Environmental Impact Statement – Stage 2a Built Form

27 Railway Street, Corrimal

January 2026

Prepared for: The Trustee for LegPro 70 Unit Trust

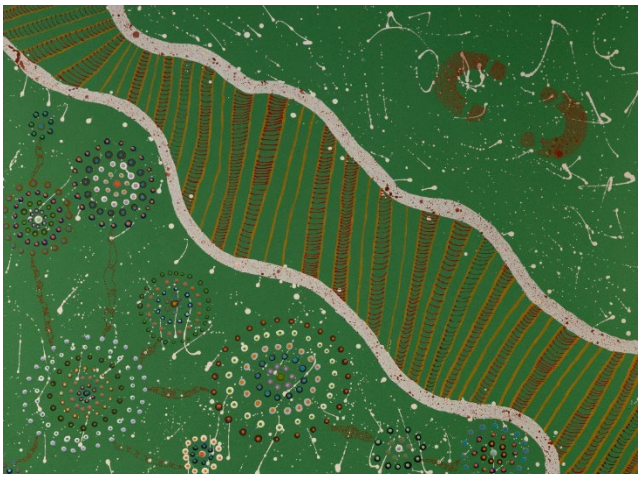
Urbis staff responsible for this report were:

Director	Adrian Villella
Associate Director	Rob Battersby
Senior Consultant	Sam McGough
Consultant	Jasmine Foster
Project Code	P0039347
Report Number	Final – 27 January 2026

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.
We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.
We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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EIS Declaration

Project Details	
Project name	Corrimal Coke Works Stage 2a Built Form
Application number	SSD-83789711
Address	Corrimal Coke Works, 27 Railway Street, Corrimal Lot 201 in DP1308649 and Lot 202 in DP1308649 (as registered)
Applicant details	
Applicant name	The Trustee for LegPro 70 Unit Trust
Applicant address	L45/25 Martin Pl, Sydney NSW 2000
Environment Impact Statement (EIS) prepared by	
Names and Qualifications	**Adrian Villella (Director – Urbis)** ▪ Bachelor of Planning (Honours), University of New South Wales **Rob Battersby (Associate Director – Urbis)** ▪ Bachelor of Town Planning (University of Newcastle, UK) ▪ Diploma in Town Planning (University of Newcastle, UK) **Sam McGough (Senior Consultant – Urbis)** ▪ Bachelor of Arts (University of Otago, NZ) ▪ Master of Planning (University of Otago, NZ) **Jasmine Foster (Consultant – Urbis)** ▪ Bachelor of Urban Development (Honours) (Urban and Regional Planning) (Queensland University of Technology)
Name	Andrew Harvey
Qualification	Bachelor of Planning (UNSW) Hons; Registered Environmental Assessment Planner (REAP)
Registration number	73066
Organisation registered with	Planning Institute of Australia

The undersigned declares that this EIS:

- has been prepared in accordance with Part 8 Division 5 of the Environmental Planning and Assessment Regulation 2021.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or mis-leading.
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project.
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement.
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS.
- contains an accurate summary of the findings of any community engagement.

- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature

Andrew Harvey (REAP)
12 December 2025

Glossary and Abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHD	Australia Height Datum
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
ANEF	Australian Noise Exposure Forecast
AQIA	Air Quality Impact Assessment
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	Biodiversity Conservation Act 2016
BC Reg	Biodiversity Conservation Regulation 2017
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
CWC	Connecting with Country
DCP	Development Control Plan
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPA Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EPI	Environmental Planning Instrument
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
GANSW	Government Architect New South Wales
GFA	Gross Floor Area
GTP	Green Travel Plan
HIS	Heritage Impact Statement
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEC	Land Environment Court New South Wales
WLEP	Wollongong Local Environmental Plan 2009
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
R&H SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021

Reference	Description
PSI	Preliminary Site Investigation
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site of Stage 2a Built Form	Lot 201 in DP1308649 and Lot 202 in DP1308649 (as registered)
SSDA	
SSD	State Significant Development
SSDA	State Significant Development Application
T&I SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment
WCM	Water Cycle Management
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

Executive Summary

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Legpro 70 Pty Ltd ATF Legpro 70 Unit Trust (**Legacy Property**) (**the applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) (SSD-83789711) for the construction of four (4) residential flat buildings (**the project**) at the former Corrimal Coke Works, located at 27 Railway Street, Corrimal (**the site**). The SSDA is referred to as the "**Stage 2a Built Form SSDA**".

The project was declared to be State Significant Development (**SSD**) by the Minister of Planning and Public Spaces in the State Significant Development Declaration Ministerial Order (No 10) 2025 (30 June 2025) at Clause 5(1)(n) in Schedule 1 (Amendment SSD Declaration Order 2025 (No 5)). In accordance with Section 4.5 of the Environmental Planning and Assessment Act 1979 (**EP&A Act**), the Minister is the consent authority for the proposal. Accordingly, this application is lodged with the DPHI as an SSDA.

The site is located on Dharawal Country, and the project team acknowledges the Traditional Owners, their elders past and present and their deep and continuing connection to their land.

In preparing this EIS, Urbis and the project team acknowledge the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if 'we care for Country, Country will care for us.

This project implements the second built form stage of the former Corrimal Coke Works. It envisages vibrant and contemporary residential-led urban renewal, celebrating the site's industrial history and leveraging its highly accessible and strategic location in proximity to Corrimal town centre and local amenities and services. The project will deliver high amenity residential dwellings including affordable rental housing.

The Stage 2a Built Form SSDA is submitted concurrently with a separate (but coordinated) Stage 2-4 Civil Works SSDA (SSD-86131212), which comprises the construction of public roads, drainage, stormwater infrastructure, superlot subdivision, and Central Park and Southern Park.

An existing consent for bulk earthworks applies to the site under the Stage 2–4 Bulk Earthworks DA (DA-2023/823), which approved earthworks, tree removal, early works and remediation of the Stage 2-4 site. This approval establishes the ground levels, which form the 'existing ground level' for the purposes of assessing the Stage 2a Built Form SSDA and underpin the basement design, building height measurements, and overall built form.

This EIS has been prepared in response to the Secretary's Environmental Assessment Requirements (**SEARs**) dated 12 May 2025. This EIS outlines the site and project, sets out background context, and evaluates the project against relevant legislation, environmental planning instruments, and planning policies.

Objectives

The key objectives of the project are to:

- Deliver high-quality well-located housing and contribute to local supply and affordability.
- Deliver affordable rental housing to help meet the State Government's housing targets.
- Celebrate and embed Dharawal cultural heritage through a design that fosters respectful connection with Country.
- Create a vibrant, transit-oriented project with strong links to Corrimal Train Station and nearby community amenities and services.
- Achieve a design response that protects key view corridors to Mount Keira, Mount Kembla, and Corrimal Beach.
- Integrate ecologically sustainable principles to support environmental resilience, regeneration, and long-term liveability.

Project Highlights

Deliver 207 x new residential dwellings, including 57 x affordable rental housing apartments (27% of the total). 207 x new residential dwellings, including 57 x affordable rental housing apartments (27% of the total).

High-quality landscaping featuring native species to enhance biodiversity, shade, and visual amenity.

Three single-level basement car parks, with a total of 252 car parking spaces.

Skilfully designed built form and massing that responds to the urban context, heritage structures, and landscape character.

Optimised solar access and cross-ventilation, with all buildings meeting or exceeding the ADG solar access and cross ventilation requirements.

Justification of the Project

The project represents a transformative urban renewal outcome that respects the site's rich industrial and cultural heritage while delivering high-quality housing (including affordable rental housing) and public amenity. The design of the project integrates Dharawal cultural principles into the built form, landscape, and public domain, ensuring the development is deeply connected to its ecological and cultural context.

The provision of affordable rental housing responds to the intent of the NSW Government's housing policy reforms to incentive diverse housing to meet the needs of very low, low, and moderate income households. The site is strategically located in a Transport Oriented Development (**TOD**) Area with rising demand.

The development represents a forward-thinking approach to urban renewal and creation of new market and affordable housing in Corrimal. The SSDA demonstrates significant merit and should be approved, subject to the implementation of the mitigation measures outlined in the relevant technical reports.

1 Introduction

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Legpro 70 Pty Ltd ATF Legpro 70 Unit Trust (**Legacy, the applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) (SSD-83789711) for the site at 27 Railway Street, Corrimal, referred to as the Corrimal Coke Works (**the site**).

The applicant details for the proposed development are listed in **Table 1** below.

Table 1 Applicant Details

Descriptor	Details
Proponent / Applicant	Legpro 70 Pty Ltd ATF Legpro 70 Unit Trust (**Legacy**)
Postal Address	L45/25 Martin Pl, Sydney NSW 2000
ABN	85 213 629 919
Nominated Contact	Adrian Kilburn (Project Director)

1.1 Planning Framework

The project is lodged as State Significant Development (**SSD**) pursuant to the Minister for Planning and Public Spaces's declaration under the Stats Significant Development Declaration Ministerial Order (No 10) 2025 (30 June 2025) at Clause 5(1)(n) in Schedule 1 (Amendment SSD Declaration Order 2025 (No 5)).

The project utilises the provisions of State Environmental Planning Policy (Housing) 2021, specifically:

- Chapter 2, Division 1 – Infill Affordable Housing (in part, Building 2.2 only), and
- Chapter 5 – Transport Oriented Development (in part, Buildings 2.3 and 2.4).

The bonuses available under these provisions have been applied to the base Wollongong Local Environmental Plan 2009 (**WLEP**) development standards for building height and floor space ratio (**FSR**). This proposal does not rely on a concurrent planning proposal process.

The SSDA is accompanied by requests to vary the base WLEP FSR development standard for Building 2.2, and the building height development standard for Buildings 2.2 and 2.3. A further Clause 4.6 Variation Request is provided to justify a non-compliance with Clause 7.20 of the WLEP relating to overshadowing. Each of these variations is supported on sound environmental planning grounds.

1.2 The Project

The SSDA seeks consent for the construction of four (4) residential flat buildings, with 207 x residential apartments (including 57 affordable apartments). The SSDA is referred to as the **Stage 2a Built Form SSDA**.

The Stage 2a Built Form SSDA implements the second built form stage of the urban renewal of the former Corrimal Coke Works site. The project will deliver vibrant and contemporary residential-led urban renewal, which celebrates the site's industrial history and leverages its highly accessible and strategic location in proximity to Corrimal town centre and local amenities and services. The proposal will deliver high amenity residential dwellings of various sizes and typologies, including a dedicated affordable housing building.

The Stage 2a Built Form SSDA is submitted concurrently with a separate (but interrelated) Stage 2-4 Civil Works SSDA (SSD-86131212), which comprises the construction of the Central Park, the Southern Park, and roads, drainage and stormwater infrastructure, and subdivision.

An existing consent for bulk earthworks applies to the site under the Stage 2–4 Bulk Earthworks DA (DA-2023/823). This DA approved earthworks, tree removal, early works, and site remediation. This approval

establishes the ground levels that form the 'existing ground level' for the purpose of assessing the Stage 2a Built Form SSDA and underpin the basement design, calculation of building height, and overall built form.

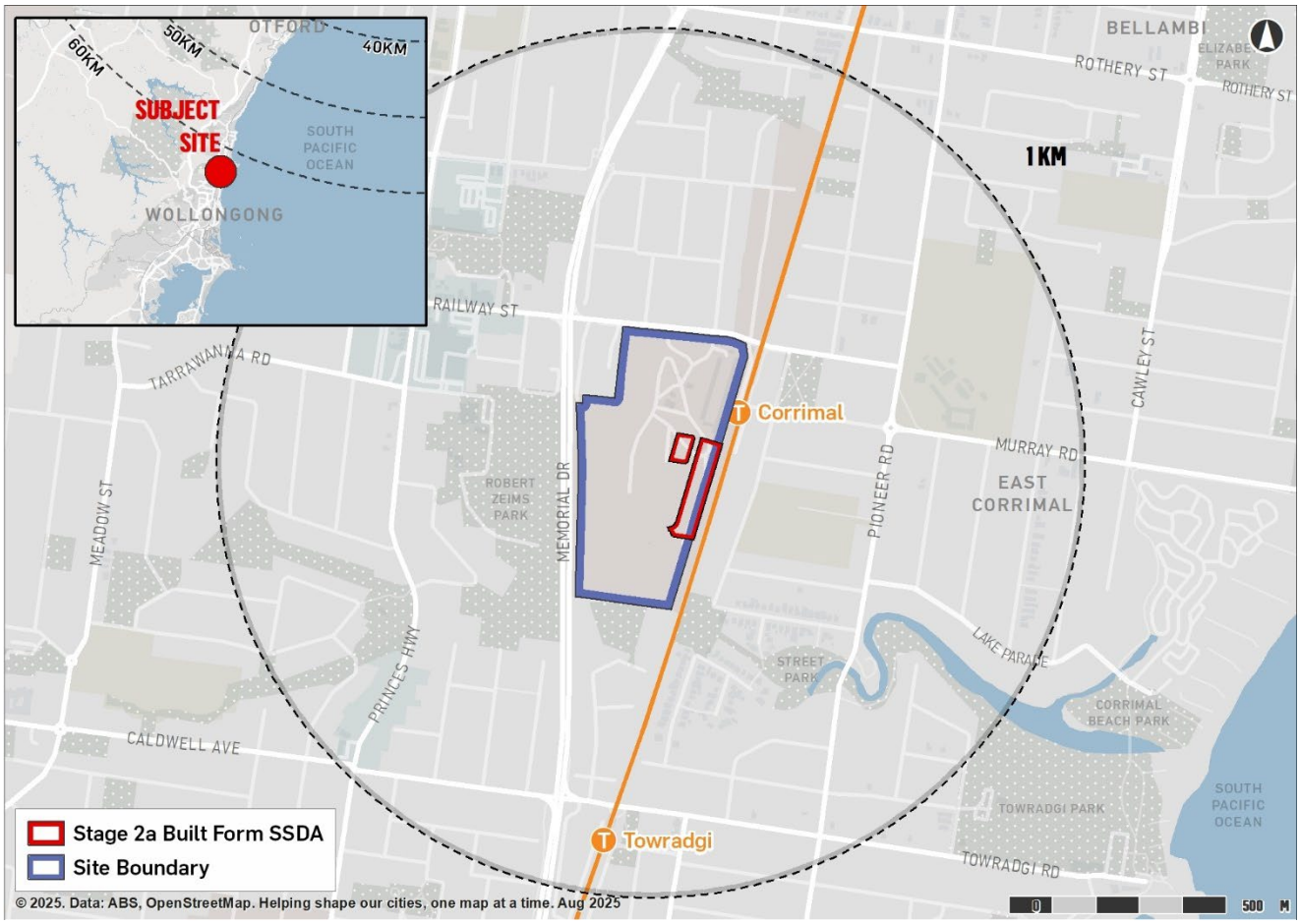
Specifically, the Stage 2a Built Form SSDA seeks development consent for the following:

- Construction of four (4) residential flat buildings, providing a total of 207 x residential apartments (including 57 x affordable housing units). The unit typologies, per residential flat building, are as follows:
  - **Building 2.1:** 31 x apartments (8 x one-bedroom, 17 x two-bedroom, and 6 x three-bedroom units)
  - **Building 2.2**: 57 x affordable housing apartments (3 x one-bedroom, 26 x two-bedroom, and 28 x three-bedroom units)
  - **Building 2.3:** 59 x apartments (16 x one-bedroom, 31 x two-bedroom, and 12 x three-bedroom units)
  - **Building 2.4:** 60 x apartments (12 x one-bedroom, 32 x two-bedroom, and 16 x three-bedroom units)
- Excavation and construction of three (3) separate single-level basements:
  - **Basement 01:** (to service Building 2.1)
  - **Basement 02:** (to service Building 2.2)
  - **Basement 03:** (to service Building 2.3 and Building 2.4)
- Creation of a series of deep soil areas and communal open space areas (including lawns and play areas, BBQ areas, and seating spaces).

The applicant will deliver the project in a staged manner, allowing for separate Construction Certificates to be obtained for individual buildings and associated works. No specific sequence of delivery is proposed at this time, providing flexibility for the construction and occupation to sequentially align with the delivery program.

A map of the site in its regional setting is provided in **Figure 1** below.

Figure 1 Regional Context Map



1.3 Project Objectives

The project seeks consent for the construction of four (4) residential flat buildings to provide market housing and affordable rental housing. The key objectives for the proposed development are summarised in Table 2.

Table 2 Project Vision and Objectives

Objective	Proposed Development
Facilitate the delivery of a high-quality, well-designed residential development (including affordable housing) that contributes to local housing diversity and choice.	The proposal provides 207 x dwellings, including 57 x affordable housing rental apartments, providing a genuine contribution to housing supply and choice in Corrimal. The provision of studio, one, two, and three-bedroom apartments ensures diversity to meet the needs of a wide range of households and demand. The proposal is designed to an exceptional standard to enable high amenity, with each residential flat building satisfying or exceeding ADG solar access and cross ventilation criteria. The project represents a high quality housing outcome which provides long-term liveability for future residents.
Deliver a built form outcome that responds to the industrial heritage, reflecting the history of the former coke works in its design and character.	The built form draws on the site's industrial heritage, integrating robust materiality, expressed structure, and layered facade articulation. Materials such as brick, metal cladding, and weathered steel evoke the character of the former Corrimal Coke Works, both acknowledging the site's history and achieving a contemporary residential environment that contributes to the existing and emerging identity of Corrimal.
Leverage the site's proximity to Corrimal town centre, schools, open space and Corrimal Train Station to support sustainable living and reduce reliance on private vehicles.	The project creates a walkable neighbourhood that leverages the site's strategic location to the Corrimal Train Station and within proximity to local amenities, services, and offerings. Direct pedestrian connections between buildings, communal open spaces, and the wider Corrimal Coke Works precinct ensure safe and convenient links to surrounding streets and the nearby Corrimal Train Station. The concurrent Stage 2-4 Civil Works SSDA will deliver integrated pedestrian connections by establishing the road and footpath network and two publicly accessible parks. Secure bicycle parking is incorporated within each residential building basement (with a total of 79 bicycle spaces). This will encourage cycling as an alternative transport mode to car use. Car parking provision reflects the site's proximity to public transport, supporting a modal shift away from private vehicle dependency. Collectively, these measures enable residents to access shops, services, schools, and open space within walking distance, reinforcing a sustainable pattern of living.
Incorporate high-quality landscape and open space design, improving amenity for residents while contributing to the green character of Corrimal.	The project integrates generous landscaped areas, deep soil planting, and communal open spaces including lawns, play areas and BBQ facilities. The landscape design thoughtfully integrates native species that exist within the Wollongong locality and achieves a minimum 30% site canopy coverage and 23% deep soil planting across the Stage 2a precinct.

Objective	Proposed Development
	These spaces provide recreation and social opportunities for residents, enhance the green character of the development, and contribute to the existing and future identity of Corrimal.

1.4 Project Background

1.4.1 Planning Proposal

In October 2017, a planning proposal was lodged with Wollongong City Council to rezone the former Corrimal Coke Works site and amend key planning controls to enable its redevelopment for mixed use residential and recreational purposes under the Wollongong Local Environmental Plan 2009 (**WLEP**), Following Gateway Determination by DPHI in August 2018, master plan revisions and assessments were undertaken to address heritage, flooding, and design excellence requirements. The planning proposal was publicly exhibited in mid-2021, with further refinements made in response to Council and design feedback. The amended WLEP was gazetted on 29 April 2022, supported by a site-specific DCP and execution of a Planning Agreement with Council in late 2022.

The Planning Proposal established the overarching master plan for the site and illustrated in **Figure 2** below.

Figure 2 Former Corrimal Coke Works Site Master Plan

Source: Chapter D19: Former Corrimal Coke Works Site of the Wollongong Development Control Plan 2009

1.4.2 State Heritage Listing

On 5 May 2020, the Heritage Council of NSW determined that the former Corrimal Coke Works site met the threshold for State Heritage Significance, with the formal listing on the State Heritage Register gazetted on 6 May 2022. The listing included site-specific exemptions to facilitate redevelopment in line with the planning proposal, site-specific DCP, master planning documents, and the Heritage Interpretation Strategy.

1.4.3 Previous Approvals

Following the finalisation of the planning proposal, The Applicant has been progressing the transformation of the former Corrimal Coke Works into a residential-led urban renewal project. This process has involved a series of planning applications and development approvals. The development history is outlined in **Table 3.**

Table 3 Historical Approvals

DA Number	Description	Date of Approval	Status of Project
DA-2022/1200	**Superlot Paper Subdivision** Original paper subdivision of land.	30 June 2023	Complete and registered. [Superseded by DA-2024/775]
DA-2022/1249	**Demolition Works** Selective demolition of structures associated with the former Coke Works operations.	18 July 2023	Complete
DA-2023/166	**Stage 1: Bulk Earthworks and Tree / Vegetation Management** Earthworks, tree removal, early works for the Stage 1 area.	30 July 2024 (Approved by the Land and Environment Court)	Under construction
DA-2024/775	**State Heritage Subdivision** Creation of two Torrens Title allotments to facilitate the ongoing orderly and staging of development outside the curtilage of the State heritage listing.	20 December 2024	Complete and registered. Current Lot titles.
DA-2023/550	**Stage 1 Built Form (including Civil Works and Servicing)** Five residential flat buildings (179 units) with basement parking, and construction of roads.	9 April 2025 (Approved by the Land and Environment Court)	Under construction
DA-2023/823	**Stages 2 - 4: Bulk Earthworks** Earthworks, tree removal, early works, and remediation works for the Stage 2 area and realignment of the riparian corridor.	9 April 2025 (Approved by the Land and Environment Court)	Works yet to commence
DA-2023/840	**Heritage Plaza** Conservation and reinterpretation of heritage structures, public domain and landscaping works	Under Council assessment	Awaiting Approval
DA-2025/388	**Superlot Paper Subdivision** This subdivision DA seeks to create eight (8) Torrens Title allotments in order to facilitate the staged redevelopment of Stage 2-4 of the former Corrimal Coke Works site.	1 December 2025	Awaiting Registration

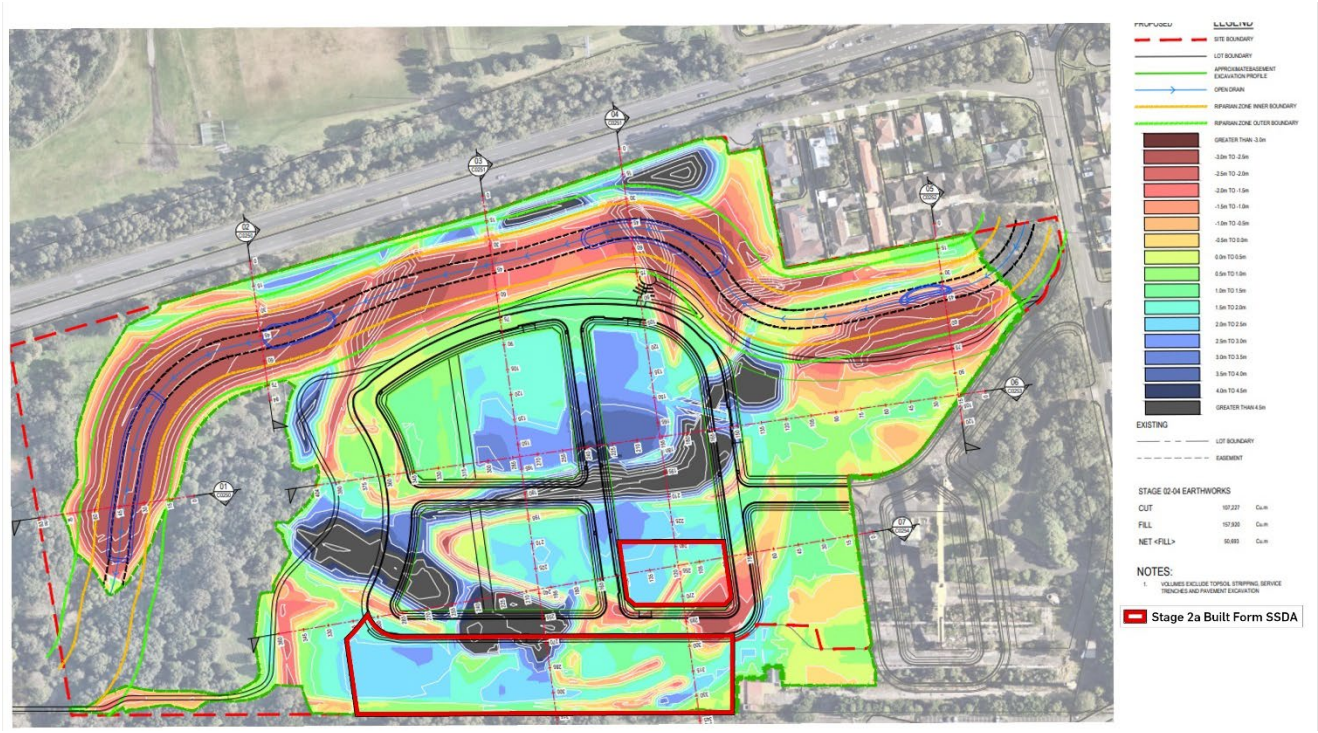
The balance of the redevelopment of the Corrimal Coke Works site will be delivered in subsequent stages, comprising three residential stages (referred to as Stage 2b, Stage 3, and Stage 4) and a retail precinct.

1.4.4 Relevant Related Development

- **Stage 2-4 Bulk Earthworks DA:** The Stage 2–4 Bulk Earthworks consent (DA-2023/823) approved the final excavation and ground levels across the Stage 2–4 site area. This consent establishes the new existing ground levels for the basement levels and built form proposed under the Stage 2a Built Form DA. The ground levels identified for this Stage 2–4 Civil Works SSDA remain consistent with, and maintain the outcomes of, the approved Stage 2–4 Bulk Earthworks DA. **Figure 3** below shows the approved bulk earthworks plan under DA-2023/823, with the Stage 2a building envelopes annotated in red.

  The works proposed under this subject SSDA will only commence following the completion of works approved under the Stage 2-4 Bulk Earthworks DA DA-2023/823.

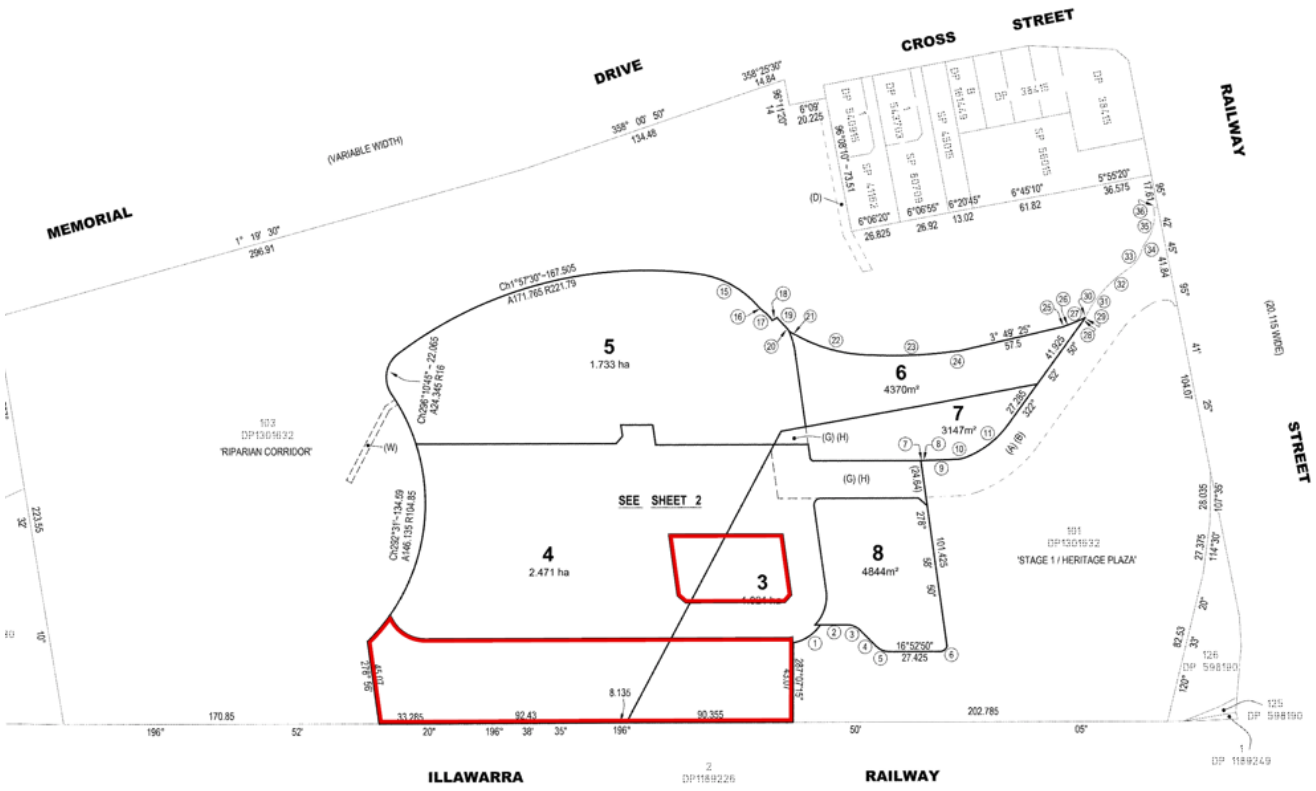
Figure 3 Approved Stage 2-4 Bulk Earthworks Plan



Source: Maker

- **Stage 2-4 Civils Works SSDA:** The Stage 2a Built Form SSDA is submitted concurrently with a separate (but interrelated) Stage 2-4 Civil Works SSDA (SSD-86131212), comprising the construction of the Central Park and the Southern Park, roads, drainage and stormwater infrastructure, and paper subdivision.
- **Subdivision DA:** A development application for the paper subdivision of the former Corrimal Coke Works site to create eight (8) new Torrens Title lots (DA-2025/388) (**Subdivision DA**) was approved on 1 December 2025. The new lots approved under DA-2025/388 are described as Lots 1–8 in DP1313981. The relevant Subdivision Certificate has been submitted and formal registration of the lots with NSW Land Registry Services is imminent. For information only, **Figure 3** identifies the approved subdivision under DA-2025/388 with the subject SSDA area identified in red. Consent for further subdivision is sought under the concurrent Stage 2-4 Civil Works SSDA SSD-86131212.

Figure 4 Approved Subdivision Plan (DA-2025/388)



Source: SDG Pty Ltd / Urbis

1.4.5 Housing Delivery Authority and State Significant Declaration

On 19 December 2024, the NSW Government established the Housing Delivery Authority (**HDA**), a dedicated agency tasked with accelerating well-located housing, including affordable homes, through a streamlined State-led planning pathway. The HDA reflects the critical role of the planning system in addressing the housing crisis and meeting the National Housing Accord target of 377,000 new homes by July 2029.

The HDA pathway provides a State assessment process for State Significant Development (**SSD**) applications and concurrent rezoning. Projects declared SSD by the HDA generally relate to large-scale residential developments which exceed defined thresholds, demonstrate deliverability, are located with close access to infrastructure and services, and contribute housing diversity and affordability.

On 31 January 2025, the applicant submitted an Expression of Interest (**EOI**) to the HDA for the delivery of 201 x dwellings, including affordable housing, (being Stage 2a of the renewal of the former Corrimal Coke Works).

The project was declared to be State Significant Development (**SSD**) by the Minister of Planning and Public Spaces in the State Significant Development Declaration Ministerial Order (No 10) 2025 (30 June 2025) at Clause 5(1)(n) in Schedule 1 (Amendment SSD Declaration Order 2025 (No 5)). In accordance with Section 4.5 of the Environmental Planning and Assessment Act 1979 (**EP&A Act**), the Minister is the consent authority for the proposal. Accordingly, this application is lodged with the DPHI as an SSDA

[**Note**. State Significant Development Declaration Order (No. 10) 2025 subsequently amended the legal description of the site (Schedule 1) to include Lot 201/DP1308649, Lot 202/DP1308649, and Lot 103/DP1301632.]

1.4.6 Restrictions and Covenants

The following table identifies the relevant easements that apply to the site broader. Importantly, none of these easements sit across the Stage 2a development boundary.

Table 4 Restrictions and Covenants

Reference	Description
(A)	Right of Access (Variable Width) – DP1301632
(B)	Easement for Services (Variable Width) – DP1301632
(G)	Right of Access (Variable Width)
(H)	Easement For Services (Variable Width)
(W)	Easement for Drainage of Water (Variable Width)

1.4.7 Project Team and Supporting Documentation

This EIS should be read together with the architectural, landscape, civil engineering plans and supporting technical documentation submitted with the SSDA under separate cover as per **Table 5** below.

