

Environmental Impact Statement – Stage 2 –4 Civil Works

27 Railway Street, Corrimal

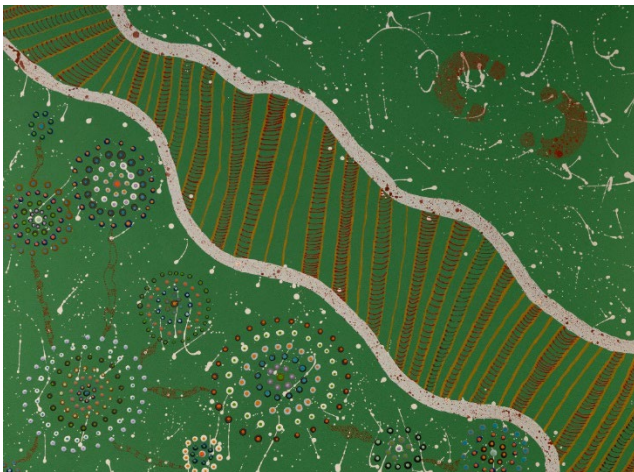
Urbis staff responsible for this report were:

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.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.
You must read the important disclaimer appearing within the body of this report.

urbis.com.au

Contents

EIS Declaration	1
Glossary and Abbreviations	3
Executive Summary	5
1 Introduction	3
1.1 The Project	3
1.2 Project Objectives	4
1.3 Project Background	5
1.4 Project Team and Supporting Documentation	9
2 Strategic Context	11
2.1 Key Features of Site and Locality	11
2.2 Other Development in the Area	16
2.3 Agreements with Other Parties	17
2.4 Feasible Alternatives	19
2.5 Strategic Planning Alignment	20
3 Project Description	22
3.1 Project Overview	22
3.2 Detailed Description	22
4 Statutory Context	29
4.1 Statutory Requirements	29
4.2 Pre-Conditions to Granting Consent	31
4.3 Mandatory Considerations	32
5 Community Engagement	35
5.1 Engagement Carried Out	35
5.2 Community Views	36
5.3 Engagement to be Carried Out	39
6 Assessment of Impacts	40
6.1 Detailed Impact Assessment	40
6.2 Other Impacts Not Requiring Detailed Assessment	53
7 Justification of The Project	59
7.1 Project Scope and Design	59
7.2 Strategic Planning Consistency	59
7.3 Statutory Planning Consistency	60
7.4 Community Views	60

7.5 Environmental Impacts	60
7.6 Suitability of the Site	60
7.7 Public Interest	61

8 Conclusion **62**

Disclaimer **63**

Appendix Heading Error! Bookmark not defined.

Figures

Figure 1: Regional Context Map	4
Figure 2 Former Corrimal Coke Works Site Master Plan	5
Figure 3: Approved Subdivision Plan (DA-2025/388)	7
Figure 4 Local Context Map	11
Figure 5: Site and Locality Photographs	14
Figure 6 Indicative Bicycle Path Alignment under the PA.....	19
Figure 7 Location of Central and Southern Parks..	22
Figure 8: Central Park Layout	23
Figure 9 Southern Park Layout	24
Figure 10 Proposed Shared Path and Indicative Future Alignment	25
Figure 11 Proposed Internal Road Layout	26
Figure 12 Proposed Plan of Subdivision	27
Figure 13 Landscape Design Principles	41
Figure 14 Preliminary artist impression of Central Park.	42
Figure 15 Noise and Vibration Measurement Locations	44
Figure 16 Residential Noise Catchment Areas and Assessment Locations	46
Figure 17 Surrounding Road Network.....	48
Figure 18 Public Transport Network.....	49
Figure 19 Construction Haulage Routes.....	50
Figure Area Cleared For Aboriginal Heritage Within AHIP 5141.....	57

Pictures

Picture 1 Site Aerial – West.....	14
Picture 2 Site Aerial – North	14
Picture 3 Northern Boundary – Railway Street.....	14
Picture 4 Eastern Boundary – Corrimal Train Station	14
Picture 5 Northern Boundary Facing South – From Harbinger Street.....	15
Picture 6 Eastern Boundary – Corrimal Train Station	15
Picture Location of Southern Park and Southern Shared Path (including indicative alignment outside of the site boundaries)	22
Picture Location of Central Park.....	22
Picture Celebrate the Creek	41
Picture Connect People with Places.....	41
Picture Create a Memorable Experience	41

Table 21 Proposed Configurations of the Internal Road Network.....	49
Table 22 Standard Assessment Matters	53

Tables

Table 1: Applicant Details	3
Table 2: Project Vision and Objectives.....	4
Table 3: Previous Development Consents	6
Table 4: Restrictions and Covenants	8
Table 5: Supporting Documentation.....	9
Table 6: Site and Locality Description.....	11
Table 7 Nearby Projects / Development.....	16
Table 8 Planning Agreements	17
Table 9: Project Alternatives.....	20
Table 10 Strategic Planning Consistency	20
Table 11: Power to Grant Approval	29
Table 12 Permissibility	30
Table 13 Other Approvals	30
Table 14 Pre-Conditions.....	31
Table 15 Mandatory Consideration	32
Table 16 Engagement Carried Out	35
Table 17 Community Feedback	36
Table 18 Key Appendices.....	40
Table 19 Noise Affected Noise Management Levels – Standard Construction Hours	45
<i>Table 20 Construction Noise Management Levels At Residential Receivers</i>	<i>46</i>

EIS Declaration

Project Details

Project name	Corrimal Stage 2-4 Civil Works
Application number	SSD-86131212
Address	Corrimal Coke Works, Railway Street, Corrimal Lot 103 DPI301632, Lot 201 DPI308649, and Lot 202 DPI308649 (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

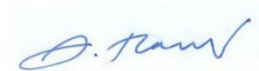
Organisation registered with
Planning Institute of Australia

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

Signature

A handwritten signature in blue ink, appearing to read 'A. Harvey', is centered below the 'Signature' label.

Andrew Harvey (REAP)
12 December 2025

Glossary and Abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
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
EIS	Environmental Impact Statement
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development

Reference	Description
HIS	Heritage Impact Statement
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEC	Land Environment Court New South Wales
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OEMP	Operational Environmental Management Plan
R&H SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021
PAD	Potential Archaeological Deposit
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
PMF	Probable Maximum Flood
POM	Plan of Management
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
Site [of Stage 2 -4 Civil Works SSDA]	Lot 103 DP1301632, Lot 201 DP1308649, and Lot 202 DP1308649 (as registered)
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 accompanies State Significant Development (**SSD**) Application (SSD-86131212) submitted to NSW Department of Planning, Housing, and Infrastructure (**DPHI**) for civil works and subdivision (**the project**) at the former Corrimal Coke Works, located at 27 Railway Street, Corrimal (**the site**). The SSDA is referred to as the “**Stage 2–4 Civil Works SSDA**”.

The project was declared SSD by the Minister of Planning and Public Spaces in 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)). As per Section 4.5 of Environmental Planning and Assessment Act 1979 (**EP&A Act**), the Minister is the consent authority for the 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.

Urbis acknowledge the importance of a Country-centred approach to design, guided by Aboriginal people, who know that if ‘we care for Country, Country will care for us.

The project comprises subdivision and civil works to support a concurrent Stage 2a Built Form SSDA (SSD-83789711) and future development of Stages 2–4. This SSDA seeks consent for:

- Civil works, comprising roads, drainage, and stormwater infrastructure,
- Construction of the Central Park, the Southern Park, and the southern bicycle path (in part); and
- Torrens subdivision to create nine (9) residential lots (referred to as Lot 200, Lot 201, Lot 202, Lot 203, Lot 204, Lot 300, Lot 301, Lot 302, and Lot 303) and the public road reserves which will be dedicated to Council.

The Land and Environment Court has approved bulk earthworks on the land to which this SSDA relates the Stage 2–4 Bulk Earthworks DA (DA-2023/823). This consent approved earthworks, tree removal, early works, and remediation works.

This EIS has been prepared in response to the Secretary’s Environmental Assessment Requirements (**SEARs**) dated 3 July 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 the enabling infrastructure** – including new internal roads, drainage, stormwater, and servicing networks to support the concurrent Stage 2 Built Form SSDA (SSD-83789711) and future stages of the Corrimal Coke Works urban renewal.
- **Construct high amenity public open spaces** – including the Central Park, Southern Park and southern shared bicycle path, to activate the site, provide public amenity, and improve pedestrian and cycle connectivity.
- **Establish an orderly subdivision pattern** – that reflects the masterplan for future urban renewal and provides for efficient land tenure and servicing of future development parcels.
- **Respect and celebrate the site's cultural and industrial heritage** – sensitive landscape design, materiality, and interpretive elements that integrate with the wider public domain.

Project Highlights



Construction of significant public open spaces, being Central Park (0.3 ha), Southern Park (7.0 ha), and the southern bicycle path, providing high-amenity open space and improved pedestrian and cycle connectivity.



Enable key infrastructure and servicing to support the Stage 2 Built Form SSDA and future Stages 2–4, including new roads, stormwater drainage, and utility networks.



