Contents

Document Control *Document ID22160408: Wollongong DCP 2009 – D19 - Former Corrimal Coke Works Site*		
Adoption Date	**In Force Date**	**Revision Details**
6/6/2022	9/8/2022	New chapter

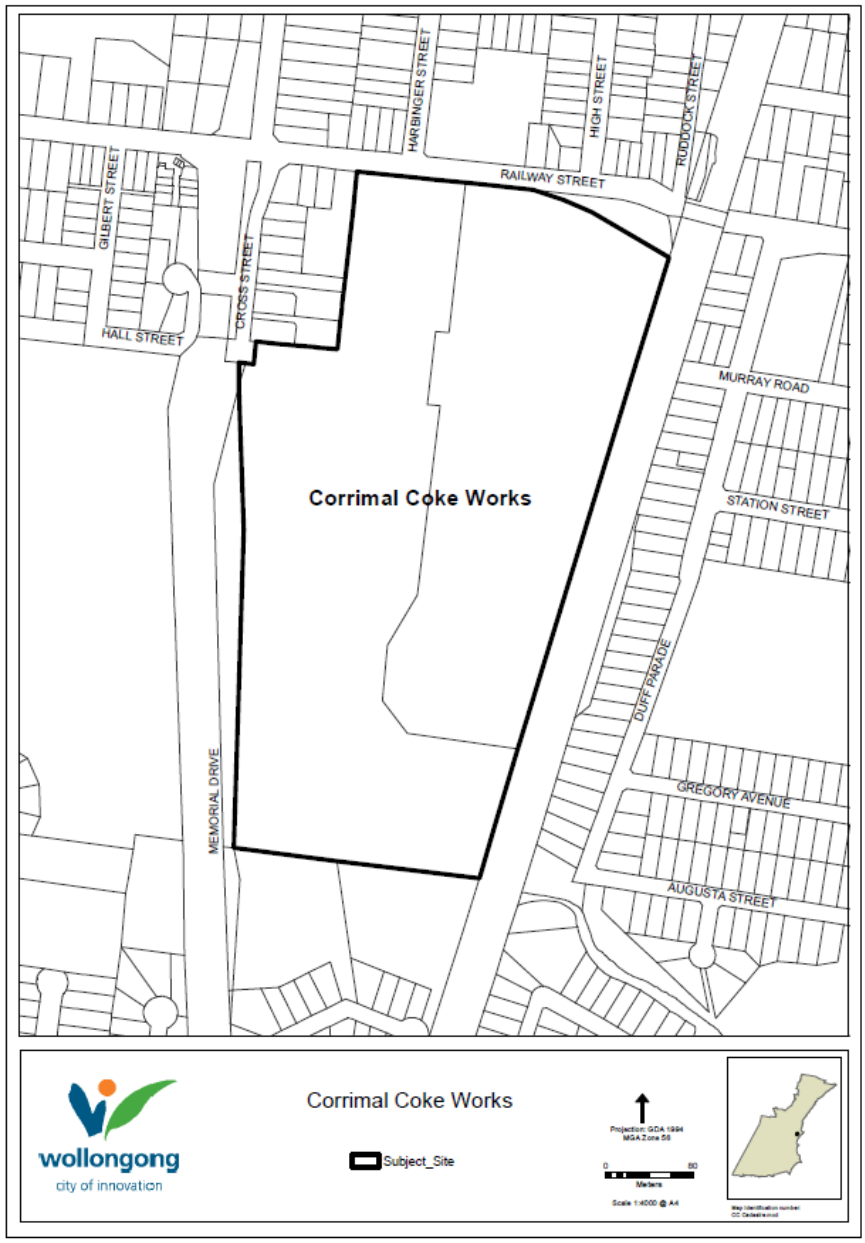
1 INTRODUCTION

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

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

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

Figure 1 - Land to which this plan applies



2 AIMS AND OBJECTIVES

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

The key objectives of this Chapter are to -

a. Enable the development of the Site in a manner consistent with Wollongong Local Environmental Plan 2009 and the former Corrimal Coke Works Site Master Plan outlined in Section 4 of this Chapter.

b. Supplement the planning controls of Wollongong DCP to create a liveable and sustainable residential precinct that provides high quality housing and high levels of amenity for future residents and the wider community.

c. Ensure that development of the Site results in an open and welcoming urban environment to facilitate integration and connection between future residents and the wider community.

d. Ensure that future development acknowledges, respects, and celebrates the Aboriginal and industrial heritage significance of the Site, and provides opportunities for public access to conserved, re-purposed and interpreted heritage elements and values.

e. Provide for the conservation of significant heritage fabric relating to the history of the coke making operations on the Site, noting the site-specific exemptions attached to the State Heritage Register (SHR) listing.

f. Retain the existing tree lined character along Railway Street as a green buffer to the development and incorporate new tree plantings to support a future urban tree canopy.

g. Deliver a public transport-oriented development adjacent Corrimal Railway Station including a high quality public domain, that promotes increased public transport use.

h. Provide for a neighbourhood scale retail precinct to meet the convenience retail needs of local residents and to activate Corrimal Railway Station and the Heritage Plaza, recognising the adopted Retail Hierarchy.

i. Enable the opportunity for flexible community and business space within the Heritage Plaza precinct, including the potential for tele-working and start-ups.

j. Create a high quality, safe and accessible public domain that provides a range of recreational and community benefits.

k. Develop a clear and safe hierarchy of roads, lanes, pedestrian, and cycle ways to integrate the Site with the wider Corrimal area, Corrimal Town Centre, and Corrimal Railway Station to encourage walking and cycling.

l. Realign and rehabilitate North Corrimal Creek to improve flood management, deliver a large PMF free developable area and enhance biodiversity values on the Site.

m. Protect the Grey-headed Flying-fox camp on the Site through the conservation of Endangered Ecological Communities and native vegetation, and maintenance of a buffer between the core mapped camp area and any future development.

n. Ensure that development of the Site maintains and establishes key view corridors including through the Site to the escarpment from the east and to the iconic C1 Brick Chimney Stack from within and outside the Site.

o. Ensure future residential development is located and designed to mitigate against noise and other impacts associated with the Grey-headed Flying-fox camp on the Site.

p. Provide a suitable buffer distance between development within the Site and the rail and state road corridors, and landscaping for noise attenuation.

3 DEFINITIONS

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

4 MASTER PLAN

The former Corrimal Coke Works Site Master Plan has been prepared to demonstrate the holistic vision, key outcomes and principles that will guide the future character and development of the Site (**Figure 2**). All future development applications must demonstrate that the objectives and development controls in this DCP Chapter have been considered and will be achieved.

Figure 2 - Former Corrimal Coke Works Site Master Plan

4.1 Existing Character

The Site is generally characterised by mature trees that provide a natural green buffer around the boundaries of the Site, and the tall forms of the five (5) existing industrial stack structures which are landmarks visible from a significant distance.

The Site currently contains areas of disused industrial structures, large former stockpiling areas, and more natural areas of native and exotic vegetation to the south. The Site is currently not accessible to the public.

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

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

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

4.2 Desired Future Character

Overview

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

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

Built form will be distributed so as to preserve and create key view corridors, as well as providing appropriately scaled interfaces to the heritage plaza precinct.

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

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

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

Development of the site will ensure a commitment to achieving sustainable processes and outcomes.

Character Precincts

The former Corrimal Coke Works Site will be developed with five character precincts that relate to key features of the Master Plan and will deliver diversity and interest in the future built form (**Figure 3**).

Figure 3 - Character Precincts

Treetop Escarpment

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

Civic Hub

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

Green Edge

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

Village Park

- The Village Park precinct provides for a mix of the lower scale and finer grain buildings comprising more townhouse and terrace housing than other precincts, while also including some apartment buildings. The lowest scale dwellings are located in the southern portion of the precinct, providing a transition in scale down from the Village Park to the riparian corridor and Southern Recreation Park.
- The Village Park precinct provides a visual and physical connection from the Village Park to the Southern Recreation Park, promoting permeability through the Site.
- The built form reflects an urban village character utilising contemporary materials and architecture, while promoting human scale architecture.

Riparian Precinct

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

5 DEVELOPMENT CONTROLS

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

5.1 Views and Vistas

5.1.1 Objectives

a. Ensure that development of the Site maintains and establishes key view corridors.

b. Ensure retained, repurposed, or reinterpreted heritage items are prominent in views and vistas across the Site.

5.1.2 Development Controls

1. New development will establish or maintain key view corridors as indicated in **Figure 4**. This includes:

   a) a key view axis from Railway Street to the C1 Brick Chimney Stack;

   b) views from Murray Street to the escarpment;

   c) a new east west road within the Site to view the C1 Brick Chimney Stack;

   d) a green link central view axis between the Southern Park and northern tree lined Railway Street edge; and

   e) western view corridors to the riparian corridor and escarpment.

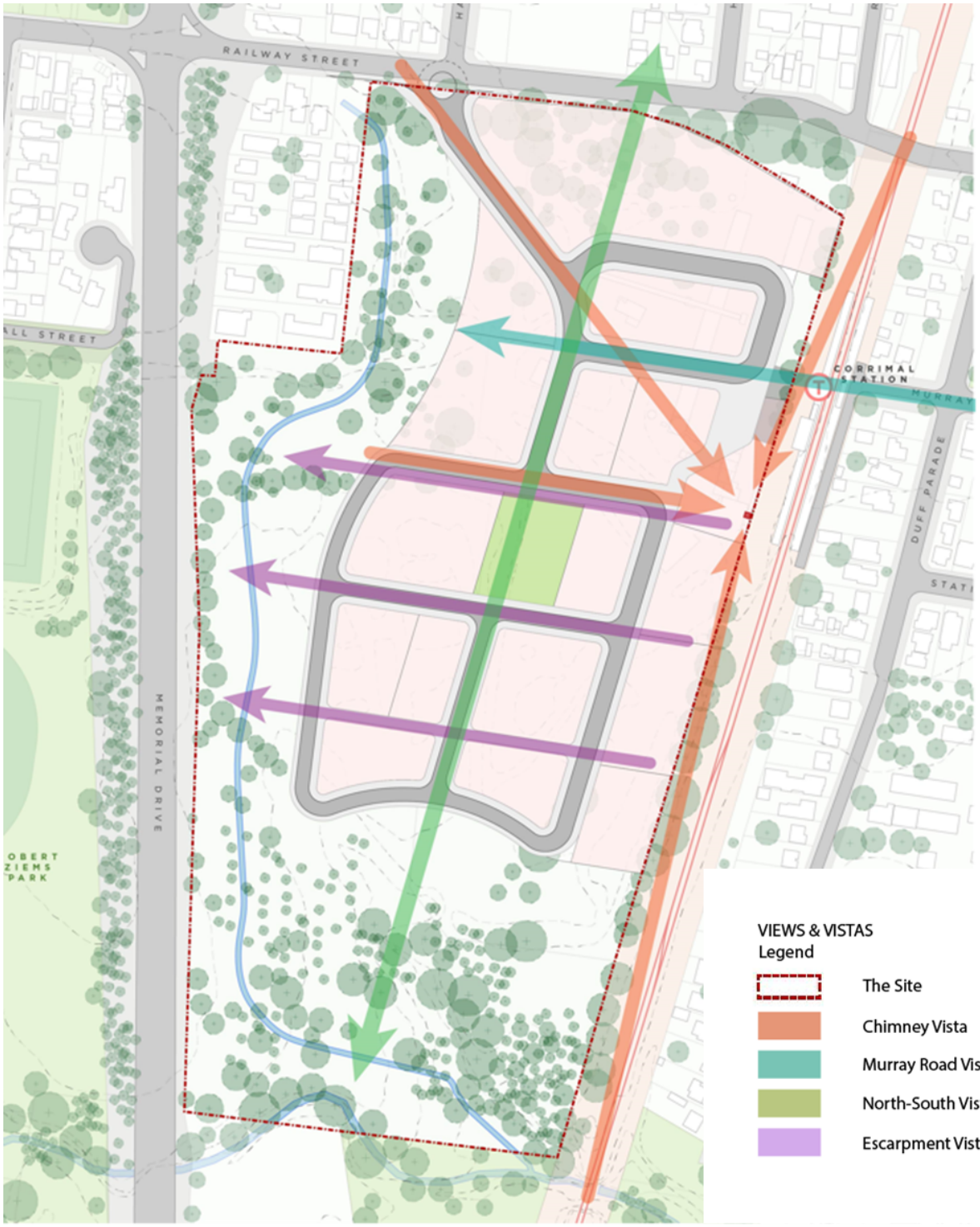
2. The C1 Brick Chimney Stack is a significant landmark. Views to the C1 Brick Chimney Stack are to be preserved from Corrimal Railway Station, Railway Street, and Towradgi Road overpass.