Table 5 Supporting Documentation

Consultant Report	Prepared By	Appendix
SEARs Requirements	Urbis	Appendix A
Architectural Drawings	DKO Architecture	Appendix B
Statutory Compliance Table	Urbis	Appendix C
Mitigation Measures Table	Urbis	Appendix D
Engagement Summary Table	Urbis	Appendix E
Quantity Surveyor Report	Newton Fisher	Appendix F
Engagement Outcomes Report	Brooks	Appendix G
Urban Design Report	DKO Architecture	Appendix H
Urban Design Report Appendices	DKO Architecture	Appendix I
Clause 4.6 Variation (Height – Building 2.2)	Urbis Ltd	Appendix J
Clause 4.6 Variation (FSR)	Urbis Ltd	Appendix K
Clause 4.6 Variation (Overshadow)	Urbis Ltd	Appendix L
Clause 4.6 Variation (Height – Building 2.3)	Urbis Ltd	Appendix M
Traffic Impact Statement, including Construction Traffic Management Plan	Bitzios	Appendix N
Integrated Stormwater and Wastewater Management Plan	Site Plus	Appendix O
Civil Plans	Site Plus	Appendix P
Landscape Plans	Land+Form	Appendix Q

Consultant Report	Prepared By	Appendix
Landscape Design Report	Land+Form	Appendix R
Ecologically Sustainable Development (ESD) Report	CMP	Appendix S
BASIX Certificate	CMP	Appendix T
Arboricultural Impact Assessment Report (approved by Stage 2–4 Bulk Earthworks DA)	Allied Tree Consultancy	Appendix U
Operational Waste Management Plan	Elephants Foot	Appendix V
Construction Waste Management Plan	Elephants Foot	Appendix W
Aboriginal Impact Statement	Kelleher Nightingale Consulting	Appendix X
Community Housing Provider Letter	Bridge Housing	Appendix Y
Statement of Heritage Impact	Urbis	Appendix Z
Acid Sulfate Soils Management Plan (approved under Stage 2-4 Bulk Earthworks DA-2023/823)	Reditus	Appendix AA
Environmental Statement	Reditus	Appendix BB
Geotechnical Statement	Douglas Partners	Appendix CC
Noise and Vibration Assessment	Renzo Tonin	Appendix DD
Hazards and Risk Review	DSC	Appendix EE
Road Safety Audit	Traffic Engineering Centre	Appendix FF
Groundwater Impact Assessment	Reditus	Appendix GG
BDAR Waiver	Department of Climate Change, Energy, the Environment and Water	Appendix HH
Survey Plan	Marker Consulting Services	Appendix II
NatHERS	CMP	Appendix JJ
Executed Voluntary Planning Agreement	Wollongong City Council	Appendix KK
Approved Civil Plans Stage 2 – 4 Bulk Earthworks (DA-2023/823)	Maker	Appendix MM

2 Strategic Context

This section describes the key features of the site and its relationship to its local context. It discusses how the project aligns with relevant strategic planning policy, identifies other projects that should be considered in assessing the cumulative impacts, and outlines the potential feasible alternatives explored by the applicant.

2.1 Key Features of Site and Locality

Figure 5 identifies the boundary of the Corrimal Coke Works site and the area to which the subject SSDA relates. Key features of the site are described in Table 6 and site photographs are provided in Figure .

Figure 5 Local Context Map

Source: Urbis

Table 6 Site and Locality Description

Characteristic	Description
Key Site Features	
Country	Dharawal Country
Site Name	Corrimal Coke Works
Address	27 Railway Street, Corrimal
Legal Description (Title Particulars)	The legal property description of the former Corrimal Coke Works site is Lot 126 DP 598190, Lot 101 in DP1301632, Lot 103 in DP1301632, Lot 201 in DP1308649, and Lot 202 in DP1308649. The former Corrimal Coke Works site boundary extent is identified in Figure above.

Characteristic	Description
	The location of the works to which the subject Stage 2a Built Form SSDA relates within the Corrimal Coke Works site is identified in **red** in **Figure 5** above. For clarity, works associated with this SSDA extend across Lot 201 in DP1308649, and Lot 202 in DP1308649.
Zoning	R3 Medium Density Residential
Number of existing lots	Wider Corrimal Site area – five (5) lots Stage 2a Site Area – two (2) lots
Existing Use / Structures	Existing features across the Corrimal Coke Works site are as follow: ▪ Structures and infrastructure associated with the former coke work production have been demolished under the Demolition DA (DA-2022/1249). ▪ Towradgi Creek forms the southern boundary of the site and drains in a west to east direction. A tributary of the Creek traverses the site. The western portion of the site is occupied by scattered bush and stockpiling areas. Separate development applications (DAs) have been lodged to Wollongong City Council, and either have been determined or are under assessment (refer **Table 3**). These DAs relate to subdivision, built form (apartment buildings), bulk earthworks, and vegetation management.
Site Area	The site of Stage 2a Built Form SSDA is 12,905sqm and comprises Lot 201 in DP1308649 and Lot 202 in DP1308649. The area as identified in Figure 4 above in red is 12,905sqm. This comprises the combined area of the three proposed residential lots which will be created by the Torrens subdivision in the concurrent Stage 2-4 Civil Works SSDA, being: ▪ Proposed Lot 201 (Building 2.1) – 2,312 sqm ▪ Proposed Lot 203 (Building 2.2) – 2,589 sqm ▪ Proposed Lot 204 (Buildings 2.3 and 2.4) – 8,004 sqm More broadly, the wider area of the Corrimal Coke Works site is 18.2 hectares.
Number of pre-existing dwellings on site	▪ No existing dwellings. ▪ 179 x residential apartments approved under the Stage 1 Built Form DA-2023/550.
Site Frontage	The Corrimal Coke Works site has a frontage to Railway Street to the north.
Vehicular/Site Access	An internal road network will be delivered as part of the Stage 1 Built Form DA. This will provide the vehicle connection to Railway Street. Under the concurrent Stage 2-4 Civil Works SSDA, this network will be extended to service the Stage 2a area.
Local Context	The site has an irregular rectangular configuration and is bounded by: ▪ East boundary: main southern railway line (Corrimal Train Station) ▪ West boundary: dual carriageway (Memorial Drive) ▪ North boundary: Railway Street ▪ South boundary: Towradgi Creek
Regional Context	The site is approximately 1km to the east of the Corrimal Town Centre. Corrimal is approximately 6.5 kilometres north of Wollongong City Centre. The site is located within close proximity to education and recreation facilities, including the Corrimal High School, Corrimal East Public School, Robert Ziems Park, Corrimal Memorial Park, Towradgi Beach Park, and Bowls and Recreation Club.
Topography	The site has a generally flat topography, gently undulating to the south.
Vegetation	As part of the Stage 2–4 Bulk Earthworks approval (DA-2023/823), a Tree Removal and Retention Plan, Arboricultural Impact Assessment, and associated management plans addressing specific threatened species were prepared and approved. This approval resolved vegetation management and clearing requirements for the site.

Characteristic	Description
	Accordingly, the site of the Stage 2a Built Form will be cleared in accordance with the approval, and no further vegetation management works are required under this SSDA.
Heritage	The site is subject to the following heritage listings: ▪ Local heritage listing in the WLEP (ID 6607) ▪ State heritage listing on State Heritage Register in the NSW Heritage Act 1977 This heritage listing applies to Building 1.1 and 1.2,
Aboriginal Archaeology	As part of the Stage 2–4 Bulk Earthworks approval (DA-2023/823), an Aboriginal Cultural Heritage Assessment was undertaken, including survey, test excavation and consultation with the Aboriginal community. Test excavation confirmed one Aboriginal archaeological site within the Stage 2–4 area: FCCW AFT 1 (AHIMS 52-2-4504), requiring an AHIP for any impacts. AHIP 5141 was granted by Heritage NSW on 3 August 2023, permitting harm to Aboriginal objects associated with this site. All identified Aboriginal objects have been managed under AHIP 5141, and the development proposed under this SSDA is not expected to result in any additional impacts to Aboriginal cultural heritage values.
Acid Sulfate Soils	The site involves predominantly Class 5 Acid Sulfate Soils, with a small portion of the southeastern corner identified as Class 3. The land subject to the Stage 2a development is identified with Class 5 soils. An Acid Sulfate Soils Management Plan was approved under the Stage 2-4 Bulk Earthworks DA (DA-2023/823) and is submitted at **Appendix AA**.
Contamination	A consolidated Detailed Site Investigation (**DSI**) was prepared by Reditus in support of the Stage 2–4 Bulk Earthworks application (DA-2023/823). The DSI, together with the associated Remedial Action Plans (**RAP**s), provides for the remediation of identified contamination prior to commencement of the Stage 2a built form works. For this SSD application, Reditus has prepared a supporting letter confirming that the consolidated DSI satisfies the relevant requirements of SEAR 13 and is appropriate to support the proposed development.
Surrounding Locality	
Public Transport	The site is highly accessible via public transport. Corrimal Train station directly adjacent to the site at the east. Bus stops are located along Railway Street.
Major Roads	Memorial Drive is located to the sites western boundary which is a State classified road, and a major traffic corridor. Memorial Drive is a 4 lane, two-way road.
Open Space	▪ Corrimal Memorial Park – approximately 400m northwest of the site. ▪ Phil Adams Park - approximately 500m to the east of the site. ▪ Ziems Park – approximately 650m to the west of the site.
Social Infrastructure (Schools/Hospitals etc.)	Key social infrastructure located within proximity to the site includes: ▪ Corrimal Public School (Primary) ▪ Corrimal East Public School ▪ Corrimal Highschool (Secondary) ▪ Goodstart Early Learning Centre Corrimal ▪ KU Corrimal East Preschool ▪ Corrimal Family Medical ▪ East Corrimal Medical Centre ▪ Wollongong Medicare Urgent Care Clinic ▪ Illawarra Diggers Aged & Community Care

Figure 6 Site and Locality Photographs

Picture 1 Northern Boundary – Railway Street
Source: DKO Design Report 2025

Picture 2 Eastern Boundary – Corrimal Train Station
Source: DKO Design Report 2025

Picture 3 Northern Boundary Facing South – From Harbinger Street
Source: DKO Design Report 2025

Picture 4 Eastern Boundary – Corrimal Train Station
Source: Google Maps 2019

2.2 Other Development in the Area

A review of nearby development applications has been undertaken. Whilst there are no SSD applications in the immediate vicinity of the site, Table 7 identifies SSD applications within approximately 10 kilometres. Approved and potential future projects are relevant to the cumulative impact assessment of the proposal.

Table 7 Nearby Projects / Development

SSDA Reference	Address	Development Description	Current Status
SSD-86131212	Railway Street, Corrimal	Civil Works to support the Corrimal Stage 2a Built Form SSDA submitted concurrently to this SSDA. The 'facilitating' civil works package to include the Central Park, Southern Park, roads, drainage, stormwater, and subdivision.	Prepare EIS [Submitted concurrently with this SSDA]
SSD-76440958	221-291 Crown Street, 216-238 Keira Street And 86-90 Burelli Street, Wollongong	Mixed use development with Infill affordable housing comprising 3 residential towers, commercial and hotel buildings and ground floor and podium retail premises.	Collate Submissions

SSD-72686208	21 Auburn Street, Wollongong	Mixed-use development with Infill affordable housing consisting of four levels of basement carpark, ground floor commercial offices, communal open space, a swimming pool, and 164 apartments across 23 floors.	Prepare EIS
SSD-92499711	379 - 383 Crown Street & 4-8 Parkinson Street, Wollongong	A 33-storey and 18-storey shop top housing with commercial and residential above including 15% affordable housing; concurrent rezoning to allow a height increase, FSR increase and associated works.	Prepare EIS
SSD-84127221	357-363 Crown Street Wollongong	Shop top housing with affordable housing comprising 334 apartments, ground floor retail spaces and basement parking.	Prepare EIS
SSD-83956963	120-122 Smith Street, Wollongong	Shop-top housing development within three towers over podium.	Prepare EIS
SSD-76386708	131-135 Crown Street, Wollongong	Mixed use development comprising the retention of heritage façade, construction of an 18-storey building with two levels of retail/commercial and residential above and three levels of basement parking.	Prepare EIS
SSD-67895459	106, 120-122 Smith St And 3A Charlotte St, Wollongong	Mixed use development comprising four buildings; 145 apartments over eight residential storeys; three retail/commercial tenancies; communal open space; car parking, landscaping, and public domain works.	Determined with Mod 3 under assessment
SSD-73910208	4-6 Popes Road, Woonona	Redevelopment of the existing IRT Woonona Seniors Housing development, comprising construction of 5 buildings with 98 independent living units, new basement parking and additions to the existing Flametree Residential Care Services.	Response to Submissions

The potential cumulative impacts of the project are addressed in **Section 6** of the EIS in accordance with the DPHI *Assessing Cumulative Impacts* guidelines.

2.3 Agreements with Other Parties

The Corrimal Coke Works site is subject to a Planning Agreement (**PA**). The PA is executed between the Applicant and Wollongong City Council. The Local Planning Agreement is detailed below, including the relevancy to the proposed Stage 2a Built Form DA works.

2.3.1 Local Planning Agreement

The applicant and Council executed a Planning Agreement on 13 December 2022. The Agreement establishes the applicant's obligations to deliver substantial public benefits across subsequent stages of development on the site. The Planning Agreement generally provides for the following public benefits:

- Dedication and embellishment of extensive open space areas, including two parks and a substantial riparian corridor – totalling approximately 8.6 hectares.
- Provision of improved active transport facilities, including a significant north-south shared pedestrian /
- Cycle path through the site and along Railway Street.
- Dedication of land identified on the WLEP Land Reservation Acquisition Map to facilitate a future road overpass of the railway line.
- Construction of a new four-way roundabout on Railway Street.
- Provision of permanent public access from the development through to Corrimal Railway Station.

- Sale of land to a registered Community Housing Provider to facilitate delivery of 35 affordable rental housing dwellings.

Table 8 identifies the items of the Planning Agreement that will be delivered, embellished, and transferred prior to the issuance of an occupation certification for any of the residential buildings proposed by this Stage 2a Built Form SSDA. Item 12 (being the affordable housing), will be delivered under this subject SSDA).

Items 1 and 5 listed within Table 8 will be delivered under the concurrent Stage 2-4 Civil Works SSDA.

Table 8 Planning Agreements

PA Item	Agreement	Details	Timing	Responsibility	Value
Designated Lands					
1.	Dedication of Central Village Park Land	Dedication of the Central Village Park land being approximately 3,000sqm of generally as shown on the plan at Schedule 6.	Dedication to occur with a Subdivision Certificate for Stage 2, unless otherwise agreed to in writing by Council.	Developer	$2,250,000
Items of Work					
5.	Central Village Park Works	Central Village Park Works means the carrying out of embellishment works on the Central Village Park Land.	Completion prior to an Occupation Certificate for any residential flat building in Stage 2, unless otherwise agreed to in writing by Council.	Developer	$1,357,743
Other Contributions					
12.	Affordable housing Contribution	Affordable housing Contribution means the Sale of land to a registered Community Housing Provider to allow delivery of a minimum of 35 Affordable housing dwellings, subject to satisfactory commercial arrangements	Prior to the issue of an Occupation Certificate for any residential flat building within Stage 2, unless otherwise agreed to in writing by Council.	Developer	N/A

2.3.2 State Planning Agreement

The Applicant has also entered into a Planning Agreement with the Minister for Planning and Public Spaces, as executed on 6 June 2025. The State Planning Agreement relates to the approved Stage 1 Built Form DA (DA-2023/550). There are no additional obligations to fulfil under the Stage 2a Built Form SSDA.

2.4 Feasible Alternatives

Clause 192(1)(c) of the *Environmental Planning and Assessment Regulation 2021* (**the Regulation**) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The project team examined several feasible alternatives to the proposed development as outlined in Table 9.

Table 9 Project Alternatives

Option	Discussion
Option 1 – Do Nothing	The site has undergone a series of planning investigations to test and establish the best outcome. A "do nothing" approach would fail to capitalise on the site's potential for renewal within a strategic, well-connected location. This would result in underutilisation of a large site directly adjacent to Corrimal Train Station, a designated Transport Oriented Development (**TOD**) location. Not carrying out the development would fail to deliver new affordable housing supply, undermine the NSW Government's policy direction, and run counter to significant public infrastructure investment. In particular, it would not meet the targets and objectives of the National Housing Accord, NSW Housing Strategy, and the Illawarra–Shoalhaven Regional Plan 2041.
Option 2 – Continue Under Local Pathway	An alternative option would be to develop the site under the existing WLEP controls without applying the Housing SEPP provisions for TOD or infill affordable housing. A compliant scheme would reflect the original Master Plan and result in a series of four-storey residential flat buildings across the Stage 2a area. This approach would substantially reduce the feasible yield, delivering significantly fewer dwellings and limiting the capacity to provide additional affordable housing. It would also underutilise a strategically located and highly accessible site and would not meaningfully contribute to the Government's broader housing supply and affordability objectives.
Option 3 – The Proposal	The preferred option takes advantage of NSW government legislation which seeks to incentivise new housing in strategic, well-located areas. Development is able to utilise both the Infill affordable housing provisions and the TOD uplift provisions of the Housing SEPP. The proposal utilises additional height and floor space ratio (**FSR**) to part of the site and applies TOD uplift provisions to enable higher density adjacent to transport infrastructure. This approach is considered the most orderly and efficient development pathway, balancing feasibility, urban design quality, and public benefit. The outcome delivers approximately 10% affordable housing, supporting government housing targets.

2.5 Strategic Planning Alignment

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in Table 10 below.

Table 10 Strategic Planning Consistency

Plan	Detail
National Housing Accord 2022	The Federal Government announced the National Housing Accord in October 2022, committing to delivering 1.2 million houses in well-located areas over five years starting from July 2024. The Accord aims to improve affordability by addressing Australia's housing supply challenges and enabling the delivery of more social and affordable housing. The Housing Accord includes: ▪ An initial, aspirational national target of delivering a total of one million new, well-located homes over five years from 2024; and ▪ Immediate and longer-term actions for all parties to support the delivery of more affordable homes. The proposal aligns with the Housing Accord as it seeks to deliver a significant amount of additional high-amenity housing in an accessible location within the Wollongong Local Government Area (**LGA**). The NSW Government has recently released five-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter, and Greater Newcastle, as well as one target for Regional NSW. These targets reflect NSW's commitment to deliver 377,000 new homes, including approximately 15,800 social and affordable dwellings, across the state by 2029 under the National Housing Accord. A five-year target of 9,200 new dwellings has been identified for the Wollongong LGA, the achievement of which will be supported by this proposal.

Plan	Detail
NSW Housing Strategy: Housing 2041	In March 2021, the NSW Housing Strategy: Housing 2021 was released. It sets out a long-term (20 year) strategy for better housing outcomes across NSW. High density housing was identified as an important housing typology to expand housing choice across the state. This proposal is well positioned well to deliver housing choice through the varied apartment types.
Illawarra–Shoalhaven Regional Plan 2041	The Illawarra–Shoalhaven Regional Plan 2041 (**Regional Plan**) is the overarching strategic plan that guides growth and development across the Illawarra–Shoalhaven region, including Wollongong, over the next 20 years. Under the Regional Plan, the site is located within the Wollongong LGA, identified as the region's key economic and population centre. The project is consistent with the Regional Plan for the following reasons: ▪ It delivers housing supply and diversity through 207 high-amenity apartments of varying sizes and typologies, supporting identified demand in the region. ▪ It provides affordable housing with a dedicated building comprising 57 affordable dwellings, directly addressing the Regional Plan's priority for housing affordability and social inclusion. ▪ It supports urban renewal by transforming the former Corrimal Coke Works site into a vibrant and contemporary residential precinct that respects and celebrates the site's industrial heritage. ▪ It maximises accessibility and connectivity by leveraging the site's strategic location adjacent to Corrimal Train Station and within walking distance of the town centre, local amenities and services. ▪ It promotes sustainable and resilient growth through development that makes efficient use of existing infrastructure and contributes to a liveable, well-connected urban form.
Our Wollongong Our Future 2032 Community Strategic Plan	The Our Wollongong Our Future 2032 Community Strategic Plan (**CSP**) sets the long-term vision for the Wollongong Local Government Area, focusing on building liveable, inclusive, and resilient communities. The Plan identifies key priorities for urban renewal, housing diversity, accessibility, and community wellbeing, reflecting the changing needs of the city's population. The Stage 2a proposal aligns with these priorities by transforming the site into a vibrant residential precinct that responds to both local character and community needs. The project demonstrates alignment with the CSP through: ▪ Supports the objectives of the CSP by providing residential development in proximity to Corrimal town centre, contributing to a well-located, integrated urban community. ▪ Delivering well-located housing adjacent to Corrimal Train Station and within walking distance of local shops, services, and community facilities supports integrated and accessible communities. ▪ Providing 207 apartments, including a dedicated affordable housing building with 57 dwellings, addresses population growth and housing needs. ▪ Redeveloping the former industrial site for higher-density residential use optimises existing infrastructure and reduces pressure on greenfield land. ▪ Offering a mix of apartment sizes and typologies, together with communal spaces, supports diverse household types and encourages safe, inclusive neighbourhoods. ▪ Leveraging proximity to public transport and local services to promote sustainable and connected living, active communities, and reduced car dependency.
Wollongong Local Strategic Planning Statement	The Wollongong Local Strategic Planning Statement (**LSPS**) provides a 20-year framework to guide land use and development within the Wollongong LGA, ensuring growth aligns with the objectives of the Regional Plan 2041 and the Community Strategic Plan. The LSPS identifies Corrimal as part of an established urban area suitable for residential growth, including opportunities for higher-density housing that supports local population and housing targets. The LSPS anticipates continued population growth across Wollongong LGA, with an ongoing need for dwellings and increased diversity in housing types, including affordable rental housing. The project supports these objectives by delivering a residential-led redevelopment of the former Corrimal Coke Works site in a strategic, highly accessible location. The project provides 207

Plan	Detail
	apartments, including a dedicated affordable housing building, and optimises building height and massing to achieve higher-density development appropriate to the site while respecting the surrounding context. By consolidating residential growth in a well-connected urban area, the project contributes to the LSPS objectives for sustainable, liveable, and accessible communities.
Future Transport Strategy	The NSW Future Transport Strategy is a long-term plan for transportation in New South Wales. It aims to create a modern, efficient, and customer-focused transport system that can adapt to emerging technologies and cater to the evolving needs of a growing population. The project supports the objectives of the Future Transport Strategy by promoting higher residential density and delivering affordable housing adjacent to Corrimal Train Station, encouraging greater use of public transport. It also strengthens the active transport network by introducing through-site links, enhancing pedestrian connectivity and accessibility across the precinct.
Better Placed	In August 2017, the Government Architect for NSW (**GANSW**) released Better Placed, a strategy that establishes priorities and objectives to create well-designed built environments. It aims to address key challenges and directions, ensuring good design outcomes for NSW. The objectives and design principles of Better Placed have been considered and responded to in the proposed design as identified within the Design Report (**Appendix H**). The document seeks to promote good design and capture our collective aspiration and expectations for the places where we work, live, and play. Better Placed includes seven objectives for good design, which have been considered in the preparation of the proposed development: ▪ The development integrates with the surrounding urban context and reflects Corrimal's character through scale, form, and materials. ▪ Apartment layouts, massing, and orientation maximise amenity, solar access, privacy, and sustainability. ▪ A mix of market and affordable housing, together with communal spaces, promotes social interaction and inclusivity. ▪ CPTED principles and accessible design ensure safe and welcoming public domain interfaces. ▪ The site's proximity to Corrimal Train Station and local services supports efficient infrastructure use and housing supply objectives. ▪ High-quality, durable external materials and finishes achieve a design outcome in line with Better Placed principles.
Connecting to Country Framework	In alignment with the GANSW Connecting with Country Framework, the proposed built form and landscape design has been informed by extensive Connecting with Country engagement and consultation. This is detailed in **Section 3** of this EIS.

3 Project Description

The following section of the EIS summarises the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

3.1 Project Overview

The SSDA seeks development consent for a new Infill affordable housing development comprising:

- Four buildings with a maximum gross floor area of 19,948 sqm including:
  - Building 2.1: four (4) storey residential flat building with a maximum height of 14.8 metres (RL29.40)
  - Building 2.2: six (6) storey residential flat building with a maximum height of 20.9 metres (RL35.40)
  - Building 2.3: six (6) storey residential flat building with a maximum height of 20.95 metres (RL34.50)
  - Building 2.4: six (6) storey residential flat building, including affordable housing with a maximum height of 21 metres (RL34.00)
- 207 x dwellings, comprising:
  - 150 x market dwellings
  - 57 x affordable rental dwellings
- Excavation and construction of three single level basements for parking, services, and storage.
- Vehicular and loading access from the internal road network (being delivered under SSD-86131212).
- Deep soil areas and communal open space (including lawns and play areas, BBQ areas, and seating spaces) and accessible open space.

3.1.1 Numerical Overview

A numerical overview of the proposed development is provided in Table 11**.**

Table 11 Numerical Overview of the Proposed Development

Descriptor	Value / Description			
Key Metrics				
Total Site Area	The total site area to which the Stage 2a Built Form DA relates is 12,905 sqm			
Total Gross Floor Area	Total GFA	19,948sqm		
	Market housing	15,623sqm - 4,325sqm (including common and circulation spaces)		
	Affordable housing	- 4,283sqm (affordable housing apartment GFA)		
Building	**Building 2.1**	**Building 2.2**	**Building 2.3**	**Building 2.4**
Lot Area (to be created by the concurrent Stage 2-4 Civil Works SSDA)	2,312 sqm	2,589 sqm	8,004 sqm	

Descriptor	Value / Description			
Building height *Building height is measured from the existing ground levels established under the Stage 2–4 Bulk Earthworks consent (DA-2023/823)*	14.8 metres (RL29.4)	20.9 metres (RL35.40)	20.95 metres (RL34.50)	21 metres (RL34.00)
Height in Storeys	4	6	6	6
GFA	3,143 sqm	4,325 sqm	12,480 sqm	
Floor Space Ratio	1.35:1	1.67:1	1.55:1	
Number of Apartments	31	57	119	
Unit Mix	Studio – 0 (0%) 1 Bed – 8 (26%) 2 Bed – 17 (55%) 3 Bed – 6 (19%)	Studio – 3 (5%) 1 Bed – 26 (46%) 2 Bed – 28 (49%) 3 Bed – 0 (0%)	Studio – 0 (0%) 1 Bed – 16 (13%) 2 Bed – 31 (26%) 3 Bed – 12 (10%)	Studio – 0 (0%) 1 Bed – 12 (10%) 2 Bed – 32 (27%) 3 Bed – 16 (13%)
Solar Compliance	22 Units (71%)	45 Units (79%)	93 Units (78%)	
Cross Ventilation	20 Units (65%)	38 Units (67%)	75 Units (63%)	
Deep Soil	558sqm (24%)	613sqm (23%)	1,634sqm (20%)	
Communal Open Space	583 sqm (25%)	676 sqm (28%)	3,151 sqm (39%)	
Site Preparation				
Earthworks	Excavation to facilitate the basement levels beneath the residential buildings.			
Car Parking, Loading, Servicing and Vehicle Access				
Vehicle Access	Vehicle access to be provided from internal road network (under SSD 86131212).			
Basement levels	Single level basement	Single level basement	Single level basement to service Building 2.3 and Building 2.4	

Descriptor	Value / Description		
Car Parking (within basement level)	35 residential spaces, 6 visitor spaces Total: 41 car parking spaces	24 residential spaces, 11 visitor spaces Total: 35 car parking spaces	151 residential spaces, 24 visitor spaces Total: 175 car parking spaces
Motorcycle Parking Spaces	3	4	8
Bicycle Storage Spaces	10 x residential spaces, 3 x visitor spaces Total: 13 x spaces	24 x residential spaces, 5 x visitor spaces Total: 24 x spaces	40 x residential spaces, 10 x visitor spaces Total: 24 x parking spaces
Loading and Servicing	Buildings 2.1, 2.2, 2.3, and 2.4 are designed with a dedicated service vehicle access point adjacent to their respective basement driveway entries. Each building includes a ground-level loading dock designed to accommodate a Council waste collection vehicle (10.2 metres).		
Economic			
Job	Construction – approximately 350 direct full time equivalent jobs. Operation – approximately 10 full time equivalent jobs.		

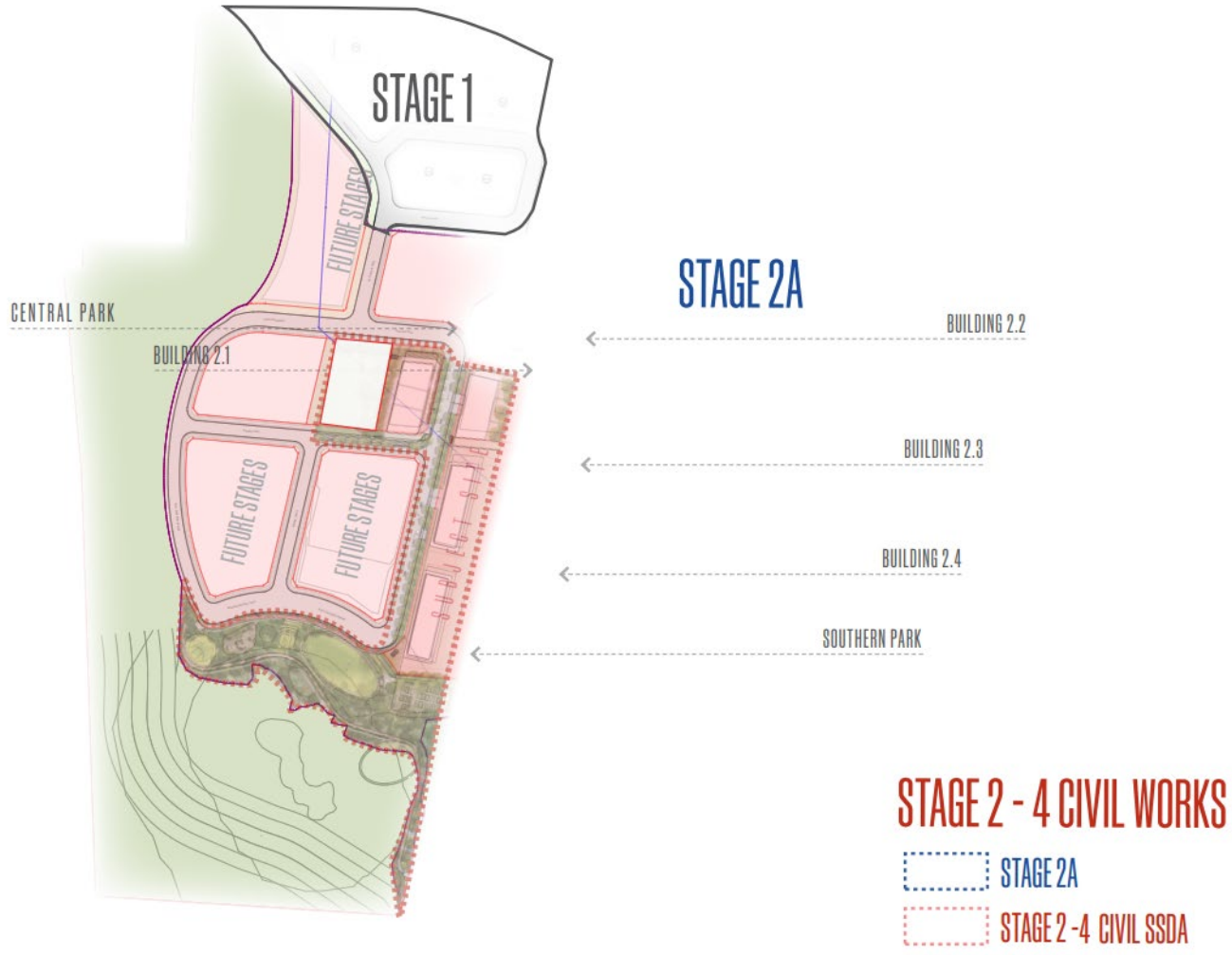
3.2 Detailed Description

3.2.1 Physical Layout and Design

The Stage 2a Built Form SSDA implements the second built form stage of the urban renewal of the former Corrimal Coke Works site. Stage 2a is located south of the approved Stage 1 development (refer Figure).

The project layout comprises four residential buildings (Buildings 2.1–2.4) arranged around a central loop road and adjoining open space network. The residential flat buildings range from four to six storeys in height and together define the built edges of the Central Park, Southern Park, and the internal street network. The layout of Stage 2a is designed to maintain view corridors through the site, provide landscaped setbacks to sensitive edges, and ensure each building directly addresses the surrounding public domain.