Integrate water-sensitive urban design (**WSUD**) measures and sustainable stormwater infrastructure to improve water quality, manage flooding, and enhance landscape resilience.



Early delivery of publicly accessible open spaces to activate the precinct and establish a strong identity for the former Corrimal Coke Works site.

Justification of the Project

The Stage 2–4 Civil Works SSDA represents an essential enabling phase for the next stage of construction as part of the Corrimal Coke Works redevelopment. It provides the foundational infrastructure, subdivision, and public domain works required, across development Stages 2–4, which ultimately will enable the vision of the masterplan to be realised, and support the concurrent Stage 2a Built Form SSDA (SSD-83789711) and future development stages.

The project will deliver high-quality open space and essential civil infrastructure that underpin a resilient, connected, and sustainable new community. The proposed works will establish the precinct's structural framework and deliver early public amenity outcomes.

This SSDA demonstrates clear environmental benefits and should be supported, subject to implementation of the mitigation measures identified in the accompanying technical assessments. The Stage 2–4 Civil Works SSDA represents a coordinated and forward-thinking approach to the delivery of enabling infrastructure for one of Wollongong's most significant urban renewal projects.

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**) for the site at 27 Railway Street, Corrimal, referred to as the former 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 The Project

The SSDA seeks consent for the construction of facilitating civil works and 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. The civil works proposed by this SSDA include the construction of the Central Park, the Southern Park, southern bicycle park (in part) and roads, drainage and stormwater infrastructure, and subdivision.

This SSDA is submitted concurrently with a separate (but interrelated) Stage 2a Built Form SSDA (SSD-83789711) which seeks development consent for the construction of four (4) residential flat buildings, providing a total of 206 residential apartments (including 57 affordable housing apartments).

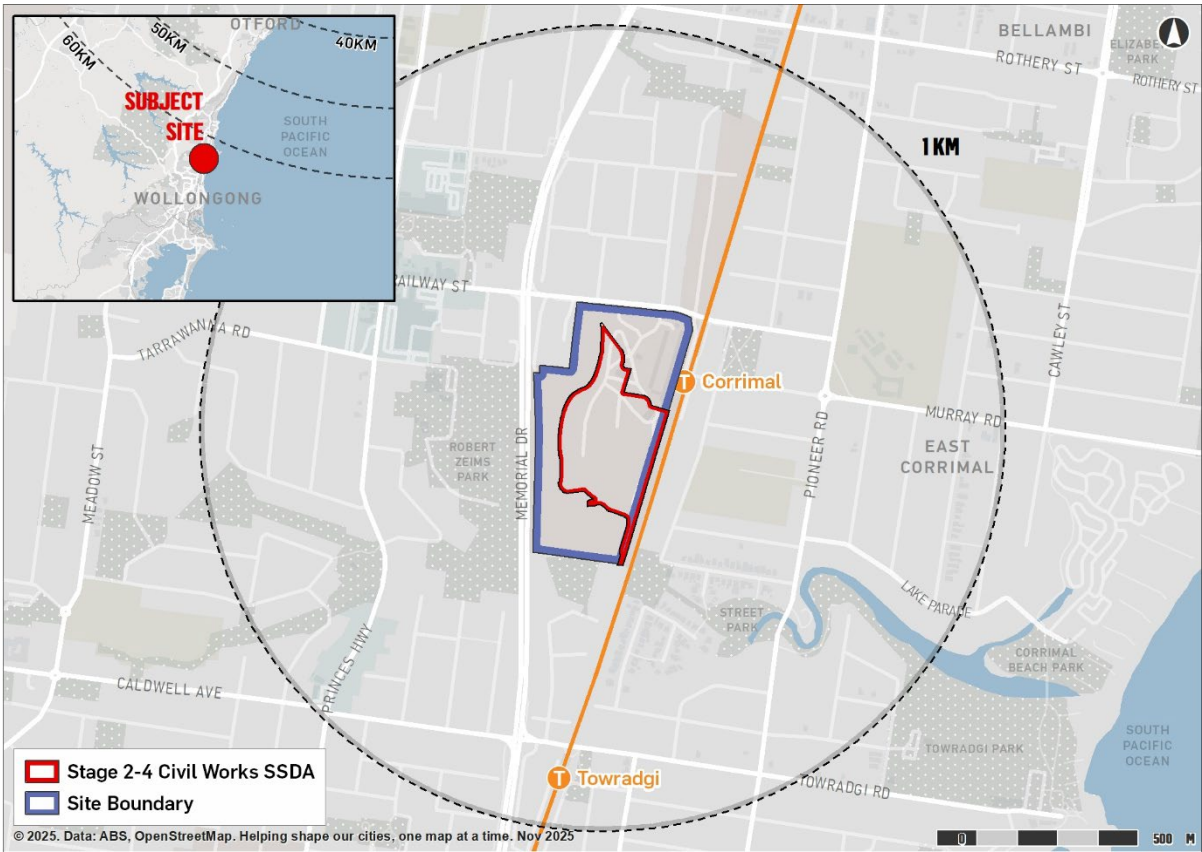
By way of relevant background information, the Land and Environment Court has approved bulk earthworks on the land to which this SSDA relates under the Stage 2-4 Bulk Earthworks DA (DA-2023/823). This consent approved earthworks, tree removal, early works, and remediation works. The earthworks approved by DA-2023/823 establish the 'existing' ground levels for the purpose of future development of Stages 2 - 4.

The subject Stage 2-4 Civil Works SSDA seeks development consent for the following:

- Detailed civil works associated with the construction of local roads and pavement works relevant to future Stages 2-4 built form. [**Note**. The proposed civil works will be enabled by the outcomes of the approved Stage 2 - 4 Bulk Earthworks and Vegetation Management DA (DA-2023/823)].
- Drainage and stormwater infrastructure works;
- Construction of the Central Park and the Southern Park (including embellishment works, lawn areas, landscaping, tree planting, equipment, and services);
- Construction of the on-site portion of the shared pedestrian-cycle path within the Stage 2-4 site boundaries;
- Public domain works (including landscaping, street tree planting, and street paving); and
- Torrens subdivision to create nine (9) residential lots (referred to as Lot 200, Lot 201, Lot 202, Lot 203, Lot 204, Lot 300, Lot 301, Lot 302, and Lot 303) and the public road reserves which will be dedicated to Council (referred to as 'Road 01', 'Road 03', 'Road 04', and 'Road 05').

Figure 1 below identifies the site to which the SSDA relates (in **red**) and the boundary of the former Corrimal Coke Works site (in **blue**) in a regional context setting.

Figure 1: Regional Context Map



1.2 Project Objectives

The key objectives for the project and the way in which these have been achieved are summarised in Table 2Error! Reference source not found..

Table 2: Project Vision and Objectives

Objective	Proposed Development
<i>Deliver enabling infrastructure to support the future redevelopment of the Corrimal Coke Works Precinct.</i>	The proposal comprises the essential civil works and subdivision to facilitate future built form of Stages 2 – 4. This includes construction of internal road network, the Central Park and Southern Park, and site infrastructure such as drainage, stormwater, water, sewer, electricity, and telecommunications.
<i>Create high-quality public open spaces that enhance amenity and reflect the site's industrial heritage.</i>	Approximately 7.3 hectares of landscaped parkland will be delivered in the Central Park and Southern Park, featuring lawn areas, tree planting, and recreational spaces for residents and the public. The design incorporates native species and interpretive elements that reference the site's former industrial use, contributing to Corrimal's identity and sense of place.
<i>Provide a connected and legible movement network to promote accessibility and sustainable transport.</i>	The SSDA establishes new internal roads, pedestrian links, and cycle paths that connect the precinct to surrounding streets and Corrimal Train Station. Public domain works include street tree planting, paving, and landscaping to support walkability, encourage cycling, and enhance the public realm. Water-sensitive urban design measures and sustainable stormwater infrastructure are incorporated to support long-term environmental performance and resilience.
<i>Ensure coordinated and sustainable development through orderly subdivision and environmentally responsible design.</i>	The proposal includes Torrens subdivision creating nine (9) new title lots and the public road reserves which will be dedicated to Council, facilitating the staged delivery of future residential development.

1.3 Project Background

1.3.1 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 uses. Following the Gateway Determination by DPHI in August 2018, further studies, master plan revisions, and assessments were undertaken to address heritage, flooding, and design excellence matters. The planning proposal was publicly exhibited in mid-2021, with further refinements made in response to Council and Design Review Panel feedback. The amended LEP was gazetted on 29 April 2022, accompanied by the adoption of a site-specific DCP, and finalisation of a Planning Agreement with Council in late 2022.

The Planning Proposal established the overarching master plan for the site, as 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

1.3.2 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 consistent with the planning proposal, site-specific DCP, master planning documents, and Heritage Interpretation Strategy.

1.3.3 Previous Approvals

Since the finalisation of the planning proposal, Legacy 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 sequential development applications and planning approvals, as summarised in Table 3 below.

