the concerns of residents and the community above the profit motive and political pressure of the developers.</p>
320	<p>Whilst we appreciate that the Coke works site cannot be left as it is we urge you to develop a more sustainable and environmental approach.</p> <p>Our family would love to see the Corrimal Botanical Gardens but appreciate economically it will probably have to be developed for housing. Please make that housing as opposed to units, with a sensible amount of homes and keep some of the habitat for our indigenous animal and plant life. Please also think about traffic congestion, and the infrastructure, the schooling, drainage and sewage etc. Before you disturb and entire suburb and change its face completely please consider us, the current residents.</p>

321	<p>I'm a long-term resident of East Corrimal and have been closely following the progress of this proposal. While I can foresee and acknowledge some economical and housing benefits, I do have multiple concerns for consideration.</p> <p>My key areas of concern are:</p> <p><u>Environmental impacts</u></p> <ul style="list-style-type: none"> • Remediation of the area disrupting soil containing long term build-up of industrial contaminants and associated impact of this in waterways (locally and downstream) and proposed parklands. • Disruption and impact on flying fox colony and other wildlife despite exclusion zones • Realignment of natural waterways and the impact downstream including potential flooding, sediment and contamination • Population density • Proposed dwellings have the potential to substantially increase Corrimal's population by 25% or more (based off 2016 census data per average dwelling). What is currently a very liveable suburb will change drastically under this influx, more comparable to an inner-city style development • Proportion of high-rise dwellings not in line with the general amenity of the suburb. Despite an increase in usable greenspace, the visual impact would overshadow the natural outlook of the escarpment and surrounds <p><u>Traffic congestion</u></p> <ul style="list-style-type: none"> • Proposed traffic controls of a roundabout is largely insufficient to manage the increased daily traffic. Smaller development on Railway Street (The Village) has resulted in long delays and congestion during peak times. Major development with one access point for 1000+ cars would result in major congestion along arterial roads and impact safety of surrounding residential roads • Parking congestion in surrounding residential streets. Parking allocation for proposed dwellings not meeting the requirement of 1.7 cars per dwelling (2016 NSW Census data) would result in overflow
322	<p>I'm writing to voice my concerns over the proposed Coke works developments.</p> <p>Only one access point to proposed 550 residences. As the only access point will be so close to the highway and train crossing this will likely cause congestion along Railway Street.</p> <p>There is no emergency evacuation plan currently proposed, again having one entry/exit for the amount of homes will be problematic.</p> <p>I feel 550 residences is too many for the current space. In my understanding there is not enough parking provided to support this many dwellings. Where will the overflow of vehicles go?</p>
323	<p>I am writing to you to express my interest and excitement for the Corrimal Coke Works Proposal.</p> <p>I support the rezoning proposal for the old Come Words because I believe it will allow Corrimal for be a great place to live in the future.</p> <p>This site provides great opportunity for new housing as well as other community outcomes such as open space and will be great to see good use of this site before the old structures begin to fall over!</p> <p>While supporting the proposal, I would be keen to understand: Will Council spend money to extend the new cycleways being built with this proposal.</p> <p>Would Council consider building a pump track somewhere in the local area?</p>
324	<p>As residents of Railway Street we are very concerned about railway Street being the only option for the entry and exit for the Coke Works development. We don't object to the development itself, however the traffic option is a grave concern.</p>

325	<p>I wish to express my support for rezoning the Corrimal Coke Works and I support the first 5-star green star community proposed for this site.</p> <p>The developer will be planting Illawarra native trees and plants, this will benefit and support endangered species and fauna in our local eco systems.</p> <p>This is the first development I have seen in Wollongong that has focused beyond people, it has an equal if not greater focus on our environment.</p> <p>The property is run down and a derelict industrial site. Let's make Wollongong's first 5-star green star community become a reality, the time to vote yes is now!</p> <p>I urge Council to support the rezoning.</p>
326	<p>Re: Letter of Support to Rezone Corrimal Coke Works</p> <p>I support the rezoning of the Corrimal Coke Works from Heavy Industrial to Residential 3.</p> <p>The Corrimal Coke Works looks to be a genuine compromise between the retention of local ecology and the provision of new homes with 9 hectares of the site as open space.</p> <p>9 hectares is equal to 9 Bellambi Bunnings!</p> <p>The inclusion of a Communities Green Star Rating is a great initiative.</p> <p>I support the biodiversity, the active roading/cycleway proposed for Corrimal and I therefore support rezoning the Corrimal Coke Works.</p> <p>I can't wait to see this development take shape. Please do not let people who think 'any' development is a bad thing, stop such a well thought out development.</p> <p>This is NOT over development as there is so much space available & this is such a huge improvement on what exists. It is also very sensitive to it former use, with the industrial history something that can be well represented in a modern & interesting way.</p> <p>Housing & jobs are also desperately needed this area. The amenities that will be provided with this development are very welcome as well.</p>
327 332	<p>I write to express my extreme concern over the development that is currently before council at Corrimal Coke works plans:</p> <ul style="list-style-type: none"> • 550 residences being too many • all 4-storey units with some town houses - no free standing • only one access road for around 1000 cars • Railway Street coming to a standstill • single lane roundabout at entrance that won't work • no Emergency Evacuation Plan yet • 102 years of contamination on the site • risk to neighbours when its disturbed • contamination buried on site • relocating a creek and destruction of things living in it • bulldozing large trees for access road • fragmenting of classified woodland for new 11m creek line and shared pathway • off-leash dog park within Flying-fox buffer zone • cost of long-term maintenance of open space paid for by rate payers • fragmenting of classified woodland for new 11m creek line and shared pathway • cost of heritage maintenance responsibility of on-site retailers • development staged over 7 years

328	<p>I do not live in Corrimal but frequent the area often as have a booking with the Community Centre and often shop in the area.</p> <p>Turning from Memorial Drive into Railway street in the morning period now and driving towards the Highway means negotiating a constant traffic flow. The return journey at a later time of day can see traffic blocked up from the lights if you wish to turn right onto Memorial Drive. The proposed development will mean an increase in the traffic flow from east to west and vice-versa particularly as residents in the new complex can only enter or exit the outside world through one portal=made difficult by the build up of cars trying to use the proposed roundabout to gain access for their trip to the Princes Highway or Memorial Drive.</p> <p>All transport to and from the development will be by car as the internal roads will not be wide enough for bus to use. Which reminds me –are the internal roads wide enough for garbage trucks or service vehicles such as fire and ambulance vehicles.</p> <p>If apartment building continues to grow at its current pace there will no doubt be a call for “express trains” to stop at Corrimal to service the community that works in the Sydney Metropolitan area. Where will the cars park??? At present many people drive to either Thirroul or North Wollongong to catch the train.</p> <p>I am concerned about the contaminated soil being buried on-site. Will the Council take responsibility in future years if, say, a cancer cluster appears? It has happened on other sites previously used for industrial purposes. All industrial waste should be moved to a site designated for non-residential use.</p> <p>I am also concerned by the size of the complex and lack of play safe areas for children. Are you assuming that only childless couples will buy into the area? Will the 4 storey buildings all have lifts and disabled access as these will be necessary for the residents that buy now, in their future years.</p> <p>All in all the proposed development is too big for the area,/ does not consider current or future traffic flow or the amenities of the total Corrimal population/ lacks foresight as to contamination and the deviation of the creek with regard to its downstream effect in the event of floods caused by climate change/ or the future of wildlife habitat</p>
329	<p>Re: Letter of Support to Rezone Corrimal Coke Works</p> <p>I support the rezoning proposal for the Corrimal Coke Works. The site is currently in a poor state of repair and attracts vandals and other forms of anti-social behaviour. This property is in drastic need of redevelopment.</p> <p>The developers will be delivering new open green space, an off-leash dog park and supporting our biodiversity and natural ecology by planting Illawarra native trees, shrubs and plants. It is exciting for Corrimal to have the very first 5-star green star community for Wollongong LGA.</p> <p>The upgrades to local major intersections will be more than welcomed. The developers will be encouraging people out of their cars by providing a cycling/walking path to Towradgi.</p> <p>One high quality development, such as the Coke Works is far more beneficial for our community than numerous small developments.</p> <p>Council support the rezoning of this land away from Heavy Industrial to Residential 3.</p>
330	<p><u>Support for the Rezoning of the Corrimal Coke Works</u></p> <p>The Corrimal Coke Works development will be Wollongong’s first 5-star green star rated community. This is a great initiative representing leadership in Sustainability.</p> <p>I am pleased that 50% of the site will be turned back into green open space and parklands for the community and that the proposal will include community gardens and natural play areas for children.</p> <p>The outdoor amphitheatre will also be a great place to host outdoor community events.</p> <p>I am aware there are some concerns in the community about traffic and the roundabout. I have read council’s report and I’m comfortable with what is proposed.</p> <p>The rezoning for the Corrimal Coke Works should be supported. It will be wonderful to reactivate this space.</p>

333	<p>Please support the rezoning proposal for the Corrimal Coke Works.</p> <p>We currently live with a derelict industrial site in the midst of our suburb and the potential to see a new industry operating on the site while it retains a heavy industrial zoning. Such an outcome would be a disaster for the community, and I can only imagine that the traffic, particularly heavy vehicles, associated with a new industrial use would be far worse than the traffic from this residential proposal.</p> <p>The current proposal gives a lot to the community – I’m not sure if there would be any other large development proposals that provide more than 50% of the site back as public recreation land? This really seems like a well-balanced proposal given the level of open space and community infrastructure proposed alongside new housing. It is a fantastic proposal to use land that currently provides no benefit to the community.</p> <p>I also accept that the provision of new housing is important for Corrimal, particularly different types of housing as most of the housing is currently traditional detached houses. The site seems ideal to accept new housing given it has good buffers to existing suburban areas and is right next to the train station.</p> <p>I look forward to seeing the proposal be approved by Council so it can move forward and start delivering benefits for Corrimal.</p>
334	<p>Please accept my rejection to proposal</p>
335	<p>I am writing to express my support for the Corrimal Coke Works rezoning.</p> <p>My reasons for supporting the proposal include:</p> <ul style="list-style-type: none"> • The provision of new walking and cycling paths • The inclusion of a new off-leash dog park • The commitment to a 5-Star Green Star community • The plans for a new heritage precinct and local shops <p>I understand that development will happen, so I would much rather see a good proposal that balances new houses with good community outcomes.</p>
336	<p>As a local resident I am writing to voice my concerns regarding the proposed development and rezoning on the Railway street- old Coke works site.</p> <p>My concern are as follows:</p> <p>1. Traffic flow and load:</p> <p>The railway line crossing would not support the added congestion of the proposed 550 additional residents in the new area as there is already a newly opened residential unit complex across from this site which brings already additional traffic to this small pocket of the road. I believe the combination of additional population would impact heavily on the traffic flow and congestion particularly if the traffic is stopped while a train goes through Corrimal station and between the lights if they were red on the intersection of Railway and Distributor would bank up traffic. There is only one lane exiting onto the distributor from railway street and will impact on the school traffic volume of several local schools. There would be very little opportunity for vehicles to turn right from the proposed coke works location with traffic at a standstill from crossing and traffic lights working in far from sync. Traffic has increased incredibly around this proposed area since we moved here 9 years ago, please think of the future hazards that could potentially happen.</p> <p>2. Environmental impact:</p> <ul style="list-style-type: none"> • The plan includes bulldozing established trees in the NW corner and currently council are planting new trees throughout Corrimal so why tear down well-established ones. • Proposed in the plan to move the natural creek due to flooding will have knock on impact to plants and animals which include protected red gum stringy and flying foxes • Evidence that engineering the control of natural water flow carries high risk. <p>We have the opportunity here to save and not overdevelop this part of the beautiful township of Corrimal as well as maintain vegetated and bushland/rainforest environment and with climate change so much of a concern this is an investment for the future.</p> <p>Please consider my points and thank you for taking the time to read my concerns</p>

337	<p>Re: Corrimal Coke Works - Letter of Support</p> <p>Corrimal Coke Works is an unused, prime parcel of land, that should no longer be zoned Heavy Industrial.</p> <p>Wollongong city has a housing shortage. Rezoning the Corrimal Coke Works, to Residential 3, could help alleviate a very real problem, our city is currently facing.</p> <p>The decisions we make today will impact on our future, therefore I would support the reconsideration of including at least two buildings of 6 stories in height. It is important to appreciate, varying height levels, will enhance the visual aesthetics of the project and the liveability for those who will reside there. In addition to this, the project will improve the visual and economic sustainability of Corrimal</p> <p>I support the Corrimal Coke Works rezoning, as proposed by the developer and as represented on Councils website, during the public exhibition period. Council rezone the old coke works to residential 3.</p>
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<p>338</p>	<p>I am writing to you regarding coke works plan for Corrimal. I hope it's not too late for you to read and consider my thoughts</p> <p>As a long-time resident of this area, there has been a lot of change over recent years, a lot of which has been not so good for the character of this lovely area. Change is inevitable of course, but change has to also be practical, and not at the expense of nature, and history, that is important to preserve. Lose these things, and quality of life for all follows, and is also lost.</p> <p>I feel we have a rare opportunity to preserve this significant green space, and also important history of Corrimal.</p> <p>It seems any time a significant piece of land in this area becomes available (of which there is not much now left) the first option is always more houses/units, with some token recreational space to win over brownie points. Roads are becoming narrower and more congested, people living on top of each other, remaining open areas put under more stress from all the extra activities, pollution, congestion, etc.</p> <p>There are significant old trees on this site that have been there longer than the oldest residents of Corrimal. They can't just be "replaced" overnight, or not suffer damage from surrounding development.</p> <p>The Coke works site needs to be preserved. The whole history of mining in this area has shaped the lives we have today. We must be thankful for the work that was done by previous generations, that have given us the lifestyle on the coast here that is taken for granted. – regardless of what people now think of coke and coal.</p> <p>Preserving that history and creating more understanding would go a fare way toward creating that gratitude. It's for use to preserve!</p> <p>You can't bulldoze the past and just put little boxes all over the landscape.</p> <p>Its destructive and disrespectful not just to our ancestors, but the indigenous history also.</p> <p>Then there is the birdlife to consider. Remove greenspaces, and put in houses, and birdlife suffers. So do many other creatures, like insects, bees and the like that get forgotten, yet are so important.</p> <p>I don't care if they want to call their new housing development "ecofriendly". Over 500 residences is NOT ecofriendly, especially in an area that is being built out at a great rate of knots. All this needs to be considered.</p> <p>There is only so much space on the coast here, between the mountains and the sea, for road and rail corridors to carry the extra people traffic. You only have to drive down railway St most days, especially in mornings and afternoons to see how congested things already are. Sometimes this street, between Pioneer Rd and the Highway is like a car park.</p> <p>There has already been significant residence added to this area with the building of units on the old Leagues Club site.</p> <p>I know there are people that look at the Coke Works and don't appreciate it for what it already contributes, but just see opportunity to "make money", like it's a "gold mine" in waiting to be exploited. There are all sorts of ways to make development look "appealing", and there are always those that want to argue the a case of the importance of more and more housing and growth for the benefit of the community, but you can only inflate a balloon so much before it explodes and then it's those left in the area to deal with that – not the developers that have long gone!</p> <p>With Covid at the moment, we can't emphasise enough the importance of green space for mental and physical health. Humans need areas to get out into for the wellbeing. We are not meant to be cluttered up in small areas, especially children.</p> <p>I am wondering if much thought has been given to other options for the Coke Works sites? I have been thinking about a few things.</p> <p>This is a significant area, with a watercourse and historic buildings. So why not utilise those things, highlight them and turn them into things than can be sued and appreciated not just by locals, but by visitors to this area? Sustainability!</p> <p>The watercourse could be enhanced a duck pond added, picnic areas, frog pong, small wetland. There could be a link built over the expressway to the sports fields, Corrimal pool and Library area of Corrimal.</p> <p>There is plenty of room for walking and cycle tracks to wind through the shrubs and trees.</p> <p>Why not a community garden? There could be done with a community garden, including growing local indigenous edible plants, involving school groups, having a plant nursery. Volunteers could have their own little plots to grow vegies, excess food could go to supplying community groups that feed homeless people or low-income families.</p>
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	<p>With plots of lands so small now, and not outdoor space to enjoy, or grow things, this is a massive opportunity to get something like this happening. Even have like a small botanic garden. It would give local indigenous people some input into sharing their history of the area and their knowledge. And perhaps have a day here and there to do a “cook and share”, bring everyone together for a local feast, learn new skills, develop a greater appreciation between white and indigenous history.</p> <p>The coke works buildings themselves have so much historical value, and this area could be preserved and restored as a visitors’ centre, with information, and old photos and stories about the coke works and Corrimal over the years. And how the coke works contributed to making this area what it is. I wonder how many people really know much about all these things? About how the Coke works supplied electricity to Corrimal, about how it supported all the local areas, about all the jobs that were created, the flow on effects. I am sure this would also be very interesting to visitors to the area.</p> <p>I think that if we want more tourists, it’s not always about “bigger, new, better’ but about highlighting the nature things you already have, as well as not overlooking what is already here to be shared and enjoyed.</p> <p>If this whole area could be sensitively enhanced, it would be quite an attraction! Imagine driving around the Seacliff bridge, and onto a wonderful unique greenspace in Corrimal! There would also be jobs created too, permanent ones, not just short-term building ones. There could also be some low impact ecofriendly accommodation for tourist. Perhaps even a small native animal zoo?</p> <p>Or even, as part of the historical aspect, come live like the people of Corrimal did in the past? With some either relocated old dwellings, or recreations of such, decided out the way they were 100 or so years ago to give people a real appreciation of what life was like, how the coke works meant so much to the local community.</p> <p>I know whenever I have gone anywhere, I have always appreciated being able to learn something about the history of the place, and even experience it by visiting old buildings or historic areas.</p> <p>We should have this here in Corrimal, it would be a real stand out opportunity to make use of a wonderful area without losing its whole ambience and spirit, that would otherwise be lost to development forever.</p> <p>Imagine being able to take the family for a lovely walk through out the trees, and have a picnic by the watercourse looking up at the magnificence of the escarpment. This should be there for everyone to enjoy!</p>
339	<p>I write to you to fully support the rezoning of the Corrimal Coke Works site from industrial to residential as laid out in the 120 pages of the Draft Planning Proposal. Council has a unique opportunity to be part of a seismic transformation of what is now a derelict industrial site with equally derelict structures and turn this into a vibrant urban village adding to the Greater Corrimal area. The development argument is very compelling, multi dwelling, integrated housing supported by accompanying services and transport infrastructure all within over 9ha of green space matched with drainage management and flood mitigation measures but interspersed with riparian corridors allowing for increased biodiversity and retained natural vegetation areas. What community would pass up this opportunity? The community gets back the site with huge benefits.</p> <p>Walking paths, cycle ways, parks for families, a wide range of permitted dwellings ,affordable rental housing, good road accessibility, access to trains (maybe fast trains) and access to public buses. All within a visually pleasant and planned environment. As opposed to what now? What will future generations thank you for, leaving the site as is or voting for an aesthetically pleasing but vibrant,multi-functional urban village? Please think of the future and don’t be swayed by single interest negative voices .</p>
343	<p>What a fantastic design this is something that Wollongong needs to bring it to the next level of desirable living with property prices booming I support the Coke Works proposal as the plan keeps some of the industrial heritage items like the brick chimney and reuses the old building for a modern purpose. This will allow the history of the site to be appreciated by future generations.</p> <p>While the industrial heritage is great, it is important that the site have a viable future use and in this context I agree that residential development provides the best opportunity to meet the overall needs of the community while also allowing the heritage of the site to be celebrated</p>