Figure 7 Stage 2a Area



Source: DKO

A breakdown of the proposed buildings is provided below:

- **Building 2.1** is located on the north-western part of the Stage 2A area, with frontages to the central loop road on the east and the Central Park on the west. The building has a height of four storeys and is arranged so that residential apartments directly overlook the Central Park. A landscaped setback is provided to the western boundary adjoining the park, with pedestrian entries available from all street frontages to enable connections into the open space. Vehicle access to the basement car park is provided from the eastern frontage to the loop road.

- **Building 2.2** is located on the north-eastern portion of the Stage 2A area, bounded by Building 1.1 to the west, the railway corridor to the east, Building 2.3 to the south and the future retail precinct to the north (to be delivered under a separate application). The building is six storeys in height and is dedicated entirely to affordable housing, to be managed by a registered community housing provider (**CHP**). The eastern elevation incorporates specific design treatments, including landscaped buffers and acoustic measures, to address the interface with the rail corridor. Vehicle access to the basement car park is provided from the western frontage to the internal road network.
- **Building 2.3 and Building 2.4** are located on the eastern side of the Stage 2A area, arranged in a north–south configuration. Both buildings front the internal road network to the west and the railway corridor to the east, with the Southern Park located immediately to the south. Each building has a height of six storeys and share a generally consistent built form, with only minor variations in massing and articulation. Vehicle access for both buildings is provided from the western frontage into a single-level consolidated basement. Landscaped setbacks and acoustic treatments are incorporated along the eastern frontage to address the interface with the rail corridor.

Figure 8 Stage 2a Built Form SSDA Overall Plan

Source: DKO

3.2.2 Public Domain and Landscaping

This Stage 2a Built Form SSDA is submitted concurrently with the Stage 2-4 Civil Works SSDA. The Stage 2-4 Civil Works SSDA will deliver key elements of the public domain, including the Southern Park and Central Park designed to integrate with Buildings 2.1 and 2.4. These parks will provide active and passive recreational spaces that respond to the day-to-day needs of both the Corrimal community and the wider locality.

The Stage 2-4 Civil Works SSDA includes delivery of the internal road network, enabling vehicular access to the basements of the buildings proposed under the subject SSDA. A detailed assessment of the public domain works, including landscaping within the Southern and Central Parks, is provided in SSD-86131212. Collectively, these public domain components form an integral part of the wider urban renewal.

The Stage 2-4 Civil Works SSDA establishes the broader public domain. This Built Form SSDA focuses on the interface and integration between the buildings and adjoining landscaped areas. The project ensures that each building provides suitable connections, permeability, and transitions to the surrounding public domain.

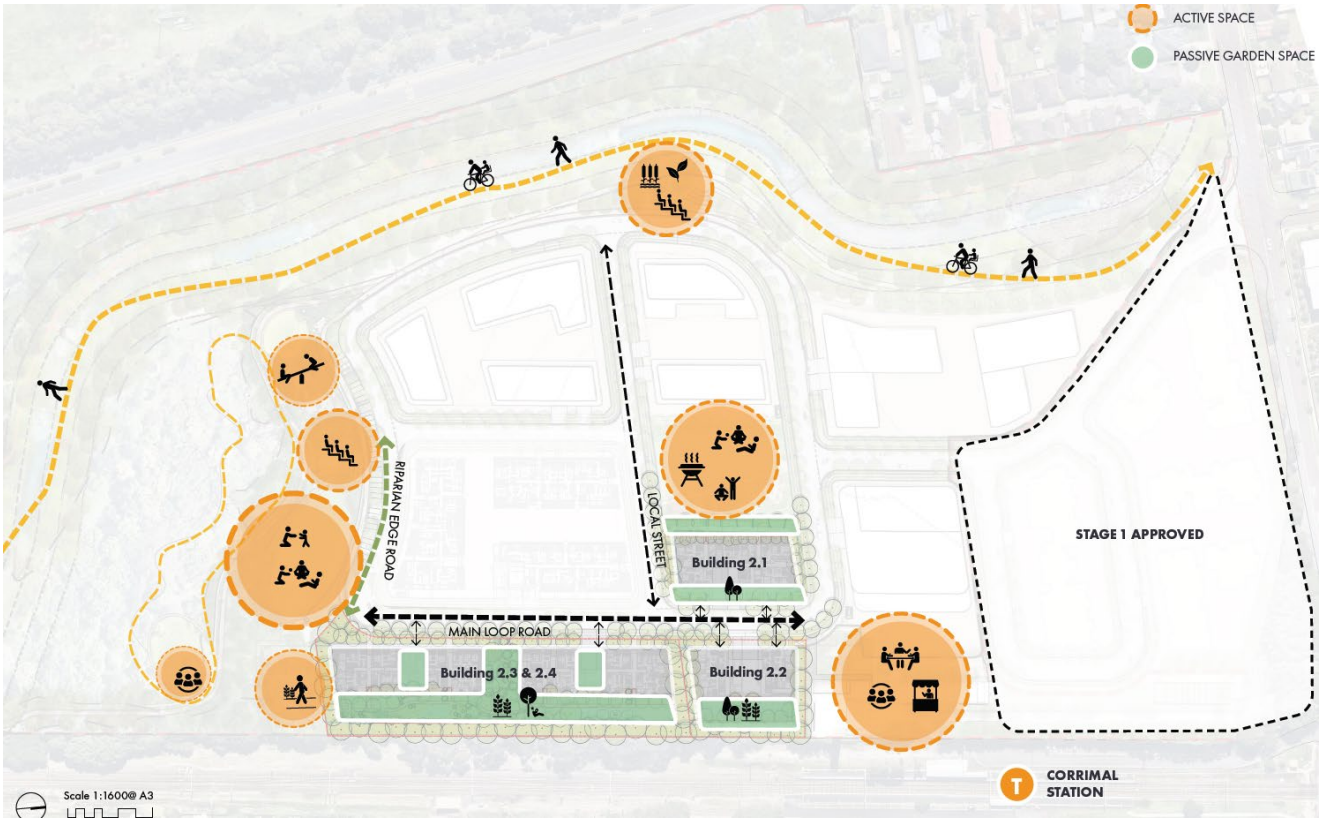
At the ground plane, the design promotes a series of vibrant, interconnected, and publicly accessible landscaped spaces. The landscaped components will seamlessly integrate with the civil works landscaping, ensuring continuity of design character and material palette across the precinct. Landscape setbacks are provided around all buildings to soften the built form, improve amenity, and reinforce pedestrian linkages.

Building 2.1 incorporates a landscaped buffer between the building and the adjoining Central Park, providing a clear distinction between the public open space and the private residential communal areas. The gentle slope of the site allows Building 2.1 to sit slightly elevated above the Central Park, with a low fence and gate ensuring resident security while maintaining visual permeability.

Buildings 2.2, 2.3, and 2.4 provide a 20-metre landscaped setback to the eastern boundary adjoining the railway corridor, ensuring appropriate separation, visual screening and acoustic mitigation.

Across Stage 2a, the proposal provides 5,642 sqm landscaped area in the public and private domain (43.5% of total site area) and 6,498 sqm canopy coverage (50% of the total site area), contributing to the site's green character and supporting a high-quality, well-connected and community-focused urban environment.

Figure 9 Overall Landscape Strategy



Source: Land + Form

3.2.3 Communal Open Space

The project provides a high-quality network of communal open spaces, designed to promote resident amenity, social interaction, and a strong connection to the surrounding public domain and landscape areas. Each communal space has been designed to provide a balance of passive and active recreation opportunities, supported by extensive planting, quality materials, and integrated furniture.

- **Building 2.1:** Communal open space for Building 2.1 is provided at both ground level and Level 3. At ground level, the space features passive seating areas, outdoor exercise spaces, and lawn areas, complemented by extensive landscaped planting that contributes to privacy and amenity. The Level 3 rooftop terrace is centrally located within the building and oriented toward the Central Park, offering views and a strong visual connection to the broader precinct. It includes an outdoor kitchen with

barbecue facilities, a rooftop bar area, seating zones, and integrated landscaping, providing a flexible and inviting environment for residents to gather and relax.

- **Building 2.2:** Communal open space for Building 2.2 is provided at ground level along the eastern side of the building. The space accommodates both active and passive recreation opportunities and includes a timber deck central courtyard, garden walk, quiet seating areas, and a north-facing lawn designed to maximise sunlight access. Landscape planting and tree canopy are used to provide shade, visual screening, and an attractive outlook from adjoining apartments.
- **Building 2.3 – Building 2.4:** Buildings 2.3 and 2.4 share a series of interconnected ground-level communal spaces located on the eastern side of the buildings and along a landscaped garden walk between the two sites. These spaces provide a diverse range of uses including barbecue areas, community gardens, passive seating zones, outdoor workout spaces, and open lawn areas framed by dense planting. The shared design approach promotes interaction between residents and contributes to a cohesive community character across the Stage 2a precinct.

Collectively, the communal open spaces across the Stage 2a buildings deliver high-quality landscaped areas that support resident well-being, enhance urban greening, and complement the broader network of public domain spaces provided under the concurrent Civil Works SSDA.

3.2.4 Stormwater Management

The stormwater management system is detailed in the Stormwater Management Report (at **Appendix O**) and **Section 6.1.9** of this Report. Site drainage is directed to kerb inlet pits along the surrounding streets, with a piped network sized to accommodate storm events up to the 10% AEP. Each building incorporates a treatment train comprising Oceanguard inlet filters and a Stormfilter system prior to discharge.

A total of 46 Oceanguard devices are proposed across the four buildings, providing primary treatment by capturing litter, vegetative matter, free oils, grease and coarse sediments. Secondary treatment is provided by three offline Stormfilter systems, one for each drainage catchment, which use PhosphoSorb cartridge media to remove dissolved pollutants including nitrogen and phosphorus. Buildings 2.1 and 2.2 each include a stormfilter with four 690mm cartridges, and the system servicing Buildings 2.3 and 2.4 includes nine cartridges.

The technical assessment confirms that on-site detention is not required.

3.2.5 Site Preparation and Basement Excavation

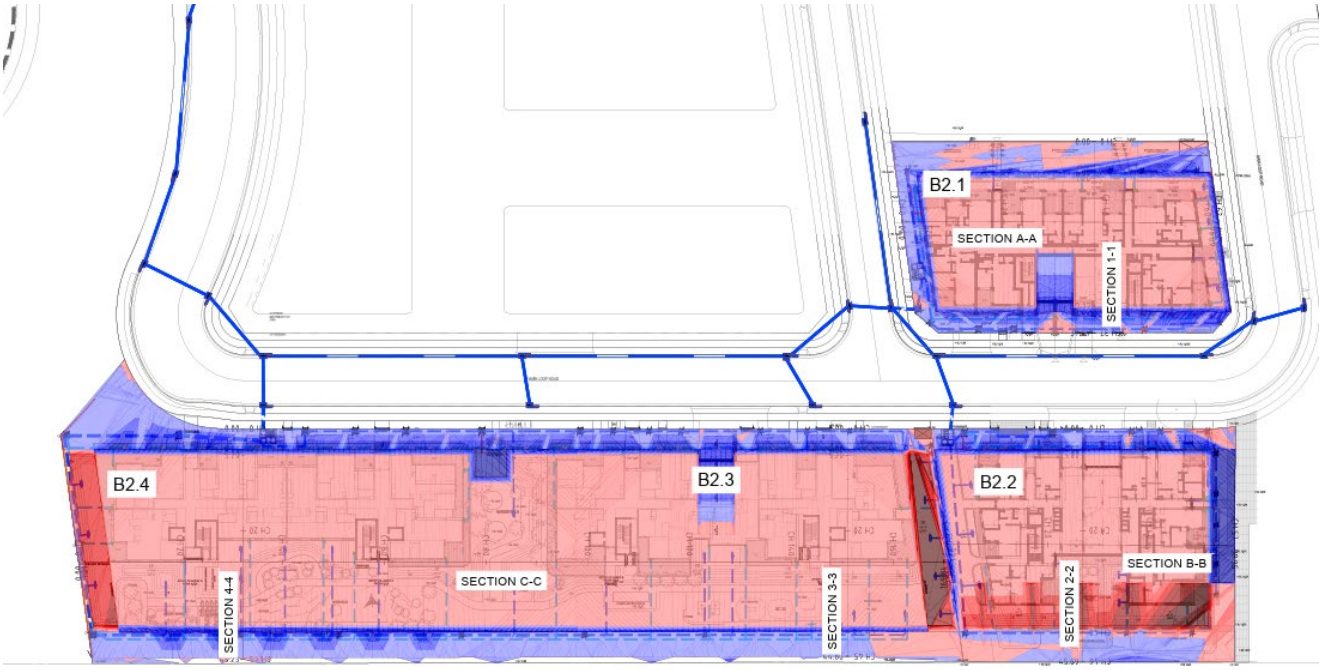
The majority of the site preparation works relating to the Stage 2a Built Form SSDA were approved under the Stages 2–4 Bulk Earthworks DA (DA-2023/823), approved by the Land and Environment Court on 9 April 2025 (File No. 2024/75307). Relevant to the Stage 2a site, the Stage 2–4 Bulk Earthworks DA approved the management and removal of trees and vegetation within the Stage 2a development footprint.

The approved Stage 2–4 Bulk Earthworks consent established the existing ground levels across the site. The subject project involves additional excavation to facilitate the basement levels beneath the residential buildings. The extent of excavation aligns with the approved bulk earthworks and civil design levels.

In total, the proposed excavation and earthworks will involve the following estimated volumes:

- Cut: approximately 5,375m³
- Fill: approximately 3,845m³
- Total material to be exported from site: approximately 1,521m³

Figure 10 Proposed Bulk Earthworks Plan



SURFACE ELEVATION DATA			
NUMBER	MINIMUM ELEVATION	MAXIMUM ELEVATION	COLOR
1	-5.00	-4.00	
2	-4.00	-3.00	
3	-3.00	-2.00	
4	-2.00	-1.00	
5	-1.00	0.00	
6	0.00	1.00	
7	1.00	2.00	
8	2.00	3.00	
9	3.00	3.81	

Source: Siteplus

3.2.6 Development Timing

Site preparation works have been established by a separate development consent, including tree and vegetation removal and bulk excavation earthworks. It is anticipated that at the point of determination of the Stage 2a Built Form SSDA, the land will be ready for the commencement of construction.

The estimated construction program for Stage 2a is a duration of approximately three years. A detailed construction program will be developed by the appointed builder prior to the commencement of the works.

The applicant seeks to deliver the development in a staged manner, allowing for separate Construction Certificates (**CC**s) to be obtained for individual buildings and associated works. No specific sequence of delivery is proposed at this stage, providing flexibility for the construction and occupation of each building as in line with the delivery programming.

3.2.7 Construction Works

All construction works associated with the project will be carried out during standard construction hours:

- Monday to Friday: 7:00am to 6:00pm
- Saturday: 8:00am to 1:00pm
- Sunday: Subject to Out of Hours Permit Approval: and
- Shift / Night Works: Subject to Out of Hours Permit Approval.

In accordance with the current development consent conditions for HDA projects, the development is required to commence within 9 months of consent being granted.

4 Statutory Context

This section o provides an overview of key statutory requirements relevant to the site and project, including:

- *Environmental Planning and Assessment Act 1979* (**EP&A Act)**;
- *Environmental Planning Assessment Regulation 2021* (**the Regulations**);
- *NSW Biodiversity Act 2016* (**BC Act**);
- *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**);
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (**T&I SEPP**);
- *State Environmental Planning Policy (Resilience and Hazards) 2021* (**R&H SEPP**);
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (**B&C SEPP**);
- *State Environmental Planning Policy (Sustainable Buildings) 2022* **(SB SEPP)**;
- *State Environmental Planning Policy (Housing) 2021* **(Housing SEPP)**;
- *Wollongong Local Environmental Plan 2009 (***WLEP***)*; and
- *Wollongong Development Control Plan* (**WDCP**).

Consideration is also required to be given to the following matters:

- *Voluntary Planning Agreement*

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1 Statutory Requirements

The following provides a summary of relevant statutory requirements having regard to the *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix C**.

4.1.1 Power to Grant Approval

Table 12 identifies the SSD declaration and relevant consent authority for the Stage 2a Built Form SSDA.

Table 12 Power to Grant Approval

Matter	Consideration
Declaration of SSD	Under Division 4.7, Clause 4.36(3) of the EP&A Act, the Minister may, by Ministerial planning order, declare specified development on specified land to be State Significant Development. Part 2(4)(1)(n) of the State Significant Development Declaration Order (No. 5) 2025 identifies EOI application 235399 (dated 31 January 2025) for the development of residential flat buildings with the provision of affordable housing at Railway Street, Corrimal being Lot 201/DP1308649, Lot 202/DP1308649, and Lot 103/DP1301632. Pursuant to this Declaration, the site is specified as SSD. *It is noted that the State Significant Development Declaration Order (No. 10) 2025 subsequently amended the legal description of the site (Schedule 1). This EIS therefore references the amended legal description contained within Declaration Order (No. 10) 2025.*
Consent Authority	In accordance with Section 4.5 of the EP&A Act, the Minister is the consent authority, unless the development is of a kind for which the Independent Planning Commission is declared the consent authority by an environmental planning instrument.

4.1.2 Permissibility

The permissibility of proposed development is outlined in Table 13.

Table 13 Permissibility

Matter	Consideration
Land use(s)	Residential Flat Building
Land use zone(s)	R3 Medium Density Residential
Permissibility	The proposed development comprises four 'residential flat buildings'. This land use is permitted with consent within the R3 Medium Density Residential zone in the WLEP.

4.1.3 Other Approvals

The other approvals required to carry out the project are outlined in Table 14 below.

Table 14 Other Approvals

Matter	Consideration	
Consistent approvals s4.42 of the EP&A Act 1979	**Act**	**Applies**
	Fisheries Management Act 1994 (s144)	No
	Coal Mine Subsidence Compensation Act 2017 (s22)	No
	Mining Act 1992 (380AA)	No
	Petroleum (Onshore) Act 1991 (s24A)	No
	Protection of the Environment Operations Act 1997 (s43)	No
	Roads Act 1993 (s138)	No
	Pipelines Act 1967	No
EPBC Act	The *Environmental Protection and Biodiversity Conservation Act 1999* (**EPBC Act**) protects and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. Bilateral Agreement 18 allows for the streamlining of environmental assessments and approvals between the Australian Government and the states and territories, ensuring both levels of government work together to protect Australia's unique environment while reducing duplication in the approval process. The project is not likely to impact any matters protected under the EPBC Act and the project does not require an environmental approval under the EPBC Act.	
Other Approvals	The proposed development involves minor aquifer interference activities works and therefore requires an application for Approval for Water Supply Works and/or Water Use under the Water Management Act 2000.	
Approvals etc. that do not apply	Fisheries Management Act 1994 - -permit under s201,205 or 219	
	Heritage Act 1977 – approval under part 4 or excavation permit under s139	
	National Parks and Wildlife Act 1974 – an Aboriginal Heritage Impact Permit, s90	
	Rural Fires Act 1997 – a bush fire safety authority under s100B	

4.2 Pre-Conditions to Granting Consent

Table 15 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 15 Pre-Conditions

Statutory Reference	Pre-Condition	Response / Section in EIS
Biodiversity Conservation Act 2016	An SSDA is to be accompanied by a Biodiversity Development Assessment Report (**BDAR**), unless DPHI determine that the proposed development is not likely to have any significant impact on biodiversity values.	A BDAR Waiver was issued by the Department of Climate Change, Energy, the Environment and Water (**DCCEEW**) on 14 November 2025 (**Appendix HH**). The BDAR Waiver confirms the development is unlikely to have any significant impact on biodiversity values.
State Environmental Planning Policy (Resilience and Hazards) 2021	Clause 4.6(1) relates to the contamination of land. Under the SEPP a consent authority must be satisfied that the land is suitable in its contaminated state – or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	A Detailed Site Investigation (**DSI**) and Remediation Action Plan (**RAP**) were prepared by Reditus Consulting to detail the proposed remediation strategy under the Stage 2-4 Earthworks consent (DA-2023/823). These investigations confirm that potential contamination sources have been identified and addressed through the approved remediation strategy. Condition 142 of the Stage 2-4 Bulk Earthworks consent (DA-2023/823) requires a site contamination validation report be prepared within 28 days of completion of works to verify all site contamination remediation works have been satisfactorily completed. The approved RAP ensures that the Stage 2a area will be remediated and validated prior to commencement of Stage 2a built form works, thereby satisfying the requirements of clause 4.6(1) of the Resilience and Hazards SEPP. Reditus has provided a supporting letter confirming that the DSI and RAP meet the relevant SEAR requirements, have been reviewed and endorsed by the Site Auditor from Geosyntec Consultants and is appropriate to support this SSD application (**Appendix BB**).
State Environmental Planning Policy (Transport and Infrastructure) 2021	Clause 2.98 relates to development adjacent to a rail corridor. A consent authority must take into consideration any response from the rail authority for the rail corridor received within 21 days after the notice is given.	The site has an eastern boundary to the South Coast Train line. The SSDA will be referred to the relevant rail authority.
	Section 2.99: Excavation in, above, below or adjacent to rail corridors, applies to development within a rail corridor that has excavation more than 2m below ground level.	The consent authority will give notice to the rail authority of the project within 7 days of the application being made and consider any response received within 21 days of notice being given.
	Clause 2.100 relates to the impact of rail noise or vibration on non-rail development. The consent authority must be satisfied that appropriate measures will be taken to	The site is located adjacent to a railway line and will be affected by rail noise.

Statutory Reference	Pre-Condition	Response / Section in EIS
	ensure that the relevant LAeq levels are not exceeded for development for the purposes of residential accommodation.	Rail noise impact is addressed in the Acoustic Impact Assessment. Refer Section 6.1.9 and **Appendix DD**.
State Environmental Planning Policy (Sustainable Buildings) 2022)	Chapter 2, Part 2.1(5) requires that development consent must not be granted for BASIX development unless the consent authority is satisfied that embodied emissions attributable to the development have been quantified.	A BASIX certificate and NABERS has been prepared and submitted with the application. Refer **Section 6.1.7** and **Appendix T** and **Appendix JJ** respectively.
State Environmental Planning Policy (Housing) 2021	Chapter 2, Part 2 of the Housing SEPP relates to development for affordable housing. The Chapter sets out the development to which the affordable housing bonus provisions set out under Division 1 can apply.	The Infill affordable housing bonuses are applied to Building 2.2. This building is eligible to utilise the 30% height and FSR bonuses as: ▪ The proposed land use is permitted within consent under the WLEP ▪ At least 10% of the total GFA is proposed to be affordable housing. ▪ Corrimal Train station is directly adjacent to the site at the east and therefore meets the 'accessible area' threshold.
	Chapter 4 of the Housing SEPP provides non-discretionary development standards for residential apartment development.	Compliance with the nondiscretionary standards is provided at **Appendix C.**
	Chapter 5 of the Housing SEPP relates to Transport oriented development. The Chapter sets out the development to which the TOD provisions can apply.	A portion of the Stage 2a area is located on the Transport Oriented Development Sites Map (the portion outside the State heritage curtilage). Building 2.3 and 2.4 are eligible to utilise the maximum building height and floor space ratio development controls applicable to Transport Oriented Development Areas (under Chapter 5).
	Chapter 5, Clause 161 of the Housing SEPP required the consent authority to ensure the ADG has been considered for residential flat buildings withing Transit Oriented Development Areas.	The Design Report (**Appendix H**) provides a detailed assessment of the proposal against the ADG.
Wollongong Local Environmental Plan 2009	Clause 5.10 requires a consent authority to consider the effect of the proposed development on the heritage significance of a heritage listed item or area concerned	The Stage 2a area includes listed heritage items of local and State significance. Building 2.1, Building 2.2 and the northern portion of Building 2.3 are located within the heritage curtilage of listed item 'Former Corrimal Coke Works' (Item No. 6607) under Schedule 5, Part 1 of the WLEP. This area is also listed as 'Corrimal Coke Works Site' (Item No. 02061) on the SHR under the Heritage Act. The proposal is accompanied by a Statement of Heritage Impact confirming the proposal will not have an adverse impact on the heritage listings. Refer **Section 6.1** and Appendix Z.

Statutory Reference	Pre-Condition	Response / Section in EIS
	Clause 7.18 requires development on land identified on the 'Key Sites Map' must exhibit design excellence. A design review panel must review the proposal if it has an EDC of more than $1,000,000 on a Key Site.	The former Corrimal Coke Works site is identified as a Key Site. As presented in the architectural plans (**Appendix B**), Architectural Design Report (**Appendix H**) and Landscape Design Report (**Appendix R**), the design of the proposal is consistent with the design excellence matters listed in Clause 7.18(4)(a) – (e). The proposal was reviewed by the State Design Review Panel (**SDRP**) on 19 June 2025. The advice received from the SDRP (dated 1 July 2025) has been considered in the design and is addressed in detail in the Architectural Design Report (**Appendix H**).
	Clause 7.20 provides that development consent must not be granted for development if it will result in overshadowing of the land identified as "Heritage Plaza", "Central Park" and "Southern Park" on the Overshadowing Map between 11am and 2pm on 21 June.	Shadow diagrams in the architectural plans (at **Appendix B**) assess the extent to which the proposal creates overshadowing to the Southern Park. The diagrams illustrate a minor noncompliance with this development standard which has been addressed in the Clause 4.6 Variation Request (Overshadow) submitted within this SSDA (**Appendix L**).

4.3 Mandatory Considerations

Table 16 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 16 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulations		
Section 1.3	The relevant objects of the EP&A Act.	**Appendix C**
Section 4.15 (1)(a)(i) Relevant Environmental Planning Instrument	All relevant EPIs will be addressed in the EIS, these include; *State Environmental Planning Policy (Planning Systems) 2021*	**Section 4.1**
	State Environmental Planning Policy (Resilience and Hazards) 2021	**Section 6.2**
	State Environmental Planning Policy (Transport and Infrastructure) 2021	**Section 6.1 & Appendix C**
	State Environmental Planning Policy (Housing) 2021	**Appendix C**
	State Environmental Planning Policy (Sustainable Buildings) 2022	**Section 6.1 & Appendix C**
	Wollongong LEP 2009	**Appendix C**
Section 4.15 (1)(a)(ii) Relevant draft environmental planning instrument	N/A	**N/A**

Statutory Reference	Mandatory Consideration	Section in EIS
Section 4.15 (1)(a)(iii) Relevant Development Control Plan	Clause 2.10 of the Planning Systems SEPP provides that DCPs do not apply to SSDAs. As such, compliance with the Wollongong Development Control Plan 2009 is not a mandatory consideration. Notwithstanding this, consideration has been given to the site-specific provisions under Chapter D19 Former Corrimal Coke Works Site.	**Appendix C**
Section 4.15 (1)(a)(iiia) Any Planning Agreement	A Voluntary Planning Agreement applies to the site.	**Section 2.3**
Section 4.15 (1)(a)(iv) Relevant Matters Prescribed By The Regulations.	It is anticipated that a consent to the SSDA will be subject to the conditions of development consent prescribed in Part 4, Division 2 of the EP&A Regulations.	**This is a matter for the consent authority.**
Section 4.15(1)(b) The Likely Impacts Of That Development,	The likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality have been considered.	**Section 6**
Section 4.15(1)(c)	The suitability of the site for the development	**Section 7**
Section 4.15(1)(d)	Any submissions made in accordance with the Act or regulations	**Section 7**
Section 4.15(1)(2)	The Public Interest	**Section 7**
Mandatory relevant considerations under EPIs		
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 4, Section 4.6 – Contamination and remediation to be considered in determining development applications.	**Appendix C**
State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.98 – Development adjacent to rail corridors. Section 2.99 – Excavation in, above, below or adjacent to rail corridors. Section 2.100 – Impact of rail noise or vibration on non-rail development	**Appendix C**
State Environmental Planning Policy (Sustainable Buildings) 2022)	Chapter 2 – Standards for residential development – BASIX.	**Appendix C**
State Environmental Planning Policy (Housing) 2021	Chapter 2 – Infill Affordable Housing Chapter 4 – Design of residential development. Chapter 5 – Transit Oriented Development	**Appendix C**
Wollongong Local Environmental Plan 2009	Objectives and land uses for R3 Medium Density Residential zone. Part 4 – Principal development standards. Part 5 – Miscellaneous provisions. Part 6 – Urban release areas Part 7 –Local Provisions - general.	**Appendix C**
Considerations under other legislation		

Statutory Reference	Mandatory Consideration	Section in EIS
BC Act – section 7.14	The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for SSD to be accompanied by a Biodiversity Development Assessment Report, unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. A BDAR Waiver has been submitted (on 31 October 2025) which confirms that the proposal is unlikely to have any significant impact on biodiversity values of the site and surroundings. A copy of the BDAR Waiver Request is attached at **Appendix HH.**	**Appendix HH**
Development Contributions		
Local Planning Agreement	The obligations of the under the local planning agreement are outlined in Section 2.3. This includes: ▪ Dedication of the Central Village Park to occur with the Subdivision Certificate for Stage 2 – 4 - to be delivered under the Civil works SSDA. ▪ Embellishment works on the Central Village Park to be completed under the Civil works SSDA and delivered prior to an Occupation Certificate for any residential flat building within the Stage 2a area. ▪ Delivery of 35 affordable housing units within Building 2.2 – to be delivered under this subject SSDA.	
Wollongong City-Wide Development Contributions Plan 2024	The Wollongong City-Wide Development Contributions Plan (2024) levies contributions under Section 7.12 of the Environmental Planning and Assessment Act 1979. However, the executed PA for the site specifically excludes the application of Sections 7.11 and 7.12 contributions to "the Development", defined as the *'residential and mixed-use redevelopment of the land generally in accordance with the Planning Proposal and Development Application'* (which provided for a total of 550 dwellings). The Stage 1 Built Form consent approved 179 dwellings, and this Stage 2a Built Form SSDA seeks approval for a further 207 dwellings. Accordingly, the combined total of 385 dwellings remains within the 550 dwellings contemplated under the Planning Proposal and VPA. As such, section 7.12 of the Wollongong City-Wide Development Contributions Plan does not apply to this proposal.	
HPC (Regional) Development Contributions	The Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023 was assented on 13 July 2023, to levy contributions for regional infrastructure via the Housing and Productivity Contribution (**HPC**). Regional infrastructure includes public amenities, public services, affordable housing, transport infrastructure, regional or State roads, and measures to conserve or enhance the natural environment. The PA does not exclude the application of Section 2.74 of the Act (relating to the provision of regional infrastructure), therefore the HPC applies to the proposal. The contribution rate for medium density residential development in the Illawarra-Shoalhaven Region is $6,469.91 per dwelling. The Applicant anticipates a condition of consent will be imposed requiring a HPC payment.	

5 Community Engagement

The following section describes the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved.

5.1 Engagement Carried Out

Community and stakeholder engagement was undertaken by Brooks Community Engagement on behalf of The Applicant. This engagement aimed to inform, consult, and gather feedback from a broad range of stakeholders, including local residents, community groups, buyers, government authorities, and relevant agencies. It also supported the detailed assessment of key matters within the SSDA.

During the notification and engagement period, Brooks and The Applicant reached over 3,200 stakeholders through a combination of digital, face-to-face, and formal consultation activities. The engagement approach was consistent with the Undertaking Engagement Guidelines for State Significant Projects and addressed the requirements outlined in the SEARs.

The engagement carried out for the project is outlined in Table 17.

Table 17 Engagement Carried Out

Stakeholder	Action	Date(s)
Community Stakeholders		
Local Residents, Community Groups, and Buyers	Letterbox drop (406) and email notifications (75) to inform community of SSDA and invite to engagement sessions.	11 July 2025
	Social media post (reach: 2,689) to notify community of SSDA and engagement opportunities.	17 July 2025
	Two community drop-in sessions were held to provide details on SSDA proposal, answer queries, and gain feedback (28 participants total).	29 July 2025 (12–2pm; 5–7pm)
	Online webinar to provide details on SSDA proposal, answer queries, and gain feedback.	31 July 2025 (6–7pm)
	Community feedback survey to gather feedback from community members.	July–August 2025
Government Authorities		
Wollongong City Council	The Applicant has had ongoing dialogue with Council in regard to the Stage 2-4 Bulk Earthworks consent.	Ongoing
State MP	Two community drop-in sessions were held to provide details on SSDA proposal, answer queries, and gain feedback (28 participants total).	29 July 2025 (12–2pm; 5–7pm)
Other Agencies		
State Design Review Panel	Introductory meeting to present Stage 2a Proposal and obtain feedback.	19 June 2025
Transport for NSW	Consultation meetings including introductory, check-in, and on-site meetings to present Stage 2a Proposal and obtain feedback.	10 June 2025 (Virtual Check-in)

Stakeholder	Action	Date(s)
		19 June 2025 (Introductory) 24 July 2025 (On-site meeting)
DPHI	Two consultations (introductory and scoping) and one check-in meeting to present Stage 2a Proposal and obtain feedback.	8 May 2025 (Introductory) 27 May 2025 (Scoping) 17 July 2025 (Check-in)

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

5.2 Community Views

The key issues raised by the community and key stakeholders are summarised in the table below. A detailed community engagement table is provided as **Appendix D** which details the way in which these issues have been addressed in the EIS.