Table 3: Previous Development Consents

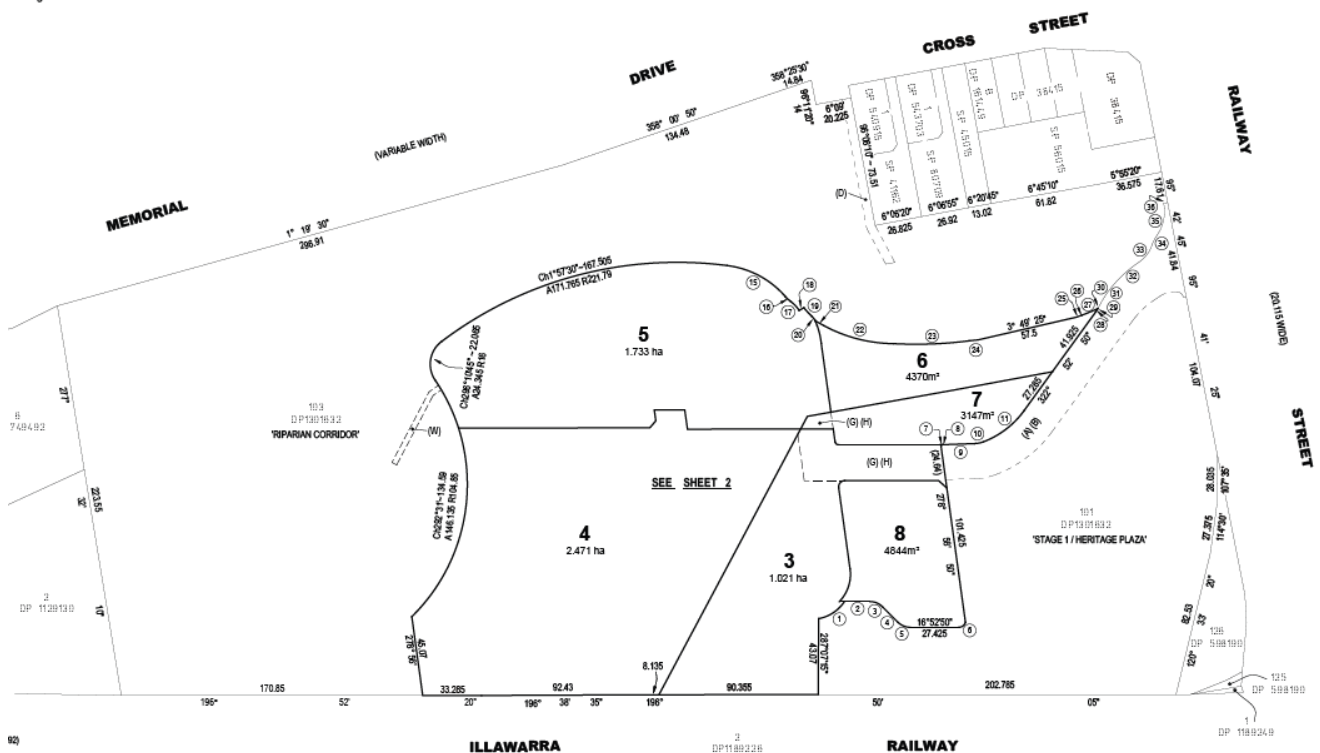
DA Number	Description	Date of Approval	Status of Project
DA-2022/1200	Superlot Paper Subdivision Original paper subdivision of land	30 June 2023	Complete and registered. [Superseded by DA-2024/775]
DA-2022/1249	Demolition Works Selective demolition of structures associated with the former Coke Works 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 Land and Environment Court	Under construction
DA-2024/775	State Heritage Subdivision Creation of two Torrens Title allotments (being 201 and 202 in DPI308649) to facilitate the ongoing orderly and staging of development outside the curtilage of the State heritage listing. The subdivision enabled the statutory planning complexities associated with the mapping boundary of the State heritage listing to be navigated in a more logical and orderly way across Stages 2-4.	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 x apartments) with basement parking, construction of roads, and subdivision.	9 April 2025 Approved by Land and Environment Court	Under construction
DA -2023/823	Stages 2 - 4: Bulk Earthworks Earthworks, tree removal, early works, remediation for the Stage 2 area, and realignment of the riparian corridor.	9 April 2025 Approved by Land and Environment Court	Works yet to commence
DA-2023/840	Heritage Plaza Conservation and reinterpretation of heritage structures, public domain, and landscaping works in Heritage Plaza.	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.

1.3.4 Related Development

- **Stage 2-4 Bulk Earthworks DA:** The final excavation and ground levels approved under the Stage 2-4 Bulk Earthworks DA (DA-2023/823) will set the new existing ground levels for the basement levels and built form proposed by the concurrent Stage 2a Built Form DA. Coordination between the subject Stage 2-4 Civil Works SSDA and the approved Stage 2-4 Bulk Earthworks DA has been maintained.
- **Stage 2a Built Form SSDA:** A concurrent application for the construction of four (4) residential buildings comprising 207 x dwellings (including 57 x affordable housing apartments).
- **Superlot 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 DPI313981. 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. The subject SSDA proposes to further subdivide the site.

Figure 3: Approved Subdivision Plan (DA-2025/388)



Source: SDG Pty Ltd / Urbis

1.3.5 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 the delivery of well-located housing, including affordable homes, through a streamlined State-led planning pathway. The HDA reflects a 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 an assessment process for State Significant Development (**SSD**) applications and concurrent rezoning, consolidating and expediting approvals for projects of strategic housing importance. Eligibility applies to large-scale residential developments exceeding defined thresholds (\$60 million and 100+ dwellings in Greater Sydney and \$30 million and 40+ dwellings in regional NSW) and requires demonstrable deliverability, access to infrastructure and services, and a contribution to housing diversity and affordability.

On 31 January 2025, Legacy submitted an Expression of Interest (**EOI**) (Reference: 235399) to the HDA for 201 x dwellings, including affordable housing. The proposal described in the EOI was identified in State Significant Development Declaration Order (No. 5) 2025 for residential flat buildings at 27 Railway Street, Corrimal (being Lot 102/DPI301632). This Declaration endorsed the Stage 2a Built Form proposal under the HDA pathway.

Subsequently, State Significant Development Declaration Order (No. 10) 2025 amended the legal description of the site (Schedule 1) to Lot 201/DPI308649, Lot 202/DPI308649, and Lot 103/DPI301632. This amendment extended the scope of the original EOI to include the additional lots in the Stage 2–4 Civil Works SSDA site.

Accordingly, this Stage 2–4 Civil SSDA is submitted under the same EOI (235399) and HDA declaration as the Stage 2a Built Form SSDA and seeks approval for the subdivision and civil infrastructure works required to service Stage 2a and the future built form stages within the Corrimal Coke Works renewal precinct.

1.3.6 Restrictions and Covenants

The following table identifies the easements relevant to the broader Corrimal Coke Works site. For completeness, the easements to be created under the Superlot Subdivision DA (DA-2025/388), which is expected to be approved imminently, have also been included.

Table 4: Restrictions and Covenants

Reference	Description	Within Stage 2a Area?
(A)	Right of Access (Variable Width) – DPI301632	No
(B)	Easement for Services (Variable Width) – DPI301632	No
(G)	Right of Access (Variable Width)	Yes
(H)	Easement For Services (Variable Width)	Yes
(W)	Easement for Drainage of Water (Variable Width)	Yes

1.4 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
Civil Plans	Maker Engineering	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
Construction Noise and Vibration Management Plan	Renzo Tonin	Appendix H
Water Cycle Management Strategy	Maker Engineering	Appendix I
BDAR Waiver	Department of Climate Change, Energy, the Environment and Water	Appendix J
Environmental Statement	Reditus	Appendix K
Groundwater Impact Assessment	Reditus	Appendix L
Landscape Design Package – Southern Recreation Park	Clouston Associates	Appendix M
Landscape Design Package – Central Park	Clouston Associates	Appendix N
Landscape Design Package – Streetscape	Clouston Associates	Appendix O
Construction Waste Management Plan	Elephants Foot	Appendix P
Acid Sulfate Soils Management Plan (approved under Stage 2–4 Bulk Earthworks DA-2023/823)	Reditus	Appendix Q
Transport Impact Assessment	Bitzios	Appendix R
Arboricultural Impact Assessment Report (approved by Stage 2–4 Bulk Earthworks DA)	Allied Tree Consultancy	Appendix S
Proposed Plan of Subdivision	SDG	Appendix T
Heritage Impact Statement	Urbis	Appendix U
Aboriginal Impact Statement	Kelleher Nightingale	Appendix V
Public Domain Plan	Clouston Associates	Appendix W
Executed Voluntary Planning Agreement	Wollongong City Council	Appendix X

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

Error! Reference source not found. 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 and site photographs are provided in Figure 5.