344	<p>As a resident and owner of two businesses in Corrimal town centre I am looking forward to the new development.</p> <p>The green star rating is a positive for Corrimal, the artist impression drawings look pleasing and as a business owner the increase in foot traffic throughout the town centre will be most welcomed.</p> <p>I am somewhat concern by the increased traffic levels and I assume Council and the developers will take appropriate action to address the concerns of the general public.</p> <p>As this is a step in the right direction for the suburb so should the outdated level crossing be improved.</p> <p>Boom gate crossings in Corrimal/ Bellambi should be updated with either an over/underbridge to improve traffic flow and eliminate the noise pollution generated by the bells and the horns from trains at each crossing.</p>
345	<p>The Corrimal Coke Works site has been lying vacant for close to 7 years and currently attracts trespassers and anti-social activities. I fully support the rezoning of the Corrimal Coke Works and believe it will be of enormous benefit to the broader community. It will provide a major boost for local businesses, support local employment and encourage further investment in Corrimal. Further, being the first 5 Star Green Star community in the region, the project sets a new sustainability benchmark. I support the rezoning of the Corrimal Coke Works because it is a wonderful opportunity to turn a derelict industrial site into vibrant new community</p>
Engagemen t Feedback form	<p>I am all for it! we need more affordable housing in the area. If environmental and traffic impacts are considered and we aren't all crammed up on top of people, I think it'll be great.</p>
Engagemen t feedback form	<p>Totally surprised that an R3 Medium Density zone is being requested for a required 22m high limit? Surly that is much taller than the existing requirement of 13m for R3. Would only like to say that with heights at 22m, 18m with a 3m offset from roadway the area would probably feel more like lower crown street, in Wollongong CBD. Would feel more comfortable with 2, 3 and 4 storey buildings like the Homebush Newington Village development with a diverse arrangement of storeys FSR and heights. Affordability does not necessarily mean units where units are only choice</p>
Engagemen t feedback form	<p>I have a major problem with the increased traffic on Railway Street. Regardless of what is said it the length between the railway crossing and the memorial drive lights is just not long enough to cope the increased vehicle numbers.</p>
Engagemen t feedback form	<p>I have received a note from a local resident regarding this development, and have grave concerns as to the development size. As stated traffic congestion is bad, and for those that have to commute at peak times will face even further problems. This area could do with a green belt/park, and there is nothing i can see on plans for anything. I also have heard that established trees will be removed, which i strongly object to. Why can't council demand that the developers create a green space for all residents in this area? There is only 1 means of ingress/egress, which is ridiculous, especially on to railway street, which is bad enough now, just like the Thirroul development. As stated residents within this suburb need a green belt area, so why not incorporate it as part of the development? and reduce the number of dwellings. 550 residences is just not sustainable, and how many vehicles will be added also? Thank you</p>
Engagemen t feedback form	<p>I am not feeling very comfortable with the traffic stress on Railway Street. As this is my only exit to Corrimal via Railway Street, this poses concerns as to the ability to meet work time constraints etc. Please do look into multiple entrances and exits to the future Coke works site as I feel it will be a strength for Corrimal if done sensibly and with the future in mind.</p>
Engagemen t feedback form	<p>our biggest concern with this development is the traffic that is going to contest railway road, the railway crossing and the traffic lights intersection onto memorial. We would really like to see two entry points in and out to the development and push some of the traffic that is heading north either onto memorial road directly or divide the traffic between another access point. it is going to heavily context the area and i feel will become extremely even more unsafe for my young family to be walking and riding bikes to and from school with the amount of cars on that road. not to mention the traffic load and time waiting extra time to get through lights to continue on with my daily duties. This is a heavily concerning issue</p>

Engagement feedback form	I welcome plans to revitalise an unused space and provide greater public benefit. Concerns which I would like to see addressed in the planning process: - Traffic and parking: *Sufficient parking needs to be provided on site for residents and visitors (do not assume because of the proximity to the train station residents will not own vehicles) *Need to address the level crossing at train line. Developer should be required to fund a pedestrian and vehicle overpass - Pedestrian accessibility: *A roundabout may not be safest for pedestrians, consider traffic lights *Need multiple access points to site to take advantage of public space. Build pedestrian bridge across train lines closer to East Corrimal public school
Engagement feedback form	I think the development will be great. My only concern is the increased traffic on Railway St. I know there have been studies that say the surrounding roads and intersections can handle it but the people who have done these studies obviously don't live here. I live on Railway St between Memorial Drive and the Coke Works development and I think getting in and out of my own driveway is going to be a nightmare. The roundabout will possibly make it even worse for me rather than helping the problem. I would love to see there be a second entry/exit point for the site on another street. This may mean building a bridge or putting another intersection on Memorial Drive between Railway St and Towradgi Rd
Engagement feedback form	I'm not opposed to developing this land as it is a toxic wasteland that no one can access now, however the new development needs to address the following. 1. Traffic - a direct on ramp onto memorial drive heading south would easily get traffic onto the memorial drive. Also the intersection at Railway Rd and Towradgi Rd both need overpasses, like the one at Woonona with on and off ramps. On top of this the railway crossing is unsuitable in its current form. Traffic already banks up substantially when trains come through. An overpass here would easily fix this problem. 2. Public Transport - Corrimal station is not a main station. For it to support this added population it needs to have every train stop here, just like Thirroul, North Wollongong and Wollongong. To support this the railway crossing needs to be replaced with an overpass and there needs to be a significant carpark added. Looping the free city bus out to Corrimal would also help with transportation. 3. The new coke works needs to be an area that does not encourage anti-social behaviour - drug dealing, theft, graffiti, drug taking, threatening behaviour. Given the large volume of social housing nearby there is a strong likelihood that the anti-social elements from this demographic will target this new development. The council, police and developer must ensure that everything is done to minimise this likelihood. Excellent lighting, wide open spaces and police presence are some ways to address this. 4. Sensitive flora and fauna must be protected. Any areas within the zone containing sensitive flora and fauna must be sectioned off as no go zones for the developers. 5. Toxic rehabilitation. This zone has been a toxic zone for many years. How is the developer going to rehabilitate this site prior to human habitation? Without a proper rehabilitation program there is a strong likelihood that it's residents will be exposed to cancer causing toxins. 6. Water flow. All-natural water flows must be improved and/or maintained so that water can flow through this site. Keeping creeks open and not pushing them underground must be a priority to support local flora and fauna. 7. Weed management. All weeds on this site (big or small) must be removed prior to the development being finalised. We do not need the weeds from this zone spreading through the rest of this area.
Engagement feedback form	I am supportive of the development overall however have three items to raise. 1. Access: Plans show only one entry and exit point. The development will feel like a caravan park and in time is at risk of evolving into a place that has a ghetto feel to it. The development will not feel like it has been integrated into Corrimal, rather that it has been dumped in the middle. Multiple entry and exits points at opposite ends of the development are required. 2. Traffic: It's a fact that this development will mean a lot more cars on the road in Corrimal and on Railway St in particular. With only one access point at peak times during the day there will be a constant stream of traffic exiting onto Railway St. This is likely to decrease the standard of living of existing residents on and around Railway St which is a main thoroughfare. The infrastructure proposed to mitigate this risk to Corrimal residents must be effective. Multiple access points would also mitigate this. 3. Car Parking: This development will result in an increase in visitors (friends, family, people making use of amenities) to the area which is a good thing. Space for additional parking (carparks) is required in and around the development to ensure surrounding road car spaces aren't filled and therefore unable to be used by residents (reducing standard of living).

Engagement feedback form	<p>Whilst the proposal site is definitely a wasted space. I am concerned with the impact of the proposed development on the community. I live in Corrimal and have been impacted by an erection of housing building, that completely destroyed my outlook of the mountain range. I look out my front door now, at a building. Sure, it has provided much needed housing but positioning for that height of building is not suitable. The offering back to the community is of very little and in my case a detriment. With the proposal of the coke works, I again see the offering back to the community very little. This proposal is ridiculously huge! 550 residences means a possible 550 cars depending on the occupancy. There is no way we could cope with the traffic influx. I already have to wait sometime to enter the highway from my side street. Can you imagine trying to get your shopping done. Why so big? This is the dream of the investor, and doubt very much of the community. Why not plan for the people who already live here for the needs of the people in the community. If its residential, I doubt its to this extent and smack bang in the middle of Corrimal. We absolutely don't need an influx of traffic and people of this magnitude. People need space for enjoyment and the provision of services for wellbeing. Please don't choke up this beautiful area with construction to satiate someone with wealth</p>
Engagement feedback form	<p>I believe the plan will result in congested roads, busier shops and car parks, and longer wait times for appointments with doctors and other medical professionals etc. Why not make the area a big, beautiful park/gardens for the residents of Corrimal and surrounding suburbs to enjoy? The bike/walking tracks and parks from Woonona to Fairy Meadow are becoming increasingly more busy and I believe creating a space like this will give people another area to congregate and use for exercise, picnics etc. This will also avoid our precious woodlands being bulldozed</p>
Engagement feedback form	<p>Hello and thanks for the opportunity to be heard. 1. Traffic issues. I think that 1 entry and exit for the site is ridiculous. Railway St banks up now from the lights at memorial drive up to the coke works site. Also from an emergency evacuation trying to get all residents out will cause issues. Why is there not a slip lane at the southern end of the development onto memorial drive to alleviate these concerns. 2. Height of buildings. Blocks along the train line should be reduced in height so as not to impact existing residences with increased shadowing. (Lots 3, 15, 6 and 9) 3. Heritage of the site. It is very important to preserve the heritage of the site for future generations. It needs to be incorporated into the design concepts. 4. Re alignment of the creek. Seriously you want us to believe that the original creek conveniently went around the edge of the site. looks more like that's what suits the developers</p>
Engagement feedback form	<p>Whilst in principle I am in favour of the proposed redevelopment. Below are my comments and concerns regarding the development. 1. Noise and dust from building that will go on for a number of years. the site has been industrial for over 100 years and am concerned we will be inundated with toxic dust form the site. 2. The increase in tradie traffic/parking during development needs to be tightly controlled. When the old leagues club was being redeveloped, tradies were parking wherever they wanted even in bus zones and no parking zones which made leaving our street very dangerous. 3. I am against any further development, inclusion of affordable/govt housing in the area to be included. There is enough of that already in the surrounding area. time for other areas of Wollongong to share the load of govt/affordable housing. 4. TRAFFIC!!! there is NO real solution being proposed to the traffic issue with is glaringly obvious. The traffic count that is being used to determine future numbers of cars is outdated. Since that count was done, there has been significant development of other housing in the area (old leagues club for one). I would strongly recommend another traffic count be done to show real numbers. 5. The Corrimal Coke works estimate of how many more cars will be on the road is low (they have indicated only around 2/3 of the number of properties). I don't know any household with only one car and relying on the railway timetable to move people is a joke. The current timetable is a laughable alternative to people driving. 6. Either another route out of the site should be mandatory or redevelopment of surrounding roads it required. 7. Suggestions for other routes. extend Carr Street next to the railway as a second route out of the site. 8. Redevelop Railway St. Make the street two proper lanes (both sides of the road) from the west side of the railway all the way to Princes Hwy. 9. Make Railway St a permanent Clearway/ No Standing/No Stopping/No Parking road (both sides) from the west side of the railway to at least Memorial drive, prefer all the way to Princes Highway. Add right hand turning arrow (turning north) at Princes Highway and Railway street traffic lights to alleviate delays the currently occur during busy traffic periods. 10. The proposed roundabout at Harbinger St should be 2 lanes to ensure traffic flow... not one lane which would be a bottle neck. These improvements to Railway street may improve traffic flow</p>
Engagement feedback form	<p>I'm opposed to this development. A gated community is not part of the character of Corrimal. Memorial drive is already flagged at being at capacity. Construction being limited to railway St will cause significant risk to students who walk and ride to school. There are some beautiful old trees on the block, and I think that the sites self-regeneration and wilding, especially in the context of its history, is a symbol of where we need to look towards regarding the treatment and use of land and resources. The bats will be disturbed. Use the space for a community hub instead, a real community hub, not one founded on property and development.</p>

Engagemen t feedback form	Lord Mayor and Councillors. I would like to voice my opinions regarding the proposed plan for the Corrimal community where I also live. The m son issues I see is the amount of concentrated population which will inhabit part of the 18 hectares? With the remaining areas wetlands and retail etc. I feel a further drop in the number of apartments would be more ecofriendly, with a maximum of 250 dwellings with at least 2 main exit roads for any unforeseeable emergencies. However, the list below are my main concerns in the following order; 1- Indigenous artefacts being present in the ground below the Coke works. 2- Toxic waste needs to be removed or neutralised. I'm hearing there's a 100 years of contamination. 3- Please ... Don't move the creek. 4- Keep the heritage buildings. 5- Keep the mature trees. 6- Please move the proposed enclosed Dog park far away from flying fox camp. (I have dogs and I know that they would disturb the camp if it is placed within metres from their natural habitat. 7- A Performance space is certainly a positive for the local community. 8- And an Indoor Community Meeting place - also a major plus for Corrimal. I look forward to seeing the breaking of ground, once adjustments to the proposal has been taken into account
Engagemen t feedback form	 I would like to object to the drone footage of this site provided. This appears to be an incredibly biased perspective of the proposed development site, focussed only on the derelict section of the site, replete with graffiti and deteriorating buildings. Why is the larger area of green space completely overlooked? I hereby request that this footage be replaced by a more balanced view.
Engagemen t feedback form	My major concern is the build-up of traffic in the area. The traffic is so bad now that it is only going to get worse with this construction. Imagine one car per household but imagine two... People heading to work, school drop off and pick up will be chaos. The amount of cars that get through the lights now is very minimal and congestion is just terrible! Imagine another 550+ cars at these intersections? Imagine people doing their daily/weekly shop - we can hardly get a car park in Corrimal now as it is. Before building on this site how about upgrading the infrastructure to the roads to have on ramps and extend the off ramps to ease congestion on Memorial Drive? Woonona works well! But South of that including Bellambi Lane, Towradgi Lights and Railway St intersection congestion every single day on Memorial Drive is appalling. I drive my children to Corrimal High School, so this is a daily occurrence for our family!
Engagemen t feedback form	support
Engagemen t feedback form	Traffic is already really bad on Railway St and is often backed up from the M1 to the middle of Harbinger and High St. This is 8am-9am and 3pm-4.30pm how will this impact already congested traffic. It is also backed up from Princes Hwy to the M1 during peak times as well. I think it will be a safety issue with the railway line so close. The road infrastructure is not able to cope with more traffic.
Engagemen t feedback form	I support this proposal. I feel Corrimal needs growth. I feel this proposal will do just that. It will also create jobs for the community and our younger members of our community who are looking at entering the working world. The current structures are ugly and provide absolutely nothing to our community. In fact, it actually poses a massive risk of injury or worse, when people trespass in the site. This proposal will bring much needed revenue for local business and I can only see positives. Sure there will be added traffic but I feel with correct planning we can have a better system in place to ease the traffic issues that are already in existence. 100% support this proposal!
Engagemen t feedback form	I'm all for this development. This development is going to financially support Corrimal and surrounding suburbs.
Engagemen t feedback form	so excited.
Engagemen t feedback form	Great for the community.

Engagemen t feedback form	Looks good!
Engagemen t feedback form	It will be a great boost for the local area and neighbouring areas
Engagemen t feedback form	will Coalcliff Coke works have redundant steelwork removed before it falls on the railway line?
Engagemen t feedback form	My concern with this development is the impact on Railway street that will inevitably create congestion heading west to gain entry to Memorial Drive and to the town centre. I believe the single entry in and out of this development is a ridiculous idea, and there should at least be an entry onto Memorial Drive from the development. There is already congestion in peak times when there are trains and the lights are red they turn this road into a car park. The lights don't allow traffic to turn south onto Memorial Drive due to pedestrians crossing at lights, only letting a few cars to get through the lights at one time. This in turn alone will cause major issues with traffic congestion as it already does without the devotement in place. As Railway street is the only road to access where I live, I have grave concerns for myself, my family and all the other residents living in this area. I am very worried this area will turn into another Bulli and Thirroul, with heavy traffic adding a large amount of travel time for no good reason. It's all well and good in saying the roads are not running at capacity, these people don't have to live and travel in these areas.
Engagemen t feedback form	I like it. As good as any master planned development that i have seen recently. Appears to have been responsive to concerns raised. Scale is appropriate considering the transport links. My primary concern is impact on the retail hierarchy. The Corrimal high street needs all the help it can get and this development should be designed to generate rather than reduce demand.
Engagemen t feedback form	I am very concerned with the development proposals at Corrimal Coke Works site. I do not live in the area but have many friends who do and as evident in pre Covid times the infrastructure such as roads, surrounding the area would definitely not be capable of handling the increased traffic that would occur with a development of this size. What also distresses me is the loss of habitats with removal of trees to allow access from Railway St. Another point of concern is the containment of the toxins etc in the soil. We all know these do leach into surrounding areas and hence into waterways no matter how many precautions are taken. Also the long-term ramifications of coal and its products. How many people have not been able to dig down into their ground but have had to build up their gardens. Also the cancer cluster around Warrawong High School which I know was never proven that the fill used on the site caused it but quite possibly may have been the cause. Sadly the people who will benefit from this development are obviously the developers not the people who live in the area. I hope this huge development does not go ahead in its present form if at all.
Engagemen t feedback form	Objection to Corrimal Coke Works Development I wish to raise concerns over the current development plans for the Corrimal Coke Works Site. 1. The development is oversized compared with other developments in the area - Over 550 dwellings over a multi storey development will be imposing and change the character of the area 2. Vehicular traffic will increase significantly - and there are already congestion issues that need to be addressed by Council even before a development of this nature. Memorial Drive intersections are congested. There are not enough slip roads along Memorial Drive to assist in traffic flow which leads to most of the traffic being held at lights before they can enter the roadway. This contributes to the banking of traffic on the feeder roads. 3. A significant increase in traffic waiting at Railway St attempting to cross to the Shopping District of Corrimal and the same on the return from Lederer Corrimal will occur. This is an area with a high number of older residents on foot and creates safety concerns in addition to traffic congestion / inconvenience. 3. Entry and exit from the northern car park of Lederer Corrimal will be affected and the increased traffic flow will increase the danger and difficulty of exiting the car park especially for those travelling to East Corrimal. 4. Pedestrians use the traffic lights to cross Memorial drive. These pedestrians already disrupt the flow of traffic through the intersection by holding the turning traffic until they have safely crossed. With the addition of ~1500 residents there appears to be no management of pedestrians to the western side of Memorial drive. A pedestrian overpass/underpass is necessary to provide safe crossing for the large increase in pedestrian activity that is inevitable for such a large development.
Engagemen t feedback form	Having found out a little more from your site, I would like to enquire as to if there is a heritage museum, or some other way of acknowledging the contribution to the area of this industry?