3. New development (not in existing structures) adjacent the C1 Brick Chimney Stack within the heritage curtilage should be stepped back in its form, or have an appropriate setback/buffer zone.

4. Buildings adjacent the rail corridor shall utilise a natural colour and material palette to blend into the backdrop of the Illawarra Escarpment when viewed from East Corrimal.

5. New commercial buildings should be positioned, scaled, and set back to ensure views along the visual axis from Railway Street to the C1 Brick Chimney Stack.

Figure 4 - Views and Vistas



5.2 Built Form Setbacks

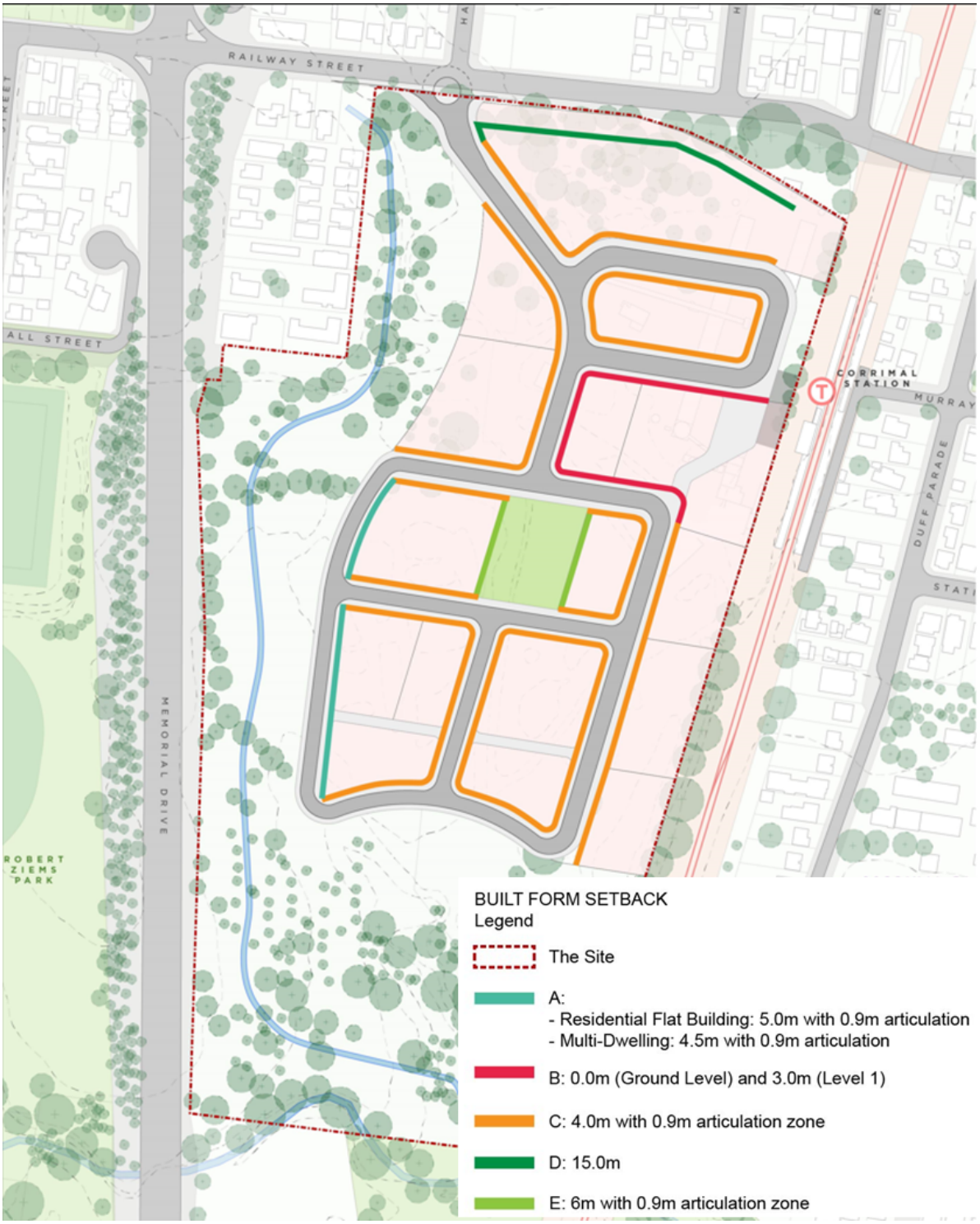
5.2.1 Objectives

a. Setbacks and articulation are to create an appropriate street interface and maximise contiguous areas of deep soil adjacent to the public domain.

5.2.2 Development Controls

1. Building setbacks are to comply with **Figure 5.**
2. Up to 70% of the articulation zone can be occupied by architectural elements. Articulation zone means a zone forward of the main facade line that may include architectural features such as pergolas, roof elements, bay windows, sun shading and verandas. The articulation zone may not include habitable floor area or basement levels above ground.
3. Ground floor setbacks, including articulation zones, are not to incorporate basement levels.

Figure 5 - Built Form Setback



5.3 Architectural Diversity and Building Design

5.3.1 Objectives

a. Ensure quality and innovative architectural designs that reflect the character precincts across the Site and avoid a bland and monotonous architectural style.

b. Locate taller buildings away from the Heritage Plaza to respect the significance and character of the Heritage precinct.

5.3.2 Development Controls

1. The design of new residential and commercial buildings is to achieve architectural diversity reflecting the character precincts as outlined in 4.2. A diverse range of housing types, sizes and built form is to be delivered, resulting in a yield of no more than 550 dwellings, and including 35 affordable rental dwellings subject to a Voluntary Planning Agreement (VPA). Housing types are to cater for a diversity of household types and demographic profiles, and include townhouses/terraces and apartments.
2. Retained heritage items must be conserved and integrated into the design of the built form, and broader Civic hub. The retained C1 Brick Chimney Stack, C1 Fine Coal Bin (coke ovens), remnant wall of the Powerhouse and C1 Northern Stack must be incorporated into the overall design. Built form design should consider the relationship between conserved significant industrial elements and new built form.
3. Materiality should respond to the desired future character statement of the precincts and setting of the development. Materials are to be sympathetic to heritage items and visually recessive to significant structures.
4. Design of new buildings should minimise the overall sense of bulk and scale and maximise building separation. The modulation of the components of the buildings and the composition and detailing of their facades will also contribute to their perceived scale. Designs must demonstrate consideration of all of these elements. Landscaping, articulation, balconies, sun shading devices and awnings should be used to help reduce the apparent bulk of buildings.
5. Provide for a mix of built form types, whether north south orientated, courtyard type style or L-shaped, in order to reduce monotony in built form.
6. Buildings directly adjoining open space, such as the Village Park or Riparian Corridor, must be designed with an appropriate interface and frontage to the open space. An appropriate interface will include buildings which front the open space, clear entries to residential lobbies and/or individual dwelling entries at the ground floor, sufficient landscaped setbacks to create a transition and delineation between public and private space, landscaped verge and shared paths and/or roads clearly defining the extent of public domain.
7. Buildings adjoining the rail corridor are to be designed with consideration of their presentation to the rail corridor. Buildings adjacent the rail corridor shall utilise a natural colour and material palette to blend into the backdrop of the Illawarra Escarpment when viewed from East Corrimal.
8. Buildings in the vicinity of the Grey-Headed Flying-fox camp are to be designed to reduce the level of potential disturbance, including orientation of buildings, material selection and noise attenuation.

5.4 Residential Flat Buildings

5.4.1 Development Controls

All residential flat buildings must -

1. Set back garage entries from the building line.
2. Limit blank walls to 30% of any façade facing a boundary.
3. Include and maximise the number of individual entries to ground floor apartments which face street or lane.
4. Break up the built form at ground level to create glimpses of communal open space within the development.
5. Ensure opportunities for outlook and maintenance of views through blocks. Setbacks to the side and rear boundaries should be a minimum six metres up to four storeys.

5.5 Multi-dwelling and Attached Housing

5.5.1 Development Controls

1. It must be demonstrated that the use of zero lot line setbacks will not adversely affect the

privacy, amenity and solar access of an adjoining property and the streetscape.

2. Multi-dwelling and attached housing are to have direct frontage to a public road (ie are not to be built on battle axe lots).
3. The maximum length of a zero lot line on a boundary is as follows:
   a) for lots less than or equal to nine metre wide, the maximum length is 15 metres
   b) for lots greater than nine metre wide the maximum length is 11metres, for a maximum height of two storeys.
4. For lot frontages six metres or less, car parking access must be from rear lanes only.