Figure 4 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

Characteristic	Description
Legal Description	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 purple above. The location of the works to which the subject Stage 2–4 Civil Works SSDA relates within the former Corrimal Coke Works site boundary extent is identified in red above. For clarity, works associated with this SSDA extend across Lot 201 in DP1308649, Lot 202 in DP1308649 and Lot 103 in DP1301632.
Zoning	R3 Medium Density Residential, E1 Public Recreation
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. These DAs relate to subdivision, Stage 1 built form, bulk earthworks, and tree / vegetation management.
Site Area	The site of the Stage 2–4 Civil Works SSDA is 66,226 sqm and comprises Lot 201 in DP1308649, Lot 202 in DP1308649, and Lot 103 in DP1301632. More broadly, the area of the Corrimal Coke Works site is 18.2 hectares.
Number of pre-existing dwellings on site	- Zero (0) 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 approval, which provides a connection to Railway Street. The internal road network will be extended across the wider Corrimal Coke Works site, subject to the internal roads proposed under the subject Stage 2–4 Civil Works SSDA.
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

Characteristic	Description
	addressing specific threatened species were prepared and approved. This approval resolved vegetation management and clearing requirements for the site. Accordingly, the Stage 2-4 Civil Works area will be cleared in accordance with the approval, and the Arborist Report at Appendix S confirms no further tree removal is required under this SSDA.
Heritage	The site is subject to the following heritage listings: - Local heritage listing in the Wollongong LEP 2009 (ID 6607) - State heritage listing on State Heritage Register in the NSW Heritage Act 1977
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: FCCW AFT 1 (AHIMS 52-2-4504). 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. Works proposed by this SSDA are 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 Q.
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 (RAPs), provides for the remediation of identified contamination prior to commencement of the Stage 2-4 Civil Works. For this SSD application, Reditus has prepared a supporting letter (Appendix K) 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

Characteristic	Description
	▪ East Corrimal Medical Centre ▪ Wollongong Medicare Urgent Care Clinic ▪ Illawarra Diggers Aged & Community Care

Figure 5: Site and Locality Photographs



Picture 1 Site Aerial – West
Source: DKO Design Report 2025



Picture 2 Site Aerial – North
Source: DKO Design Report 2025



Picture 3 Northern Boundary – Railway Street
Source: DKO Design Report 2025



Picture 4 Eastern Boundary – Corrimal Train Station
Source: DKO Design Report 2025



Picture 5 Northern Boundary Facing South – From Harbinger Street
Source: DKO Design Report 2025



Picture 6 Eastern Boundary – Corrimal Train Station
Source: Google Maps 2019

2.2 Other Development in the Area

The site is located in Corrimal. A review of surrounding SSD applications has been undertaken. While there are no SSD applications in the immediate vicinity of the site, Table identifies SSD applications within approximately 10 kilometres. These 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-83789711	Railway Street, Corrimal	Corrimal Stage 2a Built Form SSDA submitted concurrently to this SSDA. The proposal is for residential development comprising 207 apartments, including 53 affordable units.	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 and master planned precinct 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 its relevance to the proposed Stage 2–4 Civil Works SSDA.

2.3.1 Local Planning Agreement

The Applicant and Council executed the PA on 13 December 2022. The PA establishes the applicant's obligations to deliver a substantial range of public benefits to be implemented across subsequent stages of development on the site. The 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 LEP 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 35 affordable housing dwellings.

Table 8 identifies the Planning Agreement items to be delivered as part of this Stage 2–4 Civil Works SSDA. While these works support various stages of the broader Corrimal Coke Works redevelopment, their delivery has been coordinated under the subject SSDA to achieve the timely provision of key infrastructure and public domain outcomes. The dedication of the Central Park and Southern Park will occur in accordance with the timing requirements of the VPA, being upon completion of Stage 2 or Stage 3, as specified.

Table 8 Planning Agreements

VPA	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
2.	Dedication of Southern Recreation Park	Dedication of the Southern Recreation Park Land being approximately 7,000sqm of land generally as shown on the plan at Schedule 6.	Dedication to occur with a Subdivision Certificate for Stage 3, unless otherwise agreed to in writing by Council.	Developer	\$5,250,000
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

VPA	Agreement	Details	Timing	Responsibility	Value
6.	Southern Recreation Park Works	Southern Recreation Park Works means the carrying out of embellishment works on the Southern Recreation Park Land.	Completion prior to an Occupation Certificate for any residential flat building in Stage 3, unless otherwise agreed to in writing by Council.	Developer	\$2,104,800
8.	Riparian Corridor Shared Pedestrian / Cycle Path Works	Riparian Corridor Shared Pedestrian / Cycle Path Works means the carrying out of embellishment works on the Riparian Corridor Land.	Completion prior to the issue of an Occupation Certificate for any residential flat building in Stage 3, unless otherwise agreed to in writing by Council.	Developer	\$1,589,244

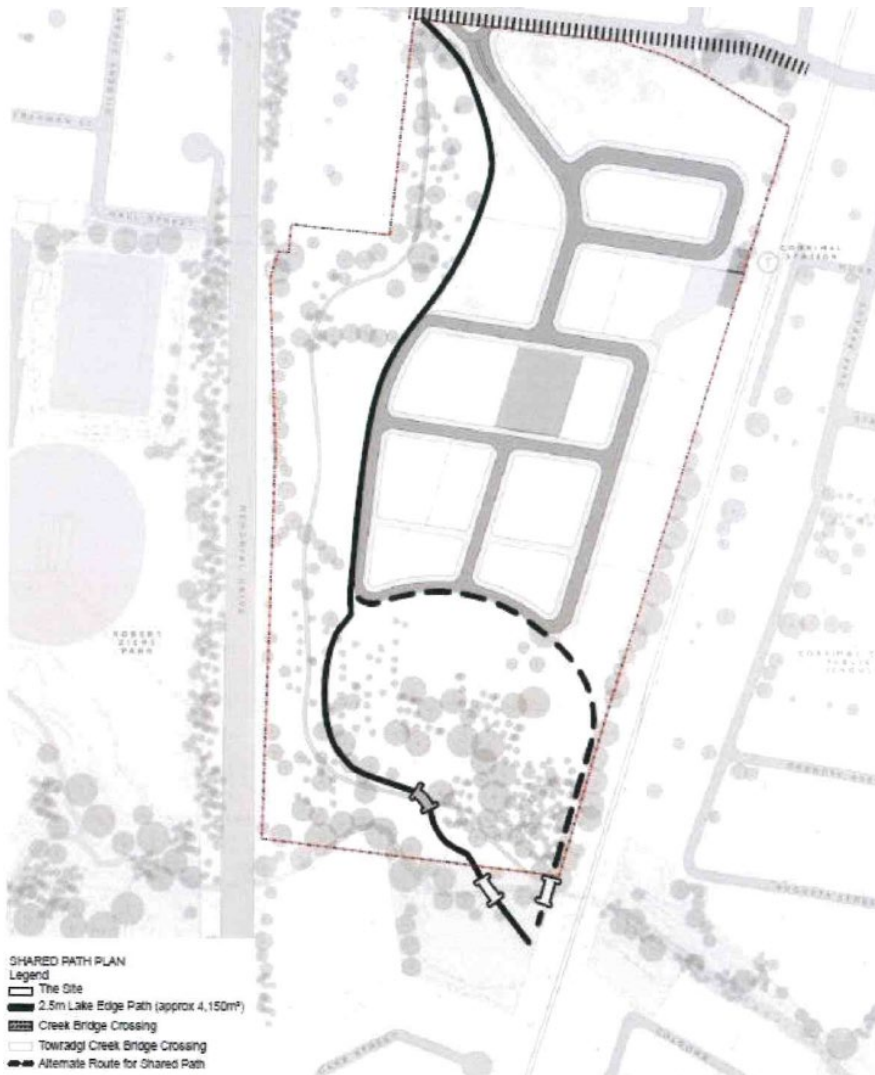
2.3.1.1 Southern Bike Path

The Stage 2–4 Civil Works include delivery of the portion of the shared pedestrian–cycle path that falls within the site boundaries. This path forms a key public domain element of the precinct and has been coordinated with Council through the PA. The PA identifies the future cycleway alignment in Schedule 6 and provides two potential alignment options, both of which extend beyond the site onto Council-owned land and include a creek bridge crossing outside the SSDA boundary (refer Figure 6 below). The section of the shared path outside the site boundaries is intended to connect to Council's future cycle network. As these external components are within the land owned and managed by Council, they fall outside the scope of this SSDA and will be delivered separately in accordance with Council's cycle network planning and the PA framework.

This application therefore seeks approval only for the internal section of the shared path, designed to integrate seamlessly the external alignment and to ensure continuity when future works occur. The future off-site connection, including final alignment selection and the bridge structure, can be appropriately resolved and conditioned by the consent authority, acknowledging both Council's ownership of the adjoining land and its role in delivering the broader cycle network.

The proposed approach ensures the on-site civil works facilitate the long-term delivery of Council's integrated cycleway network.

