CORRIMAL COKE WORKS STAGE 2-4 CIVIL WORKS

Transport Impact Assessment

BITZIOS consulting
traffic engineering transport planning

Chester Project Management Pty Ltd

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Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

E: admin@bitziosconsulting.com.au

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EXECUTIVE SUMMARY

This Corrimal Coke Works Stage 2-4 Early Stage (Civil) Works SSDA Transport Impact Assessment has been prepared by Bitzios Consulting to accompany a State Significant Development Application (**SSDA**) which seeks development consent for facilitating civil works and a subdivision to support a concurrent Stage 2a Built Form SSDA (SSD-83789711) and the future redevelopment of Stages 2-4 of the Corrimal Coke Works Precinct. The civil works proposed by this SSDA include the construction of the Central Park, the Southern Park, and roads, drainage and stormwater infrastructure, and paper subdivision.

This Corrimal Coke Works Stage 2-4 Early Stage (Civil) Works SSDA Transport Impact Assessment has been prepared to address the requirements of SEARS 9 – Transport.

This civil works SSDA was declared as a State Significant Development (**SSD**) in the State Significant Development Declaration Ministerial Order (No 10) 2025 (dated 30 June 2025) at Clause 5(1)(n) in Schedule 1 (Amendment SSD Declaration Order 2025 (No 5)).

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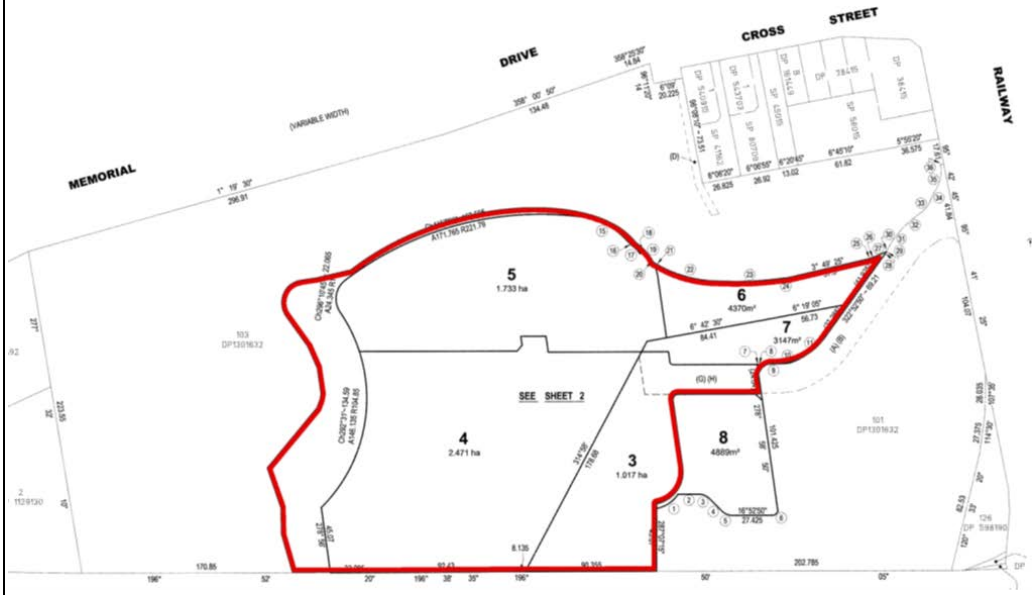
1. INTRODUCTION

1.1 Project and Site Details

Bitzios Consulting has been engaged by Legpro 70 Pty Ltd ATF Legpro 70 Unit Trust (Legacy) to prepare a Transport Impact Assessment (TIA) for the Corrimal Coke Works Stage 2-4 Civil Works. The subject site is bound by Railway Street to the north, Corrimal Train Station to the east, Towradgi Creek to the south and Memorial Drive to the west. The site is accessed from Railway Street, East Corrimal. The project and site details are shown in Table 1.1.