Table 18 Community Feedback

Feedback	Project Response
Pedestrian Crossing on Railway Street	
A key concern raised was the absence of a safe pedestrian crossing on Railway Street, particularly for school children. Community members recommended that a crossing be implemented to enhance safety and connectivity, both during and after the development.	In response to strong community feedback, The Applicant is currently exploring opportunities to install a pedestrian crossing on Railway Street. Any crossing would be subject to approval by Wollongong City Council. If delivered, the pedestrian crossing would be funded separately and would not form part of, or be drawn from, the Voluntary Planning Agreement contributions.
Traffic Impact Identified as a Major Ongoing Concern	
Increased traffic volumes associated with the development were identified as a significant issue, with residents anticipating congestion due to the increase in density in cars from the development.	A Traffic Impact Assessment has been prepared to assess the potential effects of the proposed development on the local road network. This includes analysing current traffic conditions, projected increases in vehicle movements, and identifying any necessary upgrades or mitigation measures to manage future demand
Support for Partnership with Corrimal High School and IndigiGrow	
The partnership involving The Works, Corrimal High School, and IndigiGrow was positively received, with praise for its focus on native planting education, student involvement, and local environmental outcomes.	The Applicant is proud to partner with Corrimal High School to support the establishment of a nursery and planting workshops, which will ultimately contribute to the Bush Tucker Trail within The Works development. This partnership helps foster a strong community connection between the school and The Works, while educating students about Indigenous plants and culture.
Positive Reception of Nature Trails, Bike Trails and Connecting with Country Landscaping Elements	
Community members expressed strong support for the inclusion of nature trails, bike paths, and landscaping	The Applicant is proud to deliver community-focused amenities such as nature trails and bike paths, while

Feedback	Project Response
elements that promote connection to Country and local identity.	embedding Connecting with Country principles throughout the development. These elements have been guided by the Cultural Values Assessment to reflect and respect the local cultural landscape.
Preference for Native Plant Species in Landscaping Design	
While landscaping plans were generally well received, stakeholders recommended prioritising native species—such as Illawarra Flame Trees and Native Fig Trees—over exotic plants, particularly in shaded areas.	The majority of the proposed planting species in the landscape are native to the Illawarra and prioritised wherever possible. The planting species incorporates those recommended in Council's Site specific DCP, the micro-climate conditions and the Grey Headed Flying Fox community on the site. The intention is to have approximately 80 - 85% of all plant species throughout Stage 2a to be native. Careful consideration will be given to species selection, and these will be influenced by landscape design, connecting with country principles, feedback provided from Aboriginal knowledge holders and groups reflected from cultural values assessment. In some instances, select exotic species are included to meet specific functional or design objectives that satisfies site-specific performance needs.
Concerns Regarding Limited Car Parking Capacity	
Feedback indicated concern that the proposed number of parking spaces may not accommodate typical household vehicle numbers, potentially leading to overflow into surrounding residential streets.	Car parking is provided in accordance with the relevant State and local planning policies. Car parking for Buildings 2.1, 2.3 and 2.4 has been designed in accordance with the requirements of Chapter E3: Car Parking, Access, Servicing and Manoeuvring of the WDCP. Car parking for Building 2.2 is provided in accordance with the non-discretionary standards under the Housing SEPP, given the building includes affordable housing and utilises the Infill Affordable Housing bonus provisions. The development aims to balance regulatory compliance with broader planning goals, including encouraging public transport use.
Concerns Regarding only 1 Entry and Exit into the Development	
Although not specific to Stage 2a, the community expressed and raised concern that a single entry and exit point in for the development was inadequate for the expected population increase and felt could contribute to traffic management issues.	As part of the original planning proposal, The Applicant proposed a second entry point into the site from adjoining roads in order to improve vehicle access. However, this was refused by Wollongong City Council and Transport for NSW. A single entry and exit point on Railway Street, opposite Harbinger Street, has been approved by Wollongong City Council. This access point will be supported by a new roundabout. Traffic assessments and inputs from relevant authorities have confirmed that this arrangement is sufficient to accommodate projected traffic volumes.
Positive Feedback on Provision of Green Open Spaces	
The inclusion of publicly accessible green spaces and landscaped areas was positively received, with community members valuing their contribution to liveability and amenity.	The Central Park and the Southern Recreational Park are being delivered as part of the broader precinct. These parks are proposed under the concurrent Stage 2–4 Civil Works SSDA, while additional open space and landscaped areas are provided within this proposal to complement and connect to these key public spaces, enhancing

Feedback	Project Response
	community amenity, recreation opportunities, and the overall landscape character of the precinct.
Need for Improved Public Transport Services in Line with Increased Density	
Community feedback highlighted the need for enhancements to the Corrimal train line and timetable frequency to accommodate increased population and encourage public transport use.	The wider Corrimal master plan includes a proposed bus loop, bus stop, and a 'kiss and ride' zone near the train station to support connectivity and align with existing transport infrastructure. This infrastructure does not form part of the scope of this SSDA.
Requests for Effective Dust Management During Construction	
Residents raised concerns about dust impacts experienced during Stage 1 construction (relevant to the approved Stage 1 Bulk Earthworks consent) and requested proactive management strategies for Stage 2a works.	A detailed Construction Management Plan (**CMP**) will be implemented to minimise disruptions, including noise and dust control measures. The CMP will strictly regulate construction activities, ensuring they adhere to local council requirements and regulated working hours. As part of its ongoing construction activities, The Applicant is also installing an additional wash bay to help reduce dust and further improve dust management on site.
Concerns About Water Contamination from Underground Car Park Excavation	
Stakeholders expressed concern that excavation for underground parking could lead to water runoff and potential contamination of nearby waterways, particularly during rainfall.	Water management in underground excavation pits is subject to strict licensing and compliance protocols. All water undergoes comprehensive testing, and if found to be contaminated, it will be transported off-site for proper disposal. Contaminated water will not be permitted to enter the creek or surrounding stormwater systems.
Desire for Stronger Integration of Heritage Elements in Building Design	
While some heritage references (e.g. the sawtooth roofline on Building 2.2) were acknowledged, community members felt that overall design should better reflect the site's industrial history.	The four residential flat buildings have been designed to three distinct precincts. The precincts are a reflection of the local context, incorporating the shared history of Indigenous and local industrial heritage. With the coordination of the Connecting to Country consultant, Buildings 2.1, 2.3 and 2.4 have been designed to reflect the cultural significance of the local indigenous people. in the following ways: ▪ **Building 2.1 is** designed to reflect Korimul Mountain and the western escarpment, maintaining important cultural view lines to the mountain and creek through vertical façade elements that frame these vistas. The design draws on the local geology – slate, sandstone, claystone, and coal—by incorporating colours, textures, and forms that interpret the stratification and undulation of the escarpment. ▪ **Building 2.2**, which is located adjacent to the proposed Heritage Plaza and existing Coke Works, has been designed to reflect the local history. The use of recycled brick and white hebel with concrete slab edges for the first 4 levels is a direct reflection and interpretation of the resilient materials used in the Coke Works. The brick used will be carefully curated to match the significant heritage structures such as the brick chimney and ovens. The upper 2 levels have been designed with a metal cladding as a nod to the use of corrugated sheet metal and metal structures found on site. Furthermore,

Feedback	Project Response
	the saw tooth roof form further reflects the roof form of industrial structures previously found on site ▪ **Buildings 2.3 and 2.4**, located closest to Towradgi Creek, honour its cultural role as part of a Dreaming Story linking the escarpment to the sea. Inspired by the creek's ecological significance and native species such as Wollongong Wollybutt and Turpentine trees, the design uses vertical elements, patterned windows, and contrasting colours to echo the surrounding forest. Varying roof heights create the impression of a cluster of smaller buildings, representing the native tree canopy along the creek.
Feedback on Climate Performance of Building Materials	
Concerns were raised about the use of black cladding and roofing materials, with recommendations to consider more climate-responsive materials that reduce heat retention.	The roofs of each building will be a light to medium colour to mitigate unwarranted heat gain. The dark cladding of the buildings will be designed with the ESD consultant to achieve all energy and thermal comfort requirements as required from a building performance perspective. This is a numerical requirement as part of BASIX and NatHERS.
Concerns regarding Increased Building Height and Dwelling Numbers	
Community members expressed concern over the proposed increase in building height from 4 to 6 storeys and the associated increase in dwellings from 550 to approximately 900, citing impacts on local infrastructure and alignment with initial approvals.	The Applicant acknowledges the concerns raised by community members regarding the proposed increase in building height from 4 to 6 storeys and the anticipated uplift in dwelling numbers from 550 to approximately 900. It is important to note that the increase to approximately 900 dwellings has not yet been approved. This potential uplift is part of a broader master plan vision and will be subject to further detailed assessment and approval by the relevant consent authority to each application. The anticipated increase in dwellings is aligned with the strategic intent of the NSW Government policy to incentive diverse and affordable housing options in well-located areas. This approach supports targets established under the National Housing Accord and contributes to the NSW Government's broader commitment to accelerating housing supply in key regions, including the Illawarra. The applicant remains committed to working collaboratively with government agencies, stakeholders, and the community to ensure that future stages of the project respond to both planning priorities and local expectations.
Positive Acknowledgement of Broader Contributions by The Applicant with Emphasis on Local Infrastructure Needs	
While The Applicant's contributions at both local and state levels were positively acknowledged, stakeholders emphasised the need for targeted local improvements—such as a pedestrian crossing on Railway Street—to address community priorities.	There is an executed Planning Agreement between The Applicant and Council, which secures the delivery of significant public benefits across the staged redevelopment of the site. The Agreement provides for the dedication and embellishment of two major parks and a riparian corridor (totalling approximately 8.6 hectares), active transport links including a north–south shared path and upgrades along Railway Street, a new four-way roundabout, and dedication of land to enable a future railway overpass. It also ensures permanent public access to Corrimal Railway Station and the sale of land to a

Feedback	Project Response
	Community Housing Provider to deliver 35 affordable dwellings. The Applicant is still exploring the opportunity to deliver a pedestrian crossing on Railway Street.
Cumulative Assessments are Required to Properly Measure Impact on Community	
Community members emphasised the importance of conducting cumulative impact assessments—particularly in relation to traffic. It was noted that assessments supporting the State Significant Development (SSD) should evaluate not only the impact of this specific project (Stage 2a) but also consider the combined effects of surrounding and concurrent developments in the area to provide a more accurate and holistic understanding of potential impacts.	It is noted that development applications assessed under the SSD framework, require a higher level of environmental assessment and technical rigour than a standard development application. The technical assessments supporting this proposal have been undertaken on a cumulative basis to ensure that the assessments consider not only the impacts directly attributable to the Stage 2a proposal, but also the combined and incremental impacts of other existing, approved, and anticipated developments within the broader precinct and surrounding area.

5.3 Engagement to be Carried Out

The Applicant will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases by enabling the community to seek clarification about the project through the two-way communication channels.

6 Assessment of Impacts

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

Detailed tables have been provided within the appendices as outlined in Table 19. This information includes a reference to where these matters have been addressed in the EIS.

Table 19 Key Appendices

Key Appendix	Reference
SEARs compliance table	**Appendix A**
Statutory compliance table	**Appendix C**
Proposed mitigation measures table	**Appendix D**
Community engagement table	**Appendix E**

6.1 Detailed Impact Assessment

This section provides a detailed assessment of key matters which may have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues identified in the SEARs, and the mitigation measures required to avoid, mitigate, and offset the potential impacts of the project.

6.1.1 Design Quality

Item 5 of the SEARs requires an assessment of the design quality of the proposal to demonstrate how the development will achieve design excellence and the seven objectives for good design in Better Placed.

The proposed development has been designed to achieve a high standard of architectural and urban design quality consistent with the principles of Better Placed, the Apartment Design Guide, and the requirements of Clause 7.18 (Design Excellence) of the WLEP. The design has been the subject of an iterative and collaborative process led by DKO Architecture in consultation with Waters Consultancy, Land & Form, and Integreco.

The proposal was reviewed by the State Design Review Panel (**SDRP**) on 19 June 2025. The Panel provided support for the project's urban design framework, heritage integration, and residential amenity outcomes. Specific comments and recommendations provided through the SDRP process and the project's detailed responses is summarised in Table 20 below. A detailed response to the SDRP feedback is provided in the Urban Design Report at **Appendix H**.

Table 20 SDRP Advice and Project Response

Theme	SDRP Advice	Project Response
Built Form and Site Strategy	The Panel suggested that revisiting the master plan to better accommodate higher densities and a broader mix of building typologies could deliver a more coordinated and high-quality outcome consistent with the design excellence provisions of the WLEP.	The Stage 2a SSDA has been prepared in accordance with the current planning framework, including the provisions of the WLEP, the Housing SEPP, and the HDA declaration process, which provides the pathway for the project to proceed as an SSDA. The WLEP and site-specific DCP establish the maximum building heights and FSR across the precinct. The proposal accommodates the uplift anticipated under the TOD provisions and additional Infill affordable housing bonuses, while remaining generally consistent with the

Theme	SDRP Advice	Project Response
		mid-rise built form and master plan principles (such as solar access, heritage curtilage, and urban design excellence). The following responses address each matter raised by the SDRP and outline the assumptions underpinning the master plan as they apply to Stage 2a:
Urban Structure and Public Domain	The Panel commended the central spine and park network but sought stronger definition between public, communal and private realms and better connection between the Central and Southern Parks.	The ground-plane and open-space layouts have been refined to establish a continuous, legible pedestrian corridor linking the two parks. Clear thresholds and hierarchy of spaces (public plaza, shared courtyards, private terraces) are provided, with landscaping and wayfinding reinforcing safe, active and inclusive movement through the precinct.
Ground-Floor Activation and Interfaces	The Panel encouraged improved activation and passive surveillance through direct street entries and transparent frontages to communal areas.	All ground-level dwellings have individual street entries and terraces with low fencing and soft landscaping to encourage engagement and surveillance. Residential lobbies provide transparent edges to the public domain while maintaining residential privacy.
View Corridors and Heritage Views	The Panel noted the need to protect key east–west view corridors to the Illawarra Escarpment and to maintain views to the heritage chimneys from public spaces.	Building massing has been designed to preserve the identified DCP view corridors. The framing of the open space areas and street setbacks maintain visual links to Mount Keira and the retained chimneys within the Heritage Plaza. These features act as landmarks within the public domain .
Overshadowing and Solar Performance	The Panel requested quantified testing to verify that Central and Southern Parks would receive adequate solar access throughout the winter solstice.	A detailed shadow analysis (provided within the Design Report) demonstrates compliance with WLEP solar-access objectives. Minor overshadowing of the Southern Park is limited to 11am to 2pm on 21 June. A Clause 4.6 Variation (overshadow) has been prepared to justify non-compliance with clause 7.20 of the WLEP – refer **Appendix L**. No significant overshadowing impact occurs to Central Park or heritage open space areas.
Building Articulation and Massing	The Panel supported the mid-rise typology but recommended further break-down of apparent bulk through roofline variation and façade modulation.	The buildings adopt a graduated height strategy with recessed upper levels and modulated façades. Vertical and horizontal articulation, balcony setbacks and contrasting materials provide fine-grain variation and reinforce human scale throughout the precinct.
Materiality and Architectural Expression	The Panel encouraged a refined material palette referencing the site's industrial heritage and ensuring durability and coherence across buildings.	The proposed materials palette comprises robust, contextual materials such as face brick, textured concrete and metal detailing in warm earthen tones. Material transitions respond to heritage structures and the broader industrial character of Corrimal.
Landscape and Tree Canopy	The Panel recommended that deep-soil zones and tree canopy coverage be expanded and verified for deliverability, targeting approximately 40 per cent coverage within Central Park.	The landscaping strategy increases deep-soil areas and provides mature tree planting throughout public and communal spaces. Species selection supports local ecology and achieves the desired canopy density for shade, habitat and visual softening of built form. The proposal provides: - 5,642sqm landscape area (43.7%) - 6,498sqm canopy coverage (50%)
Residential Amenity and ESD	The Panel sought confirmation that apartments would achieve ADG-compliant solar access, cross-	The design meets or exceeds ADG benchmarks, with over 70 % of dwellings receiving direct solar access and approximately 60 % cross ventilated. The ESD report

Theme	SDRP Advice	Project Response
	ventilation and privacy, and that ESD strategies were embedded in the design.	(**Appendix S**) outlines the ESD strategies implemented into the design including rainwater reuse and efficient envelopes.
Transport and Access	The Panel recommended locating vehicle entries away from building entries for to improve the arrival experience and pedestrian safety.	Vehicle entrances for basement access and loading have been strategically relocated away from residential lobbies to ensure clear separation and enhance pedestrian safety. Landscaping has been carefully designed to highlight the lobbies, reinforcing them as key focal points and improving overall wayfinding throughout the site.
Connecting with Country and Cultural Narrative	The Panel encouraged deeper integration of Dharawal Country values beyond landscape interpretation, ensuring cultural narratives are embedded in architecture and public spaces.	Guided by Waters Consultancy's Connecting with Country framework, the design celebrates the site's cultural significance through framed view lines, interpretive landscape elements and material references to Country. Ongoing engagement with Dharawal representatives will inform detailed interpretive design.

6.1.2 Better Place

The Urban Design Report (**Appendix H**) details how the project achieves the objectives of Better Placed as required by the SEARs. Better Placed is an integrated design policy for the built environment of NSW. It seeks to capture the collective aspiration and expectations for the places where people work, live and play. Refer to Appendix H for a detailed assessment.

6.1.3 Built Form and Urban Design

The built form and urban design have been guided by the master plan, which establishes a clear and cohesive urban structure across the site. The arrangement of buildings within Stage 2a responds directly to this framework, reinforcing key view corridors, pedestrian connections, and landscape axes. The initial master plan massing provides the foundation for a series of distinct built form components, each articulated through varied materiality, textures, and detailing. The built form strategy for Stage 2a builds upon the approved master plan and has been refined through design development to deliver a cohesive, high-quality urban outcome. Key elements of the built form and urban design response include:

Building upon the master plan massing

The proposal builds upon the approved master plan massing by incorporating additional height and density consistent with the Transit-Oriented Development (**TOD**) and Infill affordable housing provisions of the *Housing SEPP* (refer to **Section 6.1** below). This approach enables the delivery of high-quality, well-designed housing in a strategically located and highly accessible setting, while maintaining the intended urban framework and character established under the master plan (refer Picture 5).

Articulated façades and vertical modulation

Recessed vertical elements are integrated into the façades, extending across multiple levels to articulate the built form and reinforce a refined, human-scaled architectural expression. These elements introduce visual depth and rhythm, reduce perceived bulk, and contribute to a cohesive yet varied streetscape. They also perform a functional role by providing passive solar control, enhancing daylight access and thermal comfort for residents (refer Picture 6).

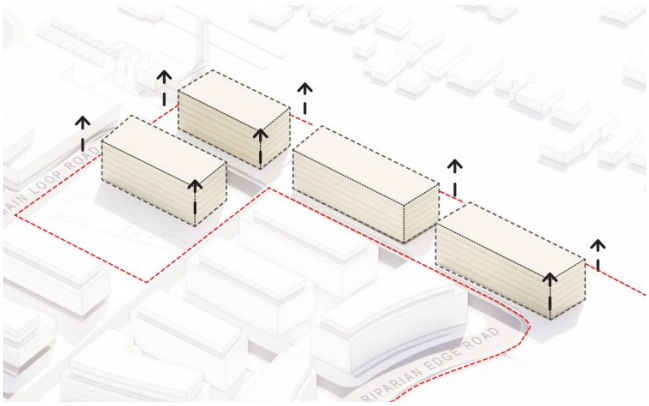
Varied building heights and skyline composition

The proposal incorporates a diversity of building heights to create a visually engaging skyline while responding sensitively to the surrounding built form, landscape, and heritage context. Taller elements are positioned to frame key corners and view corridors to the Illawarra Escarpment and heritage chimneys, while lower-scale forms define a comfortable pedestrian environment and provide appropriate transitions to adjoining uses and open spaces (refer Picture 7).

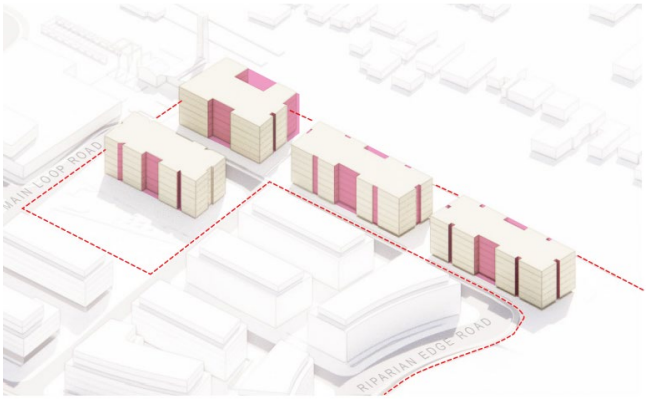
Precinct-based design response

The master plan defines a series of contextual precincts, each informed by the site's spatial, historical, and environmental attributes. This enables the built form, materiality, and landscape character to be tailored to reflect each context - drawing on the industrial heritage of the Corrimal Coke Works, the natural escarpment setting, and nearby residential neighbourhoods. This precinct-based approach enhances legibility, reinforces local identity, and contributes to a strong sense of place (refer Picture 8).

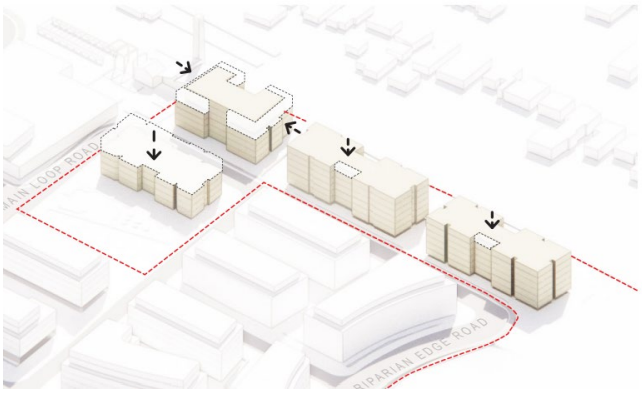
Figure 11 Built Form and Urban Design Response



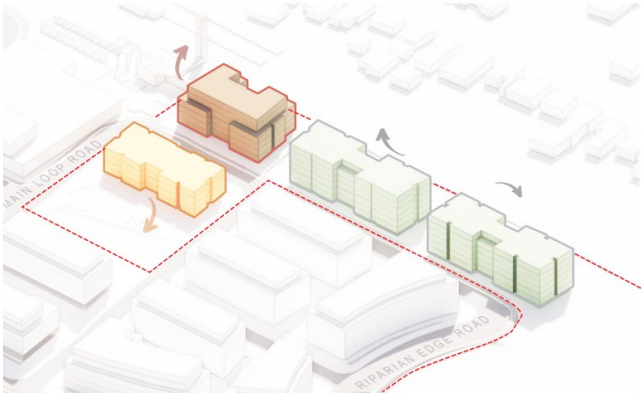
Picture 5 Increase Master Plan Massing



Picture 6 Vertical Articulation



Picture 7 Diversity in Building Heights



Picture 8

Source: DKO

6.1.4 Architectural Character and Design Response

6.1.4.1 Building 2.1

Building 2.1 occupies a prominent location fronting Central Park and forms a key element of the Stage 2a precinct. The building presents as a 4 storey mid-rise form, providing a strong built form edge and visual and physical connection to the adjoining open space. A robust brick plinth grounds the building and defines an active and textured street edge, while upper levels are articulated through vertical fins, recessed bays, and horizontal banding that provide rhythm, depth, and long-range views to the escarpment.

The internal configuration includes a higher proportion of three-bedroom dwellings, with garden apartments at ground level providing direct engagement with Central Park and enhancing ground-plane activation.

The façade incorporates a modular fin system designed to optimise solar shading and daylight penetration, improving environmental performance and resident comfort. The design adopts the Korimul palette of warm sandstone tones, white and grey finishes, and textural materials that reference the site's industrial heritage and escarpment setting.

Figure 12 Building 2.1

Source: DKO

6.1.4.2 Building 2.2

Building 2.2 comprises a six-storey residential building located centrally within the Corrimal Coke Works Master Plan area. The building accommodates affordable housing and occupies a highly visible position adjoining the main pedestrian link to the Plaza, establishing a built edge to the Heritage Plaza and railway corridor.

The building's form and scale are consistent with the master plan intent for a mid-rise character, with the upper two levels recessed to reduce visual bulk and maintain an appropriate transition to surrounding public spaces and heritage elements.

A landscaped setback is provided along the railway corridor, creating a suitable separation between the building and the transport corridor. This setback functions as both a buffer to manage potential noise and vibration impacts and a soft landscape edge that improves the visual connection to the precinct when viewed from the railway line.

The building's external treatment incorporates durable, low-maintenance materials that reference the industrial heritage of the site, while ensuring a consistent and contemporary presentation within the broader context. The building's orientation and façade composition support passive design outcomes, with appropriate levels of solar access, natural ventilation, and acoustic attenuation.

Figure 13 Building 2.2

Source: DKO

6.1.4.3 Buildings 2.3 and Building 2.4

Buildings 2.3 and 2.4 are located along the eastern edge of the Stage 2a precinct, defining the interface with the railway corridor. The buildings range between five and six storeys in height and follow the natural curve of the site, establishing a continuous built form that responds to the site's topography and the alignment of the railway. The northern façade of Building 2.3 presents as a four-storey street wall, with the upper two levels recessed to reduce visual bulk and provide an appropriate transition in scale. This articulation is consistent with the adjacent Building 2.2, ensuring a cohesive streetscape.

The massing has been refined to introduce additional articulation and vertical recesses in each building, breaking down apparent bulk and providing a fine-grain rhythm along the façade. Horizontal breaks and varying setbacks are used to define distinct building elements, improve visual permeability, and moderate the perceived scale when viewed from both the Heritage Plaza and the adjacent residential context.

The arrangement of the buildings creates a cohesive built form that responds to the alignment of the railway and reinforces the site's east-west orientation. The façades incorporate a combination of light-framed elements and darker recessed panels, creating depth and shadow that enhance the articulation of the form. The Towradgi Creek palette informs the colour and material selection, referencing the natural environment of the surrounding landscape. Muted greens, warm stone tones and textured finishes evoke the riparian character of Towradgi Creek and the geological qualities of the nearby escarpment. This palette grounds the buildings in their setting and reinforces the development's connection to place.

The façade strategy has been developed in direct response to solar orientation and climatic conditions. Along the western elevations, deep balcony slabs and vertical fins provide shading from afternoon sun while maintaining views and ventilation. Northern façades incorporate larger openings and balconies to maximise daylight access and promote cross-ventilation. Southern façades are more solid, with smaller openings that reduce heat loss during cooler months.

Acoustic considerations have also informed the built form along the railway edge, with winter gardens and partially enclosed balconies positioned to mitigate noise and wind exposure. These measures collectively

improve internal amenity and energy performance, aligning with the sustainability objectives of the Housing SEPP and BASIX requirements.

Figure 14 Building 2.3 and 2.4

Source: DKO

6.1.4.4 Calculation of Floor Space and Height

A portion of the land to which the Stage 2a Built Form SSDA relates is identified on the Transport Oriented Development (**TOD**) Sites Map under the Housing SEPP (refer to Figure). It is noted that the TOD provisions of the Housing SEPP do not apply to land that is heritage listed or located within a mapped state or local heritage curtilage. The relationship of each proposed building to the TOD mapped area and the State Heritage curtilage is summarised below:

- **Building 2.1** – Located entirely within the State Heritage curtilage and outside the TOD mapped area.
- **Building 2.1** – The northern portion of the building is located within the State Heritage curtilage, while the south-western portion is located within the TOD mapped area.
- **Building 2.3** – The north-eastern corner of the building is located within the State Heritage curtilage, with the majority of the building situated within the TOD mapped area.
- **Building 2.4** – Located entirely within the TOD mapped area and outside the mapped heritage curtilage.

Figure 15 Site Mapping

Picture 9 Transport Oriented Development Sites Map

Picture 10 Heritage Map

Source: Urbis

Table 21 Application of Housing SEPP Provisions – Stage 2a Built Form SSDA

Building	Housing SEPP - Chapter 2 Affordable Housing	Housing SEPP – Chapter 5 Transport Orientated Development
Building 2.1	-	Applies the TOD provisions, adopting a maximum FSR of 2.5:1 on the portion of land within the TOD area (approximately 540 sqm). The remainder of the site not within the TOD mapped area applies the WLEP height and FSR controls.
Building 2.2	Located within the heritage curtilage, this building utilises the Infill Affordable Housing provisions to achieve a 30% bonus to the WLEP permissible height and FSR.	-
Building 2.3	-	The majority of the area is within the TOD mapped area (outside the heritage curtilage) and applies the TOD provisions, (a 2.5:1 FSR and 22 m height control). The north-west portion of the lot lies outside the TOD mapped area and is subject to the WLEP FSR and height controls. However, as building overall applies the TOD controls, a Clause 4.6 variation (**Appendix M**) is provided to support the non-compliance affecting the area outside the TOD mapped area.
Building 2.4	-	Located within the TOD mapped area (outside the heritage curtilage) and applies the TOD provisions (a 2.5:1 FSR and 22 m height control).

The below provides a summary of how the relevant height and FSR provisions are applied to each building.

The site area for each building is based on the newly created lots under the subdivision proposed by the concurrent Stage 2–4 Civil Works SSDA. The proposed lot areas are as follows:

- **Building 2.1** - 2,312 sqm
- **Building 2.2** – 2,589 sqm
- **Building 2.3 and 2.4** – 8,004 sqm

Figure 16 shows the proposed plan of subdivision under the Stage 2-4 Civil Works SSDA for reference.

Figure 16 Proposed Plan of Subdivision under the Stage 2-4 Civil Works SSDA (SSD-86131212),

Source: Maker

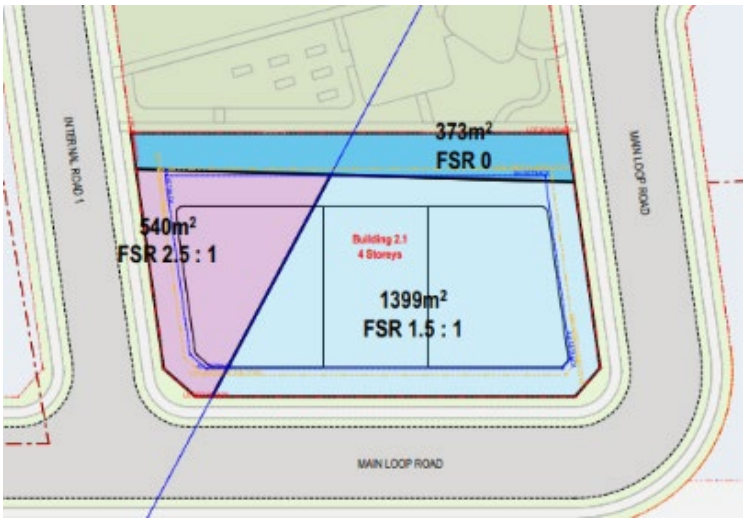
6.1.4.5 Calculating the Floor Space Ratio Bonus

The site area for each Building's lot is derived from the newly created Torrens title lots under the Stage 2–4 Civil Works SSDA, as shown in Figure . The FSR calculations for the Stage 2a Built Form SSDA have been prepared based on these site areas as per the below calculations.

Building 2.1

Building 2.1 has three different FSR controls applying across the lot, as shown in Figure . As noted above, the northern portion of the lot lies within the heritage curtilage and is subject to the WLEP FSR control of 1.5:1. The south-western portion of the lot is located within the TOD mapped area and applies the TOD FSR of 2.5:1. The western portion of the lot extends into land that does not have an FSR control under the WLEP and has therefore been excluded from the site area for the purpose of calculating the applicable FSR. The detailed FSR calculations for Building 2.1 are provided in Figure 15 below.