Figure 6 Indicative Bicycle Path Alignment under the PA



Source: Executed Planning Agreement (Schedule 6)

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 2-4 Civil Works 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 / Maintain Existing Site Conditions	Under this option, the civil works and subdivision would not proceed as a separate application. This would prevent the delivery of essential infrastructure required to service the Stage 2a Built Form SSDA and subsequent stages, as the civil works necessary to support Stage 2a would need to be included within that application and assessed in isolation from the broader precinct. This approach would delay the delivery of infrastructure required for future stages, create inefficiencies in design coordination, and result in fragmented assessment and approval processes. This option is not considered feasible as it would inhibit implementation of the approved masterplan and the orderly redevelopment of the site.
Option 2 – Alternative Design and Servicing Layouts	Alternative configurations of the internal road network and open space areas were considered during the design process. However, the approved masterplan and PA establish fixed parameters for the location and alignment of key elements, including the road network, southern bicycle path, Central Park, and Southern Park. Any substantial deviation from this layout would be inconsistent with the endorsed Master Plan and would compromise servicing efficiency and connectivity.
Option 3 – Staged or Separate Civil Works Packages	Under this option, the civil works would be delivered incrementally via individual applications for each future development stage. This was not preferred as it would increase construction duration, result in duplication of works, and upfront delivery of the public open spaces. The combined Stage 2–4 civil works provides coordinated delivery, improved cost efficiency and reduced environmental disturbance.
Option 4 – The Proposal	The preferred option is the coordinated Stage 2–4 civil works and subdivision. This option enables the timely and efficient delivery of infrastructure, open space, and drainage systems aligned with the masterplan. It minimises environmental impacts and supports the future residential and public domain stages of the Corrimal Coke Works urban renewal.

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 National Housing Accord focuses on enabling the delivery of well-located housing across Australia by improving planning, infrastructure, and investment coordination. The proposed civil works SSDA supports these objectives by delivering the enabling infrastructure and subdivision required to facilitate the staged redevelopment which will provide new, well-located housing including affordable dwellings. Through the early delivery of roads, parks, and essential services, the proposal helps unlock housing supply in line with the Accord's intent.
NSW Housing Strategy: Housing 2041	The NSW Housing Strategy: Housing 2041 identifies the need for a coordinated pipeline of infrastructure and well-planned precincts to support sustainable housing growth. The civil works SSDA directly supports this strategy by providing site infrastructure, stormwater management, and public domain works necessary for future housing delivery, ensuring that growth occurs in an orderly and serviced manner within an established urban area.
Illawarra–Shoalhaven Regional Plan 2041	The Regional Plan identifies Wollongong as a key centre for sustainable growth, urban renewal, and housing supply. The proposal supports the Regional Plan by: ▪ Delivering essential infrastructure to enable urban renewal of the former industrial site. ▪ Providing new parklands and public domain areas that contribute to liveability and environmental resilience. ▪ Supporting the creation of a connected, serviced, and walkable precinct adjacent to Corrimal Train Station.

Plan	Detail
Our Wollongong Our Future 2032 Community Strategic Plan	The Community Strategic Plan prioritises liveable, inclusive, and resilient neighbourhoods supported by high-quality infrastructure and open space. The SSDA contributes to these goals by establishing Central Park and Southern Park, enhancing green space provision, and delivering infrastructure that underpins sustainable and connected community growth.
Wollongong Local Strategic Planning Statement	The LSPS identifies Corrimal as a location suited to urban renewal and higher-density housing, supported by improved infrastructure and public domain outcomes. The proposed civil works are consistent with this vision by providing the foundational services, roads, and open spaces needed to enable the redevelopment of the former Corrimal Coke Works site, aligning with Council's objectives for managed, infrastructure-ready growth.
Draft Housing and Affordable Housing Options Paper	This SSDA supports the delivery of future affordable and diverse housing by establishing the physical and servicing framework required for the subsequent built form stages. The civil works enable redevelopment of a brownfield site within proximity to transport and services, consistent with the paper's emphasis on sustainable, infill housing supply.
Future Transport Strategy	The Future Transport Strategy seeks to create connected, accessible, and sustainable transport networks. The proposal supports this direction by establishing new internal roads, pedestrian and cycle connections, and integrating the precinct with Corrimal Train Station, promoting active transport and reducing reliance on private vehicles.
Better Placed	Better Placed sets design objectives for creating functional, sustainable, and people-focused environments. The civil works SSDA reflects these principles through high-quality landscape design, accessible open spaces, and a cohesive public domain that prioritises connectivity, safety, and environmental quality.
Connecting to Country Framework	The proposal acknowledges and responds to the Connecting with Country Framework through landscape design and interpretive elements that respect Country, reflect the site's heritage, and support cultural connection. Engagement with local knowledge and Country principles has informed the design of the Central Park, Southern Park, and broader public domain.

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 subject Stage 2-4 Civil Works SSDA seeks development consent for the following:

- Detailed civil works associated with the construction of local roads and pavement works relevant to future Stages 2-4 built form. [**Note.** The proposed civil works will be enabled by the outcomes of the approved Stage 2 – 4 Bulk Earthworks and Vegetation Management DA (DA-2023/823)].
- Drainage and stormwater infrastructure works;
- Construction of the Central Park and the Southern Park (including embellishment works, lawn areas, landscaping, tree planting, equipment, and services);
- Construction of the on-site portion of the shared pedestrian-cycle path within the Stage 2-4 site boundaries
- Public domain works (including landscaping, street tree planting, and street paving); and
- Torrens subdivision to create nine (9) residential lots (referred to as Lot 200, Lot 201, Lot 202, Lot 203, Lot 204, Lot 300, Lot 301, Lot 302, and Lot 303) and the public road reserves which will be dedicated to Council (referred to as 'Road 01', 'Road 03', 'Road 04', and 'Road 05').

The Central Park and Southern Park and the southern shared bicycle path will be publicly accessible areas and will be delivered, maintained, and funded in accordance with the terms of the PA (as executed).

Figure 7 Location of Central and Southern Parks



Picture 7 Location of Southern Park and Southern Shared Path



Picture 8 Location of Central Park

Source: Clouston Associates

3.2 Detailed Description

3.2.1 Central Park

The Central Park represents the primary neighbourhood park and is centrally located within the Corrimal Coke Works site. The park occupies an area of approximately 0.3 hectares and is bordered by local roads to the north and south. Residential development will adjoin the park on both sides, with Building 2.1 (proposed by the Stage 2a Built Form SSDA) to the east and future Stage 4 residential buildings to the west. The Central Park will provide a local open space for passive recreation and community use consistent with the masterplan.

Key elements of the proposed works for the Central Park include:

- Construction of an open lawn area for informal recreation and community activities;
- Installation of a children's play area designed for children under five years of age, including play equipment, softball and shade structures;
- Provision of shared paths and pedestrian connections linking surrounding streets and residential entries to improve access and permeability;
- Seating areas and shaded picnic nodes located around the main lawn to support passive recreation and social interaction;
- A gravel courtyard and boules court to provide informal recreation opportunities for older residents;
- Boundary and verge planting, incorporating native and locally appropriate species and approximately 48 advanced trees to provide shade and visual amenity; and
- Integration of water-sensitive urban design elements and reuse of materials such as crushed brick to reflect the site's industrial heritage and sustainability objectives.

Figure 8: Central Park Layout



Source: Clouston Associates

3.2.2 Southern Park

The Southern Park is located along the southern boundary of the Corrimal Coke Works Precinct, adjoining the realigned North Corrimal Creek riparian corridor. The park will occupy an area of approximately 1.15 hectares within a wider open space system of around 7 hectares, including the adjacent riparian lands.

The park provides a transition between the future residential stages to the north (including Building 2.4 to be delivered under the Stage 2a Built Form SSDA) and the Grey-headed Flying-fox core camp and riparian corridor to the south. It will deliver a multi-functional recreation space designed for local community use.

Key elements of the proposed works for the Southern Park include:

- A large open lawn area for unstructured recreation and community use;
- A nature-based play area incorporating natural materials and inclusive play elements;
- A community garden with raised planting beds, a water point and storage shed;
- A stepped seating amphitheatre adjoining the main lawn;

- Multipurpose fenced area suitable for informal recreation and potential off-leash use;
- Bush Tucker Trail and Connecting with Country elements, incorporating culturally significant planting, interpretive signage, and gathering spaces;
- Pedestrian and shared-path links connecting to the wider riparian corridor and future residential areas;
- Shelters, seating and lighting to support safe and comfortable use;
- Native planting and tree canopy to enhance shade, biodiversity and landscape character; and
- Water-sensitive urban design measures including a rain garden and passive irrigation systems.

Figure 9 Southern Park Layout



Source: Clouston Associates

3.2.3 Southern Shared Path

The southern shared path forms a key component of the precinct's active transport network. Under this SSDA, the proposal includes construction of the on-site portion of the shared pedestrian-cycle path located wholly within the Stage 2-4 site boundaries. This internal section provides connections between the new local road network, Central Park, Southern Park, and the riparian corridor, and is designed to integrate with the broader alignment identified in the PA.

The VPA identifies two potential alignment options for the full shared path, both of which extend beyond the site boundary onto Council-owned land, including a future creek crossing. These external works will be delivered separately by The Applicant in consultant with Council. The on-site section delivered under this SSDA has been designed in accordance with the alignment identified in the PA and allows for a future connection to Council's wider cycle network. The final off-site alignment can be appropriately addressed through conditions of consent.