Table 1.1: Project and Site Details

Descriptor	Site Details
Proponent / Applicant	Legpro 70 Pty Ltd ATF Legpro 70 Unit Trust (Legacy)
Site Ownership	Illawarra Coke Company
SSD Reference	SSD-86131212 [SEARs issued 3 July 2025]
Project Name	**Corrimal Coke Works - Stage 2-4 Early Stage (Civil) Works**
Street Address	Corrimal Coke Works, 27 Railway Street, Corrimal
Country	Dharawal Country
Project Description	The civil works SSDA seeks development consent for the following works: ▪ Torrens subdivision to create nine (9) new title lots (referred to as Lot 200, Lot 201, Lot 202, Lot 203, Lot 204, Lot 300, Lot 301, Lot 302, and Lot 303 in DP1313981). ▪ Detailed civil works associated with the construction of local roads and drainage works relevant to future Stages 2-4. [Note. The detailed civil works will be enabled by the outcomes of the approved Stages 2 - 4 Bulk Earthworks DA (which includes vegetation management and creek alignment / embellishment works) (reference: DA-2023/823)]. ▪ Construction of the Central Park (including embellishment works, lawn areas, landscaping, tree planting, equipment, and services). ▪ Construction of the Southern Park (including embellishment works, lawn areas, landscaping, tree planting, equipment, and services). ▪ Public domain works (landscaping, street tree planting, paving). ▪ Reticulation of site services and infrastructure (electricity, telecommunication, water, and sewer).

Descriptor	Site Details
Existing Legal Description	The existing legal property description of the former Corrimal Coke Works site is Lot 101 DP1301632, Lot 201 DP1308649, Lot 202 DP1308649, and Lot 103 DP1301632 (registered titles). The former Corrimal Coke Works site boundary extent is identified in **blue** below. The proposed works associated with the civil works SSDA extend across Lot 201 DP1308649 (part), Lot 202 DP1308649, and Lot 103 DP1301632 (part). The land to which the civil works SSDA relates is identified in **red** below.  **Note.** On 1 December 2025, Wollongong City Council approved 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). The new lots are described as Lot 1 – Lot 8 in DP1313981. The new lots have not yet been registered with the NSW Land Registry Services. However, it is anticipated that formal registration will occur prior to the determination of the subject civil works SSDA. For information only, the below identifies in **red** the land to which the civil works SSDA will relate at the point the newly created lots (approved by DA-2025/388) are formally registered. 
Site Area	The area of the land to which the Stage 2-4 Civil Works SSDA relates is 66,226 sqm. This land is identified in the image above in **red**. More broadly, the area of the Corrimal Coke Works site is 18.2 hectares.

Descriptor	Site Details
Existing Development	Existing features across the Corrimal Coke Works site are as follow: ▪ Structures and infrastructure associated with the former coke work use 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. These DAs propose works relating to subdivision, built form (apartment buildings), bulk earthworks, and vegetation management.
Heritage	The site, in part, is subject to the following heritage listings: ▪ Local heritage listing in the Wollongong LEP 2009 (ID 6607); and ▪ State heritage listing on the State Heritage Register in the NSW Heritage Act 1977 ('Corrimal Coke Works Site', Item No. 02061).
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.

1.2 SEARS Requirements

The SEARS requirements this report addresses are those in SEARS Point 9 – Transport. The requirements are shown in Table 1.2.

Table 1.2: SEARS Requirement 9 – Transport

SEARS Requirement	How Addressed / Report Section
Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.	Chapter 1 to Chapter 3 of this report address this the SEARS requirement relating to impacts within the site
If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Refer to Chapter 4

1.3 Report Scope

The body of this report focuses on the internal civil works aspects of the development and includes:

- A review of the existing road network and traffic conditions surrounding the subject site
- An assessment of the internal road network for compliance with AS2890 and DCP requirements
- A preliminary Construction Traffic Management Plan (CTMP).

The scope of this report is limited to the civil works aspects of the development. Items relating to traffic generated by the dwellings is covered in the Built Form SSDA. This includes assessment of non-construction vehicle and pedestrian traffic over the level crossing.

2. EXISTING CONDITIONS

2.1 Road Network

The road Network Surrounding the subject site is summarised in Table 2.1 and speed limits are shown in Figure 2.1

Table 2.1: Road Network Summary

Section	Classification	Speed Limit	Features
Memorial Drive	State Road	80 km/h	▪ Two travel lanes in each direction ▪ Signalised intersection at Railway Street
Railway Street	Local Road	50 km/h	▪ One travel lane and parking lane in each direction ▪ Signalised intersection at Memorial Drive ▪ Level crossing between Ruddock Street and Duff Parade
Duff Parade	Local Road	50 km/h	▪ One travel lane and parking lane in each direction ▪ School Zone
Princes Highway	Local Road	60 km/h	▪ One travel lane and parking lane in each direction ▪ Signalised intersection at Railway Street and Short Street

Figure 2.1: Road Network and Speed Limits

2.2 Public Transport

This site is served by one train line (and Corrimal Station), 7 public bus routes, and 12 school bus routes listed in Table 2.2. The locations of the train line and public bus routes is in Figure 2.2.