<p>Engagement feedback form</p>	<p>two most overwhelming concerns regarding the Corrimal Coke works development proposal 1. Traffic load i) With 550 residences proposed, this is by far, still too large a proposal. Without a doubt, this many residences will result in well over 1,000 cars with access via only one street – Railway St. This street can barely manage the vehicular traffic onto and over Memorial Drive now, with regular back-ups of traffic both directions, especially if the train crossing is closed for train traffic, or even when there are pedestrians and cyclists crossing Memorial Drive. The congestion will impact the Corrimal shopping precinct, with access frequently challenging even now. And it seems extremely unlikely that shopping offered within the development will provide a substitute, and will of course, create congestion within the development if accessed by non-residents. ii) The flow-on to Pioneer Road - a street that regularly carries a heavy load already - will be significant. This will impact not just East Corrimal but the many suburbs north and south of Railway St, especially the many homes that have Pioneer as their only main road out of their area. Pioneer is already impacted by vehicles trying to escape the congestion that is so regularly experienced on Memorial Drive. Flow-on impacts will also occur in the streets that join Railway St east of the rail line, for example Park Rd (East Corrimal) and its joining streets. These streets are totally inadequate to take through traffic. They are already congested with local traffic and cars parked along their lengths due to ‘overflow’ parking onto streets, a result of replacement of so many single dwellings with multi-dwelling housing – the cumulative impact of overdevelopment in our suburbs. And this development has been at a scale so much smaller than the proposal for the coke works site. This overflow issue is no doubt a potentially major concern in this development with, I am sure, the usual narrow streets and inadequate provision of parking within. iii) The numerous schools in the nearby area will be severely impacted by increased congestion. And the many students who walk or ride to school will find increased traffic through the whole area even more challenging than it now is, with very few pedestrian crossings available to them. This is a major safety issue for students and parents. iv) Offering the train service as an alternative, positive, reason for this site is exceptional case of wishful thinking. The train service – offered as an hourly stop at Corrimal Station - is utterly inadequate as alternative transport. Furthermore, along with all other road users, the bus service will be severely challenged by the congestion, especially as may be expected, more vehicles will park on Railway St, as already has happened with the 4-storey development opposite the Coke works site. It seems painfully obvious that the infrastructure is just not suitable for any increase in traffic, let alone an increase on this scale. And a roundabout does not change this conclusion, especially for pedestrians of all ages. 2. Environmental issues i) The proposal to ‘move’ the natural creek channel to the western boundary will have serious consequences for the animals and plants in the area, including the protected red gum/stringybark woodland and grey-headed flying-fox camp. Apart from the challenge of creating serious problems elsewhere down the creek, this attempt at recreating nature will deprive the protected and other animals and plants of a permanent water supply. The suggested solution of supplying water from the storm-water system would be laughable if it were not so seriously flawed. Surely there is already plenty of evidence that shows engineering to ‘control’ a natural water flow carries high risk. And this risk does not even address the many species that will be extinguished from this wonderful, but small remnant, of habitat. If this area were not overdeveloped it could be a well-vegetated refuge within suburbia, with bush and an important remnant patch of classified woodland and animal habitat, left as it is found – a joy for the community to love well into the future. ii) Industrial contamination from 100 years of industry is on the site. Attempts to remove it creates a significant and major issue: where can it go? Options are fraught and there are plenty of examples from the past that speak to the risks – non-compliance, challenges with adequate monitoring, funding issues, responsibility overlap or absence - so why go down this path? If this has been deemed by authorities to be safe as it is, leave it undisturbed in situ, in an environment that is not being trampled by rampant development. A smaller development away from all the contentious areas – environmental and industrial – could be an answer. And if this is not possible then perhaps the proposal is not a viable one, especially for the many people who will be here after we are gone. iii) As an indication of the environmental destruction of this site, the single access road will require bulldozing of the many large and beautiful trees in its path – what a sad loss to the current and future communities of people who breathe air, need shade in summer, and want climate change managed so there is a liveable world for grandchildren. Wollongong Council has been known to be progressive in this space – why not now? The research is clear: trees are a critically important element in the race to mitigate climate change impacts, and here we have a site in the middle of a heavily populated urban area that is already well covered by irreplaceable mature trees, a sight missing in most streets of the suburban Wollongong area. This offers such an opportunity to lead the way – a large space, graced with large trees and the wildlife that depends on it. A site that sits so perfectly under Wollongong’s much lauded Urban Greening Strategy flag. This site is an opportunity to lead from the front in seriously addressing this huge environmental issue – it is well documented that when change happens at individual and local levels, it benefits all in the end. This is an opportunity that cannot be offered in many spaces – take it up Wollongong Council. Please do not waste this moment in time. Leave your mark locally for your current and future communities, and ultimately, the planet we inhabit that so desperately needs our help now.</p>
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Engagemen t feedback form	I really support this proposal. If approved, it will bring great benefit to Corrimal and the surrounding communities.
Engagemen t feedback form	My concerns relate to traffic issues in Railway Street and Memorial drive. Traffic on Memorial drive now is backed up from one set of traffic lights to the next during morning and afternoon periods. It often takes several changes of lights to turn onto Memorial drive from Railway Street. Railway Street is a narrow road with train crossing lights close to this development. If this project proceeds residents will need to use alternative streets to Railway street during these busy times. I can't see how this issue can be addressed
Engagemen t feedback form	First and foremost, Contamination is at the top of my concern! This is going to be like the COVID-19 virus, but no cure, just pure cupidity!! To imply mixing or leaving such contamination around the community is inhuman, a breach of basic human rights, which you can find in the UDHR, if you need a reminder! Or, in this scenario, is this a case of just "I don't live here so it's not my problem"? Furthermore, Cross street is a one-way street, with a colder sack at the end. There is only one entrance and one exit to the street. Already, at this stage, it is a gruelling affair with traffic piling up at the street entrance. Adding more traffic will not only cause time inconvenience, whereby being late is a factor, but the sudden increase in cars is an accident waiting to happen. Railway street will NOT cope with the amount of traffic. According to https://profile.id.com.au/australia/car-ownership "51% of households in Australia had access to two or more motor vehicles" This implies that most residents will own multiple cars. Let me show you some simple maths: 2x500= 1000. That is at least 1000 more cars filtering into the street and let me tell you, one tacky round-a-bout isn't going to fix this issue. Where do all the extra cars park? Show some common sense, can you imagine 1000 extra cars driving along an already busy road? This is an accident waiting to happen. Hence, providing you have your head screwed on, mixed with a bit or morality and common sense, you should realise that this development shouldn't go ahead. You are not taking the basic human rights of us, the people of the community into consideration at all and as a result... You have NOT got my vote.
Engagemen t feedback form	I am strongly opposed to this development proposal based on the following concerns. 1) Destruction of the native trees in the northwest corner is a loss that can never be replaced. These trees should be protected at all costs they are our link to the past and our protection into the future - ensuring clean air, they are a heritage treasure. These trees provide shelter to many types of wildlife - great and small. 2) Alteration of the creek is playing with nature and the natural flow - I would guess simply to maximize dwelling numbers, the impact elsewhere in regards to flooding must be considered carefully. The disruption to creek beds will undoubtedly release industrial pollutants downstream affecting many people. 3) Disruption of the natural habitat of native bats renders the colony in danger of being homeless at their peril. 4) Traffic flow onto Railway Street from only one exit/entry point will be in excess of the area's realistic capacity - creating a dangerous situation for motorists and pedestrians. 5) Dwelling numbers are unrealistic and will create pressure on the environment and surrounding infrastructure beyond its intended use. 6) The latest report stated by the IPCC 'Intergovernmental Panel on Climate Change' (Sixth Assessment Report 2021) clearly highlights that we have lived beyond our means for too long- further pushing the environment to the brink WE ARE AT CODE RED. We should take this opportunity to put the environment before profit and turn this area of land from a heavily polluted site into a beautiful green space. The area can be re-wild and beautified to the benefit of us all and generations to come. This approach will create another gem in the Illawarra for all to visit and enjoy. The proposal has done its best to present itself as sensitive to the environment, however, I am concerned this is little more than a greenwashing attempt to hide the true facts and its negative impacts. WE NEED RE-GREENING NOT GREENWASHING!
Engagemen t feedback form	My view of the Corrimal Coke works is that it shouldn't go ahead at all in its current form. It's too high density with no added infrastructure to cope with that amount of people and cars. The flow on effect on the liveability of people in the surrounding areas will be enormous. People are already struggling with added busyness and added traffic and reduction in street parking due to the amount of duplexes being built. I also totally disagree with interfering with the creek and the flying foxes. Why can't this space be cleaned up, restore things of heritage that are important, and make some beautiful gardens and leave bush for people to enjoy. I'm sure it could even be a tourist attraction that could bring in money for council. Please don't let it be developed. Leave it for people to enjoy.

Engagemen t feedback form	I am writing to voice my concerns over the proposed Railway St Coke works Development in Corrimal. While I strongly agree that the area's industrial heritage should be restored and preserved and the natural wildlife, woodland, rainforest trees and the Endangered Ecological Community on site be protected and looked after for the local community to enjoy, my concern is that the site will be overdeveloped and overpopulated. The current train and bus services at and around Corrimal station cannot support such a large influx of people with the proposed 550 residences so a large proportion of those residents will be car dependent, adding to an already heavy load and traffic gridlock on Railway Street, as well as Memorial Drive and Pioneer Road. There would also be overcrowding of local schools. The infrastructure here in Corrimal is simply not suitable for an increase in traffic and people on such a large scale. So I am opposed to the sheer number of residences proposed. I think we would all enjoy a small retail and food precinct with the addition of an arts hub: gallery, performance space and community meeting space, with cycle ways that lead to the town centre or the beach, walk ways and a dedicated green refuge for the community. But population density on this scale simply wouldn't make Corrimal a quality, liveable community anymore, which deeply saddens me. I ask that you seriously reconsider the number of residences proposed for the site; keep in mind the numerous environmental issues involved with this scale of development and do not overdevelop the site which would ruin the quality of life for Corrimal's present community. I thank you for your consideration and time and look forward to hearing of an outcome that works for everyone involved in this proposed development.
Engagemen t feedback form	Dear sir/madam, thank you for the opportunity to have a say in the outcome of this development. To get right to it, I am very much opposed to this particular development for the following reasons: I truly believe you are unfortunately creating more problems than you are solving by building yet another high-density housing area in Corrimal. High density living is not a pleasant way to live and these areas, (like the one nearly finished in Robert Street Corrimal) are future ghettos in the making. We need to change our thinking, particularly in light of the fact we are now living with one of the most contagious viruses known to man; Covid. We need to spread the population, not corral large communities into tight confines. The available local amenities are not sufficient for the proposed increase in the local population. Try getting a child into day care these days. It's just about impossible. Schools are at capacity as well. Shopping centres are so congested already - let alone adding several hundred more people into the mix - and there isn't sufficient car parking to accommodate this influx. All vehicular traffic will enter and exit from the one point on Railway Street - an already busy thoroughfare. It will make for a frustrating and potentially dangerous experience arriving and leaving the area. The destruction of habitat of native flora and fauna. It's crazy!! We should be rehabilitating more and more areas to mitigate climate change, not systematically destroying those that are left. The bat population in the area in particular is vital to the health of escarpment flora. Please don't destroy this habitat. Thank you for your consideration.
Engagemen t feedback form	My concerns about the development of the Corrimal Coke Works are 1. The overdevelopment of the site, 250-300 houses and apartments would be a more sustainable number. 2. The realignment of the creek. 3. The access roundabout at Harbinger St, as this is between the railway gates and Memorial Drive, I imagine could cause a traffic nightmare. 4. Corrimal business hasn't the infrastructure to handle the amount of traffic or parking that the development would generate in its current form.
Engagemen t feedback form	While I applaud the new development of the site no one is addressing the issue of increased traffic and noise. This will have a major impact on our access to the highway and the expressway if nothing is changed. I live in Bon Accord Street and have done for 32 years and getting out of Harbinger Street now is getting busier all the time. One can only imagine the chaos and time trying to get access to town that will ensue if this issue is not dealt with. Having a big development is great but honestly only 1 (one) access point for traffic is madness!!! Please do something about the increased traffic as it stands it will not work!!!!!!!
Engagemen t feedback form	The roundabout needs to be a signalised crossing. Given the traffic volumes and key east west like for pedestrians and cyclists between Corrimal town centre and the foreshore suburbs. Signals are the only viable way active transport can occur safely and with priority. Emergency vehicle access can be maintained at signals readily while not at roundabouts. The frontage should have a separated cycleway and footpath, aligning the hierarchy of the road, the link, and the available road space. The parking lane could be readily used, or additional with provided as part of the subdivision
Engagemen t feedback form	I would normally be against a residential development on this site however given the poor consideration to the infrastructure planning especially how this would greatly impact on the already heavy traffic volumes on Railway street, I am against this. This development would not be the affordable option being advertised, the new residents would not shop locally (shops are not appealing for local residents now). There has been insignificant thought given to the roads with Railway street already bumper to bumper. I am not in support of the plans as presented and would consider leaving the area that I have lived my entire life in.

Engagemen t feedback form	I live in Bon Accord St. I don't have an issue with development in most cases, but this development is too large. I don't agree to the amount of housing that is being proposed, due to the fact Railway St traffic backs up well past Harbinger St (from Memorial Dr lights) presently during peak hour. Now include 750 residences with an average of around 2 cars per household adding 1500 more cars using a single entrance/exit to an already busy street. The main entrance needs to be moved somewhere else, possibly closer to train line, have an entry/exit off Memorial Drive. Leaving the entrance at Harbinger St the developer and Wollongong Council will have to destroy an Endangered Ecological Community which is listed on the Threatened Species Conservation Act 1995, which is completely unacceptable. I like the idea of green areas, cycle ways, retail precinct, etc. I would like to see a basketball court and other sporting options included in the development. My main concerns are the single entrance and its location. Having to destroy beautiful shading trees to put entrance at Harbinger St (I thought Wollongong was pushing to be a green Council). Concerned citizen
Engagemen t feedback form	My family and I strongly object to proposed rezoning of the Corrimal Coke Works site. Corrimal is a family community area and we expect to live here in a reasonably safe and peaceful environment. We don't want the anger and frustration that comes with overcrowded inner city living. Please don't allow a select few to profit from dumping an unwanted new suburb within an existing suburb. This would lead to massive traffic problems, lack of parking and overcrowding of the beaches, pools, shops and other amenities. How about a paradigm shift in favour of the community and the environment? What about a beautiful Botanical Gardens with walking trails etc. Add a small retail and dining precinct to take pressure off the existing one in Murray Road. Please don't let the developers and investors ruin the quality of life within and around our suburb by adding 1000s of new people and cars.
Engagemen t feedback form	I have reviewed the proposal and updated reports for the Corrimal Coke works development and would like to lodge my concerns regarding traffic flow / entry points into the site via Railway Street only. I am a homeowner in Dick Street, Corrimal and such my only access out is via Railway Street. By having so much additional commercial and residential traffic on my sole road to safety in the event of an emergency causes me great concern. Whilst alternative and additional options have been put forward in the report, it is unclear why these are not being considered. I appreciate that Railway Street is able to manage additional traffic flow, however it appears that a significant pressure will be placed on the road. To suggest that all the inbound / outbound traffic via such a large site, in addition to already a large residential area could be effectively managed by a single lane roundabout is ludicrous. Whilst modelling notes that there is additional capacity at the current time, there is no allowance for how this will impact on already acknowledged increase pressure in the years to come
Engagemen t feedback form	Whilst I broadly support the development of the Corrimal Coke Works site and believe it has the potential to positively impact the community, I have a number of concerns. I appreciate the amendments by Council to reduce the development to 550 dwellings, limit building heights to 15m and provide additional protections for the Flying Fox population. However I do not support the current proposal due to concerns around: 1. Access A single point of access is poor from a planning, community amenity and safety perspective. Modelling is out of date and fails to take into consideration emergency evacuation, or pedestrian traffic in addition to the enormous increase in local vehicle traffic. Further, the one access point is proposed to be a four-way roundabout on Railway St, opposite Harbinger St. This is the site of an Endangered Ecological Community (EEC), 0.61ha of Illawarra Lowlands Grassy Woodland. This EEC is listed under the Threatened Species Conservation Act 1995. Many large, well-established shade trees are found here. Given the recently released ICC report into the impacts of climate change combined with Wollongong's Urban Greening Strategy, it is critical to protect these endangered woodlands. In addition this inconvenient, impractical and climactically irresponsible solution will not even be fully funded by the developer! This will also be the site for pedestrians to cross, though it seems without a controlled crossing. It is quite likely this will prove to be a major choke point. The developer, Council officers and Transport for NSW (TfNSW) claim that Railway Street, and other surrounding streets, will be able to handle the traffic with the installation of some minor changes to the Memorial Drive/Railway Street intersection and the roundabout. This claim is predicated on the belief that many living there will not drive, but will take public transport, or walk or cycle. This is at odds with existing patterns of behaviour across Corrimal and the broader region, and seems unlikely given the poor public transport service and lack of local employment. 2. Cycleway linking Corrimal shops to the beach Proposed cycleways/pathways including the one from Railway Street, along the relocated creek, south onto council land beside Towradgi Creek won't actually link the Corrimal shops and the beach. Any such link will have to be constructed at public expense by Council. Further, provisioning for this option appears to have influenced the ability to maintain additional site access points. 3. Affordable housing the development will only offer up to 35 affordable housing units. This is an underinvestment in what could be exceptional, best practice affordable housing. 4. Community facilities the population of Corrimal is forecast to grow by 23.28%. This growth is the highest rate for the LGA outside of Wollongong city and the Coke Works would account for around 60% of this growth. As the greatest contributor to Corrimal's growth, the Coke Works development could provide a sorely needed community space/arts hub for the community. At the moment we do not even have a large gallery where an art exhibition can be held. An arts hub, with performance, exhibition and meeting spaces, could be located in the Heritage Plaza/retail precinct area of the development, and ideally be combined with a museum to celebrate our First Nations and industrial heritage