The proposed works include:

- Construction of the on-site section of the shared pedestrian-cycle path within the site boundaries (3m wide).
- Provision of lighting, signage, and seating nodes at key points along the route for safety and comfort;
- Installation of kerb ramps, tactile indicators, and line marking to comply with accessibility and safety standards;

3.2.4 Internal Road Network

The proposed road network will deliver the internal streets and associated infrastructure to service the precinct. The layout is generally consistent with the masterplan and establishes a clear street hierarchy comprising the Entry Boulevard, Main Loop Road, Local Streets, and Riparian Edge Roads (Types A and B).

Works associated with the construction of the internal road network include:

- Construction of new internal roads, intersections and footpaths to connect Stage 2a built form development and future Stage 3–4 lots.
- Provision of underground services, stormwater drainage, street lighting, and tree planting in accordance with the detailed civil and streetscape design.
- Street widths and verge treatments designed to accommodate vehicles, cyclists, and pedestrians, providing clear wayfinding and access to open space areas.
- Landscaping verges and medians using locally native tree species to reinforce the precinct's character.
- Integration of Connecting with Country elements, including cultural planting and interpretive features along key streets such as the 'Entry Boulevard' and 'Riparian Edge' roads.

The road network will ensure safe and legible circulation throughout the precinct and support the delivery of the Stage 2–4 development and associated public domain.

Refer to the Streetscape Design Package at **Appendix O** for road section details.

Figure 11 Proposed Internal Road Layout



ROAD HIERARCHY LEGEND

- Entry boulevard - Entrance and Arrival
- Entry boulevard - Beyond Bus Loop
- Bus Loop Road - Public Transport Access
- Main Loop Road - Circulation
- Riparian Edge Road Type A - Activation of Green space
- Riparian Edge Road Type B - Activation of Green space
- Local Street - Typical Street
- Site Boundary
- Extent of Stage 2-4 Built Form Works

Source: Clouston Associates

3.2.5 Stormwater and Drainage Works

The proposed drainage and stormwater infrastructure will manage flows from the Stage 2-4 Civil Works area and future development lots, consistent with the Water Cycle Management Strategy approved by the Stage 2 - 4 Bulk Earthworks DA (DA-2023/823).

Stormwater from internal roads, open space, and development lots will discharge through an integrated network of pits and pipes to the realigned North Corrimal Creek. The Water Cycle Management Strategy (**Appendix I**) confirms on-site detention is not required given the site's location at the lower end of the catchment and modelling demonstrating no downstream impact.

Water quality objectives will be achieved through a treatment train comprising proprietary gross-pollutant traps and an end-of-line bioretention basin within the Southern Park, to meet pollutant reduction targets of the DCP (Chapter E15). The drainage network provides flood-safe access in all events up to the Probable Maximum Flood and integrate with the site's water-sensitive urban design and open-space systems.

3.2.6 Subdivision

The proposal seeks to create nine (9) Torrens Title allotments for built form stages, public domain lots for the Central Park and Southern Park, and road parcels to facilitate future dedication of public roads to Council (refer Figure 12). The Proposed Plan of subdivision is provided at **Appendix T**.

The proposed Torrens Title allotments for built form stages are referred to as:

- Lot 200, Lot 201, Lot 202, Lot 203, Lot 204, Lot 300, Lot 301, Lot 302, and Lot 303.

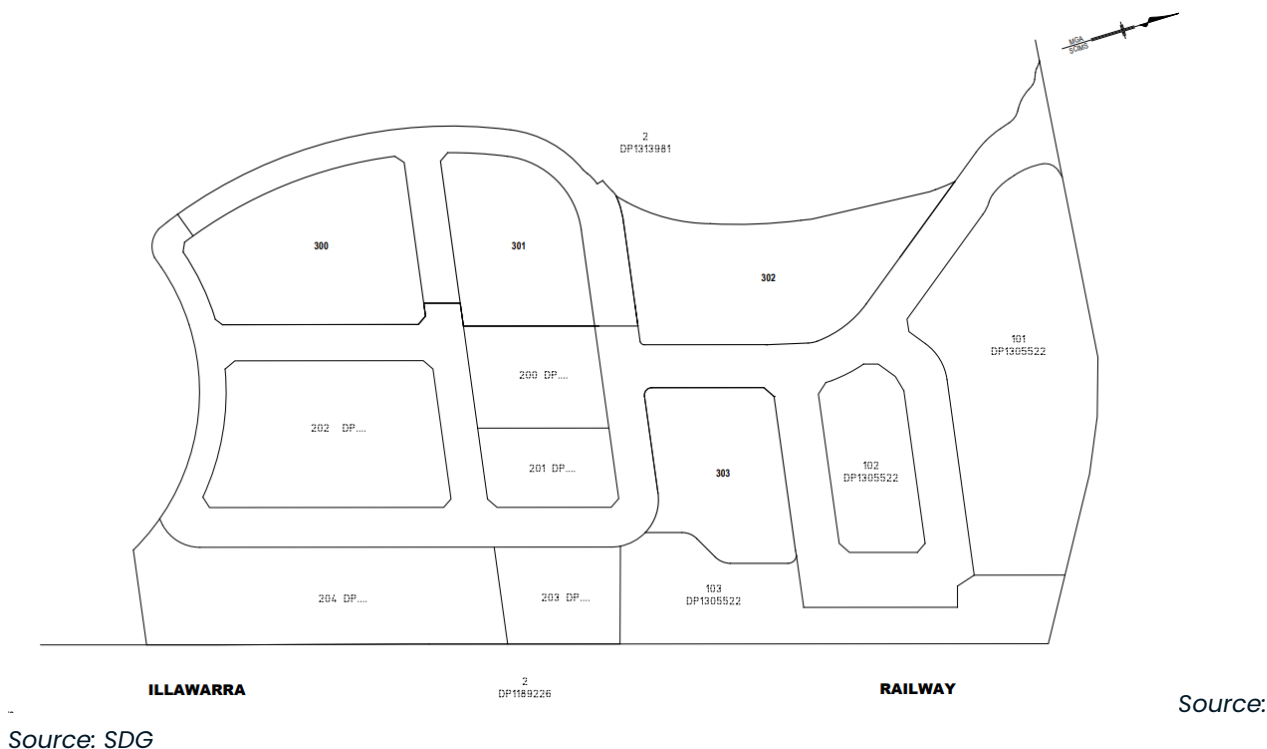
The public road reserves which will be constructed and dedicated to Council are referred to as:

- 'Road 01', 'Road 03', 'Road 04', and 'Road 05'.

The subdivision layout is generally consistent with the masterplan and provides appropriate servicing, access and easements to support the orderly and staged delivery of development across Stages 2-4.

[**Note.** The proposed subdivision reflects the lot configuration under the Subdivision DA (DA-2025/388). While the lots proposed by the Subdivision DA are not yet registered with NSW Land Registry Services, registration is expected to occur prior to the determination of the Stage 2-4 Civil Works SSDA.]

Figure 12 Proposed Plan of Subdivision



The proposed subdivision seeks to remove the heritage curtilage boundary, which was created by DA-2024/775. As noted in the Statement of Environmental Effects for DA-2024/775, the purpose of the subdivision that created the heritage curtilage boundary was to enable the statutory planning complexities associated with the TOD mapping boundary to be considered and navigated in a more logical and orderly way across Stages 2-4. The proposed subdivision was a 'temporary' arrangement insofar as the legal property boundaries would be superseded by subsequent DAs, including Torrens title subdivision.

4 Statutory Context

This section provides an overview of key statutory requirements relevant to the site and the 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 11 identifies the SSD declaration and relevant consent authority for the Stage 2–4 Civil Works SSDA.

Table 11: 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. 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 27 Railway Street, Corrimal (Lot 102/DPI301632), as SSD under the Housing Delivery Authority pathway. State Significant Development Declaration Order (No. 10) 2025 subsequently amended the legal description of the declared land to include Lot 201/DPI308649, Lot 202/DPI308649, and Lot 103/DPI301632, enabling the Stage 2–4 Civil Works SSDA to be lodged under the same EOI and Declaration. This approach was confirmed and supported through consultation with DPHI. Accordingly, this EIS references the amended legal description contained within Declaration Order (No. 10) 2025 and relates to the subdivision and civil infrastructure works necessary to service the future built form stages of the Corrimal Coke Works renewal project.
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 12.

Table 12 Permissibility

Matter	Consideration
Land use(s)	Recreation Area and Road
Land use zone(s)	R3 Medium Density Residential
Permissibility	The project comprises two new public parks, classified as 'recreation areas' in the WLEP, new roads, a shared pedestrian and cycle path, and associated facilitating infrastructure. Recreation areas and roads are permissible with consent in the R3 Medium Density Residential zone.

4.1.3 Other Approvals

The other approvals required to carry out the project are outlined in Table 13 below.