Figure 17 Building 2.1 - FSR Controls



Source: DKO

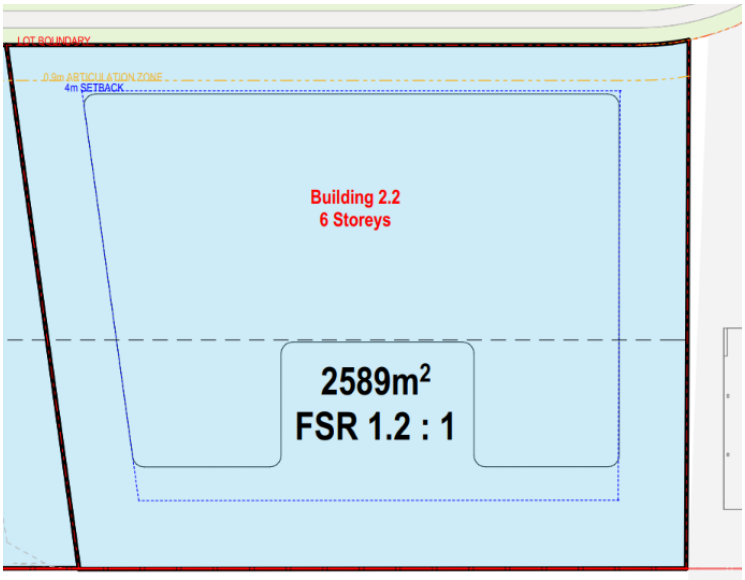
Table 22 Building 2.1 – FSR Calculation

Newly Created Lot	Area (sqm)	WLEP 2009 (Base Controls)	Housing SEPP Chapter 5 – TOD (Clause 155)	Max allowable GFA (sqm)	Proposed GFA (sqm)
Building 2.1 (part)	1,399	1.5:1	-	2,099	3,143
Building 2.1 (part)	540	1.5:1	2.5:1	1,350	
Building 2.1 (part)	373	n/a	-	-	-
Total				**3,449**	**3,143 (complies)**

Building 2.2

Building 2.2 is not located within the TOD mapped area and instead applies the Infill Affordable Housing provisions under Chapter 2 of the Housing SEPP. These provisions allow for an additional 30% above the applicable FSR control, provided that at least 15% of the total GFA is delivered as affordable housing (refer to **Section 6.1.6** below). The detailed FSR calculations for Building 2.2 are provided in Table 23 below.

Figure 18 Building 2.2 - FSR Control



Source: DKO

Table 23 Building 2.2 – FSR Calculation

Newly Created Lot	Area (sqm)	WLEP 2009 (Base Controls)	Housing SEPP Chapter 2 – Infill Affordable Housing (30% Bonus)	Max allowable GFA (sqm)	Proposed GFA (sqm)
Building 2.2	2,589	1.2:1	1.56:1	4,039	4,325
Total				**4,039**	**4,325 (does not comply)**

When applying the 30% FSR bonus available under the Infill Affordable Housing provisions of the Housing SEPP, the maximum permissible GFA for the site is 4,039 sqm. The proposal includes a total GFA of 4,325 sqm, resulting in a numerical exceedance of 286 sqm, or 7.1% above the permitted FSR.

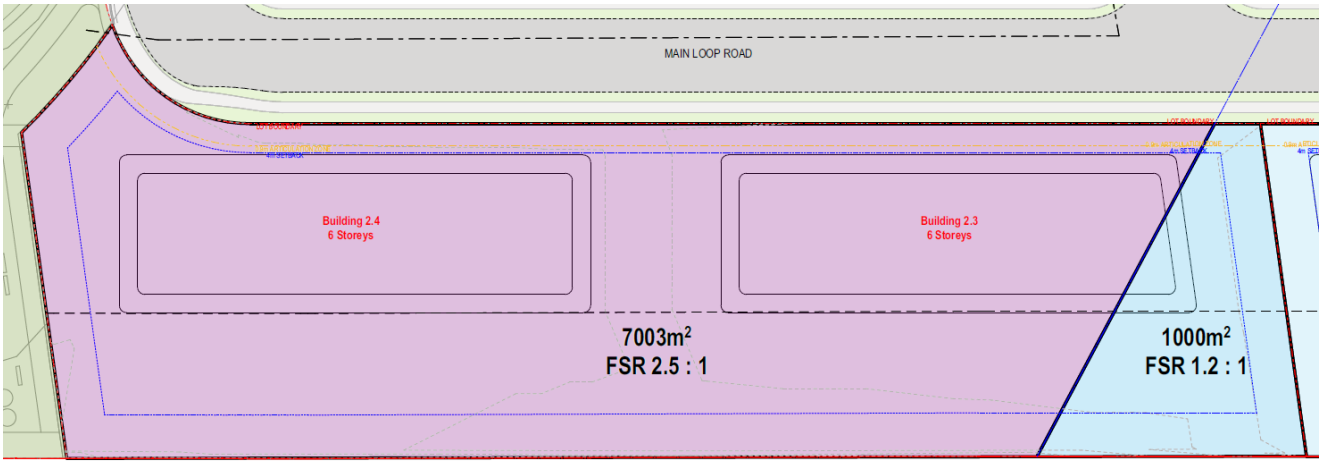
A Clause 4.6 Variation Request (**FSR**) has been prepared and is submitted with this proposal to address and justify the non-compliance (**Appendix K**).

Building 2.3 and 2.4

Buildings 2.3 and 2.4 are located on the same lot proposed to be created under the Stage 2–4 Civil Works SSDA subdivision. The northern portion of the lot, including the north-eastern corner of Building 2.3, lies within the heritage curtilage and outside the TOD mapped area. Accordingly, the WLEP FSR control of 1.2:1 applies to this portion of the site, as shown in Figure below.

The remainder of the lot is located outside the heritage curtilage and within the TOD mapped area, where the TOD FSR of 2.5:1 applies. The detailed FSR calculations for Buildings 2.3 and 2.4 are provided in Table 24 below.

Figure 19 Building 2.3 - FSR Controls



Source: DKO

Table 24 Building 2.3 – FSR Calculation

Newly Created Lot	Area (sqm)	WLEP 2009	Housing SEPP Clause 155	Max allowable GFA (sqm)	Proposed GFA (sqm)
Building 2.3 (part)	1,000	1.2:1	-	1,200	12,480
Building 2.3 (part) and Building 2.4	7,003	1.2:1	2.5:1	17,507	
Total				**18,707**	**12,480 (complies)**

6.1.4.6 Calculating the Building Height Bonus

Similar to the application of FSR controls, a range of building height controls apply across the Stage 2a area, derived from the WLEP, and the Infill Affordable Housing and TOD provisions of the Housing SEPP. The applicable building height calculations for each building are detailed below.

The building height is measured from the existing ground levels established under the Stage 2–4 Bulk Earthworks DA (DA-2023/823). These approved ground levels provide the reference point for determining compliance with the applicable maximum building height controls under the relevant planning instruments.

Building 2.1

Building 2.1 does not seek to apply any Housing SEPP provisions to building height. The building therefore adopts the WLEP height control of 15 metres, with the proposed height fully compliant with this control.

Table 25 Building 2.1 – Building Height Calculation

Building	Relevant Controls	Height Control	Proposed Height	Compliance
Building 2.1	WLEP 2009 (Base Controls)	15 metres	14.8 metres (RL29.40)	Complies

Building 2.2

Building 2.2 seeks to apply the 30% height bonus available under the Infill Affordable Housing provisions of the Housing SEPP, resulting in a maximum permissible building height of 19.5 metres.

Table 26 Building 2.2 – Building Height Calculation

Building	Relevant Controls	Height Control	Proposed Height	Compliance
Building 2.2	WLEP 2009 (Base Controls)	15 metres	20.9 metres (RL35.40)	**Does not comply**
	Housing SEPP Chapter 2 – Infill Affordable Housing (30% Bonus)	19.5 metres		

Building 2.2 has a maximum height of 20.9 metres, which exceeds the maximum permissible height under the Housing SEPP by 1.4 metres, representing a 7.2% variation. A Clause 4.6 Variation Request (**FSR**) has been prepared and is submitted with this proposal to address and justify the non-compliance (**Appendix J**).

Building 2.3 and 2.4

Buildings 2.3 and 2.4 seek to adopt the TOD provisions under the Housing SEPP, applying a maximum building height of 22 metres across both buildings.

Building	Relevant Controls	Height Control	Proposed Height	Compliance
Building 2.3	WLEP 2009 (Base Controls)	15 metres	20.95 metres (RL34.50)	**Generally, complies aside from northeastern corner of building**
	Housing SEPP Chapter 5 – TOD (Clause 155)	22 metres		
Building 2.4	WLEP 2009 (Base Controls)	15 metres	21 metres (RL34.00)	**Complies**
	Housing SEPP Chapter 5 – TOD (Clause 155)	22 metres		

As illustrated in **Figure 34**, a small north-eastern portion of Building 2.3 extends into the State heritage curtilage, where the TOD provisions do not apply. Accordingly, this small portion of Building 2.3 is subject to the height control under the WLEP, rather than the TOD height control. As the proposal seeks to apply the 22 metre TOD height uniformly across Buildings 2.3 and 2.4, the north-eastern corner of Building 2.3 exceeds the WLEP height limit and is therefore non-compliant in this respect.

A Clause 4.6 Variation Request – Building Height has been prepared to address and justify this minor non-compliance and is submitted with the application (**Appendix M**).

6.1.5 Calculating Affordable Housing Requirement

Building 2.2 accommodates the affordable housing component of the development. Building 2.2 contains 57 x affordable rental dwellings. This quantum comprises:

- 35 x dwellings required under the executed Planning Agreement with Wollongong City Council;
- 6 x dwellings required pursuant to section 16(1) of the Housing SEPP, arising from the application of the 30% bonus under the infill affordable housing provisions, which requires 15% of the GFA to be dedicated to affordable housing; and
- 16 x dwellings required under the Stage 2a Built Form SSDA and all future development stages, in accordance with section 156 of the Housing SEPP. Section 156 requires development for the purposes of residential flat buildings in a TOD Area to provide a minimum of 2% of GFA for affordable housing.

Table 27 identifies the affordable housing commitments in the PA, the infill affordable housing provisions under Section 16(1) of the Housing SEPP and the TOD affordable housing provisions of Section 156 of the Housing SEPP which apply to the Stage 2a Built Form SSDA and future development stages.

Table 27 Calculation of Affordable Housing Requirements (allocated within Building 2.2)

Affordable Housing (AFH) Requirements and Calculations			Total GFA of the AFH Dwellings	Total GFA of Building 2.2 (including non-dwelling GFA)
Affordable housing under the VPA	35 x affordable dwellings	Average unit size*: 64 sqm 35 x 76 sqm = 2,240 sqm *The PA did not identify a specific size or unit mix for the affordable housing.	2,240 sqm 35 x dwellings	2,660 sqm (indicative)
Additional in-fill affordable housing	Section 16(1) of the Housing SEPP: ▪ Maximum FSR = Maximum FSR (1.2:1) + 30% (based on a minimum 15% affordable housing component*) * "*Affordable housing component*" means the percentage of GFA used for affordable housing. Affordable housing under Section 16 is to be managed by a registered CHP for a period of 15 years.	Maximum allowable GFA = Proposed Lot 203 (2,589 sqm) x 1.2 (base WLEP FSR) = 3,106 sqm Maximum FSR under Section 16(1) = 1.2 +30% = 1.56:1 (based on a minimum 15% affordable housing component of 3,106 sqm = 465 sqm)	384 sqm 6 x dwellings	465 sqm [Minimum GFA to enable 30% FSR uplift under Section 16(1) of the Housing SEPP]
Stage 2a Built Form SSDA	Section 156 of the Housing SEPP: ▪ 2% GFA of the residential flat buildings to be affordable housing. Affordable housing under Section 156 is to be managed by a registered CHP in perpetuity.	Total residential GFA for Stage 2a Built Form SSDA (Building 2.3 and Building 2.4) = 12,480 sqm* *This excludes Building 2.2 (entirely affordable housing) and Building 2.1 (outside the TOD Area and not eligible to utilise the TOD provisions of the Housing SEPP). 2% of 12,480 sqm = **250 sqm**	192 sqm 3 x dwellings	250 sqm GFA
Future residential stages of Corrimal Coke Works site (Stage 2b, 3, and 4)	Section 156 of the Housing SEPP: ▪ 2% GFA of the residential flat buildings to be affordable housing. Affordable housing under Section 156 is to be managed by a registered CHP in perpetuity.	Indicative GFA for all future residential stages under TOD provisions* = ~ 47,500 sqm ** *This excludes residential stages which are outside the TOD Area and not eligible to utilise the TOD provisions of the Housing SEPP. ** Total GFA for future residential stages will be subject to future development applications and consents. 2% ~ 47,500 sqm = ~ 950 sqm	832 sqm (indicative) 13 x dwellings	950 sqm GFA (indicative)
Proposed GFA for Building 2.2 [3 x studios, 26 x one-bedroom apartments, and 28 x two-bedroom apartments]			3,648 sqm 57 x dwellings	4,326 sqm

As detailed in Table 27, the GFA for Building 2.2 (4,325 sqm) is the cumulative total of the affordable housing commitments under the PA (35 x dwellings), the 15% affordable housing required under the uplift provisions of Section 16(1) of the Housing SEPP, and the 2% affordable housing requirements of the Stage 2a Built Form SSDA and future residential development stages (indicative) under Section 156 of the SEPP. The affordable housing provision is consistent with the project description as declared by the HDA.

To enable efficient operation, management, and servicing arrangements, it is proposed to consolidate the cumulative amount of affordable housing (57 x dwellings) into a single residential flat building (being Building 2.2). The applicant has an in-principle agreement with Bridge Housing to operate and manage the affordable housing dwellings. Bridge Housing is a Tier 1 Community Housing Provider (**CHP**) registered under the National Regulatory System for Community Housing, with a mission to improve lives through affordable homes and quality services provided to people on low to moderate incomes. Across Greater Sydney, Bridge Housing own and / or manage approximately 3,600 properties in 21 Local Government Areas, providing housing and tenancy management services to over 5,300 people.

The consolidation of the affordable rental housing into a single building simplifies strata and ownership arrangements and ensures that Bridge Housing can maintain an efficient and streamlined operational, management, and service delivery model. This is the preferred service model of Bridge Housing.

As per the relevant provisions of the PA and Housing SEPP, the tenure arrangements for dwellings will be:

- 6 x dwellings to be managed by a registered CHP for a period of at least 15 years (Section 21); and
- 51 x dwellings to be managed by a registered CHP in perpetuity (PA and Section 156).

6.1.6 Environmental Amenity

Detailed analysis has been undertaken by DKO and other technical consultants to demonstrate that the proposed development, including the affordable apartments and communal areas, will achieve a high degree of amenity without creating adverse amenity impacts to surrounding area.

6.1.6.1 Solar Access and Natural Ventilation

The urban Design Report Appendix (at **Appendix I**) confirms that the proposal has been designed to optimise solar access and natural ventilation across all buildings and open spaces. Building orientation, separation and massing have been carefully considered to maximise daylight penetration into dwellings and minimise overshadowing of communal open spaces, private courtyards, and adjoining properties.

The proposal achieves compliance with the Apartment Design Guide (**ADG**) solar access requirements, with at least 70% of apartments receiving a minimum of two hours of direct sunlight between 9:00 am and 3:00 pm at mid-winter. The detailed outcomes are as follows:

- **Building 2.1:** 71% of apartments (22 out of 31 units)
- **Building 2.2:** 79% of apartments (45 out of 57 units)
- **Buildings 2.3 and 2.4:** 78% of apartments (93 out of 119 units)

No more than 15% of apartments receive no solar access between 9:00 am and 3:00 pm on 21 June, consistent with ADG objectives.

The proposal meets the ADG natural ventilation requirement, which seeks at least 60% of apartments to be naturally cross-ventilated:

- **Building 2.1:** 65% of apartments (20 out of 31 units)
- **Building 2.2:** 67% of apartments (38 out of 57 units)
- **Buildings 2.3 and 2.4:** 76% of apartments (91 out of 119 units)

The high level of solar access and cross-ventilation will contribute to occupant comfort, reduce reliance on artificial lighting and mechanical cooling, and improve overall environmental performance.

6.1.6.2 Access to Landscape and Outdoor Spaces

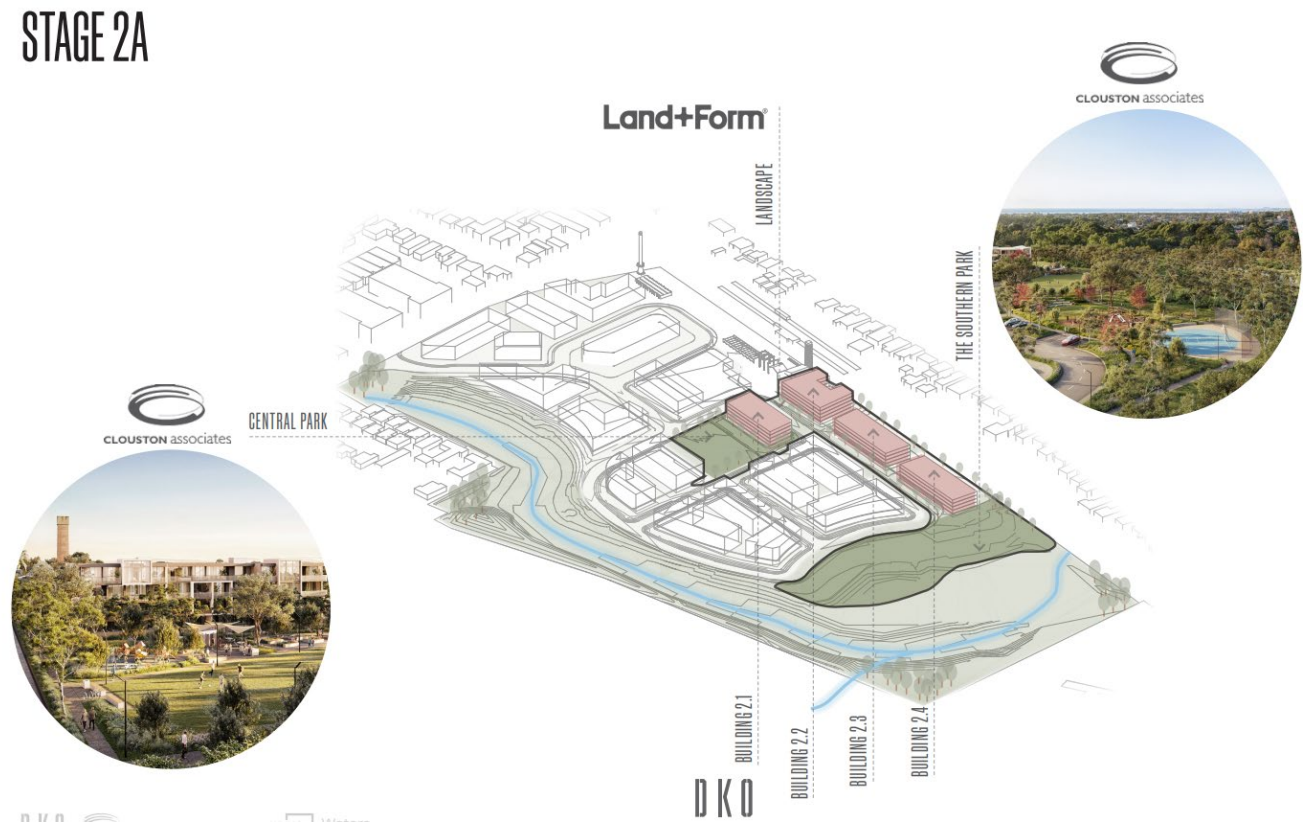
The landscape and communal open space strategy forms a key component of the proposal, contributing to residential amenity, visual quality, and environmental performance across the Stage 2a precinct.

Each building (Buildings 2.1–2.4) is supported by high-quality, landscaped communal open spaces that provide opportunities for passive recreation, social interaction, and urban greening. These spaces have been designed to achieve a cohesive landscape character that complements the built form and enhances the interface with adjacent public domains.

Residents of Buildings 2.1–2.4 will also have access to the Central Park and Southern Park, which are to be delivered as part of the Stage 2–4 Civil Works SSDA (refer Figure). These parks are designed to service the wider Corrimal community, providing generous areas for passive recreation, play, and informal gathering. The broader open space network will be integrated with a series of pedestrian pathways linking the riparian corridor to the north with the southern recreational park and connecting further east towards the train station, ensuring strong permeability and accessibility through the site.

Across the Stage 2a site, the proposal provides approximately ,498sqm canopy coverage (50% of site area), and 5,642m² of landscaped area (43.7% of the site area), supporting canopy tree planting, stormwater infiltration, and improved microclimatic comfort. The extent and quality of landscaping will contribute to achieving the broader green infrastructure objectives of the Master Plan.

Figure 20 Stage 2a (identified in red shading) and adjacent Central and Southern Parks (identified in green shading)



Source: DKO

The proposal provides a coordinated landscape and communal open space network across Buildings 2.1–2.4, contributing to residential amenity and supporting opportunities for passive and active recreation. Each residential apartment is provided with private open space that meets or exceeds the minimum ADG design criteria.

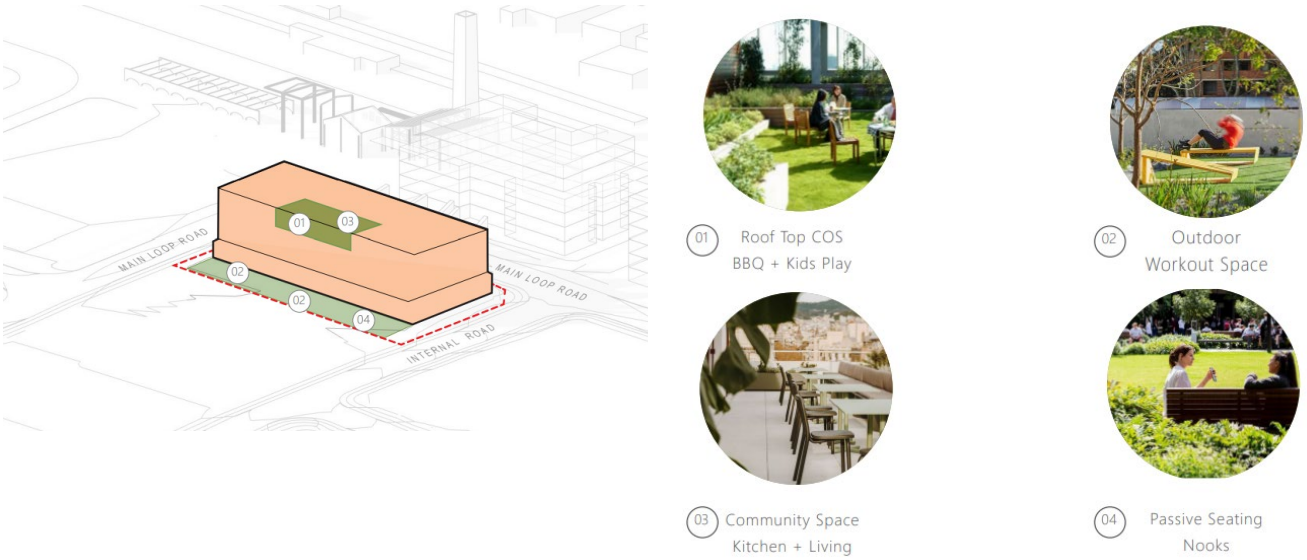
Building 2.1:

Resident communal facilities are provided at both ground and upper levels. A communal open space area is located on Level 4, providing outdoor recreation opportunities and views to the Illawarra Escarpment. Additional communal areas are located at ground level, adjoining the Central Park, providing spaces for passive recreation and children's play.

The building includes the following landscape and open space provisions:

- 583sqm of communal open space (25% of site area)
- 558sqm of deep soil zone (24% of site area)
- 770sqm of total landscaped area (33% of lot area)

Figure 21 Building 2.1 Communal Space and Amenity



Source: DKO, Land + Form

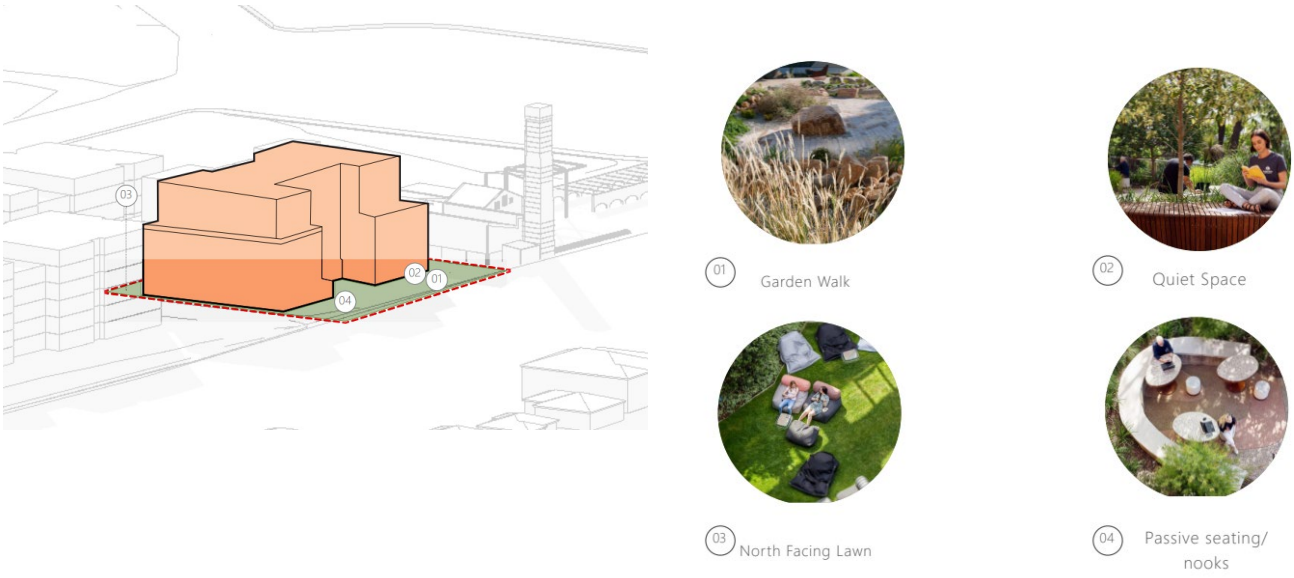
Building 2.2

Communal open space for residents is provided at ground level and is integrated with the surrounding landscaped areas. The space includes zones for passive recreation and children's play, supported by tree canopy planting to provide shade and visual amenity.

The building includes the following landscape and open space provisions:

- 676sqm of communal open space (28% of site area)
- 613sqm of deep soil zone (23% of site area)
- 1,077sqm of total landscaped area (41% of lot area)

Figure 22 Building 2.2 Communal Space and Amenity



Source: DKO, Land + Form

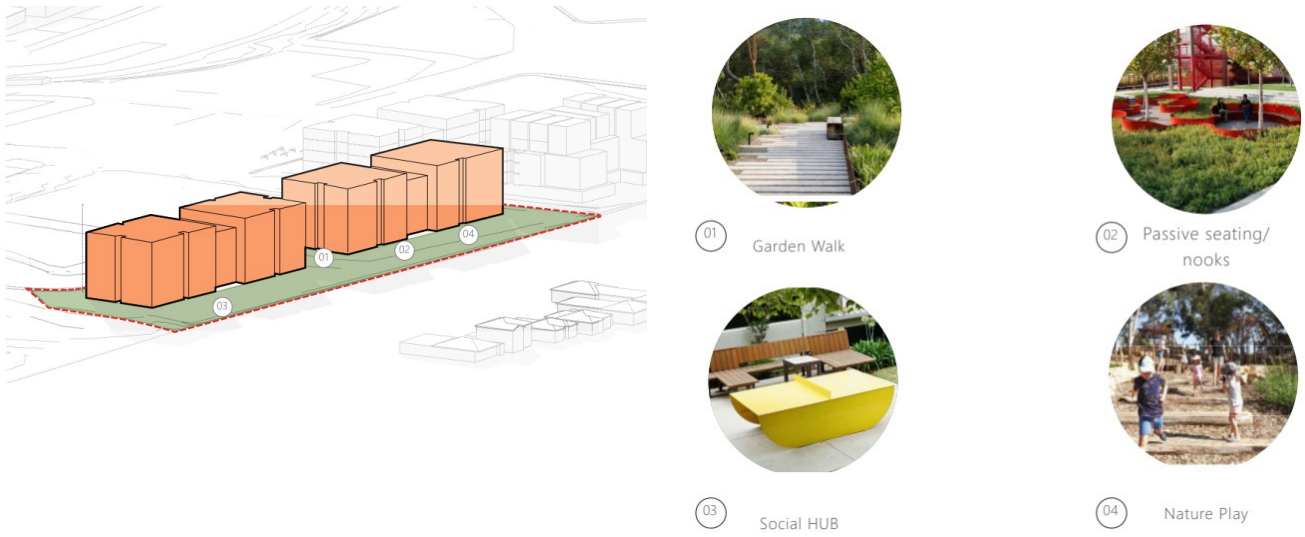
Building 2.3 and Building 2.4:

Communal open space is provided across the ground level, incorporating a mix of passive and active recreation areas. The landscape design includes shaded garden spaces, lawn areas, an outdoor gym, and children's play zones, supported by extensive canopy tree planting. The design provides opportunities for informal gathering, recreation, and resident interaction within a landscaped setting.

The buildings include the following landscape and open space provisions:

- 3,151sqm of communal open space (39% of site area)
- 1,634sqm of deep soil zone (20% of site area)
- 3,795sqm of total landscaped area (47% of lot area)

Figure 23 Building 2.3 and 2.4 Communal Space and Amenity



Source: DKO, Land + Form

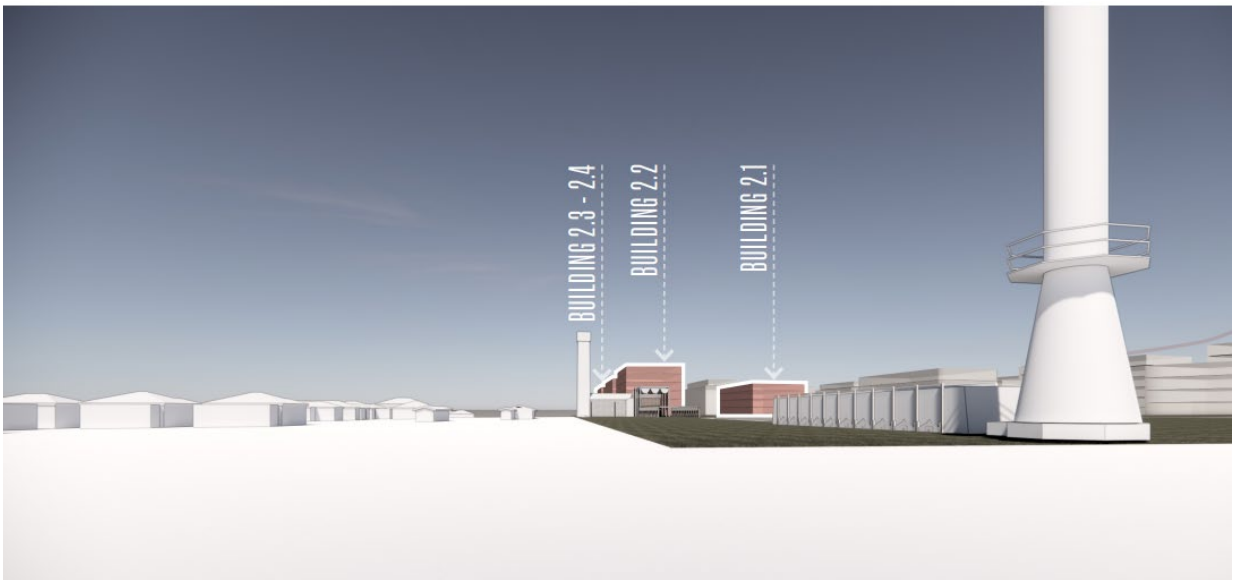
6.1.6.3 View Impact

Section 5.10 of the site-specific DCP for the Corrimal Coke Works site identifies the protection of key view corridors as a core urban design objective. The site's position at the foothills of the Illawarra Escarpment provides important visual connections to surrounding natural and urban landmarks.