5.6 Non-Residential Development

5.6.1 Objectives

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

5.6.2 Development Controls

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

Figure 6 - Indicative Land Use

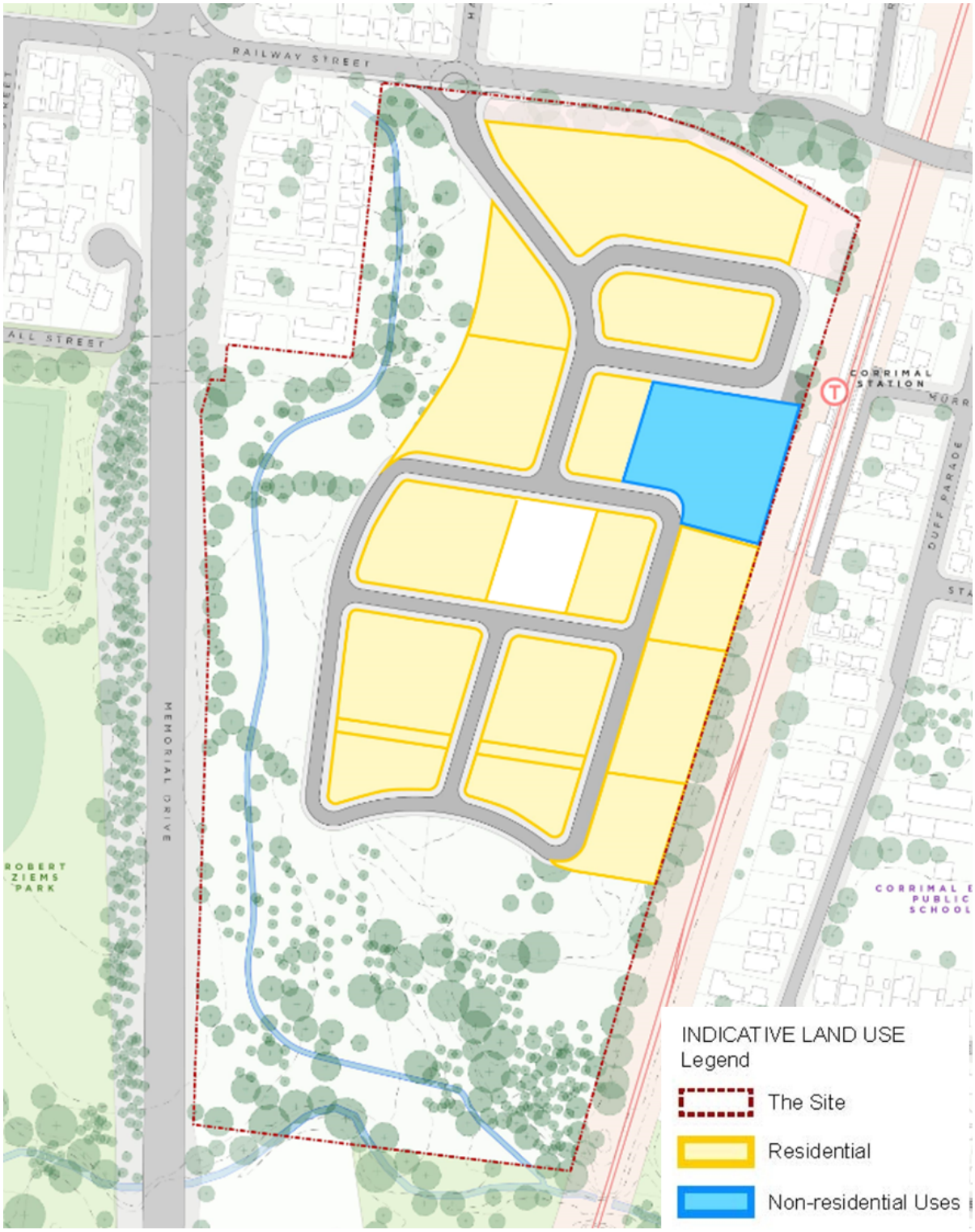


Figure 7 - Indicative Uses and Spill Out Zone

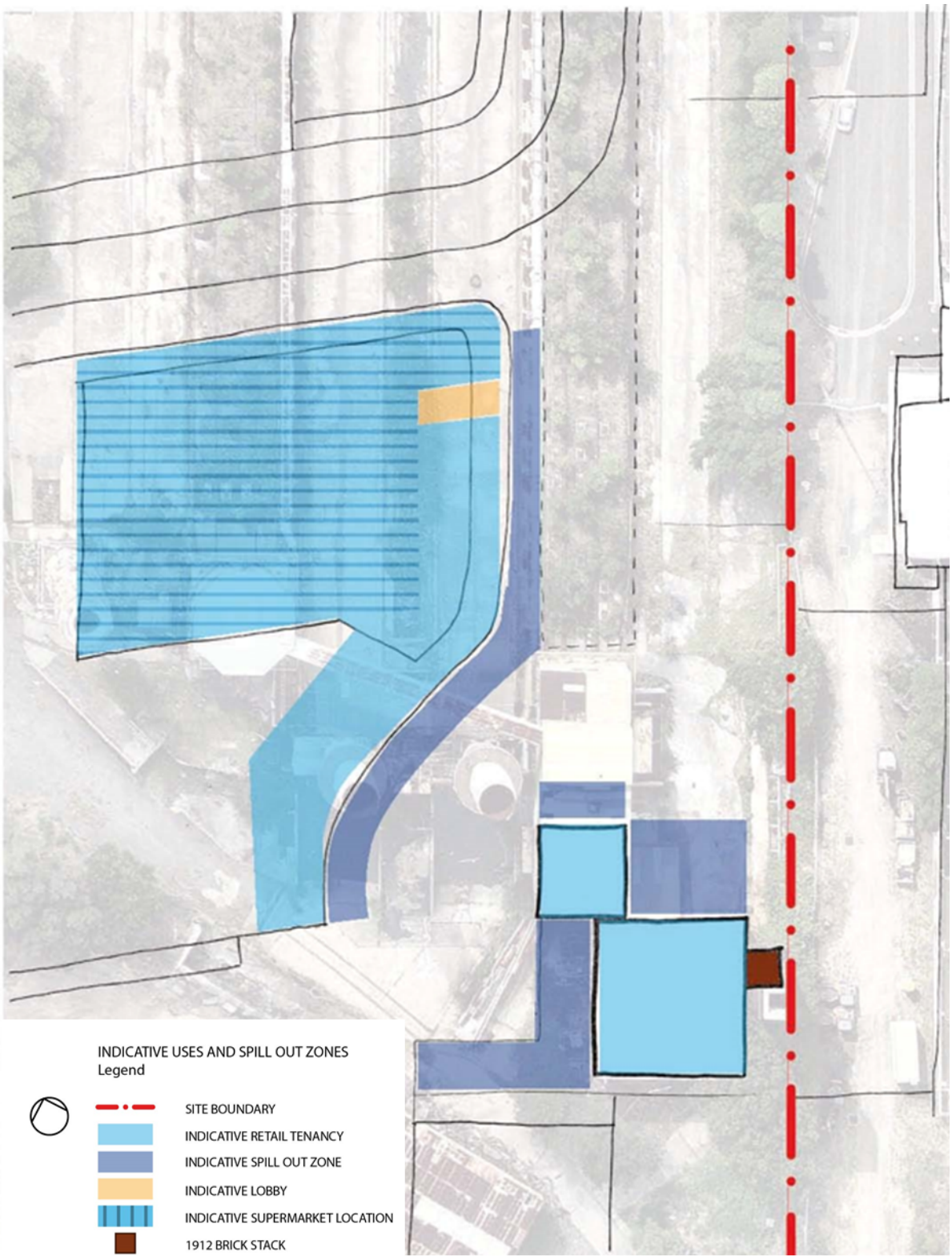
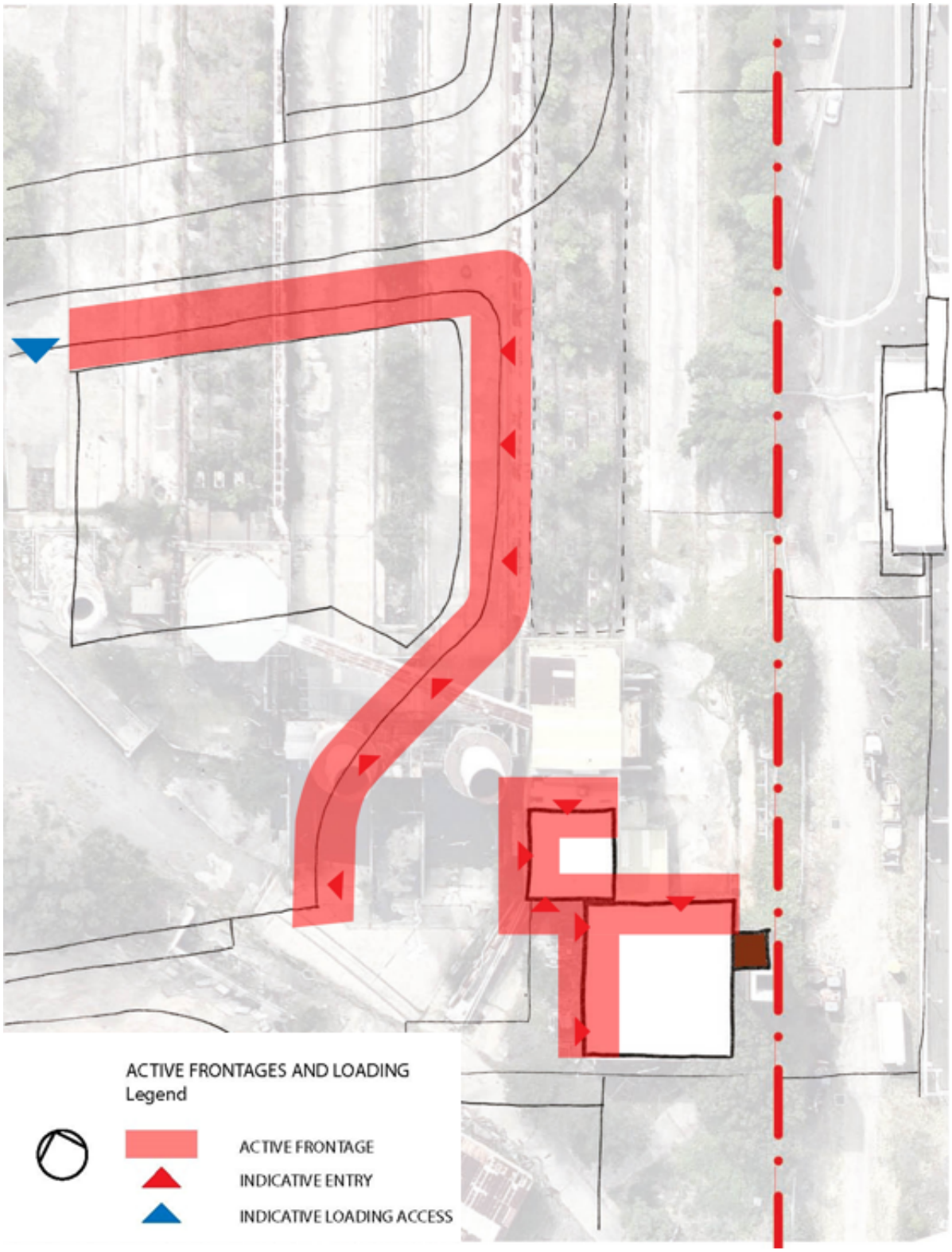


Figure 8 - Active Frontages and Loading



5.7 Movement Network

5.7.1 Objectives

a. Establish a new access to the Site to connect with the surrounding Corrimal community.

b. Deliver a Site that is highly permeable for pedestrians and cyclists, linking the Site to surrounding amenities, services and facilities, public transport, and recreational opportunities.

c. Facilitate improved access to Corrimal Railway Station from the west.

d. Ensure a safe and functional internal road network, including the provision of on street parking and bus access to the railway station.