Table 13 Other Approvals

Matter	Consideration																
Consistent approvals s4.42 of the EP&A Act 1979	<table> <tr> <th>Act</th><th>Applies</th></tr> <tr> <td>Fisheries Management Act 1994 (s144)</td><td>No</td></tr> <tr> <td>Coal Mine Subsidence Compensation Act 2017 (s22)</td><td>No</td></tr> <tr> <td>Mining Act 1992 (380AA)</td><td>No</td></tr> <tr> <td>Petroleum (Onshore) Act 1991 (s24A)</td><td>No</td></tr> <tr> <td>Protection of the Environment Operations Act 1997 (s43)</td><td>No</td></tr> <tr> <td>Roads Act 1993 (s138)</td><td>No</td></tr> <tr> <td>Pipelines Act 1967</td><td>No</td></tr> </table>	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
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 <i>Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i> protect 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 unlikely to impact any matters protected under the EPBC Act and the project does not require an environmental approval under the EPBC Act.																
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																
	Water Management Act – activity approvals, s91																

4.2 Pre-Conditions to Granting Consent

Table 14 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 14 Pre-Conditions

Statutory Reference	Pre-Condition	Response / Section in EIS
<i>Biodiversity Conservation Act 2016</i>	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 submitted to DPHI and DCCEWW on 31 October 2025.	A BDAR Waiver Request has been submitted to DPHI and DCCEWW on 31 October 2025 and is currently under assessment. A copy of the BDAR Waiver Request is attached at Appendix J .
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	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 BEW 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 DA (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 2-4 area will be remediated and validated prior to commencement of the Stage 2-4 civil 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 K).
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	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 development 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 is therefore subject to potential rail noise impacts. However, as the proposed development comprises

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.	recreation areas, roads, and associated facilitating works this clause is not applicable.
<i>Wollongong Local Environmental Plan 2009</i>	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 2–4 area comprises some areas of land that include heritage items of both local and State significance. The heritage curtilage of the Former Corrimal Coke Works (Item No. 6607) listed under Schedule 5, Part 1 of the Wollongong Local Environmental Plan 2009 extends into the Stage 2–4 Civil Works area. The same area is also identified as the Corrimal Coke Works Site (Item No. 02061) on the State Heritage Register under the Heritage Act 1977. The Stage 2–4 Civil Works involve public domain upgrades, parks, roads, drainage, landscaping, services installation and paper subdivision only. - No new buildings, structures, or alterations to heritage fabric are proposed. - No works physically interface with, modify, or remove any heritage-listed fabric or significant relics. - The character and setting of the heritage items are not directly altered by the proposed civil works. Given the absence of built form or works affecting above-ground heritage fabric, the level of heritage impact is inherently low. Heritage impacts associated with the Stage 2a Built Form SSDA and future built form applications within the Stages 2–4 will be addressed through separate SSD applications.

4.3 Mandatory Considerations

Table 15 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 15 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;	Section 4.1
	<i>State Environmental Planning Policy (Planning Systems) 2021</i>	
	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Section 6.2
	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Section 6.1 & Appendix C
	<i>State Environmental Planning Policy (Housing) 2021</i>	Not relevant to this proposal

Statutory Reference	Mandatory Consideration	Section in EIS
	<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Not relevant to this proposal
	<i>Wollongong LEP 2009</i>	Appendix C
Section 4.15 (1)(a)(ii) Relevant draft environmental planning instrument	N/A	N/A
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 Corrimall Coke Works Site.	Appendix C
Section 4.15 (1)(a)(iiia) Any Planning Agreement	A 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, Section 6.2
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.	Appendix C
State Environmental Planning Policy (Sustainable Buildings) 2022)	N/A – no new buildings are proposed under this SSDA.	N/A
State Environmental Planning Policy (Housing) 2021	N/A – no new residential development is proposed under this SSDA.	N/A
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 J.	Appendix J, Section 6.2

Development Contributions

Local Planning Agreement	The obligations of the under the PA (as executed with Council) are outlined in Section 2.3 of this EIS. This SSDA seeks to deliver the following works in accordance with the VPA: ▪ Central Village Park Works – means the carrying out of embellishment works on the Central Village Park Land. ▪ Southern Recreation Park Works – means the carrying out of embellishment works on the Southern Recreation Park Land. ▪ Riparian Corridor Shared Pedestrian / Cycle Path Works – means the carrying out of embellishment works on the Riparian Corridor Land. The dedication of the Central Village Park and Southern Recreation Park will occur at the relevant stage(s), consistent with the timing requirements of the PA (Stages 2 and 3).	
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 proposal does not include any residential dwellings and seeks consent only for new public areas and public domain works consistent with the outcomes of the Planning Proposal that will facilitate future residential and mixed-use redevelopment of the site. As such, section 7.12 of the Wollongong City-Wide Development Contributions Plan does not apply to this proposal.	

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.

The community engagement undertaken by Brooks Community Engagement primarily focused on the Stage 2a of the Corrimal Coke Works redevelopment. While the engagement was largely centred on the Stage 2a Built Form SSDA (SSD-83789711), the community was also presented with the broader precinct vision, noting that future stages were still being refined. Throughout the community engagement, images of the Central and Southern Parks were shared, and community members were invited to provide feedback these aspects.

This inclusive approach provided the community with an understanding of how the residential development, parks, and road network would integrate to deliver the wider masterplan outcome. This SSDA seeks approval for the enabling civil and servicing works that will facilitate the delivery of the future built form stages.

5.1 Engagement Carried Out

Community engagement was undertaken with the certain stakeholders to inform the detailed assessment of key matters. During the community notification and engagement period, Brooks and The Works Corrimal engaged with 3,200+ people. The engagement carried out for the project is outlined in Table 16.

Table 16 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 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 (Check-in)
		19 June 2025 (Introductory)

Stakeholder	Action	Date(s)
		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

For completeness, the full list of feedback received during the community consultation period (for both the Stage 2a Built Form SSDA and the Stage 2–4 Civil Works SSDA) is outlined below. The session provided an opportunity for the community and key stakeholders to comment on the overall precinct vision, including the proposed residential buildings, parks, and road layout.

The key issues raised by the community and stakeholders are summarised in the table below, with a detailed community engagement table provided at **Appendix E**, outlining how each issue has been considered and addressed in this EIS.

Table 17 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.	The Stage 2–4 Civil Works SSDA will only generate temporary construction-related traffic, rather than any long-term operational traffic associated with future residential development. Construction vehicle movements have been addressed through a Construction Traffic Management Plan (CTMP), which outlines measures to manage construction routes, minimise impacts on the local road network, and maintain safety for surrounding residents (refer Appendix R).
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

Feedback	Project Response
	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 elements that promote connection to Country and local identity.	The Stage 2–4 Civil SSDA responds positively to this feedback through the delivery of the Central Park, Southern Park, and the southern shared path (in part), which together provide high-quality landscaped open space, opportunities for informal recreation, and improved pedestrian and cycling connections. These works incorporate native planting and design principles that reflect and strengthen connection to Country and the site's local identity, consistent with the community's aspirations.
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 landscape design has been developed to prioritise native species and respond directly to this feedback. The proposed street trees exhibit a broad canopy to maximise shade and improve pedestrian comfort, with a clear emphasis on native species that provide seasonal interest and enhance the visual quality of the streetscape. <i>Brachychiton acerifolius</i> (Illawarra Flame Tree) is proposed along the internal loop road, while native fig species are incorporated within Southern Park to reinforce local character and ecological value. Across the parks and public domain, native grasses and shrubs are used to support habitat creation and biodiversity. The design of Southern Park, in particular, contributes to the preservation and revitalisation of native plant communities and incorporates material palettes and planting that are specific to Country, strengthening cultural connection and environmental resilience.
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.	No car parking is proposed as part of this Stage 2–4 Civil Works SSDA, as parking will be delivered and assessed under the concurrent Stage 2a Built Form SSDA. The Stage 2a proposal provides car parking in accordance with the requirements of the Housing SEPP and the DCP, ensuring adequate on-site parking for residents and minimising the potential for overflow into surrounding streets.
Concerns Regarding only 1 Entry and Exit into the Development	
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 not supported by 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	

Feedback	Project Response
The inclusion of publicly accessible green spaces and landscaped areas was positively received, with community members valuing their contribution to liveability and amenity.	The proposal directly responds to this feedback by delivering Central Park, Southern Park, and upgraded landscaped public domain areas that will be publicly accessible and integrated into the broader precinct. These spaces have been designed to enhance liveability and amenity by providing high-quality open space, shaded areas, native planting, and clear pedestrian and cycling connections. The parks will serve as key community assets, supporting passive recreation, social interaction, and a strong landscape character consistent with the approved masterplan.
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 proposal has been informed by the site's industrial heritage, and additional opportunities to strengthen this connection have been incorporated. While detailed built-form outcomes will be addressed under the Stage 2a SSDA, the civil works package establishes the public domain framework that supports heritage interpretation across the precinct. This includes retaining key heritage elements within the landscape strategy, integrating material palettes and detailing that reference the former industrial use. The built-form stages will further embed heritage interpretation elements ensuring the precinct meaningfully reflects and celebrates its industrial history.
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.	Materiality will be addressed in detail under the Stage 2a built-form SSDA, where the architectural team will be required to demonstrate compliance with climate-responsive design principles. The civil works package does not propose any building materials; however, the