Table 2.2: Public Transport Routes

Line / Route	Line/Route Description	Service Frequency
	Train	
SCO	South Coast Line	20 - 60 mins (weekdays), 60 mins (weekends)
	Bus	
2	Stanwell Park to Wollongong via Thirroul	10 - 30 minutes (weekdays), 60 minutes (weekends)
3	Wollongong to Bellambi via Towradgi (Loop Service)	10 - 30 minutes (weekdays), 60 minutes (Saturday), 120 minutes (Sunday & Public Holidays)
7	Wollongong to Bellambi (Loop Service)	60 minutes (Saturday & Weekdays), (Sunday & Public Holidays)
8	Wollongong to Bellambi via Balgownie (Loop Service)	30 - 60 minutes (weekdays), 60 minutes (Saturday) 120 minutes (Sunday & Public Holidays)
90	Austinmer Station to Wollongong	20 - 30 minutes (weekdays), 30 minutes (Saturday) 60 minutes (Sunday & Public Holidays)
91	Austinmer Station to University of Wollongong	Weekday AM: 2 Services, Weekday PM: 3 Services
92	Wollongong to Bulli	Weekday AM: 3 Services, Weekday PM: 4 Services 60 minutes (Saturday), 120 minutes (Sunday & Public Holidays)
93	Bulli to University of Wollongong	60 - 90 minutes (Weekdays)
	School Bus	
S097	Corrimal PS to Edmund Rice College	Weekday AM: 1 service, Weekday PM: 1 service
S111	McGrath St af Princes Hwy to Holy Spirit College	Weekday AM: 1 service, Weekday PM: 1 service
S112	Dunfries Ave bf Gaynor Ave to Holy Spirit College	Weekday AM: 1 service, Weekday PM: 1 service
S403	Austinmer Station to Cedars Christian College	Weekday AM: 1 service, Weekday PM: 1 service
S405	Bellambi to Keira High and Wollongong High	Weekday AM: 1 service, Weekday PM: 1 service
S406	Keira High to Austinmer Station	Weekday PM: 4 service
S411	Woonona High to Corrimal	Weekday AM: 1 service, Weekday PM: 2 service
S412	North Wollongong to Woonona High School	Weekday AM: 1 service, Weekday PM: 3 service
S413	Woonona to Smiths Hill High	Weekday AM: 1 service, Weekday PM: 2 service
S414	Bulli to St Mary Star of the Sea College	Weekday AM: 1 service, Weekday PM: 1 service
S415	Austinmer Primary to Fairy Meadow Primary	Weekday PM: 4 service
S419	Bulli to Edmund Rice College via Bulli Beach & Woonona	Weekday AM: 1 service, Weekday PM: 1 service

Figure 2.2: Public Transport Routes

2.3 Active Transport

Footpaths are present along both sides of Railway Street, and on some side streets.

There are currently no direct cycle links to the site. Near 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 active transport links are shown in Figure 2.3.

Figure 2.3: Active Transport Links

3. PROPOSED DEVELOPMENT

3.1 Overview

The Stage 2-4 Civil Works is comprised of all internal access roads within the development, aside from the already approved Stage 1 roads. It also includes a park on the southern end of the site, and a park in the centre.

The Stage 2-4 Civil Works extent is shown in Figure 3.1.