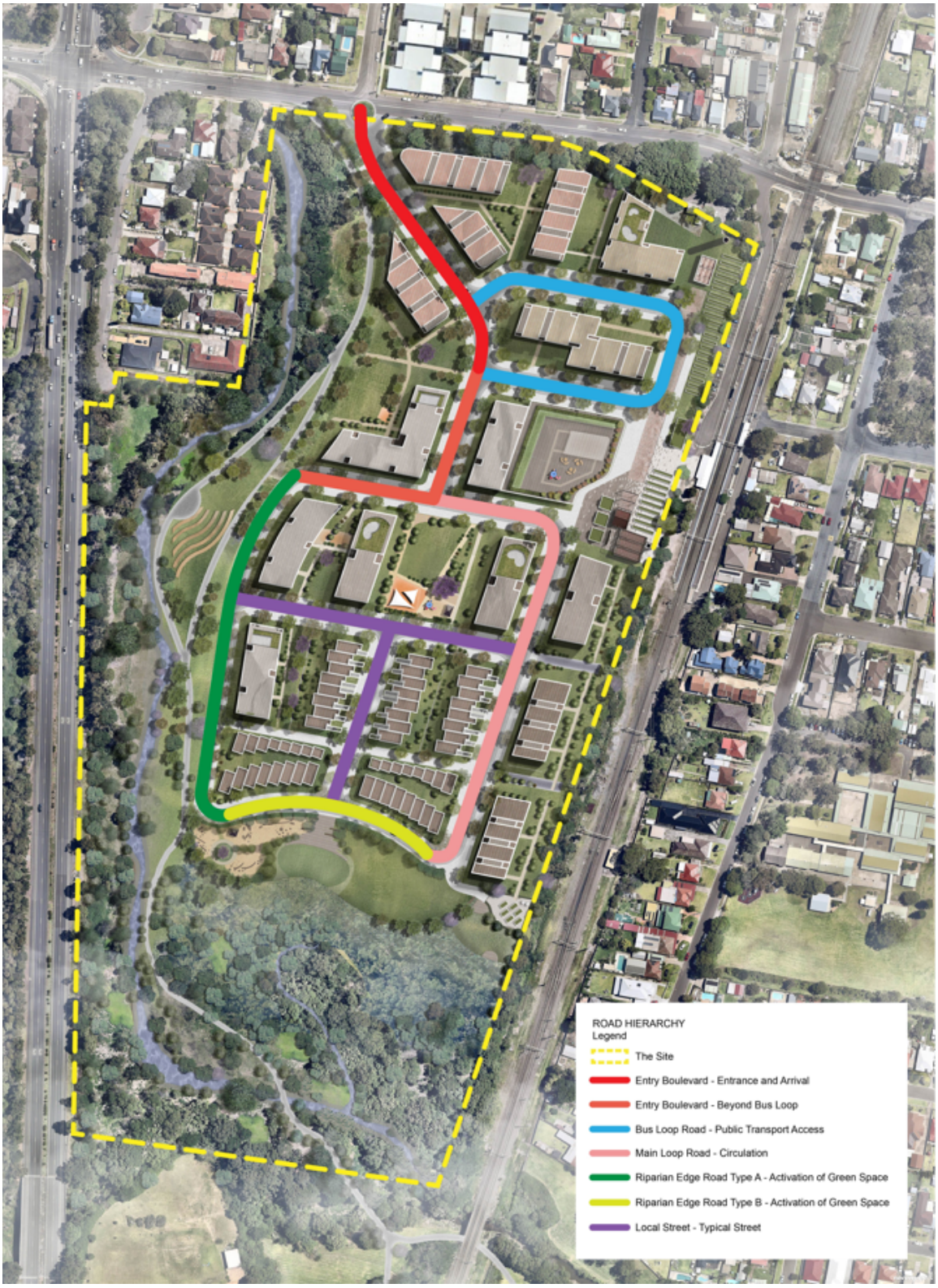
5.7.2 Development Controls

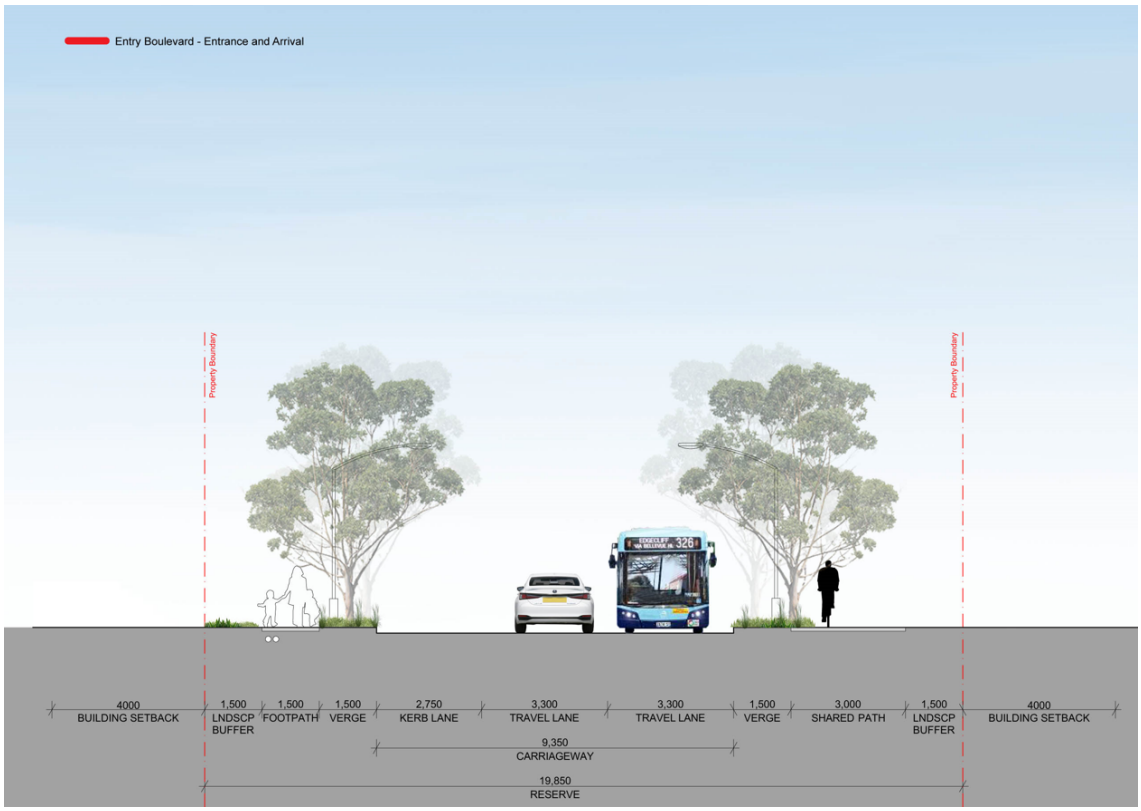
1. The Site is a designated Urban Release Area under the Wollongong Local Environmental Plan 2009. Future residential subdivision on the Site cannot proceed until the developer has reached 'satisfactory arrangements' with the Director General for Planning for the provision of designated State public infrastructure, including satisfactory transport arrangements with Transport for NSW. Although the satisfactory arrangements may precede the lodgement of a development application, these aspects must be satisfactorily resolved prior to any development consent being issued.

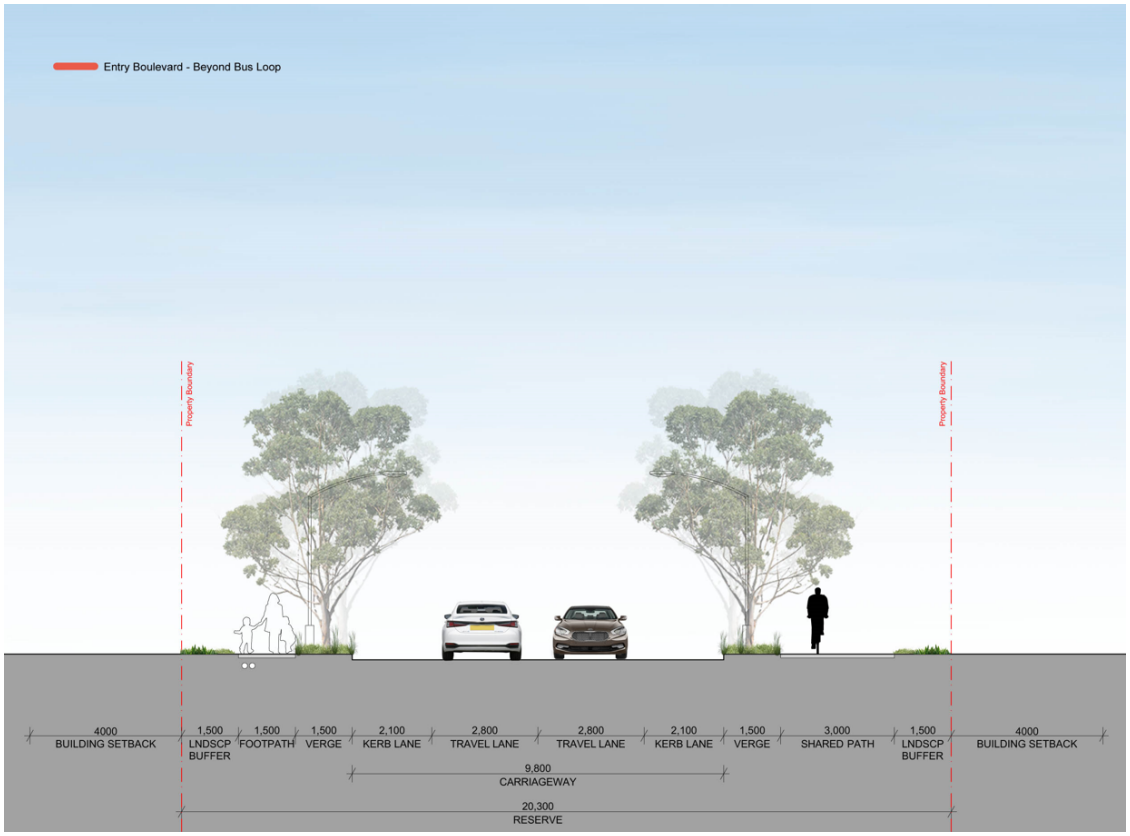
2. Access to the Site is to be provided from Railway Street with a new roundabout constructed at the intersection with Harbinger Street. The associated removal of vegetation is to be assessed through a Biodiversity Assessment Report (BDAR) as part of the relevant development application.

