



LEGACYPROPERTY

Department of Planning Housing and Infrastructure
Attention: Delia Galao
By Email: delia.galao@dpie.nsw.gov.au

Dear Delia

Re: Corrimal Coke Works - Stage 2A - Built Form (SSD-83789711) - RtS
Response to TfNSW letter of 16 March 2026

This letter provides our response to the comments and requirements raised by TfNSW in its letter of 16 March 2026 regarding the above application.

Appendix E to the *Corrimal Coke Works Stage 2A Built Form Transport Impact Assessment* (Bitzios Consulting, December 2025) was a Transport Impact Assessment for 850 dwelling across the entire site. This assessment was an update to the previous entire-site assessment based on a Planning Proposal for 550 dwellings included in the report *Corrimal Coke Works Development Traffic and Transport Assessment* (Bitzios Consulting, June 2021). We note that TfNSW has engaged a third party to review the modelling and we await their comments.

However, TfNSW's comments must be referenced against an earlier framework proposed by TfNSW in correspondence of 22 September 2022 (see attachment 1) during the rezoning process and subsequently adopted by Legacy Property. In summary, TfNSW's correspondence expressed a clear preference for monetary contributions from the developer rather than delivery of minor intersection upgrades to maintain current service levels.

This approach was implemented for Stage 1 of the project through contributions under the Housing and Productivity Contribution (HPC) that were agreed via a State Planning Agreement in March 2025. It is intended that this approach will continue for the current application and future stages of the project, noting that HPC can now be applied via condition of consent without requiring a Planning Agreement.

Accordingly, the scope of timing of any upgrades is ultimately a matter for TfNSW using in part the funds that will be provided by development via the HPC. The developer does not propose to construct any direct works, consistent with the approach proposed by TfNSW in 2022.

Further, requirements 1 – 3 as set in TfNSW's submission are not relevant for the developer, because they do not reflect the agreed and adopted approach for monetary contributions being the appropriate mechanism to offset any potential traffic impacts.

Adrian Kilburn
Project Director

Legacy Property