Engagement feedback form	<p>I live in The Village complex on Railway Street in Corrimal, opposite the Coke works, so I have a strong interest in what happens on this site. From my balcony I can see the beautiful mature trees; the park land that has grown over the years, I see and hear the numerous and wonderful bird songs and have a nightly viewing of the bats. I also have a front row seat to the volume, noise and pollution of the traffic currently on Railway Street where the roundabout is proposed. On paper this iteration of the development plan seems more cognisant of preserving the heritage value of the site, maintaining some of the unique ecological features, providing a sanctuary for the native flora and fauna and providing a development that is low rise, non-intrusive and caters for a variety of socioeconomic needs. It also appears to provide services to the wider community as well. These are all to be welcomed if the plan is adhered to. All of these developments and plans will need to be closely monitored by Council to ensure the integrity of the site as proposed. One of my greatest concerns is the proposal of a roundabout at the corner of Harbinger and Railway Street to cater for what will be a huge increase in traffic from Memorial Drive and from Pioneer Road. This element of the proposal seems very underdone. This needs a serious relook to see what other options could better manage the volume of traffic. There is very little road between Memorial Avenue and the railway crossing on Railway Street and many times a day it is backed up with traffic when there are trains approaching. Also, the volume of traffic has increased dramatically between Memorial Drive and the Princess Highway at Corrimal. Vehicles can be backed up quite considerably along Railway Street, making it difficult; and at times dangerous, for traffic to exit and enter the Stockland complex. The increase of a few hundred cars to and from the coke works on an hourly basis will render the roundabout a useless traffic control system. Before a decision is made on the installation of a roundabout as a traffic control approach for the whole of the complex there should be a thorough study done of existing traffic controls, volume; problems with the view of providing a range of alternative solutions to address this huge increase in volume in a small suburban street. The roundabout is not a 'one size fits all'. Corrimal Community Action Group Inc (C CAG) have produced a traffic model, based on 550 residences on the site, to predict the impact the Coke Works development will have on surrounding streets, particularly Railway Street. This was undertaken because of the difficulty with the developers reports stating that after upgrades at Memorial Dr. intersection, and a single lane roundabout at Harbinger St, Railway St and other surrounding streets including Memorial Drive would perform satisfactorily with the extra cars going in and out of the Coke Works site. The C CAG traffic model shows that once the development is completed, the roundabout at Harbinger St will be gridlocked at times during the 8.00-9.00am period. The model was tested using vehicle counts on Railway St in May 2021. These showed that there has been an over 50% increase in traffic on Railway St at Memorial Drive since the developer measured traffic in 2018. If this development had been opened this year, 2021, Railway St would already be beyond capacity at the roundabout. So, if this development is to go ahead, it needs to be significantly smaller. I agree with C CAG who are asking the Council to engage a world class independent expert to assess the level of contamination on the site. Experts such as this are available here in Australia, particularly at some of our universities. The current report provided by the developer does not provide nearly enough information. I also support the summary areas of key community concerns that C CAG have outlined which are as follows:</p> <ul style="list-style-type: none"> • Size – at 550 residences it's too big for the surrounding streets to handle. • Only one access point – will bring traffic on Railway St to a halt and back up in all directions from roundabout at Harbinger Street. • Reliance on public transport unrealistic given poor train and bus service. • Coke oven pollution can be extensive, potentially including cyanide, ammonia, organic compounds, and benzene compounds. Their 'clean-up plan' states clearly that the site is not currently suitable for residential use and that further studies will be needed once excavation begins. Can it be completely cleaned up? We won't know this until further studies have been validated. The remediation of this site needs careful review and planning. • Proposed use of combustible Coal Wash Rejects (CWR) as fill on the site. • An independent world-class study should be sought by Council to determine whether housing should ever be located there. • Relocation of the creek will destroy wildlife living in it, as there is no mention of wildlife rescuers being engaged. • Removal of large trees (in the NW for access road and SE for new creek line) will reduce overall green canopy of Corrimal, and habitat for wildlife, at this time of increasingly extreme summer temperatures. Replacement small trees will not provide shade or habitat for decades. Also highly compacted soils, using CWR, are not suitable for deep-rooted trees. • Concern re developers' highly publicised 5-star Green Star rating, given contamination will be buried on site, single entry will cause major traffic delays, poor public transport won't reduce car use by residents, internal cycleway that leads nowhere, their southern park (including off-leash dog park) within Flying-fox buffer zone, and no renewable energy scheme. I concur with the views expressed by C CAG about what is needed: C CAG does not oppose a residential development on this site, IF it can be completely and safely cleaned up. Their goal is to have an innovative, sustainable, small mixed-use development. Such a development would blend in with the surrounding residential area, provide jobs, benefit our entire community, improve the quality of life for all residents, and protect and enhance the Aboriginal, industrial and ecological heritage of the site
Engagement feedback form	<p>I am in favour of developing the site, but not like this. Even with the reduced number of dwellings, there is too much density and not enough affordable housing. The single entry and exit point is a massive concern that developers have simply not addressed. I oppose this plan.</p>

Engagement feedback form	This place is so special and has been ruined enough already by past industry. I so deep in my heart want to the site to have absolutely no development built on any part of the site. I believe that the vegetation, the creek and all animals be protected and enhanced. This is a vital natural environment that is integral to the community and should be revegetated. No to developers here!
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<p>Engagement feedback form & 132</p>	<p>The following are my concerns and suggestions regarding the proposed redevelopment of the former Corrimal Coke Works site.</p> <ol style="list-style-type: none"> 1. Size of the development. I realise that housing will most likely be a part of any re-development. I feel that allowing the population equivalent of an entire suburb to be built in Corrimal (550 dwellings) will have a very negative impact on the existing infrastructure, generating a number of new problems and exacerbating the existing problems, most obviously the traffic delays. 2. Flooding I am concerned that during a flood event, and these will increase in frequency and extent as the planet warms, the proposed weirs or detention basins referred to in the DA will be unable to contain flood waters and tidal inundation sufficiently. Any housing built on land reclaimed from the former creek line on site could be eroded or undermined. This could lead to property damage for the residents, downstream flooding of homes along Towradgi Creek and the release of toxic contaminants from the proposed capped areas of former Coke Works industrial activities. https://www.uow.edu.au/the-stand/2018/on-the-front-line-of-sea-level-rises.php 3. Contamination The disturbance of any contaminants remaining on the site after the activities of the Coke Works is one of my major concerns. There has been insufficient access to the proposal documents and no onsite visits for the public and local residents or I understand, independent experts. I feel contamination levels in the soils and creek/water ways and storage remains a big unknown factor in the re-use of the site. I have very little confidence in the Remediation Action Plan proposed. I do not oppose some form of remediation and re-use of the Coke Works site. Preferably the site could be made useable by adopting nature-based approaches or “soft” re-use. Through redevelopment of this brownfield site as green space, flora and fauna habitat, or for biomass and other natural product generation, Wollongong could lead the way in environmental management. Due to the former industrial activities, the site possibly retains substances and pollutants that are very harmful if released into the food chain for local fauna and harmful to humans in the recreational use of the site and the waterways. https://www.power-technology.com/projects/rockypoint/ https://www.frontiersin.org/articles/10.3389/fenvs.2020.00086/full 4. Habitat destruction I am concerned at the wholesale destruction of a number of significant flora and fauna communities, not just from the build but also in the realignment of the creek. This will destroy or make non-viable in the long term, the Illawarra Grassy woodland species area to the North west of the site, the Grey headed flying fox roosting area and the EEC in the south of the site. By altering the hydrology of the site and constructing a cycleway and recreation area across EEC, most remnant biodiversity will be at threat. This is inconsistent and contradictory to, Wollongong City Councils Urban Greening Strategy. Destroying existing mature flora species to be replaced with saplings and tube stock of new plantings, possibly including exotic species is ludicrous. 5. Heritage It seems a token effort to retain a chimney and some of the coke ovens, with maybe some interpretive signage or the like, and that these will be the only acknowledgement of the site’s history and its importance in retaining examples of Wollongong’s proud industrial heritage. I would like to see a real effort at an industrial heritage precinct, centered around some of the existing restored buildings, with a theatre, Community Centre or artists’ studios provided for Corrimal residents use, not just those residing in any housing built on site. There is absolutely no need for more shops/retail outlets. Corrimal town centre and East Corrimal shops provide adequate shopping opportunities, and would be disadvantaged by any competing businesses. There is a risk of the site becoming a type of gated community with no real connection to the suburb of Corrimal, where residents drive in and out and lock the gate behind them. 6. Traffic Railway Street Corrimal already experiences traffic delays at peak times. More cars exiting from a single entry and exit point from the site, at a roundabout at Harbinger Street, would result in a complete gridlock at peak times. In the event of an emergency on the site, safe and timely exit would be severely hindered. This would also put at risk the whole population of residents in the street blocks to the North, namely High, Collins, Junction, Bon Accord, Cross, Princess, Hansen, Louis, Dick, Pamela and Ruddock
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	<p>Streets, who would also be trying to exit to Railway Street at the same time. The use of trains by residents of the development is anticipated, but realistically, Wollongong is a car-based city and the train service is inadequate at present, and Corrimal train station is not on the express stop timetable.</p> <p>7. Cycling</p> <p>It seems a cycleway is planned for the site; however, it does not connect with any existing cycle routes in Corrimal and internally stops at the south eastern corner of the site. A token effort, that will not be useable to non-residents.</p> <p>The developer Letter of Offer makes reference to providing an upgrade of the existing footpath adjacent to the site along Railway Street. I ask that this be a fully separated, but shared footpath and cycleway which is safe and enjoyable to use. This will provide for non-car access along Railway Street to and from the Corrimal Town Centre and to the beaches, parks and schools in the area. I also suggest a pedestrian and cycle overpass be built across Memorial Drive to enhance this.</p>
Engagement feedback form	<p>I write to you with a number of significant concerns regarding the Corrimal Coke works Proposal. I believe that the proposal as it currently stands should be rejected and that the precinct should be co-designed with significant input from the local community, including residents, environmental groups, social housing providers, and community groups. The Corrimal Coke works existed in its current site for over 100 years. In that time, it polluted the area heavily and caused a cancer cluster in the Corrimal area. The site has caused widespread contamination throughout the Corrimal district, and poisoned the bodies of Corrimal residents while profiting from ongoing environmental destruction and contributing to climate change. It is shameful that this same company now intends to extract as much value out of the site as is possible. If allowed to proceed this development will seriously undermine the quality of life of existing Corrimal residents, and lock in patterns of unsustainable urban development in the Wollongong LGA that we should be moving away from. I find it shocking that a proposal of this size does not contain 30% social and/or genuinely affordable housing. The Illawarra is experiencing an acute housing crisis fuelled by the twin crises of the bushfires and COVID-19, with the rental vacancy rate effectively at zero. Research by the UNSW City Futures Centre indicates that over 10,000 social housing properties will need to be built in the Illawarra by 2036 in order to meet demand. The COVID crisis has shown that genuinely affordable housing plays a key role in the public health response as people with secure housing are more effectively able to stay home and isolate. Wollongong Council has a responsibility to the residents of this LGA to ensure that there are housing options for people at all income levels. Despite what the Illawarra Coke Company will tell you, rezoning to increase housing supply does not improve affordability. In a context of cheap credit and generous tax breaks to investors causing near-limitless demand, increasing housing supply will simply line the pockets of developers without putting a dent in housing affordability. The injection of more new housing at market rates without affordable options will actually lead to displacement of working-class families in this region - the same families that made the Illawarra Coke Company a profitable enterprise in the first place. Other residents have raised many concerns with me in my discussions with them - including traffic, environmental degradation, and lack of public benefit. I would concur with these objections and urge the council to reject this proposal.</p>
Engagement feedback form	<p>As a local resident to the area close to this development, I have a number of concerns with the number of proposed residences (550) and the subsequent population increase. I have reviewed the submissions and various plans, however I feel these are not completely substantiated and modelling is not current as of today's density. My main concerns are: - No plans to lobby the State government to make Corrimal a main rail commuting stop for express services to Sydney. This will mean more people driving to Thirroul due to inconsistent services into Corrimal and driving is faster and more reliable. This is already an issue which will be compounded by this large development. - Too many units rather than housing. The site is being filled like a city. Why can't the local government make this a small development to match the current style in the area. - Road congestion on railway and Harbinger Streets. Peak hour is already an issue for crossing Memorial drive, or at the intersection on Princess Hwy. Local public transport is rarely used. The majority of residents' drive. - No pedestrian overpass at Memorial drive. This will create more congestion for cars trying to turn onto Memorial Dr waiting for pedestrians to walk. School peak hour is a nightmare - Single access point onto Railway Street opposite Harbinger. Is this not a risk to have only one access point? - Corrimal shops are already at capacity for parking, especially the Lederer complex. How will this be mitigated? I really hope the Wollongong local government listens to the locals and acts on this feedback. The site needs to be developed, yes. But not in this way</p>

<p>Engagement feedback form</p>	<p>I am particularly concerned about this development proposal. The reasons include: - The sheer number of dwellings and people on the site and the proposed height of the dwellings. The social consequences of so many people in such a confined area also needs careful consideration and re-planning. - Traffic will be horrendous with only one entry/exit via Railway Street, as currently it can take you multiple cycles of the lights on the Northern Distributor to get through. If a train is coming through the crossing the situation is worse. This will make getting to work or school particularly difficult and will push the traffic issues onto streets south of the railway line, impacting the liveability of the surrounding areas. - The proposed emergency exit (onto to Memorial Drive) is not going to be used at other times. There should be multiple entrances and exits and the use of lights or roundabouts is required. - Pedestrian access is all via Railway Street with no proposed overpass over the railway line or the Northern Distributor. It will be difficult for residents (which frequently includes school children from 3 local schools) to cross Railway Street safely given the traffic that will be generated. - In heavy rain and storms, Railway Street floods on the Eastern side of the intersection where the creek has been diverted under the road via storm water drainage. There are plans to divert the creek from its natural path within this precinct which will cause more runoff issues. - The site is a natural habitat for numerous species including frogs, reptiles, bird life and flying foxes. These are at risk due to over development. - We have more than enough development in the Corrimal area, with 70 recently added dwellings on the Leagues Club site only adding to congestion. - Traffic trying to merge onto Railway Street from both High Street and Harbinger Streets will be severely impacted. - While I appreciate that the site is falling into disrepair and needs work, the current proposal is not the solution. There is heritage value to some components which should be preserved, along with the need for an industrial clean up and remediation of the site. Personally, I would like to see a larger community space and parkland available, some community shops and a greatly reduced number of dwellings. - As someone who has lived close by the Coke Works for 35 years, I want Corrimal to remain 'liveable'. This is our chance to explore opportunities to have a Northern Botanical Gardens or similar, rather than another concrete jungle and expanded 'carpark' in all of the surrounding streets. As a rate payer I implore you to please explore other opportunities that will positively impact our house prices and 'liveability' rather than this proposal which will be a money grab for the owner and developer!</p>
<p>Engagement feedback form</p>	<p>I write as I am very concerned about this development proposal. The reasons include: - The proposed height and sheer number of dwellings and people on the site. The social consequences of so many people in such a confined area also needs careful consideration and significant re-planning. - The traffic will be dreadful with only one entry/exit via Railway Street, as currently it can take you 3 light changes to get onto the Northern Distributor and traffic can be banked up to High Street. If a train is coming through the crossing the situation is worse. This will make getting to work or school particularly difficult and will push the traffic issues onto streets south of the railway line, impacting the liveability of the surrounding areas. - There should be multiple entrances and exits and the use of lights or roundabouts is required. I hear that the proposed emergency exit (onto Memorial Drive) is not going to be used at other times. - I fear for pedestrians around such a busy site. It will be difficult for residents (which frequently includes school children from 3 local schools) to cross Railway Street safely given the traffic that will be generated. Pedestrian access is all via Railway Street with no proposed overpass over the railway line or the Northern Distributor. - In heavy rain and storms, Railway Street floods on the Eastern side of the Northern Distributor, where the creek has been diverted under the road via storm water drainage. I understand that there are plans to divert the creek from its natural path within this precinct which will cause more runoff issues. - The site is a natural habitat for numerous species including frogs, reptiles, bird life and flying foxes. These are at serious risk due to this over development. - We have more than enough development in the Corrimal area, with 70 recently added dwellings on the Leagues Club site only adding to congestion. - Traffic trying to merge onto Railway Street from both High Street and Harbinger Streets will be severely impacted. - While I appreciate that the site needs much work, the current proposal is certainly not the solution. There is heritage value to some components which should be preserved, along with the need for an industrial clean up and remediation of the site. Personally, I would like to see a larger community space and parkland available, some community shops and a greatly reduced number of dwellings. - As someone who has lived close by the Coke Works for 28 years, I want Corrimal to remain 'liveable'. This is our chance to explore opportunities to have a local Botanical Gardens and parklands or similar, rather than another concrete maze and overflowing 'carpark' as the traffic generated tries to move around the surrounding streets. As a rate payer I would recommend that the Council please explore other opportunities that will positively impact our house prices and 'liveability' rather than this proposal that will make a huge amount of money for the owner and developer who won't have to live anywhere near it!</p>

Engagement feedback form	<p>I would like to express my concerns in relation to current proposal to the Corrimal Coke works Development.</p> <ol style="list-style-type: none"> 1. Traffic & its impact on surrounding areas <ol style="list-style-type: none"> a. With an expansion of this size, there will be approximately more than 1000 cars belonging to residents of the development, Railway St and its surrounding roads will struggle to cope with the additional traffic. At present, it is not unusual for a resident from Cross St to be waiting for 3 sets of traffic light changes to turn left into Railway St. It is often easier to turn right (when intersection is not blocked) and do a U-turn along Railway St to go to Stocklands Shopping Centre. This right turn will not be an option to us if the proposed changes to the Railway/Cross St intersection take place (See point 2 The residents in Railway St between Memorial Dr and Harbinger St already have difficulty exiting their properties without the additional traffic the additional traffic the development will cause. A southbound slip lane from the development to Memorial Dr would help alleviate the increase of traffic along Railway St. b. It is probable that the majority of those buying properties in the development will be from Sydney region, most likely resulting in them having to commute to work. As someone who pre-Covid, commuted to Sydney for work, I can attest that peak hour train services do not stop at Corrimal regularly – there is often a 40-minute wait at Thirroul station for a connecting train. It is plausible that the new residents will do what most commuters do, and drive to Thirroul to catch the train. This will increase the traffic along Railway St & Memorial Dr in the early hours of the morning and compound the already contentious parking and traffic situations at Thirroul and Bulli. c. The noise along Railway St/Memorial Drive will increase. Since the moving of the speed camera to the traffic lights, the traffic noise has increase exponentially. The development will bring more cars and therefore more noise along Railway St/Memorial Dr. The current Colourbond fences and trees are ineffective in reducing the noise. d. The increase of traffic also causes concerns for pedestrians walking along Railway St, in particular school children who attend East Corrimal Public School & Corrimal High School, and the elderly. There is no provision for any pedestrian crossing along Railway St between Memorial Dr and the railway station. 2. Proposed changes to Railway St/Cross St intersection <ol style="list-style-type: none"> a. After reading the traffic impact studies, I noticed that there was very little mention of the Cross/Railway St intersection, giving the impression that this intersection and how any changes would affect the residents of the street is an afterthought. The only reference to that intersection was regarding a median strip being placed along Railway St, near the Memorial Dr intersection. If this is to occur, this will result in residents needing to go to East Corrimal having to travel to Towradgi Rd or Rothery St, adding up to an additional 4km each way. Alternatively, having to travel west along Railway St, towards the Princes Hwy, to find somewhere to turn around; the current traffic already proves this to be difficult and with the anticipated increase in traffic would be near impossible. 3. Entry/Exit to development <ol style="list-style-type: none"> a. One entry and exit point is not feasible for a development of this size. One major point of concern is in the instance of an emergency. Having residents attempt to exit the development with emergency services trying to enter is bound to cause problems. Why not keep the current entry to the Coke Works site and have that as the second entry/exit point? 4. Wildlife <ol style="list-style-type: none"> a. We have concerns regarding snakes and rodents moving into the surrounding residents' properties once the clearing of the site begins. 5. Contamination of Soil <ol style="list-style-type: none"> a. At the information session, it was stated that there is still some contamination in the soil. This raises concerns particularly during the site clearing stages. The dust and dirt will no doubt spread to neighbouring houses with residents breathing in this contaminated dust.
Engagement feedback form	<p>Traffic is my greatest concern, the bank of cars trying to cross memorial drive there needs to have the proposed over pass completed it is annoying enough sometimes waiting three times for the lights to change to cross memorial drive. If this traffic backs up Railway St to the railway line my, concern is one day someone will get caught out one and get collected by the train and lose their life, the train driver will be left to deal with it mentally. I have witnessed a few close calls when a stream of traffic is crossing the rail line and someone decides to turn into the railway carpark not indicate then make a career out of turning into the carpark. I am glad there is a roundabout going in traffic lights will compound the problem</p>