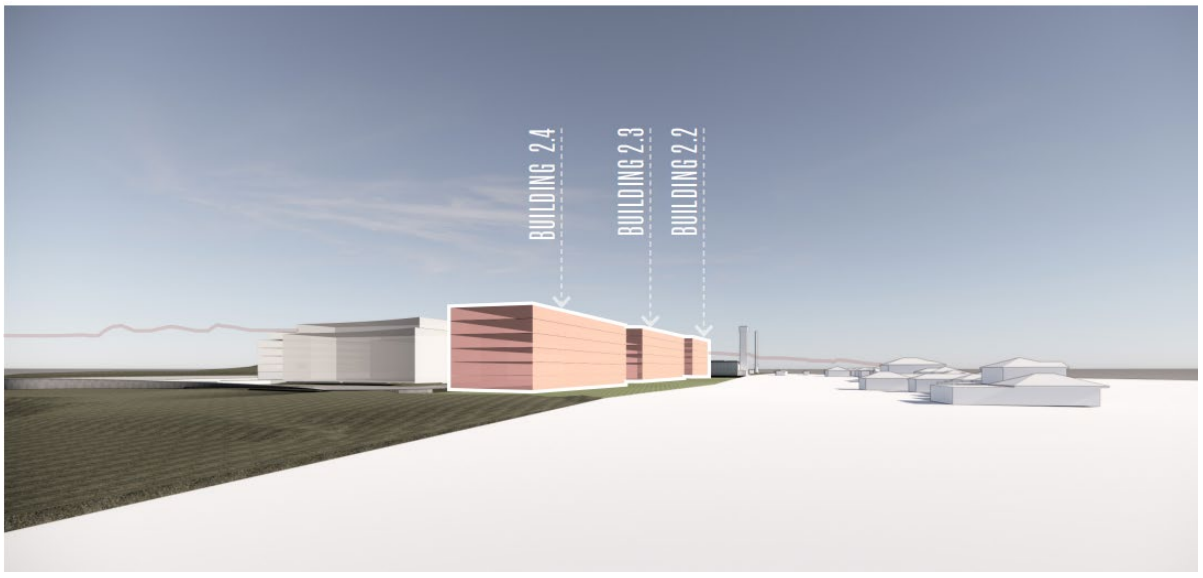
The DCP seeks to maintain western views to Mount Keira and Mount Kembla, recognised as defining features of the Illawarra landscape, and to frame these views through building orientation, street layout and public open spaces. It also encourages the maximisation of north-eastern views toward Corrimal Beach and the Pacific Ocean from elevated parts of the site to enhance residential amenity.

In addition, the DCP promotes the retention of internal view corridors connecting key heritage elements - including the former chimneys, kilns and conveyors, with the broader landscape to support wayfinding and interpretation of the site's industrial heritage. The Urban Design Report (**Appendix H**) provides a View Analysis which demonstrates key views as identified in the Site-Specific DCP are maintained, refer images below.

Figure 24 View of Stage 2a area in relation to the Retained Heritage Structures (C1 Brick Chimney Stack and Coke Ovens)



Picture 11 Viewpoint A

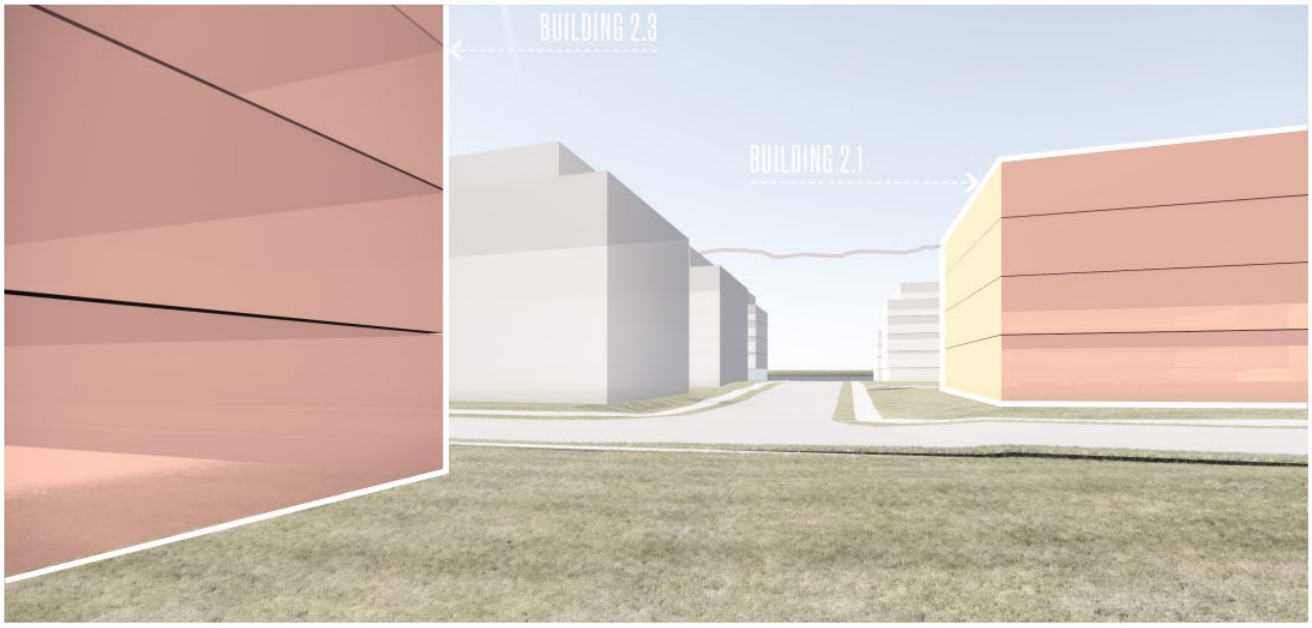


Picture 12 Viewpoint B

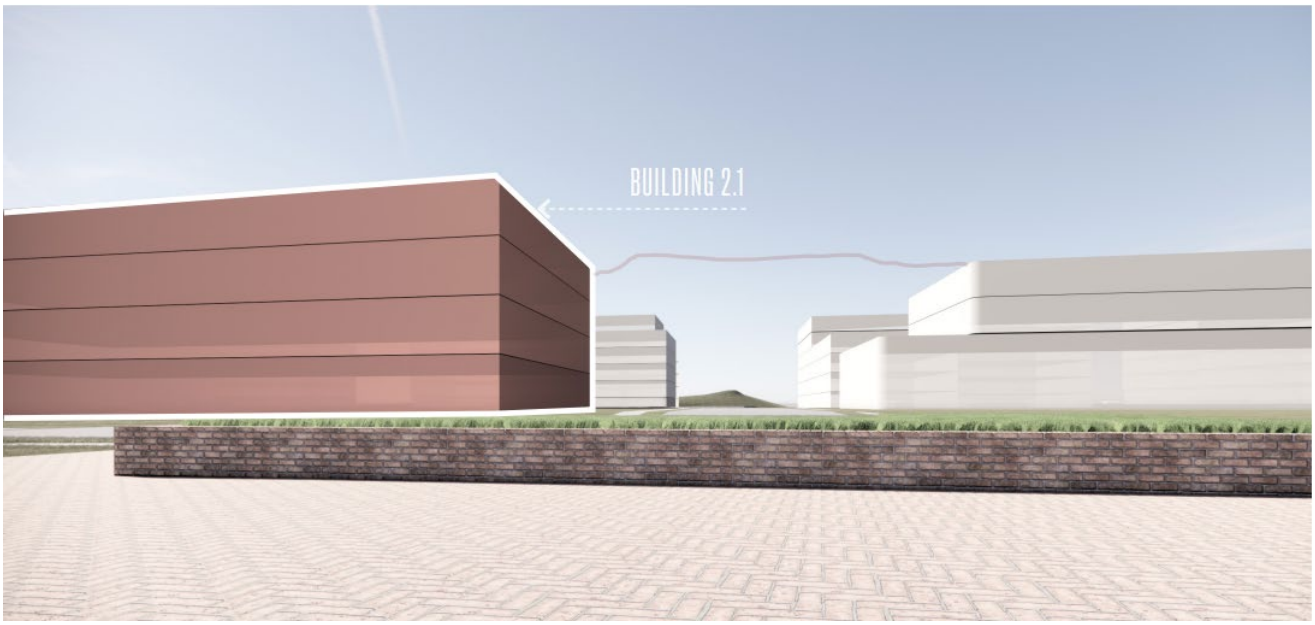
Source: DKO

Figure illustrates that views from Railway Street and the southern approach to the site retain clear sightlines to the C1 Brick Chimney Stack, consistent with the objectives of the Site-Specific DCP.

Figure 25 View of Stage 2a Area from Eastern Boundary of the Site



Picture 13 Viewpoint A



Picture 14 Viewpoint B

Source: DKO

Figure demonstrates that views from the eastern portion of the site toward Mount Keira are retained, consistent with the view corridor objectives of the site-specific DCP.

The proposed buildings are a mid-rise scale and designed to sit comfortably within the surrounding context. The built form responds to the scale of the surrounding context, ensuring that views to key landmarks, including the Illawarra Escarpment and retained heritage structures, are maintained. Through the use of recessed upper levels, varied roof forms, and a robust material palette referencing the site's former industrial character, the development will visually integrate with its setting and will not result in any adverse visual or view impacts.

6.1.6.4 Overshadowing

The diagrams illustrate the extent of shadow cast by the proposed buildings at hourly intervals between 9:00 am and 3:00 pm on the winter solstice (21 June). The analysis differentiates between the shadow cast by each building, including a comparative scenario for Building 2.2 showing the extent of shadow without the application of the 30% Infill Affordable Housing bonus.

The shadow modelling demonstrates the following:

- At 9:00 am, overshadowing is primarily contained within the internal loop road. Building 2.1 casts a limited shadow on the eastern edge of the Central Park and a small portion of the lot to the south, which is subject to a future residential DA.
- Buildings 2.3 and 2.4 generate overshadowing to the Southern Park during the day, with the most substantial impact occurring at 1:00 pm, where approximately 716.94 m² (28.9%) of the park is in shadow. The shadow progresses from west to east throughout the afternoon, with impacts reducing toward 3:00 pm.
- From 1:00 pm to 3:00 pm, Buildings 2.2–2.4 cast shadows over their rear setbacks and towards the railway corridor, while Building 2.1 primarily shades the internal road and portions of the landscaped setbacks of Buildings 2.2 and 2.3 at 3:00 pm.
- All communal open space areas receive a minimum of two hours of solar access to at least 50% of the area, consistent with the ADG criteria.

The buildings have been articulated and orientated to minimise shadow impacts as far as practicable. The resulting overshadowing is considered short-lived, reasonable, and contained within the development site and railway, with no unacceptable impact on existing or future residential development.

In regard to the Southern Park, Clause 7.20 of the WLEP is a site-specific development standard that provides that consent must not be granted to development that results in overshadowing to land mapped as the "Southern Park" between 11am and 2pm on 21 June. The area identified as the Southern Park as mapped in Clause 7.20 is approximately 2,481.4 sqm.

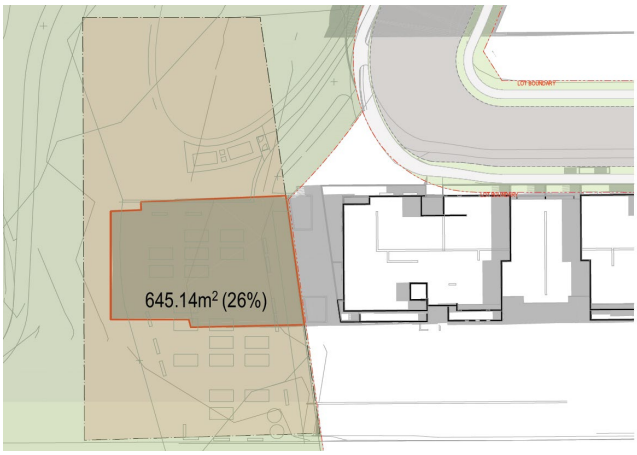
As shown in Figure below, the proposal (specifically Building 2.4) creates overshadowing to the land mapped in the WLEP as the Southern Park within the prescribed hours (on 21 June) as follows:

- At 11am – 645.1 sqm overshadowing (represents 26% of the area mapped as the Southern Park).
- At 12pm – 633.1 sqm overshadowing (represents 25.5% of the area mapped as the Southern Park).
- At 1pm – 716.9 sqm overshadowing (represents 28.9% of the area mapped as the Southern Park).
- At 2pm – 488.3 sqm overshadowing (represents 19.7 of the area mapped as the Southern Park).

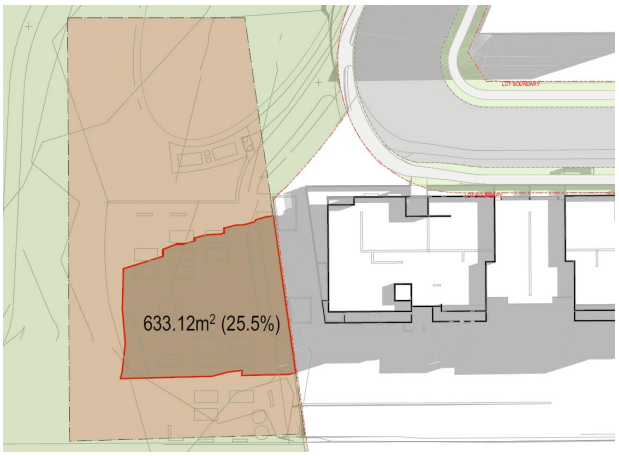
Figure illustrates the movement of overshadowing across the land mapped as the "Southern Park" during the prescribed hours (on 21 June).

Accordingly, the SSDA requires a Clause 4.6 request to vary the development standard which applies to the extent of overshadowing to the Southern Park pursuant to Clause 7.20 of the WLEP. A detailed justification for the non-compliance is provided in the Clause 4.6 Variation (Overshadowing) at **Appendix L.**

Figure 26 Overshadowing to Southern Park

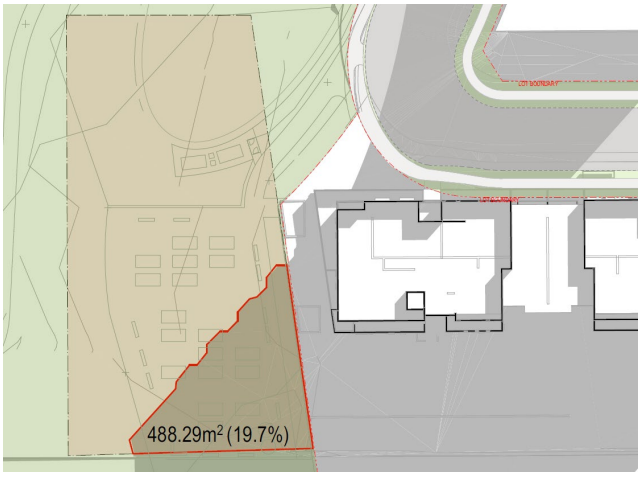


Picture 15 11am (mid-winter)



Picture 16 12 midday (mid-winter)

Picture 17 1pm (mid-winter)



Picture 18 2pm (mid-winter)

Source: DKO Architects

Figure 27 Overshadowing to Southern Park

Source: DKO Architects

6.1.7 Traffic, Transport and Accessibility

A Transport Impact Assessment (**TIA**) and Preliminary Construction Traffic Management Plan (**CTMP**) have been prepared by Bitzios Consulting (**Appendix N**) to support the proposed development and assess the anticipated transport implications of the project during both construction and operational stages.

6.1.7.1 Existing Environment

The surrounding road network includes:

- Memorial Drive, a four lane, two-way arterial state road running north-south,
- Railway Street, a two-lane local road running east-west, and
- Princess Highway and Duff Parade two lane local roads running north-south.

At current, the site is improved by once driveway access point via Railway Street at the north. Beyond the immediate proximity, the M1 motorway is located to the east of the site.

Figure 28: Surrouding Road Network

Source: Bitzios Consulting

The site benefits from excellent access to public transport, being directly adjacent to the Corrimal Train Station (eastern boundary), which is serviced by the South Coast Line. This service line connects Corrimal with Sutherland Shire Council, Domestic and International Airport and further north the Sydney CBD.

A number of bus stops are located within close proximity to the site, providing convenient access for residents and visitors. Of note, bus services operating along Railway Street and the Princess Highway include:

- Route 92 (Wollongong to Bulli).
- Route 2 (Stanwell Park to Wollongong via Thirroul).
- Route 90 (Austinmer Station to Wollongong).
- Route 91 (Austinmer Station to University of Wollongong).

Importantly, the site also has access to several school bus only services.

Figure 29: Public Transport Network

Source: Bitzios Consulting

In addition to public transport options there are currently no direct cycle links to the site. However, in proximity to the site, the following cycle infrastructure exists:

- An on-road cycle lane is present along the shoulders of Memorial Drive and Pioneer Road.
- A shared path follows the coastline between Thirroul via Corrimal Beach to Wollongong. The closest access point to this from the site is around 1.2km along local streets.

The site is highly accessible via private vehicle and sustainable transport options such as walking, cycling and public transportation.

6.1.7.2 Potential Impacts

Access

The project incorporates a clearly defined access strategy designed to optimise safety, efficiency, and functional separation of traffic movements across the site. Access to the estate is provided via a single crossover from Railway Street, connecting to the internal road network which services all four Stage 2a buildings. The proposed access arrangements are as follows:

- Three one-way driveways provide direct access to the single-level basement car parks of Buildings 2.1, 2.2, and 2.3. Each driveway has been designed to accommodate ingress and egress in a forward gear motion for both B85 and B99 vehicles.
- Separate and dedicate loading dock spaces are provided servicing requirements of Buildings 2.1, 2.2, and 2.3. These driveways are strategically located to separate service vehicle activity from residential and visitor traffic, ensuring operational efficiency and minimising disruption. A swept path assessment confirms that a 10.2 metre Council waste collection vehicle can access the loading docks using a reverse-in, forward-out manoeuvre.

Vehicle swept paths indicating the entry and exit of vehicles from the site are provided in **Appendix N.**

Vehicle, Motorcycle and Bicycle Parking

Residential car parking has been provided in accordance with the provisions of Chapter E3 of the WDCP for Building 2.1, 2.3, and 2.4. These rates are broken down in Table 28 below.

Table 28 Parking Requirements Building 2.1

DCP Entry	Type	Quantity	Parking Rate	Parking Required	Parking Provision
Residential Flat Building, and shop top housing	<70m^2	8	0.5 spaces per dwelling	3	29	34
	70-110 m^2	17	1 space per dwelling	19		
	>110m^2	6	1.25 spaces per dwelling	7		
	Visitor	33	0.2 spaces per dwelling	6		6
	Total (Car Parking)			**35 Spaces**		**40 Spaces**
	Motorcycle	30	1 per 15 dwellings	2		2
	Bicycle	30	1 per 3 dwellings (residential)	10		10
			1 per 12 (visitor)	3		3

As demonstrated above, the parking provision for building 2.1 requires 35 vehicle spaces. The development delivers 40 spaces within this building and therefore provides a compliant outcome with the DCP requirements. Moreover, the provision of motorcycle and bicycle spaces are compliant.

Table 29 Parking Requirements Building 2.3 and 2.4

DCP Entry	Type	Quantity	Parking Rate	Parking Required	Parking Provision
Residential Flat Building, and shop top housing	<70m^2	28	1 space per dwelling	28	152	152
	70-110 m^2	63	1.2 space per dwelling	76		
	>110m^2	28	1.7 spaces per dwelling	48		
	Visitor	119	0.2 spaces per dwelling	24		24
	Total (Car Parking)			**176 Spaces**		**176 Spaces**
	Motorcycle	119	1 per 15 dwellings	8		8
	Bicycle	119	1 per 3 dwellings (residential)	40		40
			1 per 12 (visitor)	10		10

The basement parking for building 2.3 and 2.4 provides a total of 176 vehicle parking spaces. As demonstrated in Table 29 above, this provision provides compliant parking spaces in alignment with the DCP requirement.

Building 2.2 involves the delivery of affordable housing under the provisions of Infill affordable housing within the Housing SEPP. As such, the parking rates for Building 2.2 has been adopted from the Part 2, Division 1, Section 19, point 2(e) of the Housing SEPP. A breakdown is provided in the table below.

Table 30 Parking Requirements Building 2.2

Infill affordable housing Provision	Type	Quantity	Parking Rate	Parking Required	Parking Provision
Residential Flat Building, and shop top housing	Studio	3	0 spaces per dwelling	0	24	24
	1 Bedroom	26	0.4 space per dwelling	10	
	2 Bedroom	28	0.5 spaces per dwelling	14	
	3 Bedroom	0	1.0 spaces per dwelling	0	
	Visitor	57	0.2 spaces per dwelling	11	11
	Total (Car Parking)			**35 Spaces**	**35 Spaces**
	Motorcycle	57	1 per 15 dwellings	4	4
	Bicycle	57	1 per 3 dwellings (residential)	19	24
			1 per 12 (visitor)	5	5

As demonstrated above, parking rates for Building 2.2 are compliant with the provisions of the Housing SEPP.

The above parking rates demonstrate that the proposed buildings accommodate vehicle, motorcycle, and bicycle parking in accordance with the relevant controls of the DCP and Housing SEPP. Furthermore, the traffic assessment concludes that all parking spaces will be compliant with the relevant parking geometry assessment under the applicable Australian Standard.

Servicing and Loading Arrangements

Building 2.1, 2.2 and 2.3 and 2.4 have each been designed with a separate service vehicle access point adjacent to the basement driveway access points. To accommodate servicing arrangements, swept path analysis has determined that service vehicles will enter in a reverse motion and egress in forward direction.

Each loading dock is located at ground level containing space for a Council waste truck of 10.2m in length. The loading dock has a minimum head height clearance of 4.5m which is suitable to accommodate the largest vehicle expected to enter the loading dock, being a Council waste vehicle.

The loading dock, all onsite car park and loading areas have been designed in accordance with the relevant Australian Standards being AS2890.

Traffic Generation

Whilst the final number of dwellings across the entire master planned community is still to be determined, it is anticipated that the total project will result in approximately 730 dwellings. The TIA draws upon the 'conventional' traffic generation rates which are taken from the Guide to Traffic Generating Developments (GTTGD) (2002) and the Technical Direction Guide to Traffic Generating Developments Updated traffic surveys (TD13-04a).

Accordingly, the proposed traffic generation rate for the Stage 2a Built Form SSDA is:

- AM peak = 0.21 trips per bedroom per hour
- PM peak 0.15 trips per bedroom per hour

6.1.7.3 Potential Construction Traffic Impacts

During construction of the Stage 2a Built Form SSDA it is anticipated that the current driveway access 60m east of Harbinger Street or the proposed roundabout location will be used as the site's sole access point. In this scenario traffic control may be required to allow for the safe movement of trucks into and out of the site and to ensure that trucks are not queued on Railway Street such that other vehicles are blocked.

It is anticipated that ample space on site will be available for the storage of trucks and private vehicles of construction workers and therefore minimal impacts to the surrounding street system would be expected. Notwithstanding, a Construction Traffic Management Plan (**CTMP**) for this period would be required as part of the approval of each stage of the development.

6.1.7.4 Mitigation Measures

Cumulative impacts from multiple stages are being constructed simultaneously are therefore not expected to require further mitigation measures.

6.1.7.5 Rail Safety and Level Crossing

Traffic Engineering Centre Pty Ltd has prepared a Road Safety Audit (**Appendix FF**) in relation to the potential impact on traffic safety at the Railway Crossing (LXM ID 349), which is located on Railway Street to the northern boundary of the site. The assessment reviews the approved Stage 1 Built Form development comprising 179 apartments, along with the additional proposal under Stage 2a to assess the safety of the existing railway crossing and adjacent road sections, identifying current and potential future safety concerns.

The Road Safety Audit was undertaken during October 2025, with a site inspection conducted on 11 October 2025, covering both daylight and night-time conditions.

Following the conclusion of the audit, Traffic Engineering Centre found that no adverse impact on traffic safety is expected from the developments under foreseeable conditions. This conclusion is based on the following observations:

- The crossing is equipped with RX-5 assembly and boom gates, representing the highest level of control for at-grade crossings under current standards.
- Active pedestrian controls are installed on the western side of the crossing, ensuring safe and regulated movement across the tracks.
- Site inspections revealed that drivers, cyclists, and pedestrians were law-abiding, complying with crossing controls and behaving predictably.
- The crossing's physical and visual layout makes it highly unlikely for road users to overlook the need to stop. Any risk would stem from deliberate disregard rather than design or visibility shortcomings.

In addition to the above, the Road Safety Audit identified five safety issues related to signage and pavement markings, with risk levels ranging from Negligible to Medium. These include:

- Missing 'RAIL X' pavement markings on the eastern approach.
- Absence of 'KEEP LEFT' signs on raised medians.
- Lack of 'Give Way' signage and line at the commuter car park exit.
- Missing or incorrectly oriented RX-7 warning assemblies on nearby roads (Ruddock Street, High Street, Duff Parade).

Each issue has been documented with recommended corrective actions to enhance safety and mitigate potential risks. Refer to **Appendix FF** for the full expert assessment and audit findings.

6.1.8 Noise and Vibration

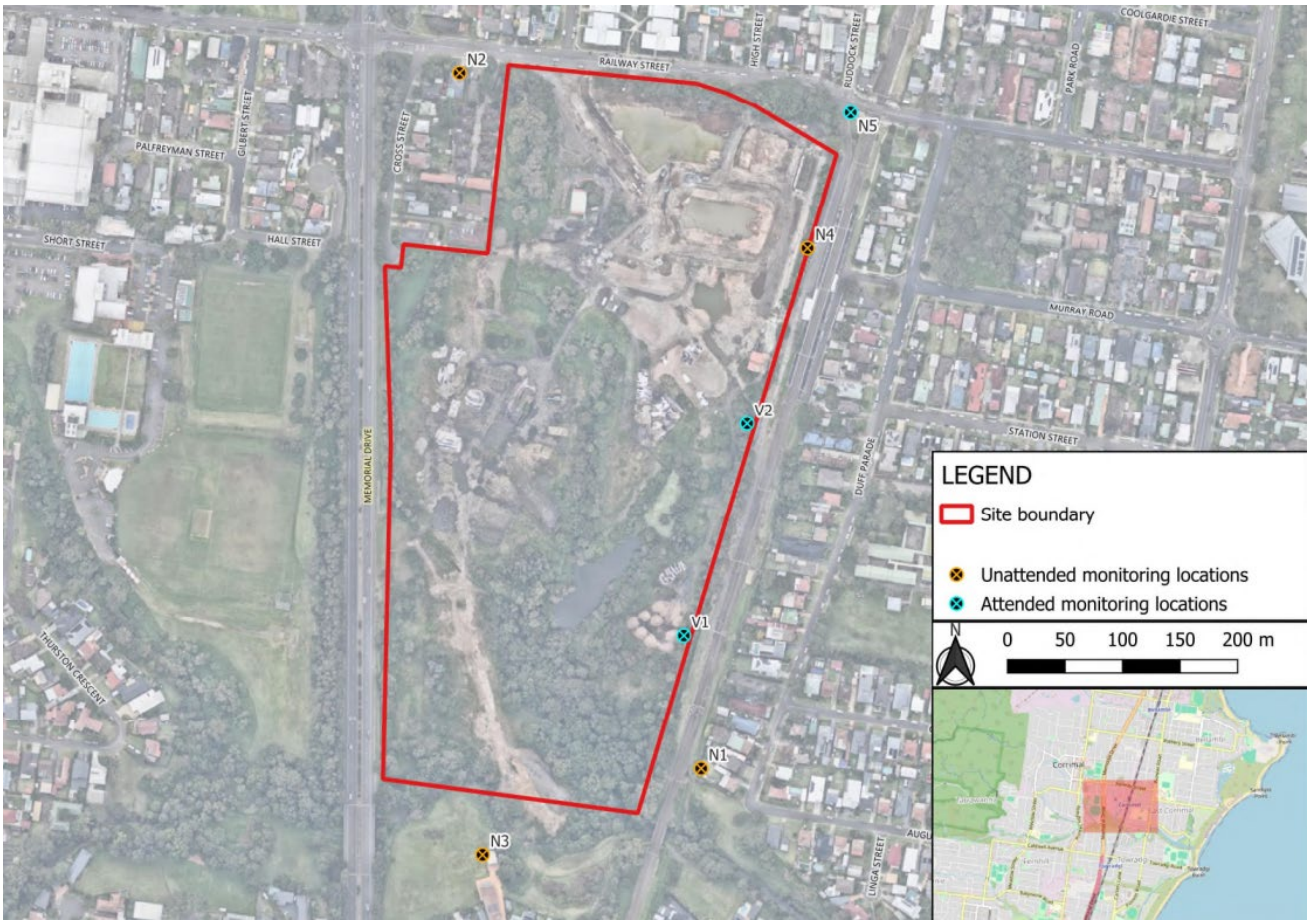
Renzo Tonin & Associates has prepared a comprehensive Noise and Vibration Impact Assessment. The assessment addresses both construction and operational noise and vibration impacts, in accordance with the NSW EPA guidelines and the Planning Secretary's Environmental Assessment Requirements (SEARs). The full report is provided at **Appendix DD.**

6.1.8.1 Existing Environment

To assess the acoustic environment and potential impacts, the following investigations were undertaken:

- Long-term ambient noise monitoring at multiple locations surrounding the site, including Duff Parade, Railway Street, Carr Street, and the eastern boundary adjacent to the South Coast Rail Line.
- Noise modelling using validated 3D software to predict road and rail traffic noise levels across the site.
- Identification of sensitive receivers including existing residential dwellings, future occupants, and heritage structures within the site.
- Establishment of noise and vibration criteria based on the NSW Road Noise Policy (RNP), State Environmental Planning Policy (Transport and Infrastructure) 2021, and relevant vibration standards (BS 6472:1992 and AVTG).
- Assessment of ground-borne rail noise and tactile vibration impacts from train pass-bys.
- Evaluation of maximum noise events from railway level crossing alarms and train horns.
- The location of the proposal and noise and vibration measurement locations are shown in Figure 30.

Figure 30: Noise and Vibration Measurement Locations



Source: Renzo Tonin & Associates,

6.1.8.2 Potential Impacts

Road and Rail Noise Intrusion

The assessment confirmed that noise from Memorial Drive and the South Coast Rail Line are dominant environmental sources. The State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP) sets the relevant noise criteria for new residential development. This includes impact of both rail and road noise and vibration.

Table 31 Transport and Infrastructure SEPP noise criteria for new residential development

Room	Location	LAeq, 15hr Day 7am – 10pm	LAeq, 9hr Night 10pm – 7am
Living Rooms	Internal, windows closed	40	40
	Internal, windows open	50	50
	External free-field (allowing windows to remain open)^	60	60
Bedrooms	Internal, windows closed	40	35
	Internal, windows open	50	45
	External free-field (allowing windows to remain open)^	60	55

Predicted external noise levels conclude that the facades of the residential flat buildings will require acoustic treatments to meet the criteria of the T&I SEPP. The facades that require acoustic treatment include the eastern facades of Buildings 2.2, 2.3, and 2.4.

Rail Vibration

The Development near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008) provides recommended internal noise criteria for regenerated (ground-borne) rail noise in residential developments. These criteria are:

- Bedrooms (10pm – 7am): 35 dB(A) LAmax
- Other habitable rooms (any time): 40 dB(A) Lamax

In assessing vibration impacts from rail operations, the report references the NSW Assessing Vibration – A Technical Guideline (AVTG, DEC 2006) and British Standard BS 6472:1992, which provide acceptable Vibration Dose Values (VDVs) for intermittent vibration in residential buildings. These are:

- Daytime (7am – 10pm): 0.20 $m/s^{1.75}$
- Night-time (10pm – 7am): 0.13 $m/s^{1.75}$

Measurements and modelling undertaken for the site indicate that both the regenerated rail noise and vibration levels are compliant with the relevant criteria. The closest residential facades (Buildings 2.2, 2.3, and 2.4) are located 36–43 metres from the South Coast Rail Line, and predicted internal noise levels from ground-borne rail noise are below the 35 dB(A) LAmax threshold. Additionally, the calculated VDVs are within the preferred limits, indicating a low likelihood of perceptible vibration impacts for future residents.

Level Crossing Noise

To the north-eastern periphery of the site is a level crossing on Railway Street. During trains passing by, the signal alarms of the level crossing alert vehicles and pedestrians on Railway Street of the approaching train. In some instances, the train approaching the level crossing is known to sound the horn as an additional warning. These signal alarms and horns are intermittent, short duration noise sources and are critical considerations from an acoustic perspective for potential sleep disturbance as a result of impact from the level crossing.

To evaluate potential impacts, the assessment applies the sleep disturbance criteria outlined in the NSW Noise Policy for Industry (NPfI), which recommends further analysis where:

- LAeq,15min exceeds 41 dB(A), or
- LAFmax exceeds 52 dB(A).

Short-term attended noise monitoring was undertaken at Location N5 (approximately 26m from the level crossing), capturing seven train pass-bys. Measured LAFmax levels ranged from 72–75 dB(A) for signal alarms and 69–86 dB(A) for train horns.

Predicted external noise levels at the façades of Buildings 2.1 to 2.4 indicate that signal alarms comply with the NPfI criteria, while train horns may exceed the 52 dB(A) threshold. However, internal noise levels accounting for the proposed acoustic façade treatments are predicted to remain below 50–55 dB(A), which is considered unlikely to cause awakenings or sleep disturbance, based on guidance from the NSW Road Noise Policy and World Health Organisation.