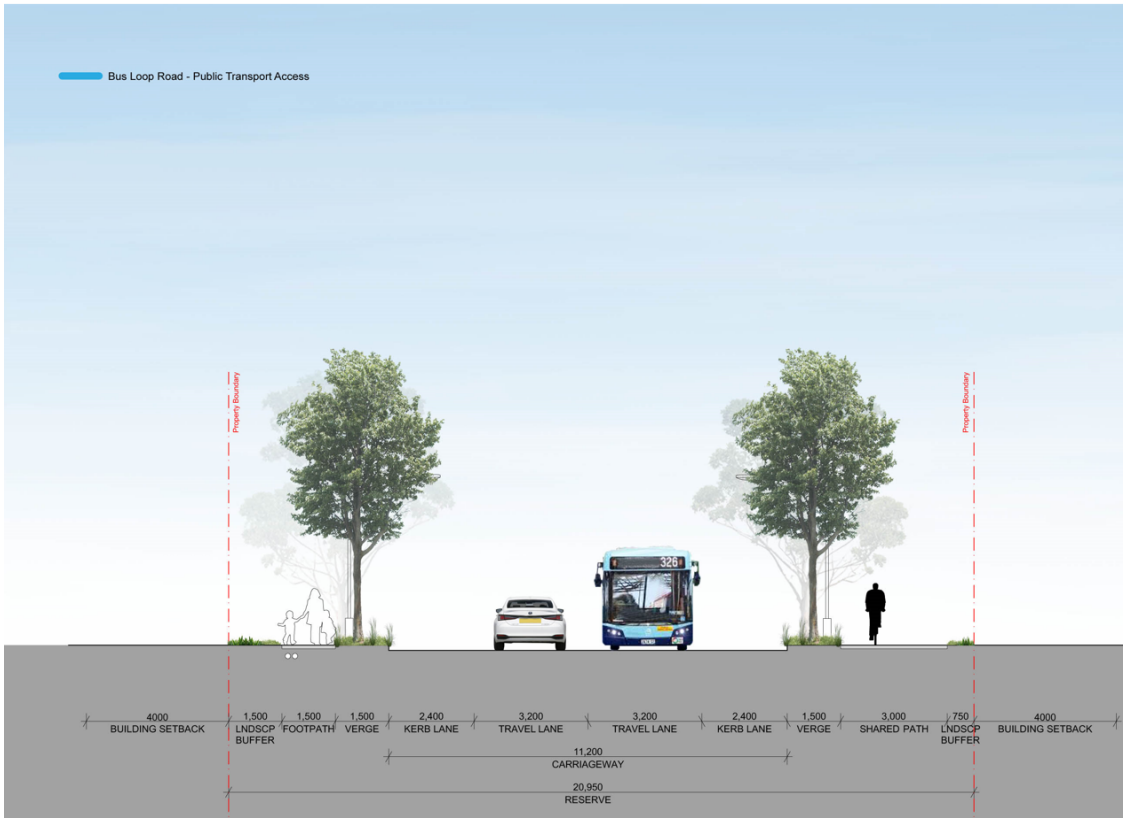
3. Wollongong DCP Chapter B2 Residential Subdivision stipulates the hierarchy of streets and the requirements for street trees, footpaths, and shared paths. This hierarchy applies, with variations as illustrated in **Figure 9** to provide sufficient road width to accommodate bus access to Corrimal Railway Station and a bicycle path through the Site.