<p>Engagement feedback form</p>	<p>Support for Redevelopment of the Corrimal Coke works Site I wish to record my support for the redevelopment and renewal of the former Corrimal Coke works site, as detailed in the comprehensive documentation included with Planning Proposal PP_2018_WOLLG_005 - Corrimal Coke Works 27 Railway St, Corrimal. I am a former resident of Corrimal, having lived in Hardie Street, Francis Street and Harbinger Streets in Corrimal, and started school at Corrimal Primary School. In addition, I am a former Coke Operations Manager of the Corrimal Coke Works from 1990 to 1996, and know the site well, particularly during its latter years of operation. While I look back at the history of the Corrimal Coke Works with affection, its location within suburbia, was in more recent years, a cause for concern for both the operational staff and the local residents, particularly with regard to the major impacts of emissions, dust, noise and traffic. Managing and maintaining a heavy industry within a growing residential area, was a challenge for all. However, with the closure of the works, the planning proposal now lodged provides a great opportunity to renew the location for the benefit of all Corrimal residents, whether currently residing in the area, or new residents moving into the proposed development. The Corrimal Coke Works site has been lying vacant for close to 7 years. This large area of land within the more densely settled precinct of Corrimal, will provide a refreshing new residential and commercial precinct, while facilitating community access to open spaces and green areas. I support the rezoning of the Corrimal Coke Works and believe it will be of enormous benefit to the broader community. It will provide a major boost for local businesses, support local employment and encourage further investment in Corrimal. I support the rezoning of the Corrimal Coke Works because it is a wonderful opportunity to turn a derelict industrial site into vibrant new community. The proposal, as amended over time, is now at a stage where approval should be granted, and redevelopment of this site to proceed, with the appropriate balance of checks and safeguards included within approval conditions for both construction and ongoing function of the development. I fully support the planning proposal, including rezoning of the Corrimal Coke Works site because it is a wonderful opportunity to turn a derelict industrial site into vibrant new community.</p>
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<p>Engagement feedback form</p>	<p>The redevelopment of the Coke Works site is a significant concern. I live close to the site and am troubled by a number of issues, including: - The high density of housing. There are a limited number of houses and with the former RSL already being converted to units I feel the area will lose its community I feel and will feel more like a city. Why have so many residences been approved? - If the development is to really be 'open to all' and assist people to stay living in the area then 35 affordable housing is completely absurd given current market prices. People are being priced out of the market and having to move further south and this development does nothing to mitigate that. - The traffic modelling I believe is completely outdated. You cannot say that data from 2018 will be an accurate representation given the increase in population from the Corrimal area and surrounding suburbs over the last few years, all of which use the roads surrounding the development site to access shops etc. As a resident who accesses Railway Street from Harbinger Street, I can tell you that already at a number of times in the day, the turn onto Railway Street can be a nightmare. Over the last 4 years the increase in traffic has been significant. I can't express enough how frustrating it is to read that a roundabout is touted as the solution. - Access onto Memorial Drive is hard enough at times without the extra traffic that would be associated with so many dwellings. I understand that extra turning lanes are proposed which might be of some benefit but I feel this is short sighted. Firstly, as I mentioned above, the roundabout at Harbinger Street will not be enough to enable easy access onto Railway Street in peak hour. Traffic builds up waiting for the lights at Memorial Drive sometimes back much further than Harbinger Street, so I highly doubt a roundabout will stop this and allow for an easy flow of traffic. - The issue with roads is not just about Memorial Drive - again this is short sighted - such a large increase in traffic will affect turning onto Prince's Highway from Railway street also. This turn can take up to 4+ sets of lights if you are turning right onto the Highway from Railway street. Cars bank back past the Lederer shopping centre. What mitigations are being put in place here? This perhaps is not the developer's responsibility but Wollongong Council should be ahead of the ball to stop issues in the future given the enormous rise in population as Corrimal is now listed as an 'urban growth hub'. - There is one access into the new development. How can such a large number of homes have only one way in and out? Is this safe? What happens if there is an issue at the entry and people can't get in and out? - The developers have stated that most errands in Corrimal can be completed by foot. This raises a few issues as it seems from experience a relatively small number of people walk to the shops etc - shopping is completed using a car given the quantity of products etc. Secondly pedestrians crossing Memorial Drive have to wait a long time to get a green man and then also cause a significant delay for cars turning left from Railway Street or left onto Memorial Drive from the other side of Railway street. I feel there needs to be a better option for pedestrians to get across. A bridge? - The train services at Corrimal are not sufficient to service the residents of Corrimal as it is, let alone the increase in residents in the new development. Most people who commute to Sydney drive to Thirroul given the express services from there. It can take over 30 minutes longer if you need to change at Thirroul to get a train to Corrimal so as then to walk home. Why would you extend your commute by another hour return when you could drive 10 minutes down the road each way and cut that hour off your day? Parking at Thirroul is already very difficult and Thirroul is having many issues with congestion and traffic as it is. It does not need another influx of people trying to get the train from there. Making Corrimal an express route given its 'urban growth centre' status would surely be a necessary step in the very near future? - Corrimal shops (Lederer Complex) are congested enough at the moment given the number of suburbs that it supplies. It is sometimes impossible to find parking in the carpark near Railway Street and given the low height limit for cars in the underground car park, it can mean turning back onto Railway Street and going around the back to the car park on the other side of the complex. If that car park is full it then means parking in the library car park and walking across a busy road and back (no pedestrian crossing) to get your shopping. This is really inconvenient. The Coles shopping complex has an even worse parking situation. It is nigh on impossible to find a spot most days. - The cycle track that is proposed seems a little pointless. If you enter from Railway Street it would make more sense to have a circuit. You don't necessarily want to turn around and come back the way you came or exit near Towradgi and have to come back along busy roads to Corrimal, especially if riding with younger children. - The tree clearance that would be necessary to develop the area would be devastating for local ecology and also climate change. Corrimal is quite barren of trees as it is and the trees along Railway Street provide welcome shade and green. - The flying fox camp is mentioned in the Coke Works development booklet as being 'occasional' when this is outdated. There is now a permanent fox camp and this would be disturbed. Australia already has the most significant plant and animal extinction rates in the world, I can't believe that Wollongong Council as a 'green council' is happy to be party to a plan that could add to this number. Again, short sighted. I understand that people need homes and the area is growing and will need to grow into the future. What is necessary is to maintain a liveable area, affordable housing, sufficient transport infrastructure and have other infrastructure to support such a growing number of people.</p>
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Engagement feedback form	<p>Following a review of the provided documentation and as a local resident, I have the following concerns for the proposed Corrimal Coke Works development as follows:</p> <ul style="list-style-type: none"> • The total number of dwellings is excessive and will result on significantly more vehicles on the road resulting in traffic congestion concerns. The base data provided in the Traffic Assessment is outdated (2018) and from personal experience, traffic along Memorial Drive has become quite worse since this data was collected. For example, there are times during peak periods that traffic is only at a crawling pace between Railway Street and Towradgi Road heading south. • The proposed one road in / out is a concern from an Emergency Response point of view, given the number of dwellings proposed. • The amount of dwellings proposed will have an impact on other local infrastructure, i.e. schools, shopping centre parking lots etc. • The 100m Flying Fox buffer zone must be retained – noting that this buffer zone that this was reduced in previous proposals; • North Corrimal Creek is proposed to be moved, resulting in the loss of an established ecosystem. • The project will involve the destruction of mature trees in the north-west corner of the site. • Narrow internal roads within the development area. <p>It would be great to see this site rehabilitated whilst retaining the sites heritage features, creating an educational green space that would benefit the community and the environment – Sydney Park is a great example of this.</p> <p>If the development is to proceed, the number of dwellings and overall size of the development area needs to be significantly reduced further to address the above concerns. The additional land made available, resulting from less dwellings, should be retained as green space for the community and the environment.</p> <p>Upgrades of existing Traffic and Transport infrastructure should be implemented during the construction period:</p> <ul style="list-style-type: none"> • Upgrade of the Memorial Drive / Railway St intersection. • Increase the frequency of train services at Corrimal Railway Station including: <ul style="list-style-type: none"> ○ Adding the station to the express train service to/from Sydney. ○ Additional local services, noting that services are only once an hour during non-peak times.
Engagement feedback form	<p>Although I am supportive of a redevelopment of the Corrimal Coke works site - I have the following serious concerns with the current stage of planning 1) Traffic Congestion – the last traffic assessment and subsequent modelling was performed in 2018 and there is notable community concern that the current single entrance/exit will dramatically negatively impact the surrounding areas. An updated assessment relevant to current conditions, with new impacts addressed, would be best to alleviate issues and concerns. 2) Affordable Housing – I’d like clarity on the actual number of subsidised housing units, who will be eligible, and the exact connections the developer has to any charities. It seems that a minimum of 35 rental units will be offered out of 550+ to select candidates under affordable housing programs if this is taken up by an organisation besides the developer (around 6%). With the housing crisis worsening for many in our area, this number is significantly below the need for the community. There is also a lack of information on the social housing options which I’d like comment on. Even if affordable units are included, the total is extremely under the recommendations for minimum housing (30% social to 70% private) adopted and recommended by many Australian authorities. 3) Liveability concerns – Finally the updated planning still leaves many sustainability concerns unanswered. Firstly, from an environmental perspective, while the recent planning is an improvement, the plans still dramatically impact and damage a noted EEC listing. With the area representing a “once in a lifetime” potential to create and protect a large key ecosystem that affects multiple suburbs – a stronger emphasis on the environmental planning would significantly improve the proposal. Secondly, beyond issues with unsustainable vehicle traffic, there is a lack of suitable bike routes and connections to the existing biking trails that will further complicate and cause congestion which could be easily amended in the current planning. Thirdly, there are multiple aspects of the proposal that are great in principle but ultimately put burden on the taxpayer (community open space maintenance, road links - including publicly funds to establish Harbinger St entrance during building, industrial heritage restoration and maintenance, etc). The developer will financially get a massive return for this work, the community deserves the same – and a stronger, longer commitment of their funding to serve Liveability would seem to be fair. If these concerns were addressed appropriately I would be more in favour of supporting the plan and encouraging contacts to look to move to the development.</p>
Engagement feedback form	<p>I support the proposed rezoning of the Corrimal Coke Works site. I think the medium density scale and green space will complement and add to the existing area. I would like to see Corrimal Station become a higher frequency stop to better support the increased population density, but I understand that train timetables are beyond council control.</p>

Engagement feedback form	Property maximum heights is not in keeping with the surrounding areas. This should be limited to 13m as per the surrounding zones. Having only one entry/exit to the site on Railway street is going to put far too much pressure on Railway street which already suffers badly for traffic in peak times and when the train level crossing is in operation. -Council should build the bridge at the Railway St level crossing before the Coke works development is completed. -Having only one entry/exit to the development poses a risk in a mass evacuation event for residents not being able to leave, or a potentially dangerous situation in the event that a multi vehicle accident at the roundabout on railway street stops traffic into/out of the development. -The development should look at incorporating road access into/out of the estate via Cross Street, the existing commuter carpark road, the proposed round a bout and in working with council, road access to the south of the site tapping into existing road infrastructure (Carr Street) . These measures will disperse traffic congestion across multiple points thus easing the burden on one particular intersection/street. I object to the addition of a retail/commercial to the development. This will take trade away from already established business located at the western and eastern ends (neighbourhood shops) of Railway Street.
Engagement feedback form	As a local resident of Corrimal there are multiple issues the Corrimal Coke Works raises. I would like to acknowledge the benefit of housing and economic activity for the area. However, the impact on Corrimal and its liveability needs to be considered. My primary concerns are: <ul style="list-style-type: none"> • The environmental impact of realigning the creek. Development should not overshadow Corrimal’s natural environment. • The environmental impact on the flying Fox colony, disturbing the area will have an effect despite any exclusion zones. • The environmental impact of remediating the area and the effect on surrounding houses and the beach. Disturbing 100 years of industrial contamination. • Corrimal has a population of 6,500, based off census information. The proposed 750 dwellings will bring, approximately 1,950 people (Census, 2016, average 2.6 people per dwelling NSW) to Corrimal and increase the population by 30%. This completely changes the ‘regional’ suburb and is comparable to an inner-city development. • The proposed roundabout to remediate traffic on Railway St is insufficient. Despite the traffic consultation with transport NSW, the traffic during peak times is comparable to urban traffic. Since residents moved into The Village complex on Railway St, traffic across Memorial Drive has exponentially increased and the influx of a possible 1,275 cars (Census, 2016, 1.7 cars per dwelling NSW) will significantly increase congestion. • Corrimal as part of the Illawarra is a regional area, an increase of this number of dwelling will completely change our suburb. The development with its green space and heritage acknowledgement still has a large proportion of high-rise. The large number of dwellings is not keeping our beautiful suburb liveable.
Engagement feedback form	Re: Corrimal Coke works Development Plan Proposal I would like to register my concerns about the proposed development: * It will generate too much traffic with only one access onto Railway Street * This will particularly dangerous for the Corrimal rail road crossing * The demolition of mature wood land for a wider road through the land * Toxic waste being buried onsite could leak, especially in a big flood * Insufficient returns for the community in the current plan for e.g. no indoor community space For the above reasons I strongly urge Council to reject the current proposal
Engagement feedback form	The roundabout doesn’t seem like the safest design, especially considering the number of children who will use this street when travel to school. The shared pathway is not ideal for cycling infrastructure. A dedicated cycle path would be much safer for pedestrians, motorists and cyclist and could be extended to link Corrimal town centre with East Corrimal and Bellambi where there are high needs for alternative transport. Furthermore it would link the western suburbs to the existing north south cycleway
Engagement feedback form	I base my comments on the available concept sketch plan provided by Bitzios Consulting of the proposed roundabout to be built at the intersection of Harbinger and Railway Streets, Corrimal. I noticed that on the northern side of Railway Street, west of Harbinger Street, there appears to be an island blister designed to reduce the eastbound carriageway from a two-lane width to a one lane width. This will remove the street parking for delivery vehicles between numbers 64 to 70 Railway Street. I also noted that vehicle access to numbers 66, 68 and 70 will be severely restricted and it may also not be possible for number 66 and 68 to safely enter or exit Railway Street, if this blister is constructed. Can I safely assume that a plan showing a well-designed roundabout will be required before construction commences?
Engagement feedback form	The proposed roundabout is not safe for children walking or riding to school, we need a proper protected roundabout (see Melbourne, Dutch style) As per the NSW Cycling Design Tools, shared paths are not recommended as a cycling infrastructure: the proposed shared path is not good enough! You need to design a separated cycleway on Railway Street (the entire length from Town Centre to Corrimal HS) with signalised intersection treatments to prioritise people walking and cycling

Engagemen t feedback form	<p>Speculation has existed for quite some time about the need for ONE MORE STOP on the Fast Train Service to and from Sydney. In terms of spacing between stations on the current Fast Train Service - Corrimal Station is situated in an ideal location, midway between North Wollongong and Thirroul. HERE is an opportunity for the Council to co-ordinate with the developer and insist that part of their development adjacent to the current Corrimal Railway Station carpark, AND either in the north-eastern corner of the area, or further south within the property along the rail corridor, BE DEDICATED to commuter parking. The downside for the developer is that this will mean the loss of some area currently planned for dwellings. The upside for the developer is that this should then be able to incorporate a second road access/exit point for residents AND Emergency Services within the development. Additionally, it will provide a greater number of parking spaces at the disposal of residents and their guests during evenings and weekends, when commuters are less likely to require them. The developer will also be able to emphasise this feature to potential residents of the development, an attractive feature in terms of benefits to the residents (an attractive feature in terms of increased sale price for the developer). Some of the upsides for the council is that: 1.. Greater bargaining power with State Rail for the granting of an additional stop on the Fast Train Service. 2.. Greater bargaining power with State Rail to then provide further additional parking spaces along the western side of the railway line to further extend what is currently there, and what will be/have been provided by the developer. 3.. Positive publicity for the Council in terms of what they are providing for the residents of the Fairy Meadow to Woonona area. 4.. Provision of a quality facility at less cost to the Council (perhaps the Federal Government or State Government may, in the near future, allocate further funding for the provision of 'commuter carparks' - this time the funding MAY wish to be seen to be going to DESERVING and NEEDED projects). 5.. If carpark provision were to take place in the north-eastern corner area, consideration may be given to the current access road to/from the station to become an entrance only, while a combined entrance/exit road could be created for commuters and residents opposite High Street. This will then provide far better movement into and out of the development area - this will be better for residents and perhaps diffuse one of the objections raised by concerned local residents....</p>
Engagemen t feedback form	<p>I have been a resident of Corrimal all my life. The proposal set out for the old Coke works site is, in my opinion, just an appalling demonstration of greed. It appears to be an endeavour to jam as many saleable properties on is site for financial return, rather than building more one-story residential homes that are more suitable and in keeping with the lifestyle that has always been Corrimal. The safety aspect of all of the potential new residents using only one exit and entrance point on Railway Street, is planning irresponsibility to say the least. As a high school student in the 1970s, I walked past the Coke Works to Corrimal High. Even then as a pedestrian, you had to be cautious of the trucks entering and exiting the site. How much more potential danger is inevitable when there will be the vehicles of 500 residents exiting and entering Railway Street? Please note however, that the Coke Works did have two large gateways for accessibility in and out. These gates are still there today and indicate, that even in years gone with less traffic, planners had the sense to allow for two access points for the site. As a local using Railway Street nearly every day, it is blatantly obvious there is already much traffic congestion from the Princess Highway right the way down to Pioneer Road. At certain times of the day, when people are going to and coming from work, traffic is banked up and to a standstill. It is ludicrous to assume that the additional number of cars generated by the current Coke Works proposal, is not going to heighten the danger and congestion on the surrounding roads, in particular the one and only access point of Railway Street. The frustration of motorists is already evident today and will only be elevated if this current proposal goes ahead. Large scale, high rise developments are not befitting the lifestyle that has always been Corrimal. For 69 years, I have enjoyed the relaxed atmosphere of this beautiful town and whilst I see growth and development is always inevitable, Corrimal doesn't need to be sold out for profit to become a cramped, frenetic city. If the locals wanted that, we would live in Sydney. I would imagine that none of the developers or planners live in Corrimal or have a mind to buy one of these Coke Work residences. Therefore, they will never be affected by or have to deal with the myriad of problems that will be created by the proposal</p>
Engagemen t feedback form	<p>It is far too big for the surrounding infrastructure. Railway St will become a car park. I agree to rezoning to medium density and public recreation, however the proposed development is only going to benefit the owner and not Corrimal and surrounds. We deserve better than this because a lot of us grew up with the black soot and smell of the coke works. Buy the area from the owner and make it something for the community. COVID restrictions should have taught us that during lockdown it is not easy living in a unit. Room should be made for freestanding houses and units but NOT 550 of them. The green space the developer is talking about is a creek and an area where some of the contaminated landfill may be placed. Future health issues will affect people who use this space. There are too many reasons not to allow this development as it stands, least of all the negative impact on the surrounding streets and current residents in streets near Railway St. We shouldn't be forced to live with the amount of traffic disruption that this will cause, if there is a way to avoid it. Corrimal cannot support the extra influx of cars and people</p>