In summary, while train horns may exceed external criteria, the internal noise levels within bedrooms are expected to remain below thresholds of concern due to the proposed façade treatments. As such, sleep disturbance from level crossing noise is considered unlikely for future residents of the Stage 2a Built Form development.

Operational Noise

The noise emission anticipated from the operational aspect of the proposed development is expected to primarily come from mechanical plant equipment including air conditioning units and heat pump water heaters.

The assessment references the NSW Protection of the Environment Operations (Noise Control) Regulation 2017, which requires that noise from mechanical plant must be inaudible within any habitable room of another residential premises during sensitive periods (before 8am or after 10pm on weekends and public holidays, and before 7am or after 10pm on weekdays).

To quantify inaudibility, Renzo Tonin & Associates established octave-band noise emission goals based on background noise levels measured at Location N4. These goals are set 5dB below the measured background level across the 31.5Hz to 8kHz frequency range.

As mechanical plant selection and placement have not been finalised at the SSDA stage, the report provides in-principle mitigation measures to ensure compliance at detailed design. These include:

- Procurement of mechanical plant items that have lower noise source levels;
- Positioning plant items away from noise sensitive receivers to maximum distance attenuation;
- Installing commercially available silencers / attenuators to the air discharge and air intakes of plant items;
- Lag ductwork and / or line ductwork with acoustically absorptive material; and
- Install screens or enclosures around plant items to acoustically shield noise sensitive receivers from mechanical plant noise.

In summary, provided that appropriate plant is selected and mitigation measures are implemented during detailed design, operational noise from mechanical equipment is not expected to adversely impact future or surrounding residential receivers.

6.1.8.3 Construction Noise and Vibration Assessment

An assessment of the likely construction noise and vibration impacts has been undertaken to understand:

- The sensitive receivers that may be affected by the works;
- The primary sources of noise and vibration likely to be present on the construction site; and
- Predicted noise and vibration levels during construction and possible measures to minimise them.

The assessment follows the NSW EPA Interim Construction Noise Guideline (ICNG, 2009), which recognises that construction near sensitive receivers will inevitably cause some noise impacts. Rather than focusing solely on numeric thresholds, the ICNG promotes the implementation of feasible and reasonable work practices to minimise impacts and protect sensitive land uses most of the time.

The ICNG requires identifying activities likely to exceed noise and vibration management levels and implementing feasible and reasonable mitigation strategies. These strategies include physical and management controls, public and stakeholder liaison, and monitoring. It recognises that each construction site has unique circumstances and aims to find a realistic compromise between construction activities and the surrounding community.

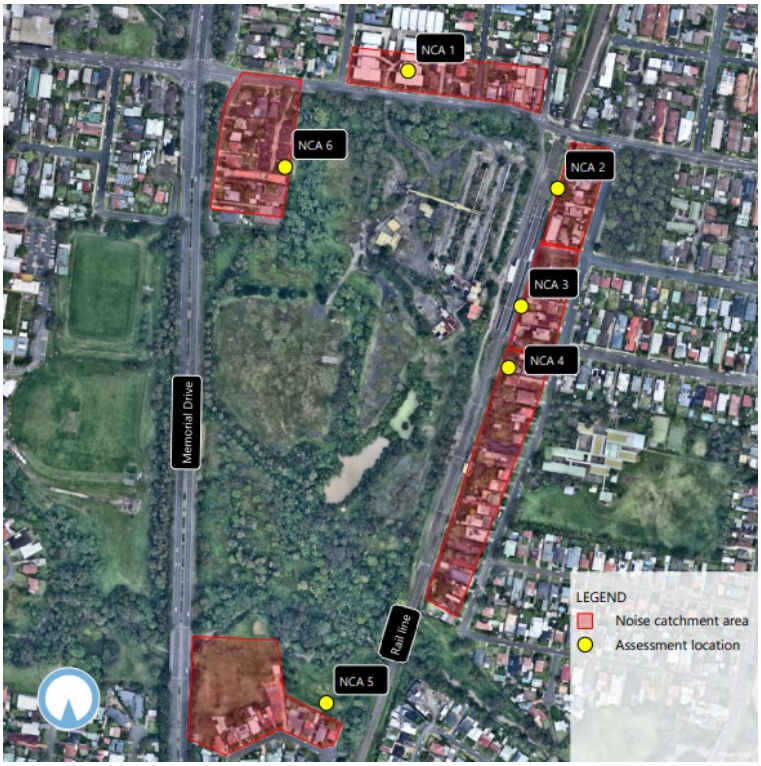
In alignment with the ICNG the proposed noise management levels are provided in Table 32

Table 32 Noise Affected Noise Management Levels - Standard Construction Hours

Time of Day	Management Level LAeq (15 min)*	How to Apply
Recommended standard hours: Monday to Friday 7 am to 6 pm Saturday 8 am to 1 pm No work on Sundays or public holidays	Noise affected RBL + 10dB	The noise affected level represents the point above which there may be some community reaction to noise. ▪ Where the predicted or measured LAeq (15 min) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. ▪ The proponent should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
	Highly noise affected 75dB(A)	The highly noise affected level represents the point above which there may be strong community reaction to noise. ▪ Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite periods by restricting the hours that the very noisy activities can occur, taking into account: **1.** times identified by the community when they are less sensitive to noise (such as before and after school for works near schools, or mid-morning or mid-afternoon for works near residences **2.** if the community is prepared to accept a longer period of construction in exchange for restrictions on construction times.
Outside recommended standard hours	Noise affected RBL + 5dB	A strong justification would typically be required for works outside the recommended standard hours. ▪ The proponent should apply all feasible and reasonable work practices to meet the noise affected level. ▪ Where all feasible and reasonable practices have been applied and noise is more than 5dB(A) above the noise affected level, the proponent should negotiate with the community. ▪ For guidance on negotiating agreements see section 7.2.2 of the ICNG.

Based on the above, the following table summarises the noise management levels for residential receivers in close proximity to the proposed development. These levels are specific to the site, using the Rating Background Levels (RBL) from determined through the noise monitoring process. Importantly, as the size of the site is large, a significant number of residential dwellings surrounding the site could potentially be impacted from the proposed works. Therefore, the residential receivers have been grouped into noise catchment areas according to shared background noise conditions (controlled by road traffic noise from Railway Street and Memorial Drive) and common exposure to the noise emanating from the proposed built form work. These are shown in Figure below.

Figure 31: Residential Noise Catchment Areas and Assessment Locations



Source: Renzo Tonin & Associates,

Construction noise management levels for the identified noise catchment areas are set out in the below table. These levels have been established from the ICNG and the measured ambient background noise levels.

Table 33 Construction Noise Management Levels At Residential Receivers

ID	Daytime LA90 Rating Background Level (RBL)	Construction Noise Management Level LAeq(15min)	Highly Noise Affected Level
NCA 1	50	60	75
NCA 2	45	55	75
NCA 3	45	55	75
NCA 4	39	49	75
NCA 5	46	56	75
NCA 6	50	60	75

Based on the predicted noise emission levels, the residential receivers in NCAs 3 and 4 are in close proximity to the built form work areas and most likely to be impacted by construction noise. Exceedances of the noise management level are also predicted at NCA 2 when a hydraulic hammer is being used for excavations of the basement, services trenches, etc. of Building 2.2.

There are no exceedances of the highly noise affected level of 75dB(A) at any of the surrounding residential receivers.

Mitigation Measures

The Noise and Vibration Impact Assessment (**Appendix DD**) identifies mitigation measures for the proposed development. These mitigation measures may include but not limited to the following:

General Noise Management Measures

The following general noise management measures are recommended for all receiver locations:

- Regularly inspect and maintain equipment to ensure it is in good working order.
- Provide special attenuation to any use and maintenance of 'noise control' or 'silencing' kits fitted to machines to ensure they perform as intended.
- Avoid any unnecessary noise when carrying out manual operations and when operating plant.
- Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be limited/avoided where possible.
- The offset distance between noisy plant and adjacent sensitive receivers is to be maximised where practical.
- Where practical, plant and equipment that are used intermittently are to have throttle setting reduced or shut down when not in use. Any plant and equipment that will not be used for extended periods of time are to be switched off.
- Trucks engines should be turned off as opposed to idling, if feasible. Also, non-tonal reversing beacons should be considered for the on-site vehicles.
- In addition to the noise mitigation measures outlined above, a management procedure will need to be put in place deal with noise complaints that may arise from built form work activities. Each complaint will need to be investigated, and appropriate noise amelioration measures put in place to mitigate future occurrences, where the noise in question is in excess of allowable limits.
- Good relations with people living and working in the vicinity of the Corrimal Coke Works site should be established at the beginning of a project and be maintained throughout the project, as this is of paramount importance. Keeping people informed of progress and taking complaints seriously and dealing with them expeditiously is critical. The person selected to liaise with the community must be adequately trained and experienced in such matters.

Specific Noise Management Measures

Other potential mitigation measures include:

- Neighbour Notification
  - Community consultation procedures and site point-of-contact must be established.
  - Notify surrounding residential areas (at a minimum, NCAs 2 to 4 along Duff Parade, East Corrimal which are closest to the built form works) of the estimated dates, locations during each day and typical duration of noisy activities so a given receiver will have an understanding of the duration of works that is in closest proximity to them.
- Respite Periods
  - The construction noise level predictions identify the use of a hydraulic hammer during the excavation works for the basement, service trenches and footings to have the highest potential of exceeding the noise management levels and giving rise to noise impacts.
  - Community consultation should occur to determine whether it is preferable to adopt respite periods (which may have the effect of increasing the overall duration of built form work), or to have the built form work completed as quickly as possible.
  - Respite periods could potentially be adopted by having noisy activities being carried out a continuous block of up to three hours, with a minimum of one hour between each block where no noisy equipment are used.
  - Alternative respite periods could be negotiated if agree upon with potentially impacted receivers. For example, use of hydraulic hammers could be limited to 9:00am – 5:00pm on weekdays when the surrounding residents are likely to not be at home.

- All employees, contractors and subcontractors are to receive site induction, toolbox talks and ongoing training so that the above noise management measures are implemented accordingly. Content within toolbox talks will include location of nearest noise sensitive receivers, relevant project specific and standard noise / vibration mitigation measures, permissible hours of work, truck route and truck loading restrictions and employee parking areas.

Vibration Management Measures

- The proper implementation of a vibration management plan is required to avoid adverse vibration disturbance to affected occupancies. Consultation with occupants and property owners is recommended and should be aimed at providing a communication path directly to the contractor.
- A management procedure is to be implemented to deal with vibration complaints. Each complaint will be investigated and where vibration levels are established as exceeding the set limits, appropriate amelioration measures shall be put in place to mitigate future occurrences.
- Carry out vibration testing of actual equipment on site prior to the built form work to determine acceptable buffer distances to sensitive receivers. Where built form work activities are within the acceptable buffer distances determined from site testing, additional vibration monitoring is to undertaken which signals to the contractor (by way of buzzer, flashing lights, etc.) when vibration level approach / exceed the recommended limits. Further details of the monitoring procedures are set out in Section 7.7.1.
- Where vibration is found to be excessive, management measures must be implemented to ensure vibration compliance is achieved. Management measures may include:
- Using smaller equipment or modifying the built form work method (eg. using bored or vibratory piling preferentially to impact piling) where feasible;
  - Establishment of safe buffer zones; and
  - Time restrictions to the operation of vibration intensive plant to address human comfort.
- Notification by letter drop should be carried out for the nearest surrounding residential properties (at a minimum, NCAs 3 and 4 along Duff Parade, East Corrimal which are closest to the built form works) to address potential community concerns that perceived vibration may cause damage to property. Notification is to be provided to these receiver prior to the commencement of built form work.

6.1.9 Ecologically Sustainable Development

The proposal has addressed the principles of ESD in accordance with the requirements of Section 193 of the EP&A Regulations. This includes the precautionary principle, inter-generational equity, conservation of biological diversity and ecological integrity, and improved valuation, pricing and incentive mechanisms.

The ESD Report (**Appendix S**) and BASIX Certificate (**Appendix T**) and NatHERS (**Appendix U**) discuss the sustainability principles incorporated into the project and summarise BASIX and thermal comfort aspects.

6.1.9.1 Potential Impacts

An assessment of the proposal against the ESD principles is provided in Table 34 below.

Table 34 ESD Principles and Project Response

Principle	Project Response
Precautionary Principle	The site has been the subject of several development applications addressing biodiversity impacts and vegetation clearing. The current proposal is supported by detailed environmental assessments and mitigation measures that apply across the construction, and ongoing operational phases of the project. These measures are designed to avoid, minimise, and manage environmental impacts, ensuring the protection of ecological values and preventing any serious or irreversible environmental harm.

Principle	Project Response
Inter-Generational Equity	Intergenerational equity ensures that the needs of future generations are taken into account in decision-making, maintaining or enhancing environmental values for their benefit. The proposal aims to deliver a high-quality development which minimises energy and water consumption while reducing embodied carbon and waste. By integrating ESD principles, the project promotes the conservation of energy and water through efficiency measures.
Conservation Of Biological Diversity and Ecological Integrity	The site features retained trees and extensive landscaping in addition to a BDAR waiver to further minimise impacts on biological diversity and ecological integrity. The strategies outlined in the ESD Report and Waste Management Plans to reduce energy, water, and waste consumption also contribute indirectly to conserving biodiversity and ecological integrity beyond the site itself. By reducing the demand for energy and water resources, the need for land-clearing and pollution from utility infrastructure is minimised.
Improved Valuation, Pricing and Incentive Mechanisms	This approach involves a comprehensive consideration of environmental resources potentially impacted by the development, including air, water, and biological elements. It emphasises the economic costs of environmental impacts and assigns value to waste generation and environmental degradation. The project's asset and service valuations incorporate environmental factors through the implementation of ESD initiatives. Throughout the construction phase, a Construction Waste Management Plan and a Construction Management Plan will be implemented to minimise pollution and waste. These plans will establish recycling and landfill waste streams, ensuring effective pollution control and waste reduction. During the operational phase, occupants and the developer will experience reduce costs as a result of associated operational energy, waste management, water consumption and more.

The Aspire Sustainability team have worked closely with the design team to ensure a high level of energy efficiency and environmental sustainability. A strong emphasis was placed on the passive efficiency of the buildings, including passive design and energy efficiency to reduce heating, ventilation and cooling requirements. These include the selection of light and medium-coloured facades, horizontal shading and recessed windows, thermal mass within concrete, glazing of high performance and more.

6.1.9.2 ESD Initiatives and Strategies

Key ESD Strategies incorporated into the proposal include:

- **ESD:** An ecologically sustainable design (**ESD**) consultant was engaged as part of the design team. Aspire Sustainability have suggested and tested numerous effective ESD options.
- **Construction and Waste Management:** Waste management plans will be implemented for both construction and operational phases. These plans target over 90% diversion of construction waste from landfill and include segregation of operational waste streams such as glass, plastic, cardboard, and organics. ISO 14001-compliant environmental management systems will be adopted, supported by a Construction Environmental Management Plan (**CEMP**) and an Operational Waste Management Plan (**OWMP**).
- **Sustainable Materials:** The proposal includes the use of responsibly sourced materials such as FSC-certified timber, ISO 14001-certified steel, and Best Practice PVC. Recycled content (e.g., fly ash in concrete) will be used to reduce embodied emissions. Preference will be given to materials with Environmental Product Declarations (**EPDs**), and HVAC systems will utilise low global warming potential (**GWP**) refrigerants.
- **Climate Change and Adaption:** Climate resilience measures include 30kL rainwater tanks, increased HVAC capacity, and mechanical infrastructure designed for future climate loads. Urban cooling

strategies such as tree canopy coverage and green spaces are incorporated, alongside design features to withstand extreme weather events including wind and hail.

- **Transport:** The development supports low-carbon transport options through the provision of electric vehicle (**EV**) charging infrastructure, bicycle parking, and proximity to public transport. These measures aim to reduce reliance on private vehicles and promote active and sustainable travel.
- **Passive Design and Energy Efficiency:** Passive design principles are embedded throughout, including light/medium-coloured façades, recessed windows, high-performance glazing, and concrete for thermal mass. Energy efficiency is further supported by LED lighting with motion and daylight sensors, efficient HVAC systems, ceiling fans, and a 55kW solar PV system distributed across the site.
- **Water Efficiency:** Water-saving measures include WELS-rated fixtures and fittings, rainwater harvesting for irrigation, air-cooled HVAC systems, and closed-loop fire sprinkler systems. Landscaping will feature drip irrigation and low-water-use plant species to minimise potable water consumption.
- **Enhanced Indoor Environment Quality**: Indoor air quality will be improved through the use of low-VOC materials (e.g., paints, adhesives, carpets), pollutant control systems in kitchens and carparks, and air-cooled HVAC systems to eliminate Legionella risks associated with cooling towers.
- **Land Use and Ecology:** The proposal supports biodiversity through indigenous planting, tree retention, and ecological assessments (including a Biodiversity Development Assessment Report). Urban heat island effects will be mitigated via light-coloured external surfaces, and stormwater will be managed using Water Sensitive Urban Design (**WSUD**) principles. Outdoor lighting will comply with AS/NZS 4282:2019 to minimise light pollution.

The BASIX Certificate, appended to the ESD Report, confirms that the proposed development meets and exceeds the minimum requirements for energy efficiency, water efficiency and thermal performance.

6.1.10 Waste Management

Elephants Foot has prepared an Operational Waste Management Plan (**OWMP**) (**Appendix V**). The OWMP identifies all potential waste generation at the operational phase. It includes a description of how the waste is to be handled, processed and disposed of, or reused and recycled.

Separately, Elephants Foot has prepared a Construction Waste Management Plan (**CWMP**) which details key strategies and procedures to manage construction waste in accordance with relevant environmental legislation and sustainability objectives (**Appendix W**).

6.1.10.1 Operational Waste Management

The NSW EPA's *Better Practice Guide for Resource Recovery in Residential Developments 2019* has been referenced to calculate the total number of bins required for the residential units across the four separate buildings proposed.

Based on the estimated volumes of general waste, recycling and food organics (**FOGO**) generated by the proposed development, the recommended bin quantities and collection frequencies are as follows:

Building 2.1

- General Waste: 3 x 1100L bins collected 1 x weekly
- Recycling: 3 x 1100L bins collected 1 x weekly
- FOGO: 4 x 240L bins collected 1 x weekly
- Service Bins: 1 x 1100L bin

Building 2.2

- General Waste: 6 x 1100L bins collected 1 x weekly
- Recycling: 6 x 1100L bins collected 1 x weekly
- FOGO: 7 x 240L bins collected 1 x weekly

- Service Bins: 2 x 1100L bin

Building 2.3 and 2.4

- General Waste: 12 x 1100L bins collected 1 x weekly
- Recycling: 12 x 1100L bins collected 1 x weekly
- FOGO: 17 x 240L bins collected 1 x weekly
- Service Bins: 4 x 1100L bin

To service the proposed development from an operational waste perspective, a total of 21 x 1100L general waste bins, 21 x 1100L recycling bins, and 28 x 240L FOGO bins will be required for weekly collection.

Each building will be fitted with a single general waste chute, accessible to residents on every residential level. Adjacent to the chute, a dedicated compartment will provide 240L bins for recycling storage, ensuring convenient and efficient separation of waste streams. General waste deposited via the chutes will discharge into 1100L bins located within the discharge rooms. The building manager will monitor bin capacities and replace full bins with empty bins on the track system as required to maintain operational efficiency.

Recycling bins on each residential level will be monitored by the building caretaker. Once full, these bins will be transferred to the basement, where their contents will be transferred into 1100L recycling bins before being returned to their respective levels. To ensure recycling quality, residents will be required to deposit materials in a clean and unbagged state, avoiding contamination from soft plastics and other non-recyclables.

Regarding FOGO each dwelling will be provided with a kitchen caddy to facilitate separation at the source. A Communal FOGO bin room will be located in each building, containing 240L bins for organic waste. Building management will be responsible for maintaining these rooms, including the regular washdown of bins and facilities, to effectively manage hygiene and odour.

Prior to Council's scheduled collection, the Building Manager or caretaker will transfer bins from the Chute Discharge Rooms, residential levels, and Communal FOGO Rooms to the basement storage areas. From there, bins will be transported via bin hoist to the designated collection areas at ground level.

In addition to the above, residential common areas will be equipped with clearly branded receptacles to support waste separation where appropriate. Green waste generated from communal landscaping will be collected and removed from the site by the appointed landscape contractor during routine maintenance works. Provision has also been made for bulky waste storage within each building, with Building 2.1 incorporating a 10sqm room, Building 2.2 a 14sqm room, and Buildings 2.3 and 2.4 accommodating a 26sqm bulky waste room.

Waste Storage Areas

The OWMP confirms that the proposal provides adequate space for the various waste storage areas within the ground level, as follows:

Table 35 Waste Room Areas

	Level	Waste Room Type	Equipment	Estimated Area Required (m2)
Building 2.1	B	Chute Discharge Room	General waste: 1 x 1100L Bin Service bin: 1 x 1100L Bin	6
	B	FOGO Bin Room	FOGO: 4 x 240L Bins	4
	B	Bin Storage Room	General waste: 3 x 1100L Bin Recycling: 3 x 1100L Bin FOGO: 4 x 240L Bins 1 x Bin Lifter	24
	B	Bulky Waste Room		10

	Level	Waste Room Type	Equipment	Estimated Area Required (m2)
	GF	Bin Collection Area	General waste: 3 x 1100L Bin Recycling: 3 x 1100L Bin FOGO: 4 x 240L Bins	21
Building 2.2	B	Chute Discharge Room (Core A)	General waste: 1 x 1100L Bin Service bin: 1 x 1100LBin	6
	B	Chute Discharge Room (Core B)	General waste: 1 x 1100L Bin Service bin: 1 x 1100L Bin	6
	B	FOGO Bin Room	FOGO: 6 x 240L Bins	6
	B	Bin Storage Room	General waste: 6 x 1100L Bin Recycling: 6 x 1100L Bin FOGO: 7 x 240L Bins 1 x Bin Lifter	44
	B	Bulky Waste Room		14
	GF	Bin Collection Area	General waste: 6 x 1100L Bin Recycling: 6 x 1100L Bin FOGO: 7 x 240L Bins	41
Building 2.3 & 2.4	B	Chute Discharge Room (Core A)	General waste: 1 x 1100L Bin Service bin: 1 x 1100L Bin	6
	B	Chute Discharge Room (Core B)	General waste: 1 x 1100L Bin Service bin: 1 x 1100L Bin	6
	B	FOGO Bin Room	FOGO: 8 x 240L Bins	7
	B	Chute Discharge Room (Core A)	General waste: 1 x 1100L Bin Service bin: 1 x 1100L Bin	6
	B	Chute Discharge Room (Core B)	General waste: 1 x 1100L Bin Service bin: 1 x 1100L Bin	6
	B	FOGO Bin Room	FOGO: 9 x 240L Bins	8
	B	Bin Storage Room	General waste: 12 x 1100L Bins Recycling: 12 x 1100L Bins FOGO: 17 x 240L Bins 1 x Bin Lifter	87
	B	Bulky Waste Room		26
	GF	Bin Collection Area	General waste: 12 x 1100L Bins Recycling: 12 x 1100L Bins FOGO: 17 x 240L Bins	84

Figure 32: Building 2.1 Waste Storage Facilities

Picture 19: Basement Level 1
Source: Elephants Foot

Picture 20: Ground Floor
Source: Elephants Foot

Figure 33: Building 2.2 Waste Storage Facilities

Picture 21: Basement Level 1
Source: Elephants Foot

Picture 22: Ground Floor
Source: Elephants Foot

Figure 34: Building 2.3 & 2.4 Waste Storage Facilities

Picture 23: Basement Level 1
Source: Elephants Foot

Picture 24: Ground Floor
Source: Elephants Foot

6.1.10.2 Mitigation Measures

The following sections provide additional recommended mitigation measures for the operational phase:

Education

Educational material encouraging correct separation of general waste and recycling must be provided to all tenants and contractors. This should include the correct disposal process for bulky waste such as desks, chairs, large, discarded items, and other materials including electronic and chemical wastes. It is recommended that building management ensures that information is provided in multiple languages to support correct behaviours, and to minimise the possibility of contamination in communal bins.

Education and communication must be provided consistently on a regular basis to encourage behaviour change and account for transient building personnel such as new tenants, or cleaning staff. Information should include:

- Descriptions of items accepted in the general waste and recycling streams (refer to Council guidance);
- How to dispose of bulky waste and any other items that are not general waste or recycling;
- Staff and tenants obligations to health and safety as well as building management; and
- How to prevent cross contamination among waste streams.

Signage

Signage and education are essential components to support best practice waste management including resource recovery, source separation, and diversion of waste from landfill. Signage should include:

- Clear and correctly labelled bins,
- Instructions for separating and disposing of waste items. Different languages should be considered,
- Locations of, and directions to, the waste storage areas with directional signs, arrows, or lines,
- The identification of all hazards or potential dangers associated with the waste facilities, and
- Emergency contact information should there be issues with the waste systems or services in the building.

Building management is responsible for waste room signage including safety signage. Appropriate signage must be prominently displayed on doors, walls and above all bins, clearly stating what type of waste or recyclables is to be placed in each bin. All signage should conform to the relevant Australian Standards.

Pollution Prevention

Building management shall be responsible for the following to minimise dispersion of site litter and prevent stormwater pollution to avoid impact to the environment and local amenity:

- Promoting adequate waste disposal into the bins • Securing all bin rooms (whilst affording access to staff/contractors)
- Prevent overfilling of bins, keep all bin lids closed and bungs leak-free • Taking action to prevent dumping or unauthorised use of waste areas
- Require collection contractor/s to clean up any spillage when clearing bins

Bin Washing

The bins will be cleaned by the building manager and or cleaners periodically to ensure hygiene and minimise odour. Bin washing can occur within the bin rooms, using the room clean down facilities (i.e., tap connection and drain). Alternatively, a specialist bin washing contractor can be engaged to clean the bins to an agreed schedule. The specialist bin contactor would collect the bins from the bin holding area and clean the bins with their specialised vehicle. It is recommended that a dustpan and a broom is provided in this room for staff and cleaners to clean up unexpected spillages when using bins.

Bin Moving Paths

The building managers are responsible for the transportation of bins from their designated operational locations to the collection area, returning them once emptied to resume operational use. Any movement of bins should minimise manual handling where possible, as bins become heavy when full. The building manager must assess manual handling risks and provide any relevant documentation to key personal.

The routes along the bin moving path should;

- Allow for a continuous route that is wholly within the property boundary. • Be free from obstruction and obstacles such as steps and kerbs.
- Be constructed of solid materials with a non-slip surface
- Be A minimum of 300mm wider than the largest bin used onsite.
- If bins are moved manually, the route must not exceed a grade of 1:14.
- If a bin moving device is used, the route cannot exceed the maximum operating grade of the device. This is typically a grade of 1:4, however this will vary depending on the model of bin moving device acquired for the site.

As the distance of the bin moving paths exceeds 10m, a bin moving device will be required to aid the movement of full bins. The school management is responsible for supplying all equipment required for moving bins this includes any bin lifters, bin moving devices and waste transfer bins. This equipment must be new and appropriate for the site. The school management should contact a bin-tug, trailer or tractor consultant to provide equipment recommendations.

Once the site is operational, the building manager will be responsible for maintaining, repairing and replacing waste management equipment. Bins may have to be fitted with hitches to enable the simultaneous transportation of multiple bins to the collection area. Council must be informed of any hitch attachments required to be installed on bins.

6.1.10.3Construction Waste Management Plan

The accompanying CWMP details the anticipated volumes of the different waste materials anticipated to be generated during the construction of the development. The Waste Management Plan also details how the various waste streams will be recycled or disposed of off-site.

Waste management during construction will be directed by site specific operational controls aimed at maximising resource recovery and minimising environmental impacts. All personnel will undertake induction training addressing legal obligations, emergency protocols, waste separation procedures, and the risks associated with poor waste practices.

Procurement will prioritise waste minimisation through prefabricated components, bulk purchasing, and returnable packaging. Excavated material will be reused onsite where feasible, and green waste will be mulched for landscaping. Recyclable materials including concrete, tiles, bricks, metals, and timber will be source separated and directed to licensed recycling facilities.

Dedicated, clearly labelled skip bins will support separation at source, with hazardous waste (including asbestos) managed exclusively by licensed contractors in accordance with EPA and WorkCover requirements. Waste storage areas will be secure, weather-protected, and sized to accommodate expected volumes.

Compliance will be monitored through daily inspections and regular audits, ensuring both statutory compliance and continual improvement. All waste collection and transport will occur within Council-approved hours and be directed to licensed recovery or landfill facilities.

The table below illustrates the anticipated volumes of materials generated at this development during the construction stage.

Table 36 Construction Waste Conversion

Material	Volume (m3)	Tonnes (t)	Approx. Percentage Recovered
Bricks	21.7	26.0	100%
Tiles	14.0	14.0	100%
Concrete	447.5	671.2	100%
Timber	117.3	22.3	33%
Plasterboard	261.4	52.3	50%
Metals	652.3	326.2	100%
Totals	**1514.1**	**1111.9**	

The strategy achieves a 96.3% recovery rate of which significantly exceeds the NSW WARR Strategy target of 80% landfill diversion.

6.1.10.4 Mitigation Measures

Hazardous Waste Materials

The following general mitigation measures will apply:

- Contaminated material stockpiled on site will be minimised as far as possible and should be stored on HDPE liner, in a bunded location which is protected from inclement weather;
- Sediment fences should be installed around the base of stockpiles and the stockpiles should be covered. Where excavated material requires validations, samples should be taken for NATA laboratory testing as per the requirements of the contamination assessment prior to restoration works, backfilling exercises and disposal;
- Any trucks carrying contaminated materials should be securely and completely covered immediately after loading the materials (to prevent windblown emissions and spillage) and must be licensed by the NSW Environmental Protection Authority (EPA); • Decontamination of all equipment prior to demobilisation from the site is important so that contaminated materials are not spread off-site.

Excavation Waste

The following measures and safeguards will apply to the development for excavated material:

- Wherever practical, excavation material will be reused as part of the development;
- Excavation material that is not natural (virgin) material will be transported to an approved landfill site or off-site recycling depot;
- A waste classification assessment of the fill material should be undertaken prior to it being acceptable for waste disposal purposes;
- Transportation routes for excavation material removed from site will be identified and used.

Complete details on safety and signage measures as well as site specific operational measures are included in **Appendix W**.

6.1.11 Water Management

A Stormwater Management Report (**SMR**) has been prepared by Site Plus and is included at Appendix x. The SMP outlines the proposed stormwater management strategy for the development and demonstrates compliance with Chapter E14 Stormwater Management of Wollongong City Council's DCP 2009.

The report is supported by Civil Works and Stormwater Management Plans which are appended to the SMP. These documents detail the design of the stormwater drainage and water quality systems for the site.

6.1.11.1 Stormwater Quantity

The stormwater drainage system has been designed in accordance with Wollongong City Council's DCP 2009 Chapter E14, Stormwater Management. During the previous site preparation assessment process (DA-2023/823), Maker Consulting Services prepared a Water Cycle Management Study (MKR00452, July 2025), which determined that post-development peak flows would not exceed pre-development conditions. As a result, an OSD tank was not required for the proposed development. This outcome reflects the site's grading, existing downstream drainage capacity, and the relatively modest increase in impervious area, allowing direct discharge to the street via kerb inlet pits without the need for flow attenuation.

6.1.11.2 Stormwater Quality

In accordance with Wollongong City Council's DCP 2009 Chapter E15, Water Sensitive Urban Design, stormwater quality modelling was undertaken using MUSIC software to assess post-development pollutant loads and treatment effectiveness. The proposed treatment train includes:

- 46 Oceanguard gross pollutant traps (GPTs) installed at surface inlet pits across all four buildings; and
- Three off-line StormFilter units, each fitted with PhosphoSorb cartridges sized to meet Council's pollutant reduction targets.

These measures are designed to achieve the following minimum water quality performance targets:

- 90% reduction in total gross pollutants (>5mm)
- 80% reduction in total suspended solids (TSS)
- 55% reduction in total phosphorus (TP)
- 40% reduction in total nitrogen (TN)

The MUSIC model results confirm that the proposed system meets or exceeds Council's water quality objectives. Supporting plans and schematics are provided in **Appendix O** and **Section 3** of the report.

The combination of targeted treatment devices and a structured maintenance regime ensures that the development will continue to meet Council's water quality objectives over time. By proactively managing pollutant loads and maintaining system performance, the proposed stormwater strategy supports both environmental protection and long-term operational sustainability.

6.1.11.3 Mitigation Measures

To ensure these water quality targets are consistently met, a routine monitoring and maintenance program has been proposed. Oceanguard GPTs will be cleaned every three months or following major storm events, with tasks including removal of litter, clearing of inlets and outlets, and inspection of baskets to maintain flow efficiency. StormFilter units will be inspected every four months, with additional checks after heavy rainfall. Indicators such as standing water or reduced flow will guide maintenance actions, including rinsing or replacing filter cartridges. These procedures are designed to maintain optimal performance of the treatment system and prevent pollutant build-up over time.