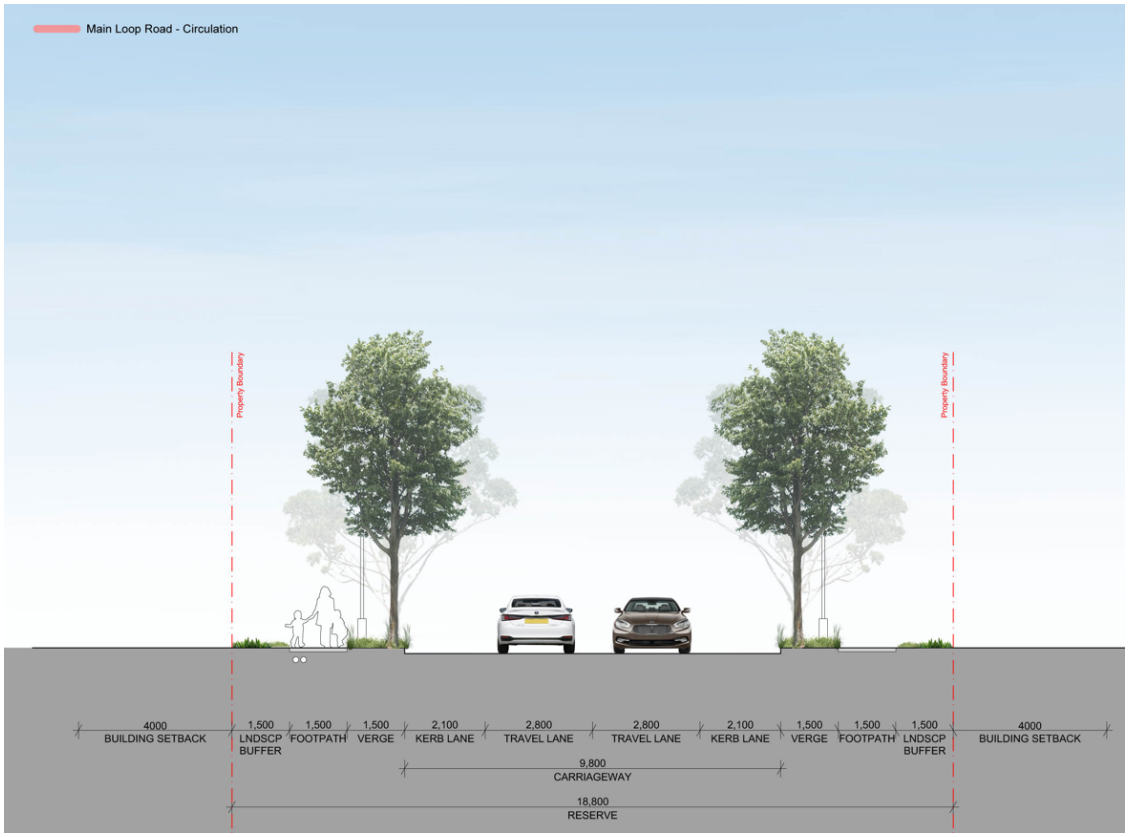
Figure 9 - Road Hierarchy

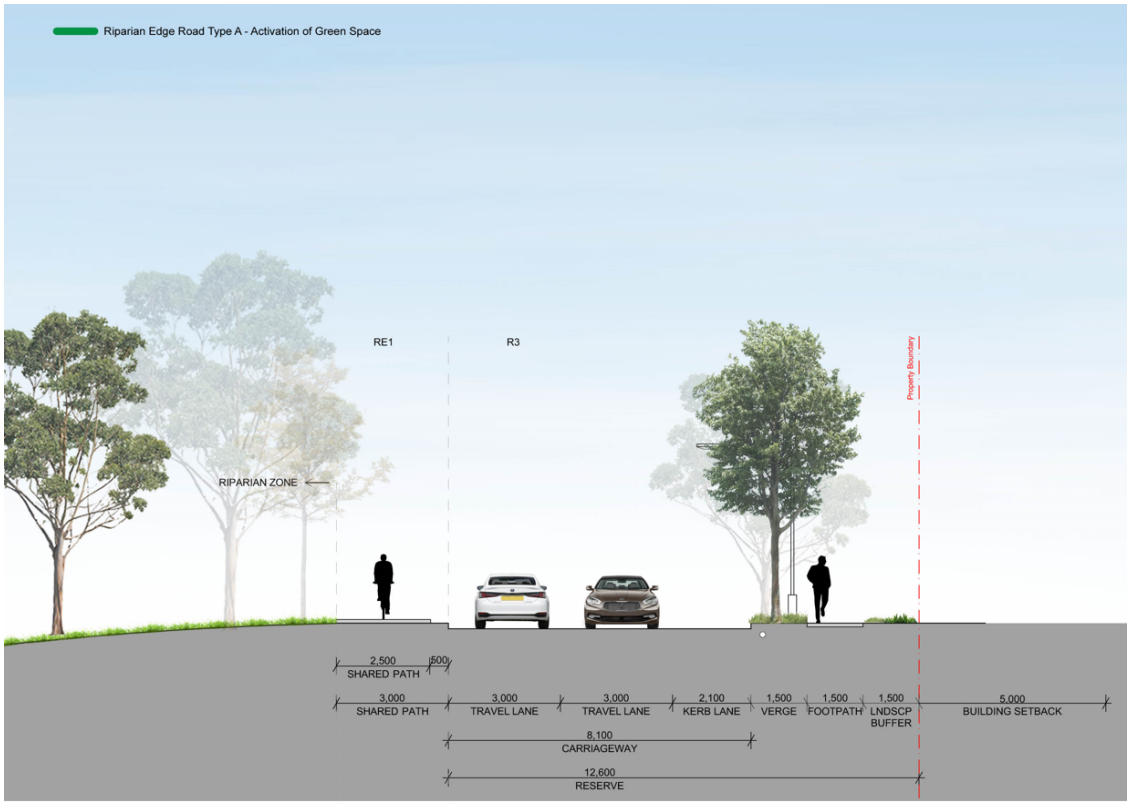


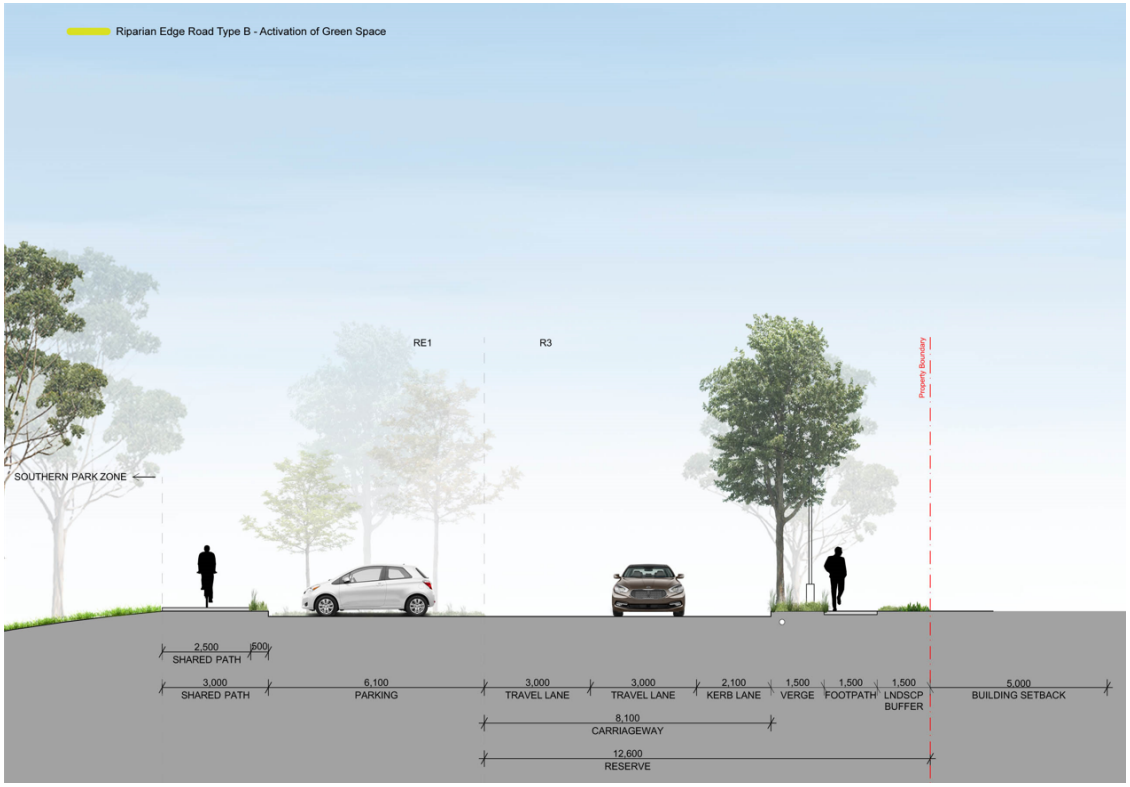


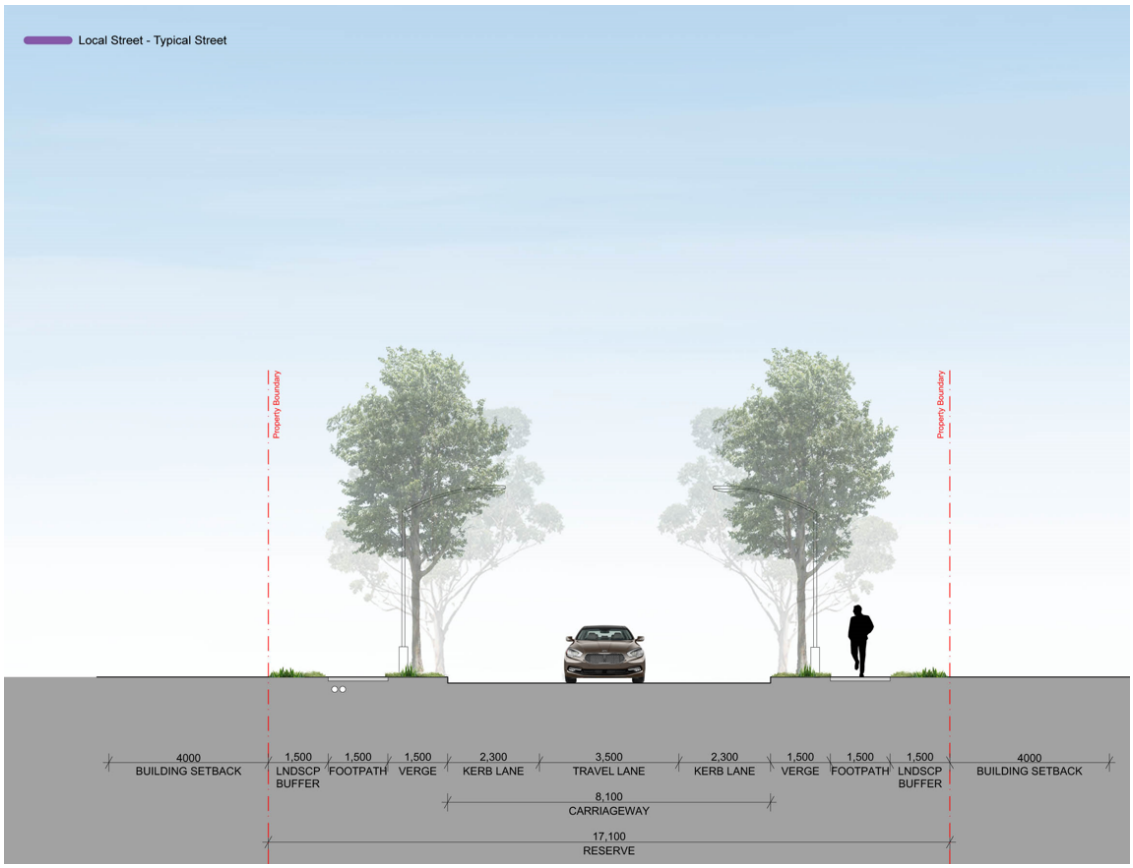












5.8 Car parking and vehicular access

5.8.1 Objectives

a. Introduce time restrictions for on street parking to avoid the potential for all-day commuter parking and promote the turnover of on street parking spaces for visitors.

b. Provide for adequate car parking on the Site for various uses, while reflecting the opportunity for public transport-oriented development because the site is directly adjacent the Corrimal Railway Station.

c. Ensure appropriate access is provided for each of the buildings on the Site whilst minimising the impacts on the public domain from parking structures.

5.8.2 Development Controls

1. Car parking for residential flat buildings may be provided in the form of a full basement, 'half in half out' basement or sleeved above ground. Protrusion of carparks should not exceed one metre above ground level as per the ADG. Basement carparking, including any above ground portion, is not permitted within the ground floor setback or articulation zone. Wollongong DCP 2009 Chapter B1 Residential Development provides parking controls for multi dwelling houses.

2. At grade resident and visitor carparking must be located behind the building and not visible from the street. At grade carparks must be landscaped in accordance with Wollongong DCP 2009 Chapter E6.

3. Car parking in residential flat building developments should be designed to serve residents and visitors of the Site conveniently, efficiently and appropriately. The following outcomes should be achieved for car parking areas:

   - Located close to entrances and access ways;
   - Secure yet easily accessible for all residents; and
   - Have clearly defined areas for visitor parking and disabled parking.

4. Parking is to be provided for developments within the Site in accordance with the minimum rates in **Table 4** below.

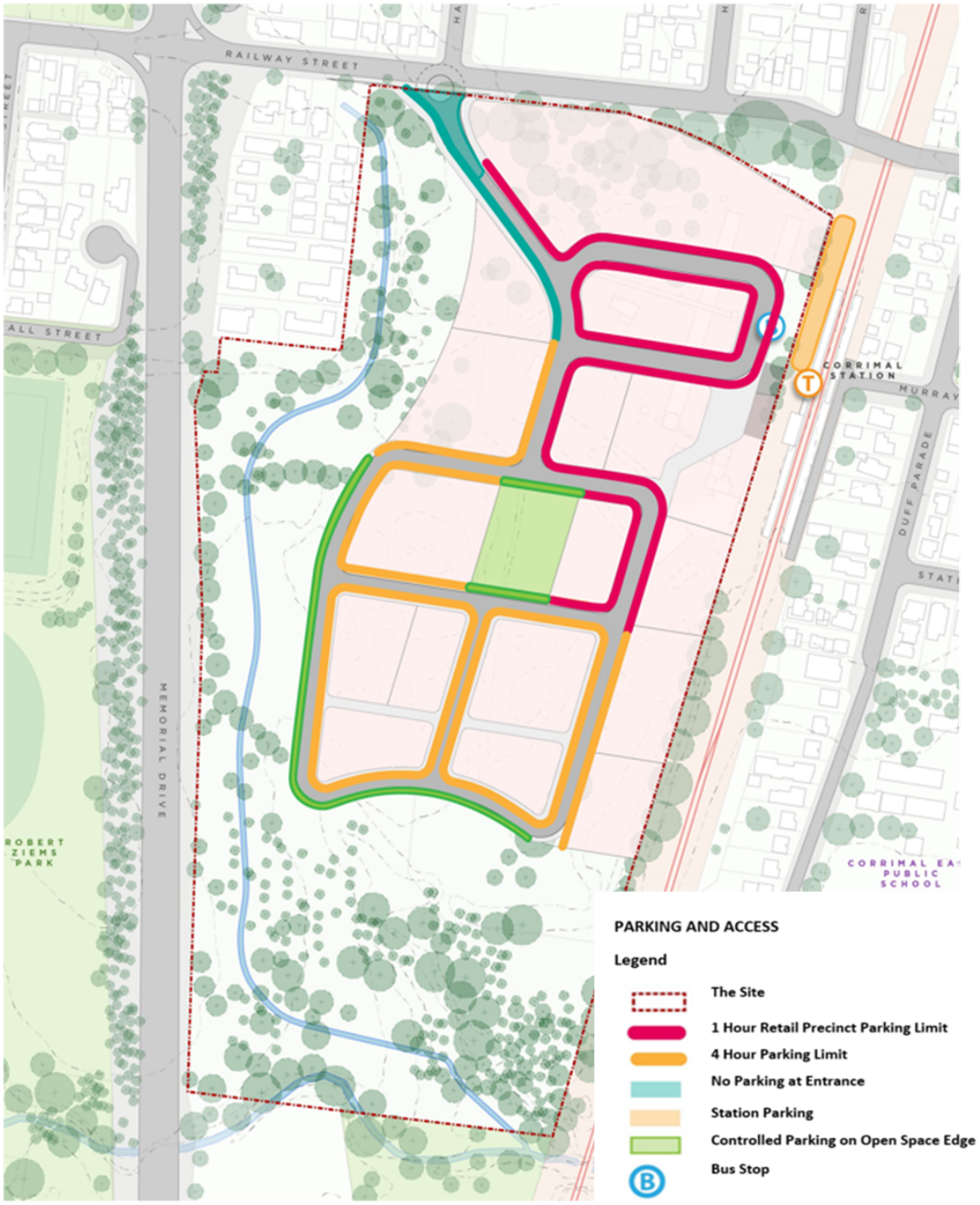
5. Reduced parking rates for residential development in accordance with Wollongong DCP 2009 Chapter E3 Schedule 1 for development within 450m walking distance of a rail station may be adopted, subject to a traffic and parking assessment submitted with the development application.

Table 4: Parking Controls

Land use		Car Parking Rates	Motorcycle Parking	Bicycle spaces
Residential Flat Building, and shop top housing	1 bedroom	1 space per dwelling (<70m^2)	1 motorcycle space per 15 dwellings	1 bicycle space per 3 dwellings
	2 bedroom	1.2 car space per dwelling (70- 110m^2)		
	3 bedroom	1.7 car spaces per dwelling (>110m^2)		
	Visitors	0.2 spaces per dwelling for visitors	N/A	1 bicycle space per 12 dwellings
Multi dwelling housing	3 or more bedrooms	2 car spaces per dwelling	N/A	N/A
Retail		1 space per 25m^2	1 motorcycle space per 25 car parking spaces	1 bicycle space per 750m^2 GFA for staff plus 1 space per 1,000m^2 GFA for shoppers
Restaurant		1 space per 25m^2	-	-
Food and drink premises		1 space per 25m^2	-	-

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

Figure 10 – On Street Car Parking



7. The design of basement car parking and access should comply with AS2890 and should support the use of natural ventilation where possible.

8. The design of basement car parking should be integrated with the overall design of the development, and limiting the extent to which the podium extends beyond the building footprint will minimise the impact of the basement parking areas on the streetscape.

9. Ventilation structures/openings/exhausts for basement parking and air-conditioning units must be orientated away from windows of habitable rooms and private open space areas on the subject site as well as adjoining sites. They must be designed to minimise any visual or amenity impacts on adjoining public domain.

10. The visual impact of all basement walls must be minimised through the use of various design techniques including well-proportioned ground level articulation and relief, mixed finishes, and materials, terracing and/or dense landscaping.