<p>Engagement feedback form</p>	<p>Feedback on the Corrimal Coke Works Draft Planning Proposal. [REDACTED] Page 1 of 5 Please find following feedback regarding the proposed residential development at the former Corrimal Coke Works site. This feedback is provided in three parts: • Impact on traffic on Railway St, Corrimal • Impact on the local and broader community • An alternative proposal for the site At the outset, I would like to thank Wollongong City Council for the consultation and engagement it has provided the local community. I participated in the online information session held on Saturday 24 July and appreciated the opportunity to obtain more information and ask questions of the Council employees present. As a life-long resident of Corrimal I have seen many changes take place over the years, most welcomed by residents. This has ranged from public art murals, the inclusive Luke’s Place all abilities children playground to recent upgrades to sidewalks along the Princes Highway, new footpaths and revamped parking and landscaping around Corrimal Pools and Ziems Park. All have provided a positive facelift to Corrimal. However in recent years, there has been a dramatic increase in residential developments which has had a significant negative impact on local infrastructure, most notably traffic, availability of parking and a notable amount of vacant ‘for lease’ retail premises – some which have been empty for years. With new developments being built offering even more retail/commercial space and adding to the number of ‘for lease’ premises. This is a disheartening sight which echoes the emerging ‘ghost town’ vibe of Wollongong’s CBD with all its abandoned shopfronts along Crown St Mall. As such, am providing this written feedback in the hope that Corrimal avoids following the path of the West Dapto/Horsley development plagued with constant stream of complaints from residents regarding the lack of infrastructure provided to deal with the area’s rapid growth. That lessons have been learnt from past poor planning. That Council takes a proactive approach demonstrating foresight and due diligence in its decision making and that action is taken to avoid any irreversible negative impacts on an already stressed infrastructure. Furthermore, that consideration be given to genuinely sustainable developments which address the current challenges facing communities worldwide - climate change, the environment and an ever-evolving pandemic. 1. Impact on traffic on Railway St, Corrimal ‘Contribute to Memorial Drive/Railway St intersection to ensure the new development does not negatively impact traffic movements and capacity’ – DCP p.4 Since the large residential developments of the Verge (corner of Russell and Underwood Sts) and The Village (60 units built on the former Corrimal Leagues Club site), the traffic on Railway St has increased significantly given it’s the main entry and exit point off Memorial Drive. While the draft planning proposal references extensive traffic modelling which indicates the current configuration will accommodate additional traffic, I challenge this assertion based on my firsthand daily experience. As a resident of Hall St, my only access and egress is via Gilbert St which intersects with Railway St. This is also the only access and egress point for residents of Palfreyman and Gilberts Sts (which has increased with new subdivision and villa/town house developments in all three streets). Added are the employees/customers of businesses along Railway St who have parking at the rear of their premises which can only be accessed via Gilbert St. Furthermore Gilbert and Palfreyman Sts have become the go-to all day parking for employees working in the town centre. It’s not uncommon for these streets to become ‘parking lots’ during the working week. Training/sporting events at Ziems Park as well as parents dropping off/picking up children from the occasional day care centre has turned these previously quiet residential streets into busy thoroughfares. All these cars converging at the intersection with Railway St. Please see diagram below for visual depiction.</p> 
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To further compound the problem, there are no line markings on Railway St to indicate to drivers not to queue across the intersection. There are only signs on either side of Railway St which drivers do not notice or ignore. It is now a regular (and frustrating) occurrence to wait at the intersection for over 5 minutes before a driver will allow cars from Gilbert St to turn right onto Railway St. Instead drivers speed up to make the green lights at Memorial Drive. As a result, it can take 2-3 changes of traffic lights before one can turn onto Railway St.



(This photo was taken from my car waiting to turn right onto Railway St on a Wednesday at 4:12pm in early August 2021 during current lockdown ie not peak traffic time)

Recently, turning left onto Railway St heading towards Corrimal town centre has also proved challenging. Cars can now be banked up from the traffic lights on the Princes Highway all the way down to Memorial Drive especially in the afternoon at school pick up time and/or with customers entering/exiting the Lederer Shopping Centre car park from Railway St. This is the current experience without the additional traffic from a 550 dwelling development down the road with a single access and egress point at Railway St. Furthermore, will be located directly across the road from the recently completed 60-unit Village development and most worryingly, with only a proposed roundabout to control traffic flow in, out and around this burgeoning medium density residential area. Most notably, the draft Planning Proposal sites a Traffic Impact Assessment completed by TfNSW which 'notes that the Planning Proposal would generate a significant number of vehicle movements ...and has concluded that major upgrades will be required ...in the future to accommodate high traffic demands' (p.13). I would suggest these upgrades are required now prior to any further large-scale developments being considered. I also reference the following Australian Bureau of Statistics (ABS) data which would suggest that with 550 new households, a substantial amount of additional cars will increase traffic volumes on local road networks: Analysis of car ownership in 2016, indicates 47% of households in Corrimal had access to two or more motor vehicles, compared to 51% in Regional NSW. 2. Impacts on the local and broader community 2.1 The subject site has the potential to provide a range of housing choice close to existing services offered by Corrimal Town Centre, providing connectivity and direct linkages to public transport and existing public facilities.(DPP p.6) 'Direction 3.4 Integrating Land Use and Transport (b) increasing the choice of available transport and reducing dependence on cars, and... (d) supporting the efficient and viable operation of public transport services...' (DPP p.9) Based on first-hand experience and anecdotal evidence from family and friends who live in the northern suburbs, the lack of available and regular public transport has actually increased the dependence on cars. In the last decade I have worked outside the Wollongong LGA and am currently commuting to south west Sydney for work - (not in lockdown obviously). In all instances, I have driven. This has been my only option given the lack of easily accessible and regular public transport available. I refer to the acknowledgement in the DPP that Corrimal is identified as 'the major hub of the northern suburbs'. This was reflected in the fact a couple of decades ago when working in Sydney CBD, commuter trains would regularly stop in Corrimal without the need to change in Thirroul. In recent years, when catching the train up to the City, I have noticed that most peak hour trains require changing at Thirroul with all day car parking hard to find. Furthermore, lack of carriages has meant that by the time trains arrive at Thirroul, there is lack of available seating for on-boarding passengers. Subsequently, I have had to stand the entire 1.5 hour plus trip on several occasions – thankful I was no longer a daily commuter. In fact, I am aware of several daily commuters living in the northern suburbs who drive to Sutherland or Jannali to catch trains into the City given the more regular services available. Notably, adding more cars onto local roads in peak hours, not less. In the information session on 24 July, when questioned on the impact of the proposed development on the already strained South Coast train line, Council staff indicated that this was not an issue within Council's remit and would need to be addressed by Transport NSW in the future. I would suggest that this ongoing issue for local commuters be addressed prior to

approving a 550 dwelling development that is promoting its close proximity to public transport and services. This is disingenuous and very likely to further escalate the problem which has been raised many times and in various forums by residents working outside the LGA. The above is also supported by the following ABS census data: On Census Day 2016 in Corrimal, 73.8% of people travelled to work in a private car, 6.9% took public transport and 2.6% rode a bike or walked. On Census Day 2016 in East Corrimal, 74.5% of people travelled to work in a private car, 7.1% took public transport and 2.5% rode a bike or walked. In both instances, the numbers have increased since the previous census in 2011. 2.2 'The objective ...is to limit the size of shops to ensure that the Corrimal Town Centre remains the principal retail area.' (DPP p.5) 'The Wollongong Local Strategic Planning Statement ...identifies Corrimal as a Major Town and key locality, in terms of being the main northern shopping centre and commercial precinct' (DPP p.6) 'redevelopment in and around the Town Centre ...supports the local economy' (DPP p.7) As mentioned previously, the number of retailers in Corrimal's town centre has decreased despite the increase in medium density developments. The only recent addition is the supermarket Aldi, in addition to the already existing Woolworths and Coles. There has been an increase in cafes and services but this has not had a real dent in the overall number of empty retail premises (existing and new) along the Princes Highway, Railway St and shopping centres like Corrimal Plaza and Corrimal Mall. Given the lack of retail choices available in Wollongong CBD also, it is widely known that for years, many northern suburb residents hop in their cars and drive up to Westfield Miranda for their retail therapy – me included. More and longer free parking, larger array of retailers and eateries from which to choose as well as a modern cinema complex and other entertainment options. Thus spending our money outside the local economy. During Covid lockdowns, online shopping amplifying the case. It would also appear that recent residential and commercial developments in Corrimal have not contributed to growth in the local economy as reflected in ABS employment data:

JobSeeker		July 2021		March 2020	
Current month		July 2021		March 2020	
Region - LGA/SA2	JobSeeker and youth allowance recipients	% of 15-64 age population	JobSeeker and Youth allowance recipients	% of 15-64 age population	Change
Wollongong City	9,556	6.7	7,700	5.4	+1,856
Corrimal - Tarrawanna - Bellambi	871	8.6	746	7.4	+125

This has continued to increase since the 2016 census when the unemployment rate in Corrimal was 6%. Furthermore in terms of the SEIFA index (relative indicator of social - economic disadvantage), Corrimal & East Corrimal are in the 36 percentile. This indicates that despite local developments in the last decade or so, 64% of Australian suburbs still have a higher socio-economic status than Corrimal. Finally in relation to jobs, the influx of Sydney siders moving into the LGA, has led to an already tight and limited local job market, becoming even more competitive. Medium to large employers in the LGA such as the UOW, Bluescope, TAFE, Mercer (previously Pillar) have been slashing permanent jobs for years while retailers are closing down or leaving the LGA, increasing our unemployment numbers. There appears to be little evidence of job growth in the local economy.

2.3 'Sydney Water cannot provide any wastewater capacity - the existing wastewater system is already experiencing a capacity related issue' and 'the local stormwater system does not appear to have adequate capacity to transfer runoff during heavy wet weather events resulting in local flooding' (DPP p.13) As I raised in the community consultation session on 24 July, this is concerning given the 1998 floods in the LGA and damage to housing in the East Corrimal and Towradgi area. Downstream from proposed development. Adding a 550 dwellings to existing water systems which are already experiencing capacity issues is not reassuring especially in light of the increasing extreme weather patterns we are experiencing. While Council representatives claimed that Council has undertaken work to improve stormwater runoff since this event, recent years have shown this is still an ongoing issue. For example, I have noticed that during periods of heavy rainfall, sections of Hall St along Ziems Park - at the rear of several properties with dwellings - quickly become inundated with flood water due to poor drainage. In fact, the waters rise so rapidly that its difficult to drive through yet it's the only access and egress point out of the cul-de-sac. On several occasions, the floodwater has inundated my elderly neighbour's backyard with water even entering his garage. I also question the impact on current electricity supply especially during extreme cold and hot weather. Are local residents likely to experience more outages with the increased strain of 550 additional dwellings on existing infrastructure? 3. An alternative proposal for the site Wollongong promotes itself as a City of Innovation with Sustainable being one of its core values. Rather than taking the easy well-trodden path of approving more generic uninspiring developments that continue to add strain to existing infrastructure, why not pursue a truly innovative development project? Using the previous site of a 100-year-old coal producer (and polluter) to create a new state-of-the-art, sustainable residential 'city' of the future. A 'resilient' township built using lessons learnt from living through a pandemic for the past 18 months as well as keeping climate change foremost in mind. This could be a pioneering residential project designed and developed in partnership with the UOW and other providers of innovation, renewables etc to construct green and affordable residential buildings that are completely off the grid. A 'passive' township built using sustainable design,

	<p>materials, energy production and usage. This would eliminate pressure on already stretched infrastructure such as water and sewerage. It would be a project demonstrating a light footprint and how the results of climate change i.e. increasing extreme weather patterns such as droughts and heavy rainfall, can be avoided. The site could be the blueprint for future developments showcasing the integration of the old (heritage) as well as the new (sustainability) e.g.:</p> <ul style="list-style-type: none"> • Museum displaying old coke works artefacts, stories from locals who worked and/or lived in Corrimal during its operation, photos etc as well as other old-world technologies. Capturing before all this knowledge is lost. • Education centre on sustainability and renewables. Promoting new design, materials and technologies. • Residential buildings comprising of villas, townhouses or terraces only. Each with its own separate outside area/garden/backyard to play in so residents don't need to congregate in crowded parks or playgrounds in the event of a pandemic. Also helping supporting physical and mental health and wellbeing. <ul style="list-style-type: none"> • Avoiding multi-story apartment blocks with poor ventilation, air filtration and shared access via lifts, stairwells and other common areas that can be the source of contagion or where residents may have to be locked in their apartments for days or weeks due to outbreaks. • Community 'living' garden for residents & buildings featuring vertical gardens • Electric cars and bikes used as transport. • 'Working from home' technology hubs containing meeting, quiet rooms. • Pet friendly parks. The above could become a tourist attraction, education hub as well as attract future business investment in Wollongong if seen as a forward thinking, pioneering and agile LGA. A local government leader in thoughtful, healthy, sustainable, climate/ pandemic friendly and community focussed residential developments.
<p>Engagement feedback form</p>	<p>My concerns are about:</p> <p>The number of dwellings: 550 residences is too many. Why?</p> <p>The space around the dwellings is not enough, the developers used the creek to account for space.</p> <p>They will be mostly units, people are crammed in. Social issues become higher.</p> <p>It is currently only one road in and out. A nightmare for residences.</p> <p>It is not mixed housing. It is all 4-storey units with some town houses - no free standing.</p> <p>With only one access road for around 1000 cars, getting in and out would be congested. Not safe for walkers.</p> <p>Towradgi road is already highly congested in peak times. For residents, even from two streets away (as I am), getting through the lights can take 15-20 min in peak time. And there are no units here. Railway Street would come to a standstill.</p> <p>A single lane roundabout at entrance won't work be enough for predicted traffic.</p> <p>There is still no Emergency Evacuation Plan yet.</p> <p>This concerns me greatly: 102 years of contamination on the site. Why is it up to residents to protect future residents? Surely the council would object to humans living here. The plan is to have contamination buried on site. This can't be right.</p> <p>The selling point of our suburb is nature. Relocating a creek would cause destruction of things living in it, and around it.</p> <p>The council is currently regreening Wollongong. Why not protect the green spaces we have by saying no to bulldozing large trees for the access road.</p> <p>I can't see how the destruction of this nature reserve, which was fragment classified woodland for new 11m creek line and shared pathway would benefit.</p> <p>As I see frequently, people love letting their dogs off leash. Having an off-leash dog park within Flying-fox buffer zone may sound like a selling point for potential buyers, however, native animals can't protest this. If what is being built is mostly units, a no pet policy would be better. And this would be sad for lonely residents. Better to offer larger dwellings, and less of them.</p> <p>If the cost of long-term maintenance of open space paid for by rate payers have more green space.</p> <p>In conclusion, there is much about this development that impacts the community. The traffic conditions are really not ready to accommodate the influx of people. There are not enough parking spaces allocated: people are going to park on the street, and then this fills another lane, blocking traffic more.</p>

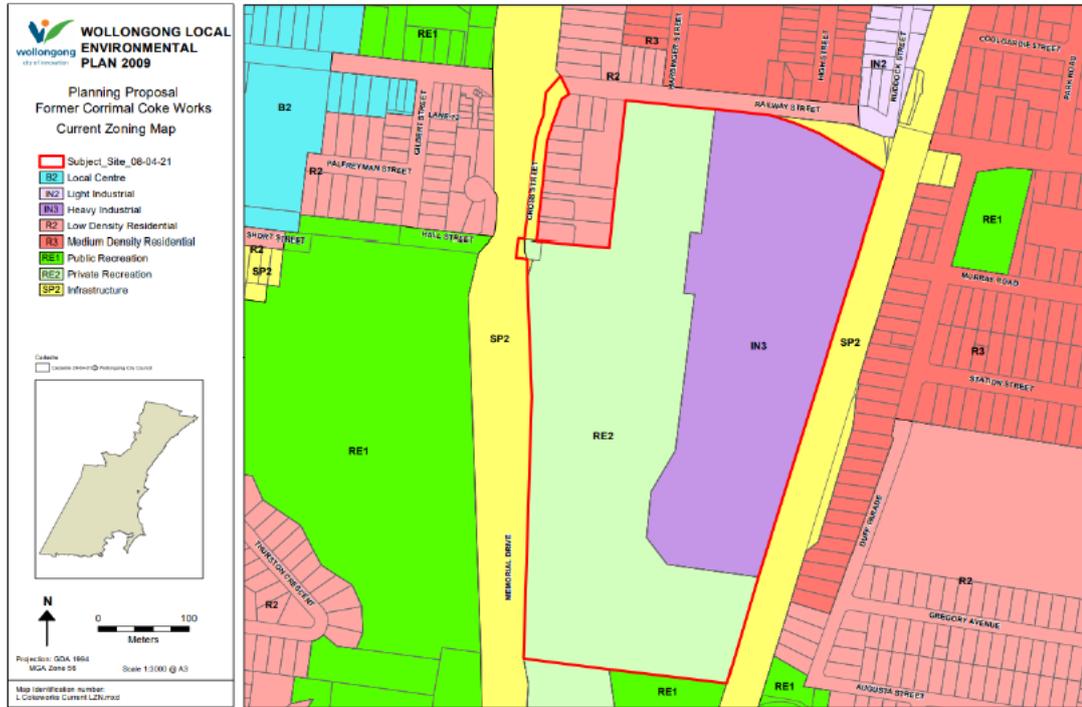
Engagement feedback form	<p>As residents of Corrimal we would like to raise our concerns with the Coke Works Proposal Remediation of Area the Coke Works was operating for around 100 years, decades before there were any governing body to monitor or control environmental issues. We are concerned what will happen to the surrounding area and its residents if the contaminants are disturbed. Roundabout on Railway Street Having one entry and exit onto Railway Street will cause absolute chaos, even with a roundabout. Since the completion of the Village Development on Railway Street the traffic on to this road and across Memorial Drive has increased enormously. If there are to be 750 dwellings with a possible 1.7 vehicles per dwelling (based on Census information 2016), a roundabout will not cope with these numbers. At certain times of the day the traffic is already banked up past the entry to the Coke Works site. Corrimal is a regional suburb being part of the Illawarra, with a population of 6,500. It will be significantly changed by the number of high-rise dwellings which are not in keeping or consistent with the area. Also the size of the development with 750 dwellings will increase the population by approximately 1,950, (based on census information 2016, average 2.6 people per dwelling). This would be an increase of around 30%. The fact that 30% of the population will be living in such a small part of our suburb is very concerning and detracts from the liveability of the area</p>
Engagement feedback form	<p>As a resident of Dick Street Corrimal the Coke Works Development will have a monumental impact on the way my family and my neighbours live our lives. I am supportive of the development of the site if it can be done in a sustainable way. This development will forever change how citizens move around Corrimal. It is the most consequential development in Corrimal's modern history. It has the opportunity to transform how we will our lives in a beneficial way however I do not believe The Illawarra Coke Company and Legacy Property's proposal values the impacts of the development upon the wider community. Furthermore the proposal does not correlate with Wollongong City Council's and the New South Wales Government goal of Net Zero Emissions by 2050. The Traffic and Transport Assessment The reduced yield scenario is unacceptable as it offers an opportunity to lessen the impacts of the development on Railway Street. However is it being utilised as a chance to cut corners and costs by the applicant. The development will already add up to a minute to the journey leaving my residence, which in an emergency situation is a great period of time. This highlights how the applicant will do the minimum required works and cost to them and thus does not value the best interests of the wider community, they only value their profit. The Option 1 proposed by the applicant for the Short Street to Corrimal Station Pedestrian/Cycle Link is again an example of their decision-making being influence by profit rather than the beneficial impact upon the wider community. Option 1 again is the minimum effort at minimum cost, and does not take into account the increased pedestrian movements from the development itself and the wider community. In order to meet Net Zero emissions by 2050 there must be an increase in pedestrians walking and cycling. Option 2 enables a safe east-west link that is currently missing and will encourage the community to walk and ride. It will create a better link to vital community assets such as Corrimal Library, Ziems Park and Corrimal Pool. It also provide the shortest link by distance between Short Street and Corrimal Station. The applicant states that this option is inconsistent with Wollongong City Council's bike plan, Council has the power to rectify this and ensure another vital community asset is delivered. Flying Fox Camp The protection of the habitat of the endangered Grey Headed Flying Fox Camp is again insufficient and again is a clear example of the minimum effort required by the applicant. The 'Grey headed Flying fox Camp Proposed Management Actions' (EcoLogical 16 June 2021) report states how during the 2020 Summer Bushfires the population of the camp significantly increased as it served as refuge for the Grey Headed Flying Foxes that were escaping the bushfires that surrounded Wollongong. We know that bushfires will be more prevalent in the future and thus the site will again serve as a refuge. The development will contribute to the loss of habitat for an endangered species and Wollongong City Council will be directly responsible for this.</p>
Engagement feedback form	<p>To whom it may concern I wish to respond as a resident of Wollongong LGA to the revised proposal for the Corrimal Coke Works Site Development. I believe the proposal should not proceed for a number of reasons: I find the current marketing campaign positioning the development as 'sustainable' to be deceitful and misleading. The project is not as 'green' as its' slick marketing would propose. The report shows the site to be contaminated after use as a coal mine for over 100 years. The contamination remaining at the unremediated site is a danger to residents, wildlife and groundwater. The developer should remediate the site first and foremost after profiting from the site and the community for many years. Only after the site is completely remediated should there be discussion on what should be done with the site – ideally returned to the community as public space. I believe the residential development to be too large, out of character for the area and with little appropriate thought to traffic concerns with the influx of residents. I believe that the low socioeconomic population of Corrimal are being deceived as they will not be able to afford the housing proposed by the developer and there is no low socioeconomic housing as part of the proposal. I believe that the development of this site may set a dangerous precedent for the development of the Coalcliff mine site, owned by the same company, and other local coal mine sites as the world turns away from coal to cleaner energy, providing cheaper, clean energy and jobs. I believe that the owner of the site will continue to pollute and cause illness in the Illawarra if the site is not completely remediated to a safe standard and Council is able to show community that it has monitored the remediation throughout the process. I believe the short timeframe of community consultation and option to comment to be a huge mistake on the part of the Council. I believe that Council is being deceived by the Illawarra Coke Company's proposal and slick marketing campaign and that it should open the proposal up to further community consultation immediately which has so far been absolutely inadequate. Communication with the community has been difficult during Covid lockdown and the consultation period should be reopened when lockdown has ceased.</p>