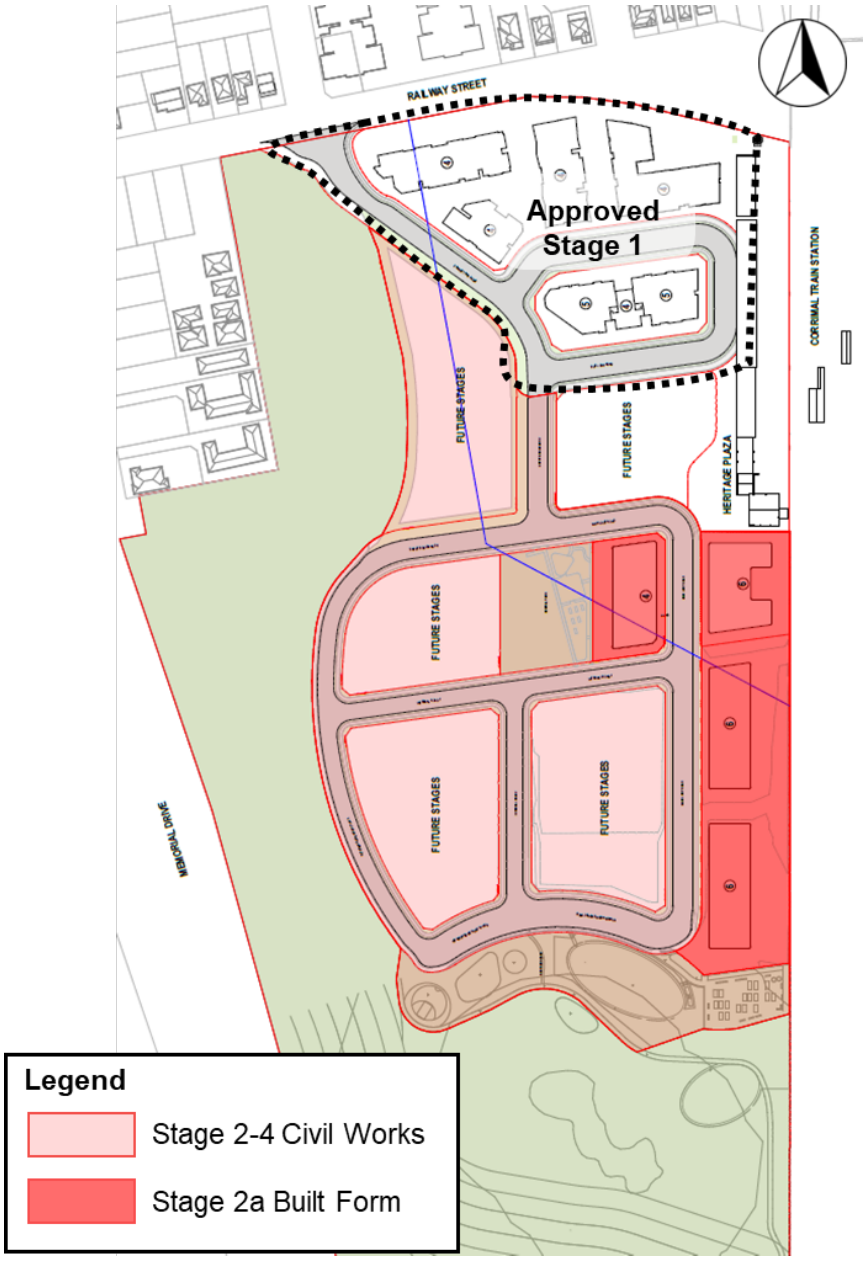


Figure 3.1: Stage 2-4 Civil Works Extent

3.2 Site Access

Stage 2-4 will use the overall site access at the intersection of the site access road and Railway Street which is being constructed during Stage 1 of the development.

Two-way internal roadways provide vehicle circulation through site and to the access on Railway Street.

3.3 Internal Road Network

The internal road classifications per the Wollongong DCP Chapter D19 are shown in Figure 3.2.

Figure 3.2: Stage 2-4 Civil Works Internal Streets

The dimensions and configuration of the internal road network assessed against Wollongong DCP Chapter D19 is shown in Figure 3.1.

Table 3.1: Road Network Summary

Road Type	Dimensions	Provision	Aligns with DCP
Entry Boulevard (Beyond bus loop)	Carriageway: 9.8m Footpath: 1.5m Shared Path:3.0m	Carriageway: 9.8m Footpath: 1.5m Shared Path:3.0m	Yes
Main Loop Road	Carriageway: 9.8m Footpath: 2x 1.5m	Carriageway: 9.8m Footpath: 2x 1.5m	Yes
Riparian Edge Type A	Carriageway: 8.1m Footpath: 1.5m Shared Path: 3.0m	Carriageway: 8.1m Footpath: 1.5m Shared Path: 3.0m	Yes
Riparian Edge Type B	Carriageway: 8.1m Footpath: 1.5m Shared Path: 2.5m-3.0m	Carriageway: 8.1m Footpath: 1.5m Shared Path: 2.5m-3.0m	Yes
Local Street	Carriageway: 8.1m Footpath: 2x 1.5m	Carriageway: 8.1m Footpath: 2x 1.5m	Yes

The internal road dimensions are complaint to the DCP Chapter D19.

4. PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

4.1 Overview

A preliminary construction traffic management plan (CTMP) has been prepared for the Corrimal Stage 2-4 civil works. The assessment and impacts are outlined in the following sections.