11. Any above-ground parking is to be sleeved behind a landscaped podium or retail uses where relevant, so it is not visible from the public domain.

12. Waste collection vehicles may enter building basements from rear lanes to collect waste and/or recyclables subject to the requirements in Wollongong DCP 2009 Chapter E3.

5.9 Heritage

5.9.1 Objectives

a. Ensure that future development is undertaken in a manner that is sympathetic and responds to the heritage character of the Site.

b. Celebrate and interpret the heritage significance of the Site in the design of buildings and open space in a manner that contributes to a broader understanding of the Site's history and function.

c. Provide for the conservation, retention, adaptive reuse and interpretation of significant heritage fabric and Site features within the development.

d. Acknowledge and interpret the Aboriginal cultural heritage values of the development Site, including the cultural values and significance associated with the creeklines and riparian vegetation on and adjacent the Site.

5.9.2 Development Controls

1. Conservation, retention, interpretation, and removal of existing structures shall consider the Conservation Management Strategy (Urbis 2021) and Heritage Interpretation Strategy (Urbis 2022) submitted in support of the Planning Proposal, while recognising that future development application stages will require the submission of more detailed and updated information.

2. Retention and re-use of existing structures will have regard to the condition of those structures and their suitability within a residential context in relation to safety, visual and physical connectivity, and potential vandalism. Retained, re-purposed and interpreted structures on Site (including, but not limited to, the C1 Brick Chimney Stack, C1 Fine Coal Bin (coke ovens), remnant wall of the Powerhouse and C1 Northern Stack) are to be incorporated into private structures and private lots (ie not in public areas or transferred to Council for care, maintenance, and funding).

3. The salvage and re-use of materials from existing structures shall be included in future development outcomes.

4. The physical remains of the remnant rail tracks should be reinstated in the ground plane in or as close as possible to their current location and accompanied with appropriate interpretation.

5. The existing industrial structures on the Site shall be recorded through a photographic archival recording in accordance with NSW Heritage Council guidelines and a copy included in the Wollongong Local Studies Library Collection.

6. Any future development application should be supported by an Aboriginal Cultural Heritage Assessment Report and include Aboriginal community consultation in accordance with the Aboriginal Community Consultation Guideline.

7. Management of identified Aboriginal Heritage shall consider the Aboriginal Heritage Assessment (Kelleher Nightingale Consulting 2019) submitted in support of the Planning Proposal, while recognising that future development application stages will require the submission of more detailed and updated information. Further consultation should occur with local Aboriginal stakeholders to inform appropriate outcomes for acknowledging and interpreting the Aboriginal cultural values associated with the Site and the surrounding area.

5.10 Public Domain

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

5.10.1 Objectives

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

5.10.02 Development Controls

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

Table 5: Open space typologies

Open Space	Total Area (ha)	Ownership
Heritage Plaza	0.3ha	Private
Village Park	0.3ha	Council
Southern Recreational Park	0.7ha	Council
Riparian Corridor	7.7ha	Council

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

Figure 11 - Indicative Landscape Plan

5.11 Heritage Plaza

5.11.1 Objectives

a. Create a safe and accessible public domain that provides connectivity to Corrimal Railway Station.

b. Provide an attractive and comfortable community space that can be activated by adjoining neighbourhood scale retail and business uses.

c. Celebrate the heritage significance of the Site through the conservation, retention and re-purposing of significant structures and features and through innovative and interactive interpretation outcomes.

5.11.2 Development Controls

1. The Heritage Plaza must be a minimum 0.3ha in size.

2. The Heritage Plaza must receive at least four hours of continuous solar access to at least 70% of its area all year round.

3. The design of the Heritage Plaza shall generally be in accordance with the concept provided in **Figure 12**.

4. The Heritage Plaza shall provide appropriate interpretive materials to allow for the interpretation of the retained industrial elements and the broader history of the Site.

5. The design of the Heritage Plaza is to be appropriately integrated with and reflect key heritage elements, in particular retaining and interpreting elements of the former industrial use and materials.

6. Ensure a high level of physical and visual permeability to facilitate access to Corrimal Railway Station and activation of the Heritage Plaza, generally in accordance with **Figure 13.**

7. Provide lighting in accordance with Wollongong DCP 2009 Chapter E2 – Crime Prevention through environmental design.

8. Shade devices and shade trees are to be included in the landscaping plan for the Heritage Plaza. These shade trees are to be planted in soil which has a connection to natural ground to allow exchanges between soil profiles.

Figure 12 - Indicative concept design – Heritage Plaza

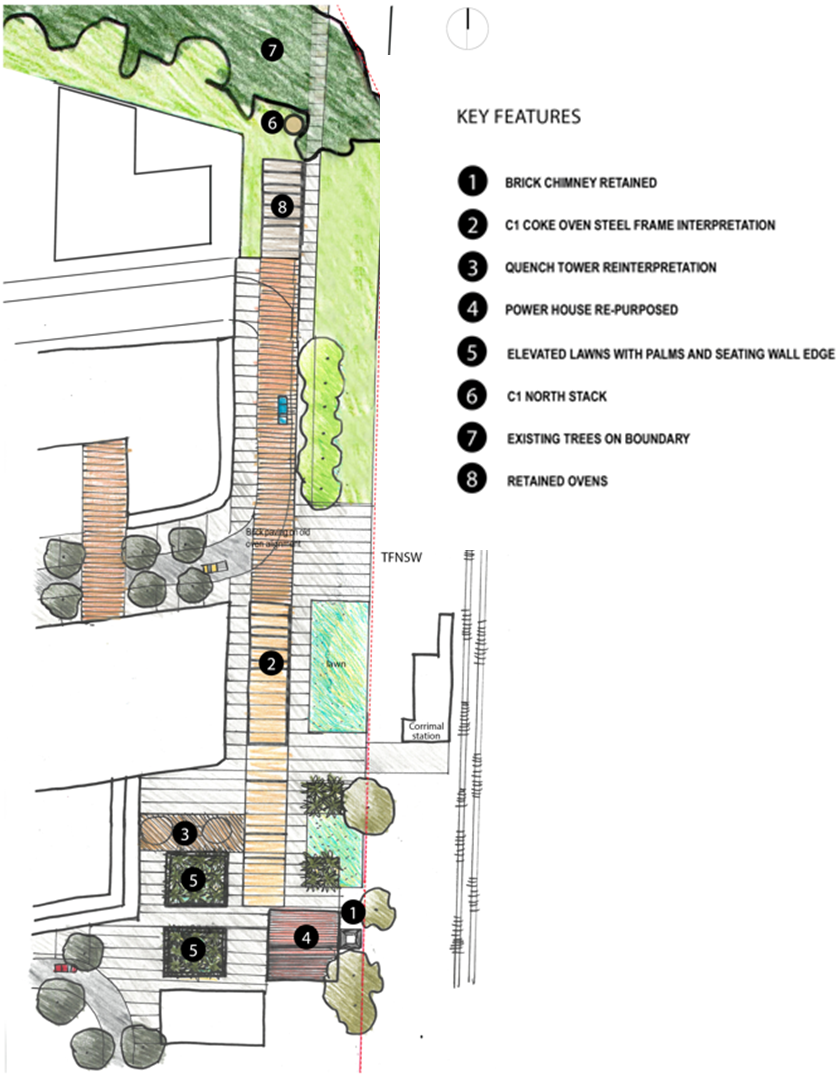
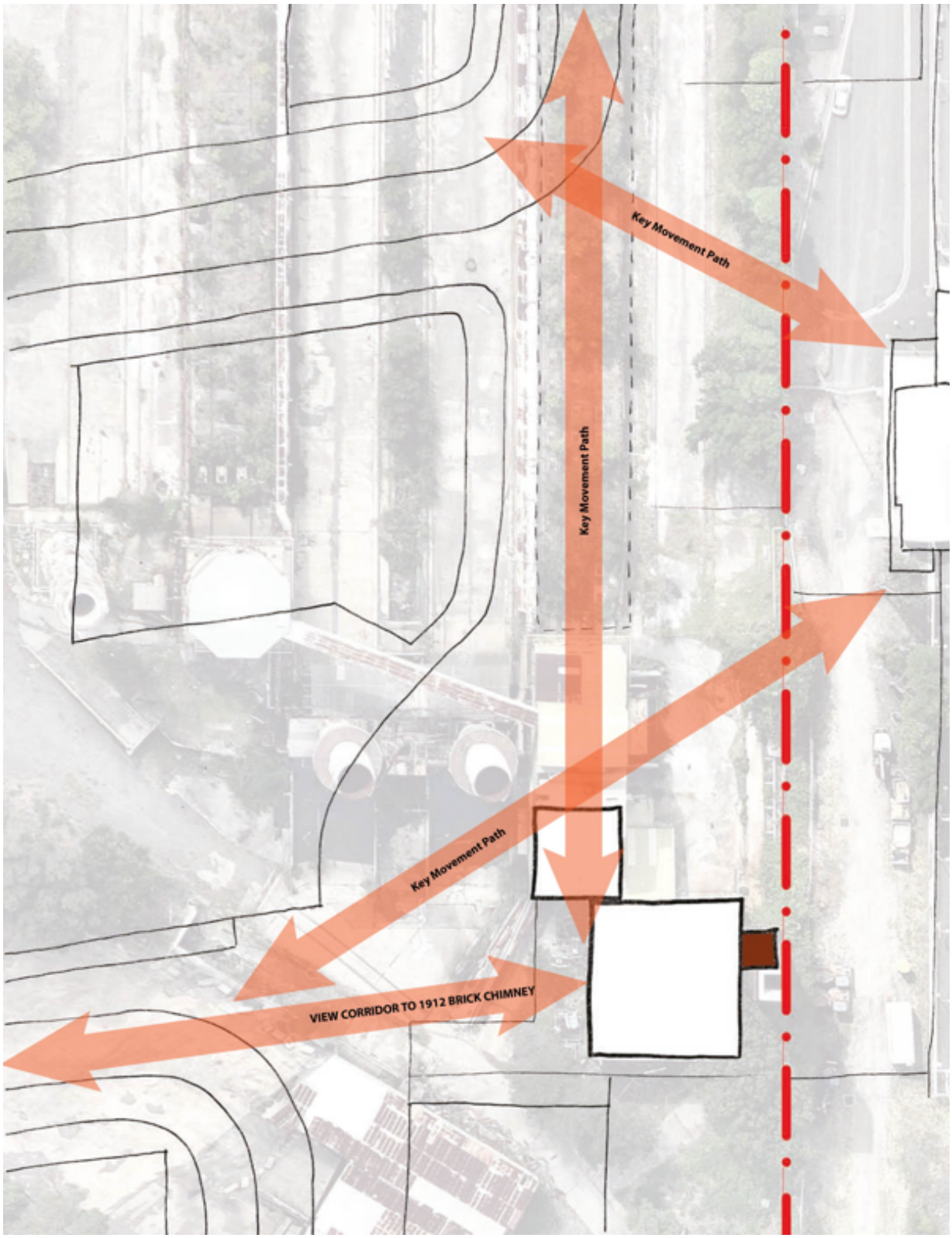


Figure 27 – Graphic representations of how the deconstructed C1 Coke Oven Battery ovens may appear.