Engagement feedback form	<p>Wollongong Council and the community can benefit from the site being turned into a heritage site and green space only. It will attract tourists to the area and give pride and profit to the community by promoting local history and creating tourist jobs. I believe that the re-zoning of the Corrimal Coke works to allow for medium density housing will lead to unmanageable traffic congestion. There are examples of this only three suburbs north, where housing development without improvement to public transport, bike paths and roads, has led to traffic chaos. On weekends and during school pick up times, one is stuck in a never-ending traffic jam, unable to move. Around the coke works site there is only one access road for around 1000 cars. Railway Street is already coming to a standstill. Most of the Illawarra is flat and is flood prone. With rising sea levels and the increase of severe storms, it is only a matter of time before the area around Corrimal becomes flooded or fires sweep through as in January 2020. How can the population be evacuated with the massive increase in the number of people leaving using the roads to drive up the escarpment. There is currently no evacuation plan. The developer stands to gain a huge financial profit while the local residents suffer the consequences of building 550 residences. The infrastructure is not in place to cope with all that many new buildings. Council is barely able to afford the maintenance of public areas without increased pressure of people using them. The physical geography of the northern Illawarra does not allow for medium to high density building. There is simply not enough space between the escarpment and the sea. 102 years of contamination on the site, we do not want sick people in the north. How will council afford legal costs when the inhabitants decide to sue council for developing contaminated land. The developer will not be there to pay the legal costs. We have a climate crisis and needing to relocate a creek and cut down substantial trees in order to build more houses and an access road is a negative step. The fragmenting of classified woodland for new 11m creek line and shared pathway contradicts councils attempt to improve the green canopy (urban greening strategy) by council</p>
Engagement feedback form	<p>Due to the previous industrial use of the Corrimal Cole works site and the safety risk to the public's health I am against the development for housing</p>
Engagement feedback form	<p>I recently purchased a home in East Corrimal. After living in Thirroul for many years, I would hate to see little East Corrimal go through the same traffic/congestion issues as Thirroul. This is a great place to live and I can appreciate that demand and supply for housing at the moment is an issue, however, we recently lost a huge amount of flora and fauna in the 2019/20 fires and large scale developments like the proposed in Coke Works will only further contribute to an already fragile ecosystem in NSW</p>
Engagement feedback form	<p>I oppose the development of the Corrimal Coke Works site. The density of the development is far too much for the area and will inevitably result in congestion of the roads. This factor alone will create significant problems for locals. The developers are being greedy with this proposal and need to consider the impact such development will have on the community and adjust their plans accordingly</p>
Engagement feedback form	<p>I do not support the rezoning to medium density residential. The proposal to build over 750 new dwellings while rehabilitating less than half the site is not the direction Corrimal and Wollongong should be headed. These 750+ dwellings can only cause traffic chaos on railway Street which acts as a main thoroughfare to memorial drive and has a train crossing already to deal with. Utterly unbelievable to insert such a huge population into a small space without giving consideration to these issues. The site should have at the least a slip way directly to memorial drive. Additionally, if there is only one proposed driveway how are emergency services to respond in the event of an evacuation? Overall, this proposal gives the impression of a greedy and aggressive development that has given the bare minimum or less thought to the ongoing issues the site will face and seeks only to cram many more people than viable for the sake of their own short term profits. This is not a development for the good of Corrimal, this can only cheapen our future. There is merit in rezoning the site but not on this scale and rehabilitation should be a forefront issue.</p>
Engagement feedback form	<p>Please extend the deadline for feedback. It is a large development and does not appear to have had enough community consultation. The marketing campaign from the developers appears to be aggressive and misleading. The number of dwellings appears to be far too many for the infrastructure and roads arounds it. It will end up like Thirroul for traffic</p>

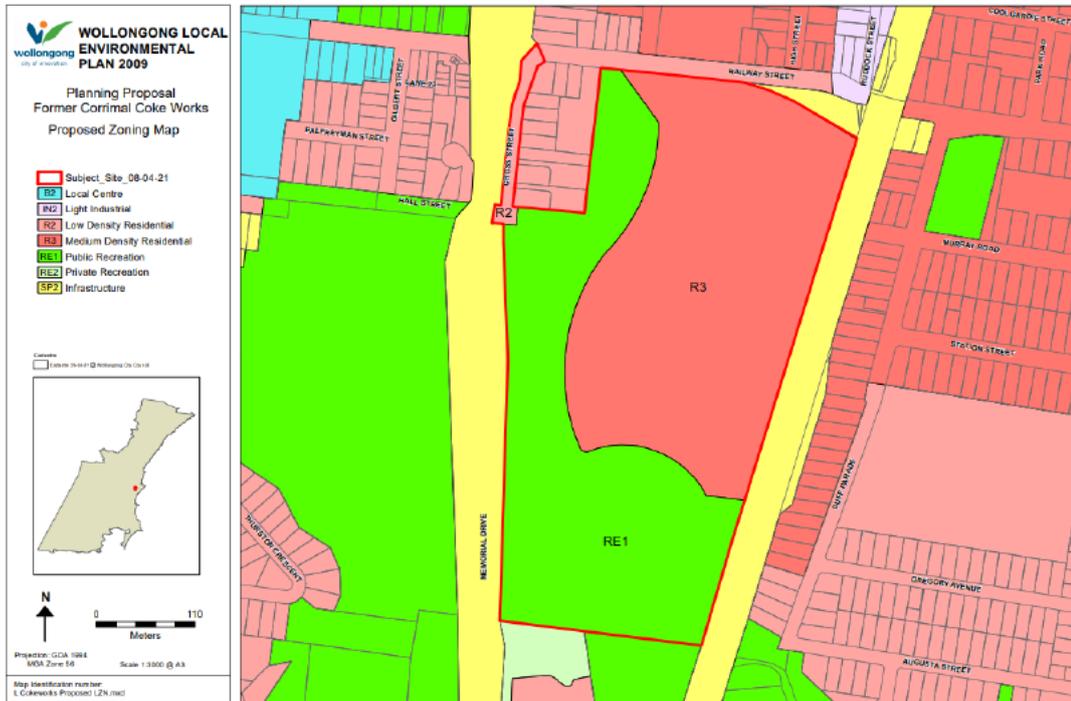
<p>Engagemen t feedback form</p>	<p>I'm a long-term resident of East Corrimal and have been closely following the progress of this proposal. While I can foresee and acknowledge some economical and housing benefits, I do have multiple concerns for consideration. My key areas of concern are:</p> <ul style="list-style-type: none"> • Environmental impacts of Remediation of the area disrupting soil containing long term build-up of industrial contaminants and associated impact of this in waterways (locally and downstream) and proposed parklands. o Disruption and impact on flying fox colony and other wildlife despite exclusion zones o Realignment of natural waterways and the impact downstream including potential flooding, sediment and contamination • Population density o Proposed dwellings have the potential to substantially increase Corrimal's population by 25% or more (based off 2016 census data per average dwelling). What is currently a very liveable suburb will change drastically under this influx, more comparable to an inner-city style development o Proportion of high-rise dwellings not in line with the general amenity of the suburb. Despite an increase in usable greenspace, the visual impact would overshadow the natural outlook of the escarpment and surrounds • Traffic congestion o Proposed traffic controls of a roundabout is largely insufficient to manage the increased daily traffic. Smaller development on Railway Street (The Village) has resulted in long delays and congestion during peak times. Major development with one access point for 1000+ cars would result in major congestion along arterial roads and impact safety of surrounding residential roads o Parking congestion in surrounding residential streets. Parking allocation for proposed dwellings not meeting the requirement of 1.7 cars per dwelling (2016 NSW Census data) would result in overflow
<p>Engagemen t feedback form</p>	<p>I'm extremely worried for the future of Corrimal/East Corrimal if the development of the old Corrimal coke works goes ahead with the current proposals the developers/council have put forward. The infrastructure of this area is currently not able to cope with traffic as it is, most days during peak times it can take 3-4 goes to get through certain intersections adding an extra 10-15 minutes onto your travel, if more people, cars are added then traffic is going to be a greater logistical nightmare. That's if it copes with all the trucks, tradies and builder's clogging roads for the next 7 years before actually having residents move in. Fairy Meadow as well as traffic getting through Thirroul should already show we have major issues with traffic already within Wollongong, but council seem intent on putting Corrimal on that list. There is the issue every afternoon where Railway Street is at a complete stop with cars backed up from the railway intersection all the way back to the Princes highway with nobody able to pass through the Memorial Drive intersection until the trains have arrived, so a roundabout is going to do literally nothing. Also any testing done on traffic flow could be impacted as to when it was done, was it done during Covid when there was less cars on the road, was it conducted during a lockdown? For the past 102 years this site has been greatly contaminated but yet council think that this site will benefit families to live upon? Has testing of the soil and remaining buildings been tested, we all know what happened on the old Mines Rescue Station on the corner of the Princes Highway and Keerong Ave, Russell Vale! Will the community be safe? Especially if development goes ahead, at what risk to those living within the surrounds of the site? Looking at the developer's proposal and councils so called study into the impact this project would have on local flora and fauna is disgusting to say the least. I believe this is being greatly downplayed, rerouting a natural creek is asking for problems and I am disappointed that Wollongong council haven't woken up to this fact considering its past history and the devastation that the 1998 floods brought because most creeks were not properly maintained or diverted from its natural flow. And now it's looking at destroying all living things within the area. I have lived in Corrimal, East Corrimal or Bellambi my whole 52 years and know progress of our area is inevitable and have nothing against development but feel this particular project is a massive money grab. I don't feel council have put the community's best interest at heart here and further community consultation and liaison needs to be done. My personal suggestion for the area would be to use it as a green space with parks or a space where our community could use it for things like markets, Christmas gatherings, amphitheatre, skate park etc. Then after 20 years or so should Corrimal need such a massive development the space could be relooked at, and in the meantime, council could actually do something about the poor joke we have to get around on. Overpasses along Memorial Drive intersections to keep the flow of traffic moving, better parking and shops. Most people who live in the area go out of Wollongong for the things they need that is not hairdressing or a cafe, or order on-line because Corrimal for shopping is pretty pathetic as is Wollongong CBD. Hopefully council will take the concerns of locals and community members.</p>

Engagement feedback form	<p>Thank you for the opportunity to provide comment on the Corrimal Coke Works Development Proposal. Unfortunately, I strongly oppose the Development Proposal in its current form. The proposal fails to adequately address a number of outstanding and significant issues that were raised in its previous proposal in 2017 and still appear in the long list of amendments in the revised proposal in 2021. Some of the key issues with the Development Proposal are:</p> <ul style="list-style-type: none"> • <u>Flood Prone Land</u> Inadequate mitigation measures to address flood prone land and diversion of a natural watercourse. We know that the Wollongong LGA is prone to flash flooding and with climate change more parts of coastal areas will face an increase in extreme weather events. This proposal does not address the concerns raised such as flood studies and stormwater runoff impacts. • <u>Environmental Impacts</u> The proposal to divert a natural watercourse creates further environmental and ecological issues for the flora and fauna including the protected stringy bark woodland and grey headed flying fox camp. • <u>Compatibility with Strategic Planning Documents</u> It is not consistent with Wollongong Local Strategic Planning Statement 2020 and Wollongong Local Environment Plan. It has not been considered and factored into the Corrimal Town Centre Study (2015) and planning. • <u>Visual Amenity and Building Height and Density</u> The proposal has a maximum building height of 15 metres and 550 dwellings. The id profile has the 2020 Estimated Resident Population for East Corrimal at 3,501, the population density with a planned development of 550 residences would see population density alter dramatically with population projections for the East Corrimal area approximately 30%. The large number of dwellings is not keeping our beautiful suburb liveable. Building height and number of residents – current medium density buildings in neighbouring properties are 13 metres. This proposal would impact on the natural beauty for residents and staff and students of Corrimal East Public School. The Local Environmental Plan amendment would open the door for further development in this area with the proposed building height. • <u>Traffic Impact Assessment</u> The impact of “The Village” development has seen an increase in volume of traffic along Memorial Drive and Pioneer Road. Further congestion is created on Railway Street and into the Princes Highway intersection at peak times from traffic entering Corrimal Town Centre, Memorial Drive and East Corrimal. The installation of a roundabout will not improve traffic congestion and safety.
Engagement feedback form	<p>This proposal should be significantly altered to reduce the number of residences, lower the height, reduce traffic impacts and improve the long-term amenity of the area. This development is very much out of character with the surrounding area. There is an opportunity with this area to create a sustainable, green living environment for Wollongong. This proposal will : • Put excessive traffic into the local area, without appropriate infrastructure • Have too many residential spaces for the local area to cope • significantly reduce the green space in the local area • Miss one of the last opportunities to create a combined green space, light business and residential area, that all of Wollongong can be proud of. This development is too. much and pushes way past the boundaries espoused by good practice for future communities.</p>
Engagement feedback form	<p>Clarity on infrastructure to be included (not just proposed or recommended "in the future"), particularly in terms of Corrimal Train Station (extensive upgrade required) and local schools (majority are already at, or over capacity).</p>
Engagement feedback form	<p>Even though this plan is an improvement on the previous proposals, there are still a number of important issues that must be resolved. There has been insufficient attention given to develop active transport links with the surrounding community. The traffic impacts and single point of emergency access on to Railway Street are a safety risk and unacceptable from many other points of view. This is a significant site for its environmental and habitat values. More effort is needed to ensure that it preserves and enhances the community and contributes to a sustainable, energy efficient community.</p>

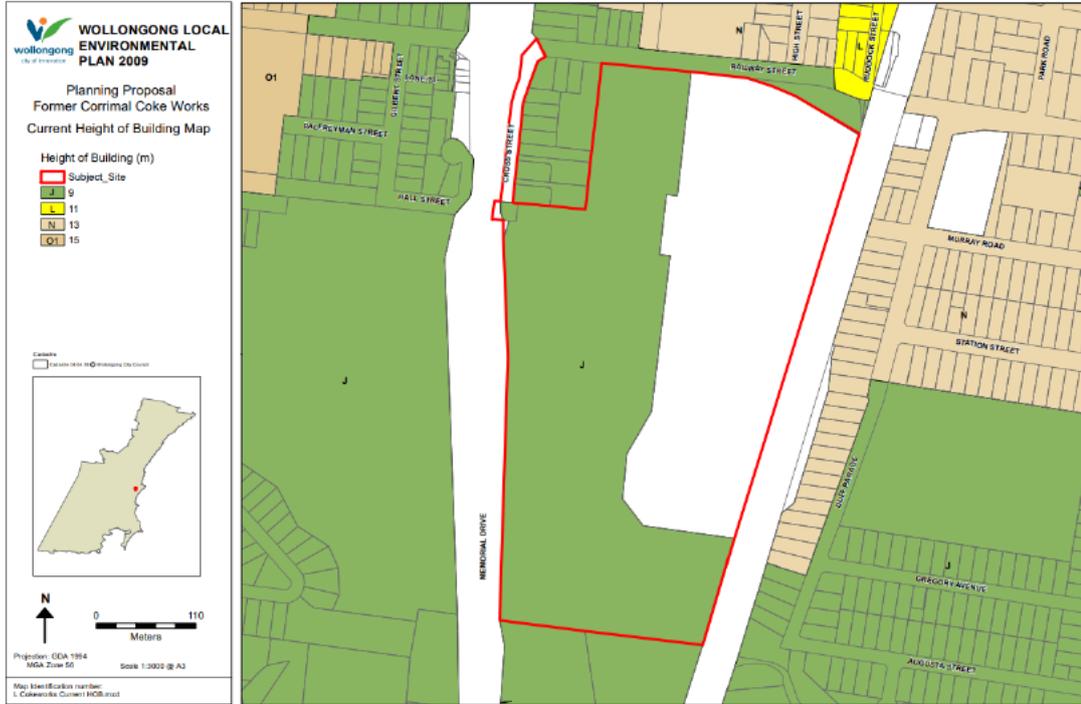
Attachment 5 – Current and Proposed LEP maps
Current Land Zoning Map sheet LZN_024