4.2 Construction Details

4.2.1 Construction Staging

The projected works programme suggests that different stages of the site will be undergoing construction activities simultaneously, and so some degree of cumulative impacts may be experienced. An indicative construction program is shown in Figure 4.1. The Stage 2-4 civil works is projected to be undertaken between May 2027 and September 2027

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27	Jan-28	Feb-28	Mar-28
Corrimal Coke Works																																	
Stage 1																																	
Stage 2-4 Bulk Earthworks																																	
Stage 2a Built Form																														*until late 2028*			
Stage 2-4 Civil																																	
Heritage Plaza																																	

Construction Activities

Highest Activity

Figure 4.1: Current Construction Program

4.2.2 Construction Traffic Routes

All construction vehicle haulage is expected to be via Memorial Drive. All construction vehicles are expected to access the site from an access gate located on the southern side of Railway Street between Harbinger Street and High Street.

No construction vehicle movements or haulage routes either to or from the site will be travelling over the level crossing. There will be no increase in traffic movements over the level crossing resulting from the construction works. All workers will be instructed to travel to the site via Memorial Drive. The haulage routes are shown in Figure 4.2.

Figure 4.2: Construction Haulage Routes

4.2.3 Construction Traffic Volumes

The construction vehicle traffic generated by construction of each stage of the development is expected to be relatively low, a maximum of 20 heavy vehicles per day:

- 6-8 movements for articulated vehicles (up to 20m)
- 10-12 movements for truck and dog vehicles.

Traffic surveys undertaken in October 2023 recorded traffic volumes at intersections surrounding the site. Existing movements along Railway Street near the site access were surveyed as:

- **8:00 – 9:00 am (AM Peak):** 291 eastbound and 360 westbound trips
- **4:00 – 5:00 pm (PM Peak):** 284 eastbound and 272 westbound trips.

It is expected that no more than 5 truck movements will be undertaken during peak hours for Stage 2-4 civil works, which represents a negligible increase in total vehicle movements along Railway Street and its intersection with Memorial Avenue.

The Stage 2-4 civil works construction period may overlap with Stage 1 and Heritage Plaza. It is noted that Heritage Plaza is likely to have lower construction volumes than the other stages.

Even if these 3 sites had full construction volumes simultaneously, it would result in a total of:

- Maximum of 60 heavy vehicles per day
- 18-24 movements for articulated vehicles (up to 20m)
- 30-36 movements for truck and dog vehicles
- Maximum 15 movement per hour, avoiding peak periods.

This maximum still represents a minimal increase over existing traffic volumes. Therefore, a worst case, overly conservative estimate projects minimal increases in traffic compared relative to existing volumes.

4.3 Construction Impacts

4.3.1 Active Transport

Impacts to active transport routes and infrastructure are expected to be minimal. The construction works will be almost entirely contained within the site.

Existing footpath access is to be maintained throughout the construction works.

There is no cycling infrastructure surrounding the site and so no impacts to cyclists is expected.

4.3.2 Public Transport

Impacts to public transport routes and infrastructure are expected to be minimal. The construction works will be almost entirely contained within the site. Access to existing bus stops and Corrimal Station will be retained throughout the construction works.

4.3.3 Car Parking

Small quantities of on-street is located surrounding the site, and this is expected to be retained throughout the construction process. Parking for construction workers is to be provided within the site, given the sufficient available area, and this should be clearly communicated to all contractors.

Minimal impacts to parking are therefore expected.

4.3.4 Emergency Response

Construction actions are expected to be contained within the site. All traffic movements, including emergency vehicles, will be retained as existing throughout the construction process. No impacts to emergency services are expected.

4.4 Conclusion

The impacts due to construction activities from the Corrimal Stage 2-4 civil works is expected to be minimal. Existing access to traffic, active transport, and public transport routes and infrastructure will be retained during construction. Cumulative impacts from multiple stages being constructed simultaneously are not expected to require further mitigation measures.

No construction traffic is expected to travel over the level crossing, and so no impacts to the level crossing is expected.

5. CONCLUSION

This transport impact assessment assessed the parking and access arrangements of Stage 2-4 of the proposed Corrimal Coke Works Site development.

Key findings are as follows:

- The proposed Stage 2-4 civil works consists internal roadways, and two parks
- There are good active transport links surrounding the site
- Public transport options are available in close proximity to the site, however, frequency any route options are limited
- The internal road network dimensions and configuration are in line with the Wollongong DCP Chapter D19
- A preliminary CTMP has been prepared which has determined that minimal impacts to the surrounding road network is expected during the construction of Stage 2-4 Civil Works

On the basis of the above, the SEARS -Transport requirements have been assessed and addressed and there are no traffic or transport impacts of significance for the Stage 2-4 Civil Works proposal.

Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

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Level 2, 428 Upper Edward Street
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Studio 203, 3 Gladstone Street
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