Source: Heritage Interpretation Strategy (Urbis 2022)

Figure 13 - Visual permeability and sight lines



5.12 Village Park

5.12.1 Objectives

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

5.12.2 Development Controls

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

Figure 14 - Indicative concept design – Village Park

5.13 Southern Recreation Park

5.13.1 Objectives

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

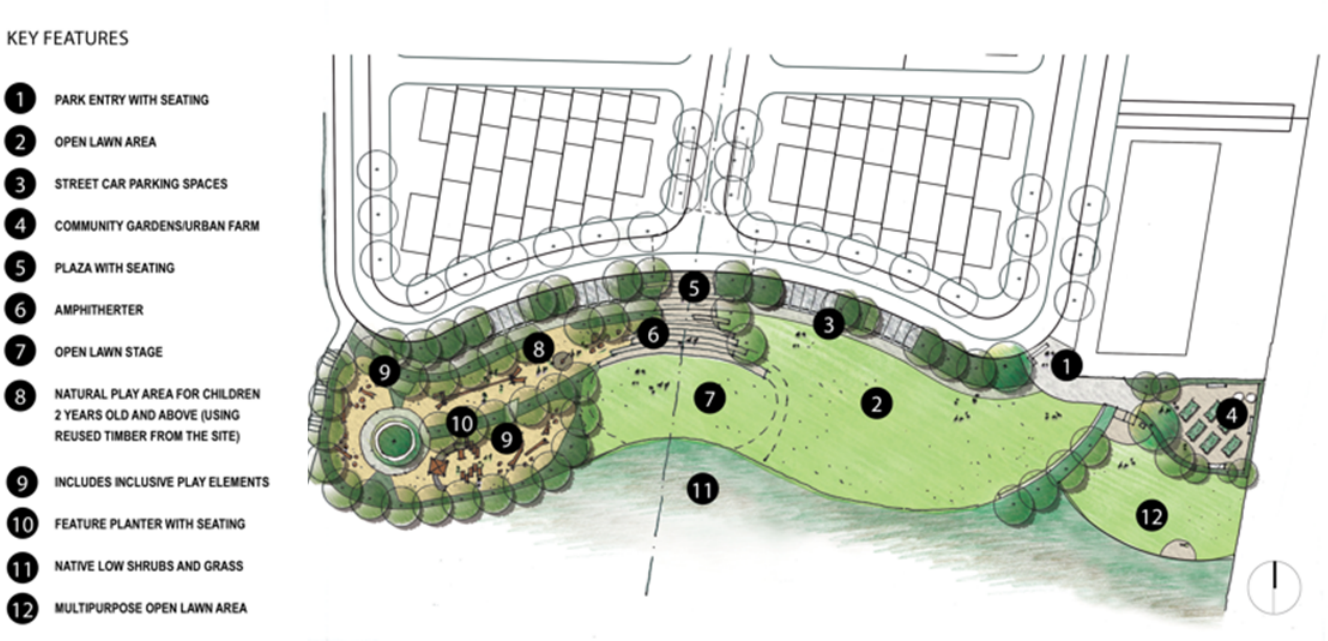
b. Provide a transition zone between the Grey-headed Flying-fox core camp and future residential development.

c. Acknowledge and provide for retention and conservation of significant Aboriginal cultural value attachments to the creek and riparian vegetation areas in the south of the site.

5.13.2 Development Controls

1. The Southern Park must be a minimum 0.7ha in size.
2. Incorporate a community garden/urban farm, as generally indicated in **Figure 15**. Provide appropriate facilities to support the operation of a community garden, including water supply and shed for storage of equipment.
3. Design of this place is to provide flexibility to accommodate a designed off-leash area (fully fenced) if declared as such, excluding the 100m buffer zone from the Grey-Headed Flying-fox camp.
4. Provide information/education signage or other acknowledgement of the Aboriginal cultural value attachments to the creeklines and remnant vegetation in the southern areas of the Site, in consultation with the local Aboriginal community.
5. Provide information/education signage to facilitate community awareness and understanding of the Grey-headed Flying-fox camp located on the Site.
6. A southern edge defining element shall be incorporated into the design (ie a fence, a pathway, or the like), to provide an adequate threshold between the park and the natural bushland, and respond to the topography of that part of the site. A viewing platform may be incorporated on the park edge.
7. The Southern Park shall receive at least four hours of continuous solar access to at least 70% of its area all year round. Solar Access Studies showing the extent of overshadowing on the Southern Recreation Park between 9am and 3pm on 21June are to accompany development applications. Note: existing trees are not subject to this clause.

Figure 15 - Indicative concept design – Southern Recreation Park



5.14 Riparian Corridor

5.14.1 Objectives

a. Prevent flooding impacts on Site (and up and downstream) and improve environmental function through the realignment of North Corrimal Creek.

b. Create a flood free area suitable for residential development.

c. Ensure that the realignment of North Corrimal Creek provides for the long-term stability and hydraulic functioning of the creek.

d. Improve connectivity through the provision of a continuous concrete shared path that satisfies CPTED design objectives, is not located in a floodway, is appropriately fenced adjacent batters, and is accessible by all members of the community.

e. Provide passive recreational opportunities.

f. Protect the Grey-headed Flying-fox camp on Site by ensuring a buffer between the Camp and future residential development, through the conservation and enhancement of its habitat, the Illawarra Lowlands Grassy Woodland Endangered Ecological Community located in the southern part of the Site and the establishment of a Camp Management Strategy.

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

5.14.2 Development Controls

1. Incorporate a realigned North Corrimal Creek, as generally indicated in **Figure16.** The design of the realigned North Corrimal Creek shall consider the Corrimal Coke Works Creek Realignment Stability Assessment (BG&E 2019) submitted in support of the Planning Proposal, while recognising that future development application stages will require further detailed design and modelling, and that the objectives and controls contained in Wollongong DCP Chapter E13 are the primary design and modelling expectations for all development in the Wollongong LGA.

2. The realigned North Corrimal Creek must be geomorphologically stable when considering shear forces, velocities, stream power and flow, as well as the impact and dynamic changes of debris for all storm events up to and including “bankfull’ flows, and more frequent flood events up to and including the Probable Maximum Flood. A study on climate change impacts must be undertaken to ensure geomorphological stability is achieved for predicted changes in rainfall intensity.

3. All retaining structures are to be outside the floodplain.

4. Opportunities for passive recreation should be incorporated along the eastern bank of the riparian corridor, without comprising flood management and stability requirements. This may include a community event space, supported by access to power.

5. The riparian corridor must be naturalistic in character and planting to support its ecological function, while still providing appropriate recreational opportunities.

6. A Vegetation Management Plan is to be submitted for Council approval at the time the initial Development Application is submitted proposing earthworks associated with the realignment of the riparian corridor, to achieve the ecological restoration of the entire length of the realigned corridor. Landscaping and vegetation species selection must be designed to prevent the expansion of the Grey-headed Flying-fox camp further north near future planned residential development. The Illawarra Lowlands Grassy Woodland Endangered Ecological Community in the southern part of the site and other native plant communities are to be conserved and enhanced. Landscaping along the western embankment shall be designed to establish a natural bushland context to provide a buffer to Memorial Drive while also minimising maintenance requirements.

7. A final Camp Management Plan is to be submitted for Council approval at the time the initial Development Application is submitted proposing earthworks associated with the realignment of the riparian corridor and/or at the time a Development Application is submitted that proposes earthworks within the 100m buffer area of the Grey-headed

Flying-fox Camp. This is to ensure the protection of the Grey-headed Flying-fox Camp and shall address ongoing management and protection outcomes, including (but not limited to) -

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

8. The realigned riparian corridor design is to incorporate a “belly dip” area in the south to enhance the protection of the Grey-headed Flying-fox camp.
9. A continuous concrete shared pathway shall be provided linking Railway Street to the Council owned reserve south of the Site (with bridges or as otherwise determined by Council) that satisfies CPTED design objectives, is not located in a floodway, is appropriately fenced adjacent batters, and is accessible by all members of the community.
10. The Site stormwater management strategy should provide flows to the gully through the Ecological Area to maintain the existing hydrology of the area.
11. An updated Flood Study is to be submitted with the development application for realignment of North Corrimal Creek in accordance with the requirements of Wollongong DCP Chapter E13 objectives and development controls.
12. The development shall not result in any net loss of floodplain storage.
13. Vegetated Riparian Zones (VRZ) offset areas can be utilised for water quality treatment.
14. The 10m width requirement from top of bank, as outlined in Chapter E23 Clause 6.2 Table 2 and Clause 6.2.2 can be varied on the Site, in cases where the realigned creek adjacent to Cross Street residential dwellings will not result in any adverse impact upon the functions of the riparian corridor or any adverse flood hazard risk or other hazard risk, and in this situation Council may consider a variation to the minimum property offset.

Figure 16 - Riparian Realignment Concept Design

5.15 Grey-headed Flying-fox Camp

5.15.1 Objectives

a. Protect the Grey-headed Flying-fox camp on Site through the conservation of Endangered Ecological Communities and native vegetation and maintenance of a buffer between the core mapped camp area and any future development.

b. Ensure future residential development is located and designed to mitigate against noise and other impacts associated with the Grey-headed Flying-fox camp on Site.

5.15.2 Development Controls

1. A minimum 100 metre buffer is to be maintained between the core mapped Grey-headed Flying-fox camp and any future development, as shown in **Figure 17**.
2. Buildings in the vicinity of the Grey-headed Flying-fox camp are to be designed to reduce the level of potential disturbance, including orientation of buildings, material selection and noise attenuation.
3. A final Camp Management Plan is to be submitted to Council for approval at the time the initial Development Application is submitted proposing earthworks associated with the realignment of the riparian corridor and/or at the time a Development Application is submitted that proposes earthworks within the 100m buffer area of the Grey-headed Flying-fox Camp. This is to ensure the protection of the Grey-headed Flying-fox camp and shall address ongoing management and protection outcomes, including (but not limited to) -
    - Vegetation outcomes and management within the buffer area.
    - Community education.
    - Provision of aquatic habitat within the riparian corridor.
    - Any proposal for supplementary habitat to support expansion of the camp away from the residential development.
    - Construction management measures to minimise potential disturbance to the Grey-headed Flying-fox camp.
4. A Vegetation Management Plan is to be submitted to Council for approval at the time the initial Development Application is submitted proposing earthworks associated with the realignment of the riparian corridor, to achieve the ecological restoration of the entire length of the realigned corridor. Landscaping and vegetation species selection must be designed to prevent the expansion of the Grey-headed Flying-fox camp further north near future planned residential development. The Illawarra Lowlands Grassy Woodland Endangered Ecological Community in the southern part of the Site and other native plant communities are to be conserved and enhanced.
5. The realigned riparian corridor design is to incorporate a “belly dip” area in the south to enhance the protection of the Grey-headed Flying-fox camp.

Figure 17 – Grey-headed Flying-fox Camp