6.1.12 Ground and Water Conditions

Reditus Consulting has prepared a Groundwater Impact Assessment (**GIA**) to evaluate the hydrogeological conditions and potential impacts associated with the Stage 2a redevelopment of the former Corrimal Coke Works site (**Appendix GG**). The findings of the GIA should be read in conjunction with the broader environmental and geotechnical investigations undertaken for the site.

6.1.12.1 Existing Environment

Ground Conditions

The site is located in the eastern portion of a larger 18.16 ha parcel, with Stage 2a occupying approximately 1.4 ha. The topography is undulating, with elevations ranging from 4m AHD to 16m AHD. The site is underlain by unconsolidated fill (including coke wash material), alluvial silty clays, and fractured sandstone bedrock of the Sydney Basin South Groundwater Source.

Fill depths vary across the site and include carbonaceous materials requiring removal and recompaction under Level 1 supervision as part of bulk earthworks. Bedrock is expected at depths of 6–10m below ground level, with groundwater storage dominated by secondary porosity in fractures and bedding planes.

Hydrogeological Setting

Groundwater monitoring wells installed across the Stage 2a area revealed variable conditions. Four of eight wells were dry, with the highest recorded groundwater level at 13.09m AHD. Groundwater flow is inferred to be west and southwest toward Towradgi Creek.

Recharge was influenced by rainfall at three locations, while deeper wells showed limited response, indicating a semi-confined system. Perched groundwater observed in fill materials is expected to be removed during bulk earthworks.

No registered groundwater users or high-priority groundwater dependent ecosystems (GDEs) were identified within 1 km of the site.

Hydrology and Surface Water

The site is located within the Towradgi Creek Catchment. North Corrimal Creek and Towradgi Creek traverse the site and are considered low to moderate sensitivity receiving environments.

Surface water sampling identified minor exceedances of metals and nutrients (e.g. copper, zinc, aluminium, ammonia, total nitrogen), typical of ambient conditions. These are considered manageable under standard construction environmental controls.

Acid Sulfate Soils

The land to which this SSDA relates is mapped as Class 5 Acid Sulfate Soil (**ASS**) land. Investigations did not identify any actual or potential ASS requiring management. However, a precautionary Acid Sulfate Soil Management Plan (ASSMP) has been prepared for the site. Dewatering is not expected to impact adjacent Class 3 land due to elevation differences.

Potential Groundwater Impacts

The proposed development includes four one-level basements (Basements 2.1–2.4), with excavation depths ranging from RL 11.30 mAHD to RL 9.60 mAHD. Analytical modelling indicates that Basements 2.2, 2.3 and 2.4 may marginally intercept shallow groundwater.

Estimated groundwater inflow volumes under a conservative (upper-case) scenario are:

- Basement 2.2: 0.28 ML (construction), 0.148 ML/year (operation)
- Basement 2.3: 0.83 ML (construction), 0.389 ML/year (operation)
- Basement 2.4: 1.16 ML (construction), 0.545 ML/year (operation)

Drawdown is predicted to be minor, with a maximum lateral extent of 9.75 m and depth ≤1 m. The development is classified as an aquifer interference activity under the Water Management Act 2000. Assessment against the NSW Aquifer Interference Policy (2012) and DPE Groundwater Impact Assessment Criteria (2023) concluded that impacts are minimal.

Potential Surface Water Impacts

Construction activities may result in increased sedimentation and pollutant runoff into North Corrimal and Towradgi Creek, particularly during rain events. These risks are to be managed via erosion and sediment controls, stormwater treatment, and water quality monitoring.

Potential Acid Sulfate Soil Impacts

Although no ASS/PASS was identified, precautionary management measures are recommended. Excavation is not expected to disturb Class 3 land, and dewatering is unlikely to affect adjacent ASS zones due to elevation differences.

6.1.12.2 Cumulative Impacts

The cumulative impacts of the proposed Stage 2a development have been considered in the context of other concurrent and future developments within the broader site and surrounding area. This includes:

- Stage 1 development and development works related to the future stages of the wider Corrimal precinct redevelopment.
- Surrounding land uses, including R3 Medium Density Residential zones to the north and east, and RE1 Public Recreation and R2 Low Density Residential zones to the south and west.

Reditus Consulting notes that future medium-density residential development in the area may increase cumulative environmental pressures on local groundwater systems. However, the Stage 2a development is expected to have negligible cumulative impact due to:

- Limited interference with the underlying aquifer.
- Effective management of groundwater and surface water impacts during and post-construction.
- Mitigation strategies already in place, including creek realignment and provision of deep soil zones and permeable landscaping.

Future developments with potential groundwater impacts will require separate assessments and appropriate mitigation measures to ensure cumulative risks remain low.

6.1.12.3 Mitigation Measures

- Soil and water management plans incorporated in a Construction Environmental Management Plan (CEMP) to manage risk.
- Erosion and sediment control measures in accordance with Blue Book (DECC, 2008).
- Incorporate water quality monitoring plan into the CEMP that will constantly monitor water quality of receiving water bodies.
- Soil and water management plans incorporated in a CEMP to manage risk.
- Erosion and sediment control measures in accordance with Blue Book (DECC, 2008).
- Extraction rates, drawdown and water quality monitoring requirements incorporated into a dewatering management plan (DMP)
- All construction groundwater to be discharged during basement construction dewatering is to be appropriately treated and to comply with adopted discharge water quality criteria (DWQC).
- Provide adequate deep soil and permeable landscape areas as vegetation buffer strips. Incorporation, were possible, of permeable pavements and appropriate design of stormwater detention.
- Storage of hazardous liquids and refuelling operations to take place in bunded areas to reduce chance of spillage causing impacts
- Incorporate water quality monitoring plan into CEMP that will constantly monitor water quality of receiving water bodies.

- Extraction rates, drawdown and water quality monitoring requirements incorporated into a dewatering management plan (DMP)
- Reduce dewatering time period during basement excavations.

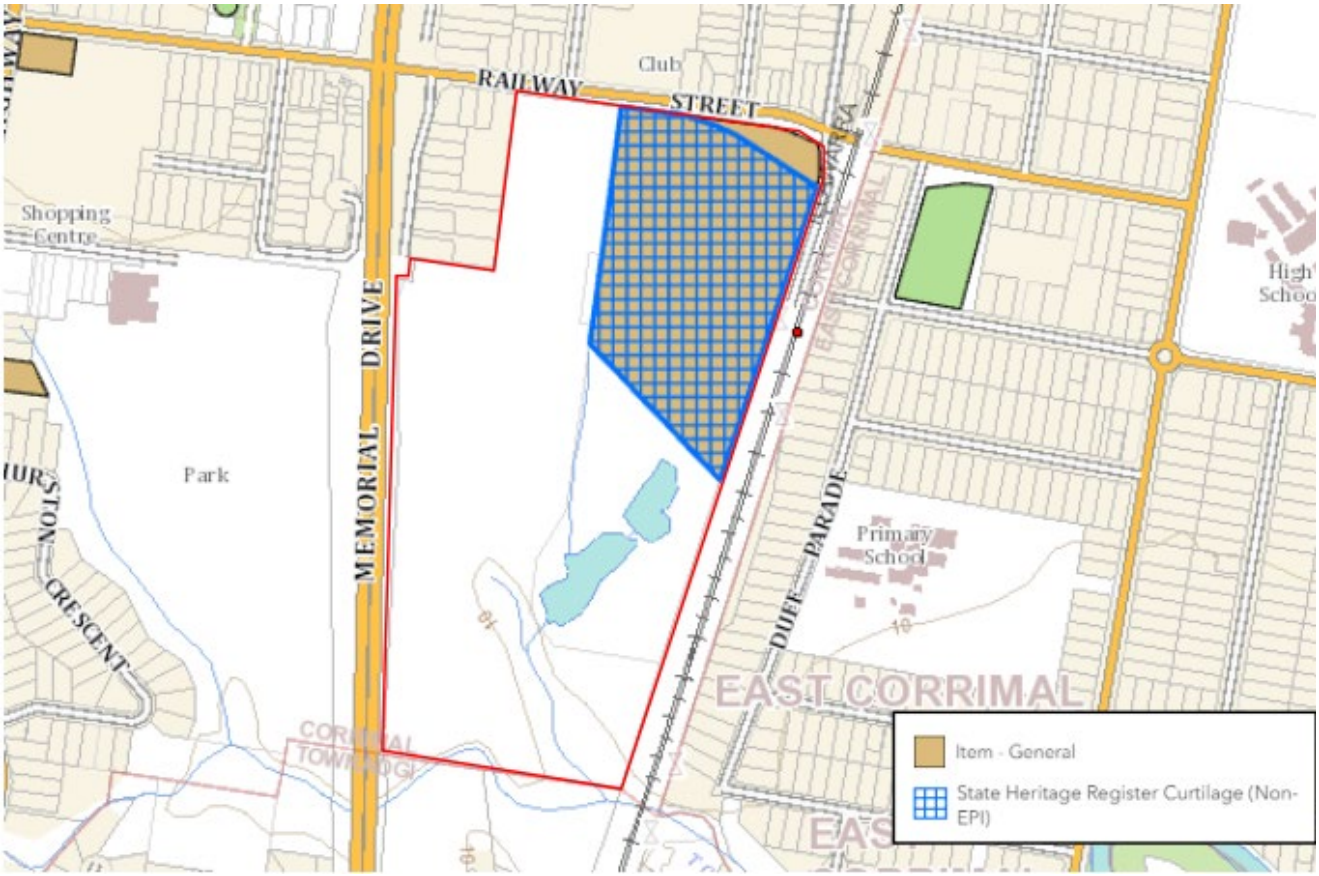
Refer to the complete report at **Appendix GG** for further information.

6.1.13 Heritage Impact

A Heritage Impact Statement (**HIS**) has been prepared by Urbis (**Appendix Z**) to assess the potential impacts of the Stage 2a Built Form works on the heritage significant items within the wider Corrimal Coke Works site.

The subject site is a listed heritage item of local and State significance. The site is listed as 'Former Corrimal Coke Works' (Item No. 6607) under Schedule 5, Part 1 of the WLEP. The site is also listed as 'Corrimal Coke Works Site' (Item No. 02061) on the SHR under the Heritage Act. Both heritage listings are visually identifiable in Figure below.

Figure 35 Heritage Map



Source: Urbis

As identified above, the heritage listings both locally and at the state level relate to the northeastern periphery of the site. The proposed Stage 2a built form development is located within the curtilage of the heritage-listed site, with two of the proposed buildings situated in proximity to retained heritage elements including the Brick Chimney Stack, powerhouse, and coke ovens. These elements are located north of the Stage 2a area and have been subject to a detailed impact assessment to ensure that there is no impact as a result of the built form elements.

A detailed impact assessment of the proposed works concludes that the proposed Stage 2a Built Form works:

- Are consistent with the endorsed masterplan and Chapter D19 of the Wollongong DCP 2009.
- Maintain significant view corridors, including those to the Brick Stack from Towradgi Road Overpass and the escarpment.

- Include appropriate setbacks and building heights, ensuring the Brick Stack remains the dominant visual element.
- Feature design and materiality that reflect the site's industrial heritage, including brickwork, dark metal cladding, and sawtooth roof forms.
- Do not directly affect any heritage fabric of exceptional or high significance.
- Are part of a broader redevelopment strategy that supports the conservation, interpretation and adaptive reuse of heritage elements.

While interpretation devices are not included in Stage 2a, they are being delivered in other stages of the project, including the Heritage Plaza and public parks (being delivered under the concurrent Stage 2-4 Civil Works SSDA), in line with the Heritage Interpretation and Public Art Strategy and the Connecting with Country and Cultural Values Assessment Report (2023).

The HIS supports the proposal from a heritage perspective, noting that the sensitive design and integration of built form and landscaping contribute positively to the site's heritage context and long-term conservation objectives.

6.2 Other Impacts Not Requiring Detailed Assessment

This section of the report addresses the matters which require a standard impact assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

Table 37 Standard Assessment Matters

Issue (per SEARs)	Assessment	Mitigation
A Geotechnical Assessment reviewing potential impacts on soil resources and related infrastructure is required under SEAR 12.	Douglas Partners Pty Ltd has provided a Geotechnical Letter addressing SEAR 12. This letter has been informed by a series of geotechnical investigations previously undertaken for the site under separate applications for site preparation works. The key findings of previous investigations and the cover letter are: ▪ Historical and Ongoing Investigations: Douglas Partners have been involved with the site since the 1970s, with recent extensive geotechnical investigations conducted since 2017. These include assessments for rezoning, creek realignment, bulk earthworks, soil erosion, and infrastructure impacts. ▪ Suitability of Site: Based on previous investigations, the site is considered geotechnically suitable for the proposed development within Stage 2a. ▪ Future Requirements: Further detailed investigations will be required as planning and design progress to new stages of the redevelopment, particularly for basement excavations, structural support, and groundwater dewatering. This assessment demonstrates compliance with SEAR 12 by confirming the site's geotechnical viability and outlining the need for continued investigation to manage soil and infrastructure impacts effectively. For further information, refer to the Geotechnical Letter prepared by Douglas Partners at **Appendix CC**.	No mitigation measures proposed.
SEARs Item 13 requires an assessment and quantification of any soil and groundwater contamination, demonstrating that the site is or will be suitable for the development after remediation. This assessment should be undertaken in accordance with Chapter 4 of SEPP (Resilience and Hazards) 2021.	A Detailed Site Investigation (**DSI**) and Remediation Action Plan (**RAP**) were prepared by Reditus Consulting to outline the approved remediation strategy under the Stage 2–4 Bulk Earthworks consent (DA-2023/823). These investigations confirmed that potential contamination sources have been identified and addressed in accordance with the approved remediation strategy. Condition 142 of the Stage 2–4 Bulk Earthworks consent requires a Site Contamination Validation Report to be prepared within 28 days of completion of works to verify that all remediation has been satisfactorily completed. The approved RAP ensures the Stage 2a area will be remediated and validated prior to commencement of built form works, satisfying the requirements of Clause 4.6(1) of the Resilience and Hazards SEPP. Reditus has provided a supporting letter confirming that the DSI	Appendix BB

Issue (per SEARs)	Assessment	Mitigation
	and RAP address the relevant SEARs, have been reviewed and endorsed by the Site Auditor (Geosyntec Consultants), and are suitable to support this SSD application.	
Item 14 of the SEARs requires an assessment of the impact to trees via a formalised Arboricultural Impact Assessment. This assessment is to review the number, location, condition and significance of trees proposed for removal and retention.	The Stage 2–4 Bulk Earthworks DA approved the removal of trees necessary to facilitate the Stage 2a Built Form area. No additional tree removal is required as part of this proposed development. An Arboricultural Impact Assessment Report was approved under the Stage 2–4 Bulk Earthworks DA, which applies to the entire Stage 2–4 area of the master plan. All trees within the Stage 2a area will be managed in accordance with the tree retention, protection, and mitigation strategies outlined in the approved Arborist Report to ensure compliance with the endorsed tree management framework for the precinct.	Tree protections measures are outlined in detail in the Arborist Report.
Item 16 of the SEARs requires an assessment of biodiversity impacts to be undertaken in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR), unless a BDAR Waiver is granted.	A BDAR Waiver was issued by the Department of Climate Change, Energy, the Environment and Water (**DCCEEW**) on 14 November 2025 (**Appendix HH**). The BDAR Waiver confirms the development is unlikely to have any significant impact on biodiversity values as it will not clear or remove native vegetation other than: ▪ a few single trees with no native understorey in an urban context ▪ planted native vegetation that is not consistent with a Plant Community Type (PCT) known to occur in the same Interim Biogeographic Regionalisation of Australia (IBRA) subregion (e.g. street trees, trees in carparks, landscaping) ▪ will have negligible adverse impacts on threatened species or ecological communities, considering habitat suitability, abundance and occurrence, habitat connectivity, movement and water sustainability including consideration of any non-natural features, non-native vegetation and human-built structures ▪ will have negligible adverse impacts on protected animals because of impacts to flight path integrity. Vegetation within the study area has been approved for clearance under the Stage 2-4 Bulk Earthworks (BEW) DA-2023/823. Therefore, no vegetation removal or biodiversity impacts are proposed under this Stage 2a Built Form application. The BDAR Waiver can be viewed at **Appendix HH**.	No mitigation measures proposed.
Item 18 of the SEARs requires a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.	The following evaluates potential changes to social aspects such as community, accessibility, culture, health, wellbeing, livelihoods, and decision-making, identifying both positive and negative impacts, with suggestions to mitigate negative effects and enhance social benefits.	Construction Phase: ▪ Develop and implement a Construction Noise and Vibration Plan to minimise disturbance to nearby residents and community facilities.

Issue (per SEARs)	Assessment	Mitigation
	Existing Environment The site is located between the South Coast railway line and Corrimal Station to the east, Memorial Drive to the west, Railway Street to the north, and Towradgi Creek to the south. It sits around 1 km east of Corrimal Town Centre and 6.5 km north of Wollongong CBD. The location offers excellent connectivity, with direct access to rail, bus, and major road networks. Schools, parks, health services, and community facilities are all within close reach, and several public open spaces are within walking distance, contributing to a well-serviced and connected setting. **Potential Impacts** Construction Phase ▪ Short-term impacts such as noise, dust, and increased construction traffic may affect nearby residents and businesses. ▪ A detailed Construction Traffic Management Plan (CTMP) will be implemented to manage vehicle movements, maintain safe access, and minimise disruption. ▪ Communication protocols will ensure the community is informed of works, timeframes, and any temporary changes to access. Operational Phase ▪ Delivery of 207 new dwellings, including 57 affordable homes, will increase housing choice and improve access to housing in the area. ▪ The site's proximity to Corrimal Station and bus services supports sustainable transport use and reduces reliance on private vehicles. ▪ Development is part of an integrated master plan to regenerate the former Corrimal Coke Works site, creating a cohesive and well-designed residential precinct. ▪ High-quality communal areas and landscaped spaces will encourage social interaction and recreation for residents. ▪ New public spaces within the broader master planned estate will provide benefits for both the immediate community and the wider Corrimal area. ▪ A mix of long-term rental opportunities will help foster community stability and social cohesion. Potential Social Risks ▪ Increased traffic during peak periods may affect local accessibility. ▪ Without clear engagement processes, some residents may feel their concerns are not heard, this will be addressed through ongoing communication and feedback channels.	▪ Prepare a Construction Management Plan that outlines how access to surrounding properties will be maintained and how potential disruptions to the local community will be managed. ▪ Include in the Construction Management Plan a clear communication and complaint handling process, ensuring residents and stakeholders are informed in advance of key construction activities and timeframes. ▪ Finalise and adopt a Construction Traffic and Access Plan to manage vehicle movements, parking, and pedestrian safety during works. Operational Phase: ▪ Prepare and implement a Plan of Management for the residential buildings to guide the use of communal areas, address resident and neighbour concerns. ▪ Apply CPTED principles in the final design and ongoing management to enhance safety and reduce opportunities for anti-social behaviour. ▪ Ensure mitigation measures from supporting technical reporting is adopted.

Issue (per SEARs)	Assessment	Mitigation
	The development's overall social benefits are expected to significantly enhance the quality of life for future residents.	
Aboriginal Cultural Heritage Assessment Report is required under Item 21 of the SEARs. This report is to be prepared in accordance with relevant guidelines, identifying, describing, and assessing any impacts on Aboriginal cultural heritage values on the land.	An Aboriginal Cultural Heritage Assessment Report (**ACHAR**) was previously by Kelleher Nightingale Consulting and approved as part of the Stage 1 Built Form consent. The ACHAR identified an Aboriginal site within the Corrimal Master Plan area FCCW AFT 1 (AHIMS 52-2-4505) being a low-density artefact deposit identified during test excavation. The ACHAR determined extensive previous modifications and disturbance associated with former industrial land use has diminished or negated the archaeological potential of the remainder of the study area. An Aboriginal Heritage Impact Permit (**AHIP**) was then made under section 90A of the N*ational Parks and Wildlife Act 1974* (AHIP 5141) to address the impacts to the identified site/Aboriginal objects prior to the commencement of pre-construction or construction activities associated with the Stage 1 Built Form consent. Kelleher Nightingale Consulting has prepared a Statement (**Appendix X**) to confirm that all AHIP conditions within the construction boundary of the Former Corrimal Coke Works Sewer Upgrade have been fully met. All conditions relating to Aboriginal objects within site FCCW AFT 1 have been satisfied, and no further archaeological mitigation is required. A GIS file has been provided by Kelleher Nightingale Consulting confirming that the area is now cleared of Aboriginal heritage constraints. *Figure 36 Area Cleared For Aboriginal Heritage Within AHIP 5141*  *Source: Kelleher Nightingale Consulting*	No mitigation measures are proposed. All AHIP conditions have been met, and the identified Aboriginal object site has been appropriately managed, the proposed development is not expected to result in any additional impacts to Aboriginal cultural heritage values.

Issue (per SEARs)	Assessment	Mitigation
SEAR 20 requires a Bush Fire Assessment to be provided where the site or surrounding environment is located on bush fire prone land. Reporting should detail bush fire protection measures and demonstrate compliance with *Planning for Bush Fire Protection.*	The site (and immediate surrounds) is not mapped as 'bushfire prone land'. Accordingly, no assessment of bush fire risk is required.	No mitigation measures proposed.
Item 24 of the SEARs relates to Hazards and Risks and requires a Hazard Analysis where the development is affected by above ground dangerous goods storages or underground high-pressure pipelines.	Donnelley Simpson Cleary Consulting Engineers Pty Ltd has undertaken a review of the project to address impacts on the proposed development via a Before You Dig Australia (**BYDA**) study (**Appendix EE**). This review was undertaken to understand the projects potential impact from underground high-pressure dangerous goods pipelines in the vicinity. Based on the BYDA responses and the desktop review, the Corrimal Stage 2a SSDA is not affected by above-ground dangerous goods storages from surrounding developments and is not affected by underground high-pressure dangerous goods pipelines in the vicinity. A formal Hazard Analysis is not required for the proposal.	No mitigation measures proposed.

7 Justification of the Project

This section provides a comprehensive evaluation of the project having regard to economic, environmental, and social impacts, including the principles of ecologically sustainable development. It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1 Project Design

The project demonstrates a high standard of innovative urban planning, environmental responsiveness and cultural celebration. As the second built form stage of the master planned renewal of the former Corrimal Coke Works site, the proposal creates four residential buildings ranging from four to six storeys, carefully arranged to frame new public open spaces and maintain key view corridors to Mount Keira, Mount Kembla and Corrimal Beach.

The development provides 207 thoughtfully designed apartments, including 57 affordable housing dwellings, catering to a diverse range of households. Apartment layouts maximise solar access and cross-ventilation, with generous private and communal open spaces integrated throughout. Communal amenities include rooftop terraces, landscaped courtyards, BBQ areas, play spaces and community gardens, offering residents a vibrant and engaging living environment.

The proposal delivers significant landscape and public domain benefits that complement and enhance the broader precinct. The landscape design contributes to a cohesive and high-quality public realm, establishing a strong relationship between the built form, adjoining open spaces, and key pedestrian routes. It integrates endemic planting, deep soil zones, and natural materials, reinforcing the site's ecological and cultural identity while contributing to urban cooling, biodiversity, and overall amenity for future residents and visitors.

A defining feature of the project is its respectful integration and celebration of Dharawal cultural heritage. The design is informed by Connecting with Country engagement, with building forms, materials and public spaces drawing inspiration from the site's industrial history and its cultural significance. This includes references to the escarpment geology, the Towradgi Creek Dreaming Story, and the robust materiality of the former coke works structures.

Through its considered built form, high-quality public domain, and cultural integration, the Stage 2a proposal delivers a distinctive and connected neighbourhood that contributes to housing diversity and affordability, while enhancing the character and liveability of Corrimal.

7.2 Strategic Planning Consistency

This EIS has demonstrated that the proposal is consistent with the strategic framework and has been considered against key Government and Council documents, including:

- National Housing Accord 2022
- NSW Housing Strategy: Housing 2041
- Illawarra–Shoalhaven Regional Plan 2041
- Our Wollongong Our Future 2032 Community Strategic Plan
- Wollongong Local Strategic Planning Statement
- Housing and Affordable Housing Options Paper
- Future Transport Strategy
- NSW Better Placed
- Connecting with Country Framework

Strategic planning at all levels seeks to increase housing supply, improve affordability, and promote well-located, higher-density development in areas with strong transport connections and access to services. This proposal aligns with these goals by:

- Delivering 207 new dwellings, including 57 affordable housing apartments, directly supporting NSW Government housing targets and the National Housing Accord's commitment to well-located homes.
- Locating new housing adjacent to Corrimal Train Station and within walking distance of bus services, shops, schools, parks, and community facilities, supporting transit-oriented development principles and reducing reliance on private vehicles.
- Contributing to urban renewal by transforming part of the former Corrimal Coke Works site into a high-quality residential precinct that respects and celebrates the site's industrial heritage and cultural connections to Dharawal Country.
- Integrating ecologically sustainable design measures and high-quality public domain spaces, consistent with Better Placed objectives for liveable, resilient, and well-designed communities.

The project represents the orderly and efficient redevelopment of a strategically located, underutilised site. It delivers housing diversity and affordability in a transport-rich location, supports regional growth objectives, and contributes to the creation of a vibrant, connected, and sustainable community in Corrimal.

7.3 Statutory Planning Consistency

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised in below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix C**.
- This EIS has been prepared in accordance with the SEARs as required by Schedule 2 of the EP&A Regulations.
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR Waiver request accordingly.
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD.
- The proposal generally complies with the relevant provisions under the WLEP as detailed in **Appendix C**. Where a variation is proposed to a principal development standard, a clause 4.6 variation request has been prepared to demonstrate that the non-compliance can be supported on a 'merit' basis, with the proposal remaining consistent with the relevant objectives of Part 4, despite the variation.
- The proposed development has been assessed in accordance with the Resilience & Hazards SEPP and complies with the relevant clauses.

7.4 Community Views

Community and stakeholder engagement has been a key part of preparing the SSDA. The details of this engagement are outlined in the Engagement Outcomes Report (at **Appendix G**). This Report provides a comprehensive overview of the issues raised by community stakeholders and explains how these concerns are incorporated into the proposed development. A summary of this engagement is provided in **Section 5**.

In accordance with the EP&A Regulation, this EIS will be formally exhibited to the public after a review by DPHI for adequacy. Any issues raised by community stakeholders during the public exhibition will be addressed in a Response to Submissions (**RTS**) after the exhibition period concludes.

7.5 Environmental Impacts

The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality, have been assessed in **Section 6** of this EIS.

It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues, the impact will either be positive or can be appropriately mitigated. **Appendix D** provides a summary of the 'mitigation measures' which can form appropriate conditions of development consent.

7.6 Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The site presents a significant opportunity to improve housing supply and diversity within a strategically located urban renewal precinct. The Infill affordable housing and transit-oriented development provisions of the Housing SEPP seek to stimulate housing delivery and choice in accessible locations supported by amenities. The proposed development directly responds to this strategic objective within the Corrimal area.
- The site is not significantly impacted by natural or environmental constraints. While there is potential on-site contamination as a result of its former industrial use, approved remediation plans and mitigation measures are in place to ensure the land is suitable for future residential development.
- The site is within immediate proximity to Corrimal Train Station and well connected to bus services, retail, education, health and recreational amenities. This strategic positioning offers a timely and appropriate location to contribute to the supply of diverse housing options, including affordable dwellings.
- The site's suitability is reinforced by its location within the master planned Corrimal Coke Works precinct, with direct frontages to the internal loop road and landscaped public open spaces. This positioning allows for a flexible design outcome that integrates appropriately with the surrounding urban environment and maintains key view corridors to Mount Keira, Mount Kembla and Corrimal Beach.
- The site benefits from existing and planned infrastructure, including the delivery of Central Park and Southern Park under the concurrent civil works SSDA, which will provide high-quality recreational spaces for residents and the wider community.

7.7 Public Interest

The proposed development is considered to be in the public interest for the following reasons:

- Revitalise a strategically located and currently underutilised part of the former Corrimal Coke Works site, within walking distance of Corrimal Train Station, bus services and the town centre.
- Promote social connectedness and cultural expression through a high-quality public domain and integrated Connecting with Country design principles.
- Respectfully integrate the cultural heritage of the Dharawal people through design responses that reflect the site's cultural and industrial history.
- Contribute to housing supply in the Illawarra–Shoalhaven region, delivering 207 dwellings including 57 affordable housing apartments to meet identified demand.
- Enhance the public domain within and around the site through landscaped communal spaces, direct pedestrian links to Central Park and Southern Park, and active street frontages.
- Incorporate sustainable design features and building practices to promote environmental responsibility, including passive design, energy and water efficiency measures, and high landfill diversion targets for construction waste.

- Improve transport infrastructure and accessibility by providing bicycle parking, pedestrian pathways and connections to public transport.
- Provide communal spaces and amenities that enhance the quality of life for residents, including rooftop terraces, BBQ areas, play spaces and community gardens.
- Support the local economy by generating construction employment and attracting new residents who will contribute to local businesses and services.

The public interest is best served by the orderly and economic use and development of land for permissible purposes, ensuring minimal impact on surrounding land uses while meeting market demand. For these reasons, the proposed development is considered to be in the public interest.

8 Conclusion

This EIS has been prepared to assess the natural environment, built environment, and social and economic impacts of the Stage 2a Built Form SSDA project. The EIS addresses the issues in the SEARs and complies with Sections 190 and 192 of the EP&A Regulation and the considerations under Section 4.15 of the EP&A Act.

With consideration to the environmental, economic, and social factors, including the principles of ecologically sustainable development, the project is justified for the following reasons:

- The project is permissible with consent and meets the relevant statutory requirements of the applicable environmental planning instruments, including the Housing SEPP and WLEP.
- The project will not result in adverse environmental impacts, with appropriate mitigation measures in place to minimise potential impacts relating to heritage, contamination, traffic, noise and stormwater.
- The project features a high standard of architectural, urban and landscape design, making a high-quality contribution to the built form and public domain of Corrimal.
- The project delivers 207 high-quality residential apartments, including 57 affordable housing dwellings, directly contributing to housing diversity and affordability in the Illawarra–Shoalhaven region.
- The proposal is expected to generate a range of direct and indirect construction jobs, along with ongoing operational employment, delivering broader social and economic benefits to the region.
- The proposal enhances the pedestrian environment, creating safe and welcoming public spaces that adhere to CPTED principles and integrate with Central Park and Southern Park.
- Traffic and parking impacts can be managed in a way that encourages active transport and supports public transport and leverages the site's proximity to Corrimal Train Station.
- The proposed development is suitable for the site and serves the public interest by revitalising a former industrial site into a vibrant, connected and sustainable residential precinct.

Given these merits and the significant benefits the project will deliver, the project is justified and development consent can be granted, subject to the implementation of appropriate conditions of consent.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A SEARs Requirements

Appendix B Architectural Drawings

Appendix C Statutory Compliance Table

Appendix D Mitigation Measures Table

Appendix E Engagement Summary Table

Appendix F Quantity Surveyor Report

Appendix G Engagement Outcomes Report

Appendix H Urban Design Report

Appendix I Urban Design Report Appendices

Appendix J Clause 4.6 Variation (Height – Building 2.2)

Appendix K Clause 4.6 Variation (FSR)

Appendix L Clause 4.6 Variation (Overshadow)

Appendix M Clause 4.6 Variation (Height – Building 2.3)

Appendix N Traffic Impact Statement, including Construction Traffic Management Plan

Appendix O Stormwater Management Plan

Appendix P Civil Plans

Appendix Q Landscape Plans

Appendix R Landscape Design Report

Appendix S Ecologically Sustainable Development (ESD) Report

Appendix T BASIX Certificate

Appendix U Arboricultural Impact Assessment Report (approved under the Stage 2–4 Bulk Earthworks DA)

Appendix V Operational Waste Management Plan

Appendix W Construction Waste Management Plan

Appendix X Aboriginal Impact Statement

Appendix Y Community Housing Provider Letter

Appendix Z Statement of Heritage Impact

Appendix AA Acid Sulfate Soils Management Plan (approved under Stage 2-4 Bulk Earthworks DA-2023/823)

Appendix BB Environmental Statement

Appendix CC Geotechnical Statement

Appendix DD Noise and Vibration Assessment

Appendix EE Hazards and Risk Review

Appendix FF Road Safety Audit

Appendix GG Groundwater Impact Assessment

Appendix HH BDAR Waiver

Appendix II Survey Plan

Appendix JJ NatHERS

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