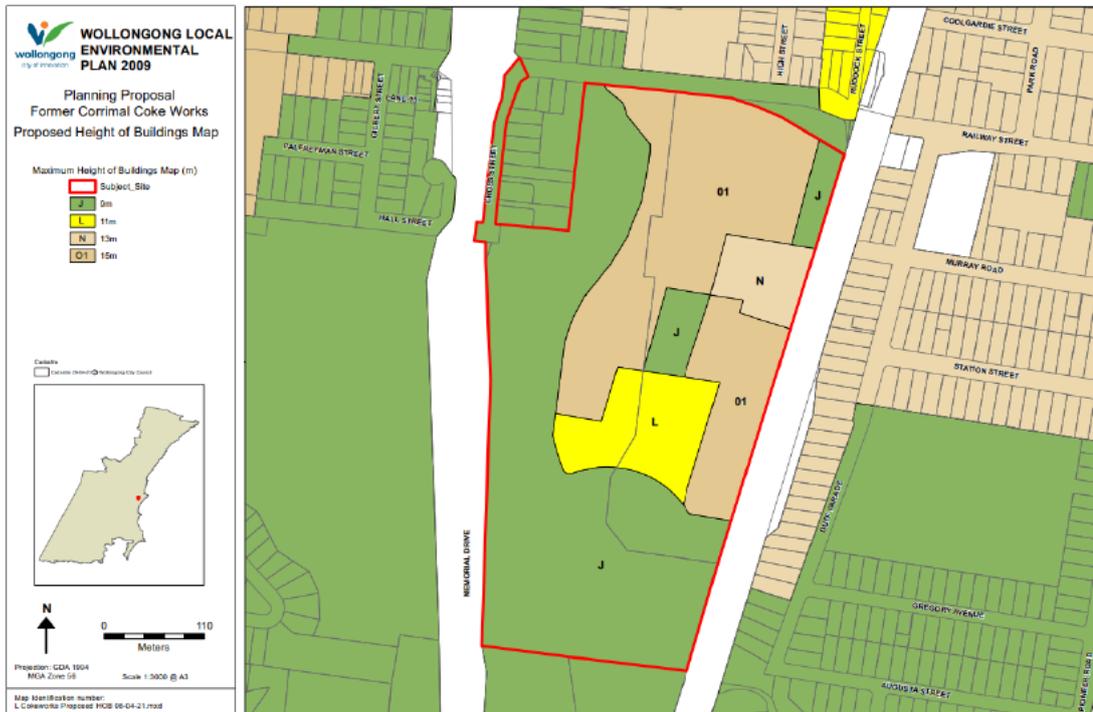
Proposed Land Zoning Map sheet LZN_024



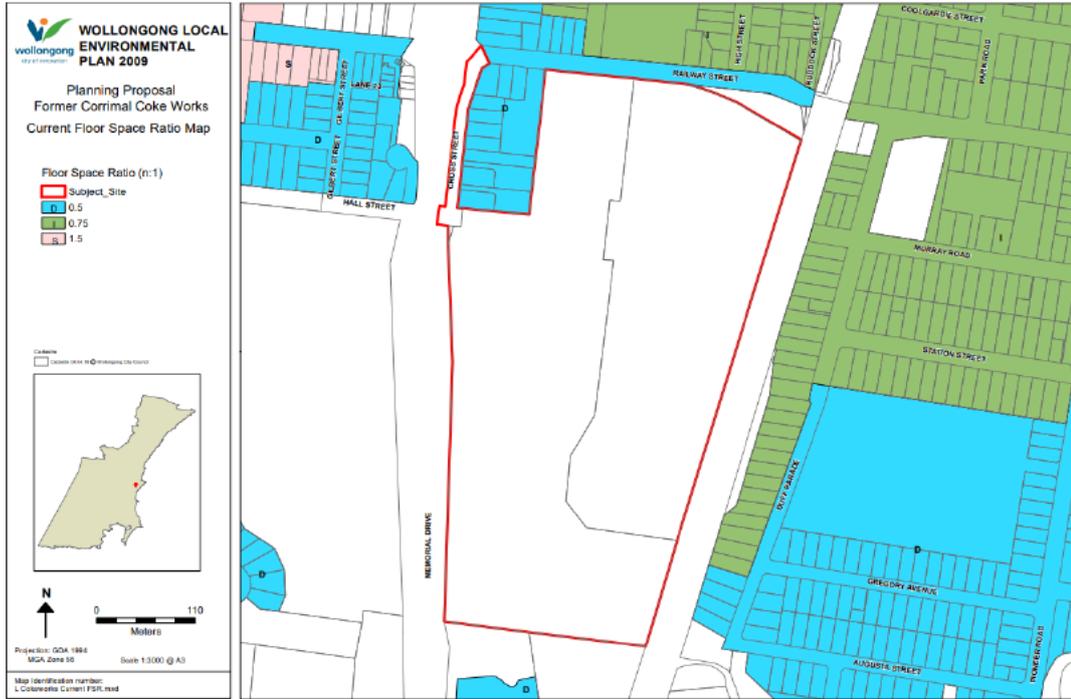
Current Height of Buildings Map sheet HOB_024



Proposed Height of Buildings Map sheet HOB_024



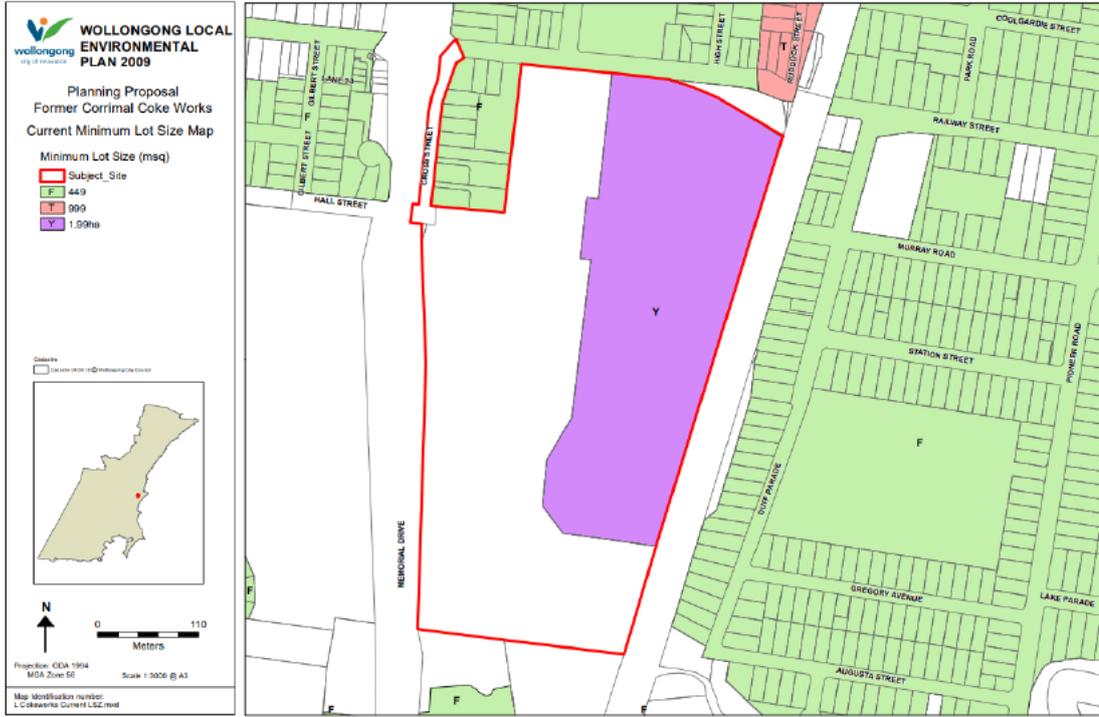
Current Floor Space Ratio Map sheet FSR_024



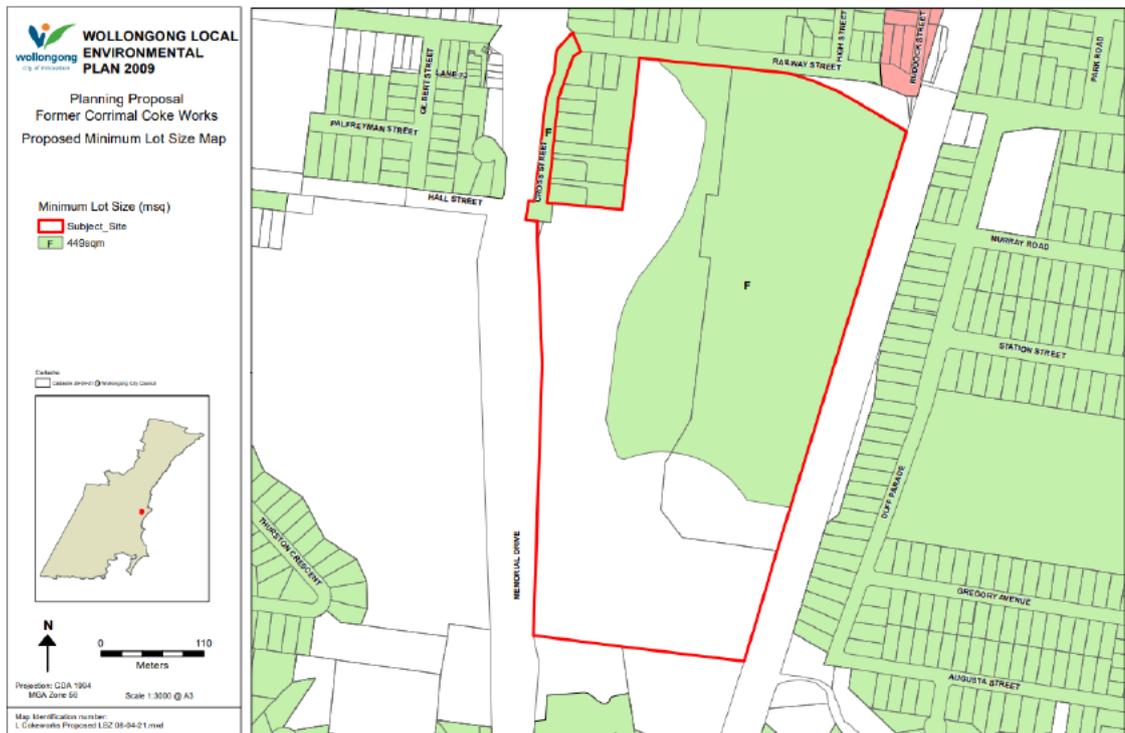
Proposed Floor Space Ratio Map sheet FSR_024



Current Lot Size Map sheet LSZ_024



Proposed Lot Size Map sheet LSZ_024



Current Riparian Lands Map sheet CL1_024



Proposed Riparian Lands Map sheet CL1_024



Current Natural Resource Sensitivity - Biodiversity Map sheet NRB_024

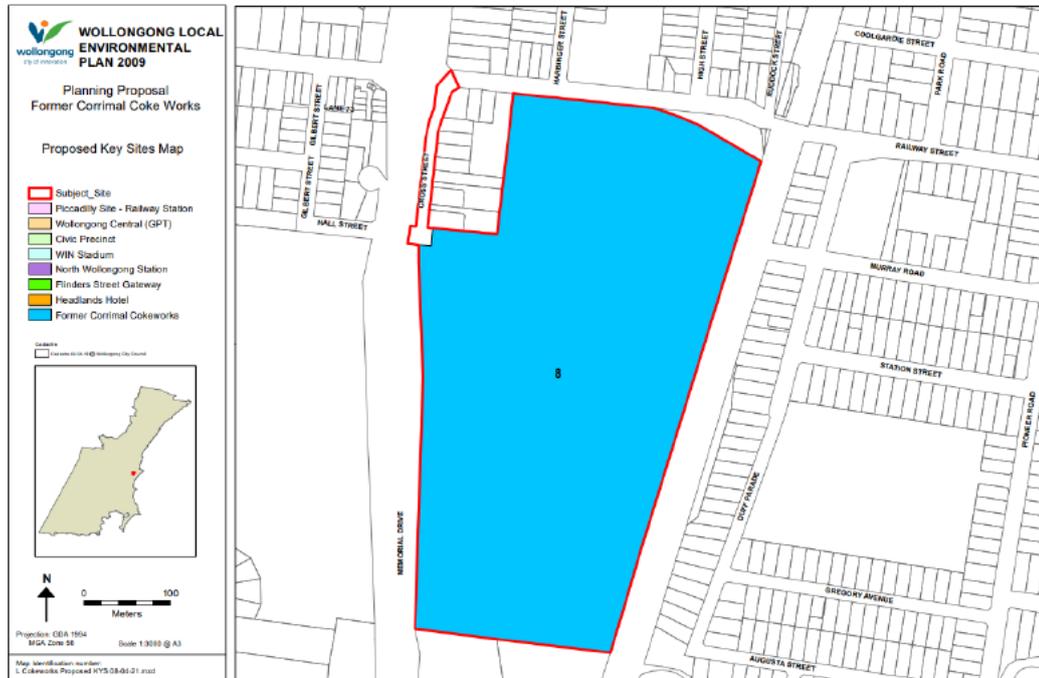


Proposed Natural Resource Sensitivity - Biodiversity Map sheet NRB_024



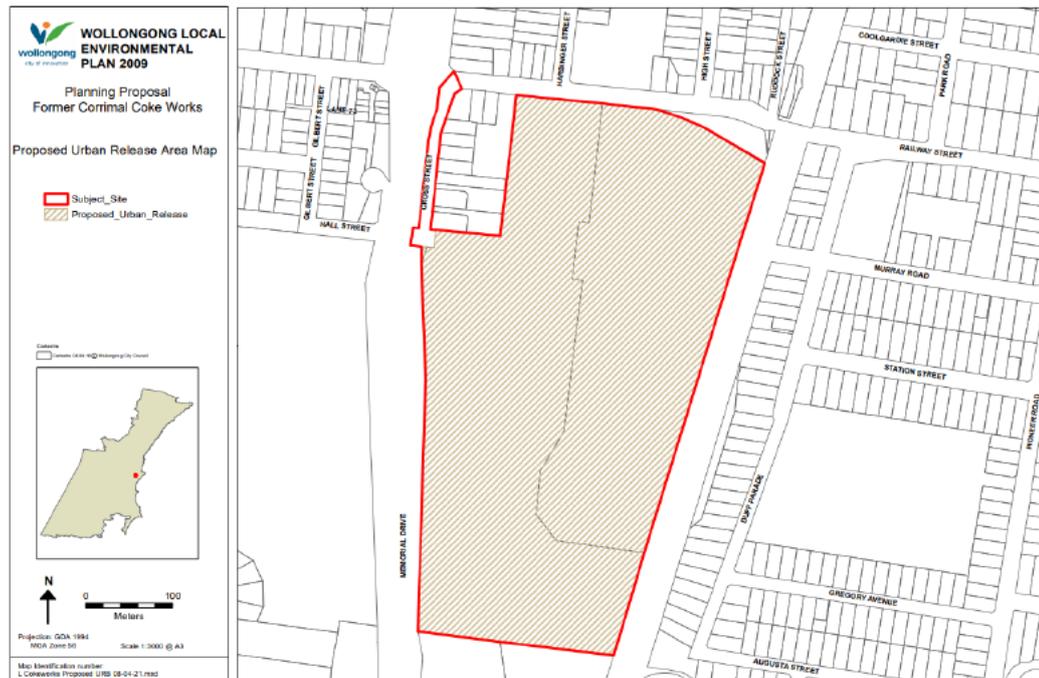
Proposed Key Sites Map sheet KYS_024

Amend clause 7.18 WLEP 2009 Design Excellence 'Key Site' to include as a Key Site.



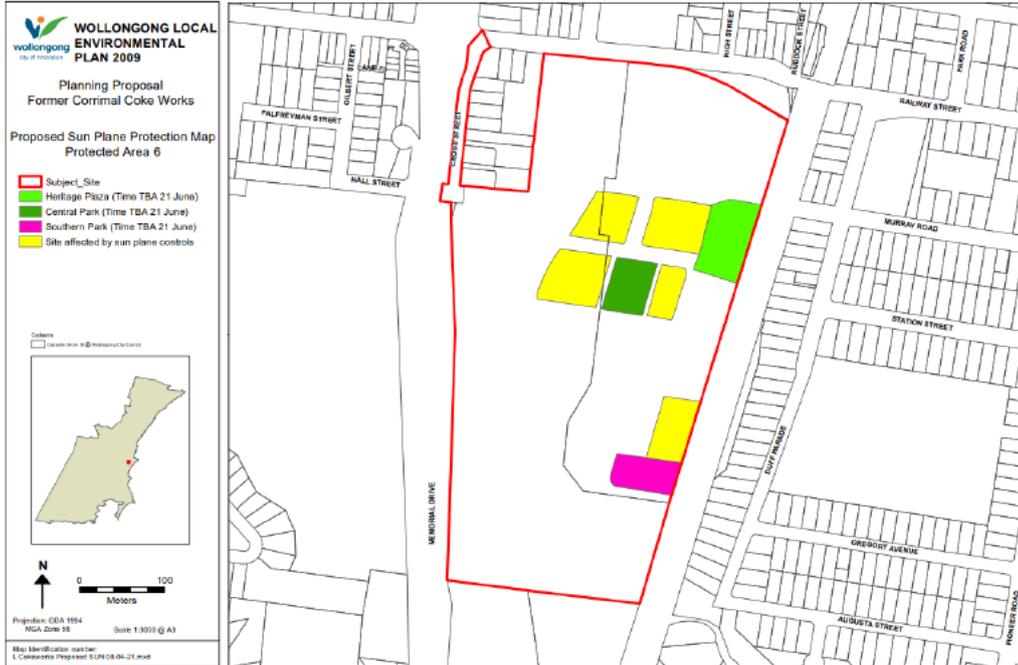
Proposed Urban Release Area Map sheet URA_024

Amend clauses 6.1 and 6.2 to identify the site as requiring the provisions of part 6 Urban release Areas.



Proposed Sun Plane Protection Map sheet SPP_024

A new Part 7 Local provision “Sun Plane Protection” clause to protect the public open space identified in the Master Plan as “Heritage Plaza”, “Central Park” and “Southern Park” from excessive overshadowing by restricting the height of buildings.



Proposed Additional Uses Map





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Ref No: DOC21/912370

Mr Greg Doyle
General Manager
Wollongong City Council
41 Burelli Street
Wollongong 2500

Attention:

Ms Linda Davis ldavis@wollongong.nsw.gov.au

Mr Joel Thompson jthompson@wollongong.nsw.gov.au

Cc: Mike Williams mwilliams@legacyproperty.com.au

Kate Strahorn kate.strahorn@bigpond.com

Dear Mr Doyle,

I am writing to advise you that the State Heritage Register Committee of the NSW Heritage Council met today to consider the State Heritage Register Listing of the Former Corrimal Coke Works. The meeting was convened in view of the ongoing process to list the Former Corrimal Coke Works – currently on public exhibition – and with an understanding that there is a planning proposal current for the site, nearing the end of its gateway approval period.

The Committee resolved to:

1. **Advise** Wollongong City Council of its in-principle support for the planning proposal to rezone the site and reiterates points made in the Heritage NSW letter of 9 September 2021, noting the need for a strengthened masterplan which includes but is not limited to:
 - a. A better understanding, mapping and ways of ensuring the ongoing appropriate management of the site's intangible Aboriginal Cultural Heritage Values, for example, adopting the Caring for Country framework.
 - b. The increased retention and conservation of the built items as a group, and better understanding of interpretation plans.
 - c. Further work is required in terms of increased conservation and interpretation of ACH values and industrial heritage.
 - d. Further work and consultation with Heritage NSW is required at the detailed design stage to ensure the retention of significant fabric.
2. The Committee **confirms** the SHR listing process is ongoing and welcomes further comment from the Wollongong City Council and the Illawarra Coke Co. as part of the process.

Additionally, the Committee wishes to thank the Illawarra Coke Co., Legacy Property and Wollongong City Council for their informative presentations to its meeting today.

If you have any questions please contact Sam Kidman, Executive Director, Heritage NSW, Department of Premier and Cabinet by phone on 0436 913 351 or via email at sam.kidman@environment.nsw.gov.au.

Yours sincerely



The Hon. Robyn Parker
Chair, State Heritage Register Committee
Deputy Chair, Heritage Council of NSW

21 October 2021

Attached:

Heritage NSW letter to Wollongong City Council dated 9 September 2021