Feedback	Project Response
	broader design framework encourages the use of appropriate colours, finishes and shading strategies that reduce heat retention and support a resilient and comfortable living environment.
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.	Concerns regarding increased building height and dwelling numbers are noted. These matters relate to the future Stage 2a Built Form SSDA, rather than the Stage 2–4 Civil Works SSDA. The subject SSDA does not approve any building heights or residential yield; rather, it delivers the enabling infrastructure consistent with the masterplan.
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.	The Applicant acknowledges the importance of targeted local improvements, including safer pedestrian connections along Railway Street. There is an executed PA between the Applicant and Council, which secures the delivery of significant public benefits across the staged redevelopment of the site. Importantly, this Stage 2–4 Civil Works SSDA delivers Central Park and Southern Park, along with associated public domain works, forming a significant component of the public open space commitments under the VPA. The PA also provides for the embellishment of the riparian corridor, new active transport links and upgrades along Railway Street, a new four-way roundabout, and dedication of land to enable a future railway overpass. It ensures permanent public access to Corrimal Railway Station and supports the 35 affordable dwellings through the sale of land to a Community Housing Provider. The Applicant is continuing to explore opportunities to incorporate a pedestrian crossing on Railway Street to further respond to community priorities.
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 2–4 Civil Works 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

Legacy Property 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 18. This information includes a reference to where these matters have been addressed in the EIS.

Table 18 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

6.1.1 Landscape and Design

Overview

The Stage 2–4 Civil Works SSDA will deliver the enabling road, drainage, and open space infrastructure that establishes the physical and landscape framework for the Corrimal Coke Works Precinct. The works are consistent with the approved masterplan and align with the DCP (Chapter D14 – Former Coke Works Site).

The proposal does not introduce new built form of visual prominence or additional land uses, rather, it provides the infrastructure to support future residential development and public domain delivery. As such, the potential for significant urban design or amenity impacts is limited and largely beneficial in nature.

Urban Design Outcomes

The proposed road network, subdivision layout and open space configuration follow the endorsed masterplan framework. The road and lot layout maintain key view corridors towards the Illawarra Escarpment and provide logical, legible connections through the site. The alignment of Central Park, Southern Park and the southern bicycle path have been established by the masterplan and have been designed to integrate with surrounding development parcels and existing site levels.

The civil works will have negligible adverse visual, or character impacts given their ground-level nature and limited built form. The landscape and streetscape works will significantly enhance the visual quality of the site and contribute to a functional layout. The introduction of high-quality public domain treatments, tree canopy planting, and pedestrian and cycle connections will improve permeability, legibility and visual amenity.

The proposed design represents an appropriate urban design outcome for this phase of development. It is consistent with the principles of Better Placed and Greener Places, providing a connected and accessible public domain network that supports walkability, shade, comfort and visual interest.

Landscape Design Principles

The landscape and public domain design responds to the site's context and is underpinned by established landscape design principles, which guide the spatial arrangement and treatment of open spaces:

- **Site Heritage and Story:** The design allows for future interpretation of the site's First Nations and industrial heritage through materiality, alignment of movement corridors and planting that reflects local ecological character.
- **Celebrate the Creek:** Works adjacent to the riparian corridor reinforce it as a central ecological and recreational asset. Planting, path connections and level transitions have been arranged to support its role as a continuous landscape spine through the precinct.
- **Connect People with Places:** The proposed road, pedestrian and cycle networks strengthen connections to the surrounding residential neighbourhood, Corrimal town centre, rail station, escarpment and coastal areas, ensuring the precinct is fully integrated with its context.
- **Create a Memorable Experience:** Central Park and Southern Park provide accessible and varied open spaces that support passive recreation, contribute to early place activation and improve overall amenity for future residents and the broader community.
- **Create Places to Play and Learn:** The public open spaces incorporate native planting, shade, habitat opportunities and WSUD elements to promote environmental awareness, biodiversity and long-term landscape stewardship.

Figure 13 Landscape Design Principles



Picture 9 Celebrate the Creek



Picture 10 Connect People with Places



Picture 11 Create a Memorable Experience

Source: Clouston Associates

Environmental Amenity

Once operational, the proposed civil works will substantially improve environmental amenity. The delivery of Central Park and Southern Park will provide early access to public open space and landscaping, softening the site's industrial character and improving outlook for both future residents and the broader community. Tree planting and landscape works will contribute to urban cooling and shade provision, while WSUD elements will improve water quality and reduce surface runoff.

The design also mitigates potential amenity impacts on adjacent residential areas and the riparian corridor through setbacks, landscape buffering, and appropriate materials selection.

In summary, the proposal will not result in any unacceptable urban design or environmental amenity impacts. The works are consistent with the approved masterplan and relevant design frameworks, provide clear public and environmental benefits, and establish the framework for the orderly, coordinated and sustainable redevelopment of the Corrimal Coke Works Precinct.

Figure 14 Preliminary artist impression of Central Park.



Source: Clouston Associates

6.1.2 Groundwater Impact Assessment

Reditus has prepared a Groundwater Impact Assessment in relation to the proposed Stage 2-4 Civil Works. The groundwater assessment was undertaken using a combination of desktop review, field data analysis and review of previous hydrogeological investigations across the broader Corrimal Coke Works site. The Groundwater Impact Assessment considers the proposed works to determine the potential impacts of the development on groundwater dependent ecosystems (**GDEs**), water supply works, surface water resources including downstream assets and watercourses.

The Reditus assessment provides management and mitigation strategies to minimise adverse environmental impacts because of construction of the development. Importantly, the assessment determines that minimal impacts are anticipated from a groundwater perspective.

6.1.2.1 Existing Environment

Groundwater at the site occurs within a shallow weathered and fractured sandstone aquifer, with localised perched groundwater in fill and alluvial units. Groundwater levels vary considerably across the site, with several wells dry and the highest recorded groundwater level at 13.09 mAHD. Monitoring indicates rainfall responsiveness in shallower perched areas, while deeper alluvial zones remain relatively stable.

Hydraulic conductivity values range from 0.3 to 2.24 m/day, consistent with silty to gravelly sands. Groundwater generally flows west and south-west toward North Corrimal Creek and Towradgi Creek. In the northern part of the site, the creek acts as a losing stream, while Towradgi Creek to the south is gaining, demonstrating variable hydraulic interactions.

No groundwater extraction bores or high-priority groundwater dependent ecosystems are located within 1 km of the site. Baseline surface water and groundwater testing identified minor exceedances of metals and nutrients typical of shallow disturbed environments and consistent with existing site conditions.

Potential Construction Impacts

The Stage 2–4 Civil Works are not expected to intercept groundwater based on measured groundwater depths and the levels established under the approved Stage 2–4 Bulk Earthworks DA. As such:

- No dewatering is anticipated and aquifer interference is unlikely.
- Potential impacts relate primarily to pollutant sources, including fuels, oils, and construction chemicals that could migrate downward if spilled.
- Temporary compaction and construction activity may marginally reduce local infiltration, though this is temporary and localised.

These impacts are minor, isolated and can be managed with standard construction environmental controls.

Potential Operational Impacts

Following completion of civil works, increased hardstand areas (roads, footpaths, public domain works) may:

- Slightly reduce infiltration and recharge to shallow perched groundwater;
- Increase reliance on stormwater drainage systems to manage surface runoff.

No interaction with groundwater levels, pressures or aquifer behaviour is expected because no basements are not proposed in this SSDA and excavation remains above groundwater levels.

6.1.2.2 Cumulative Impacts

The assessment considers potential cumulative impacts arising from the proposed development, adjacent Stage 1 and future Stage 2b–4 developments, as well as nearby proposals. Surrounding land is zoned primarily for medium and low-density residential and public recreation uses, which may contribute to cumulative effects on local groundwater. However, any future developments with potential groundwater impacts would be required to undertake their own impact assessments and implement appropriate management and mitigation measures. The cumulative impacts from the Stage 2–4 Civil Works are considered negligible, as there will be no direct interference with the underlying aquifer and all potential impacts can be effectively managed during and after construction.

6.1.2.3 Mitigation Measures

To ensure groundwater values are protected, the following mitigation measures are recommended:

- Construction Environmental Management Plan (**CEMP**) addressing groundwater protection, spill response, sediment control and hazardous materials management.
- Bunded and compliant storage of fuels, oils and chemicals, with designated refuelling areas.
- Site personnel training in safe chemical handling and emergency spill response.
- WSUD treatments to support infiltration where appropriate, including deep soil zones, permeable surfaces and vegetated drainage.
- Implementation of the Acid Sulfate Soil Management Plan (**ASSMP**) approved under the Stage 2–4 Bulk Earthworks DA to manage any unexpected ASS risks.

These measures ensure that both construction and operation can proceed without adverse impacts to groundwater quality, recharge or flow characteristics.

6.1.3 Construction Noise and Vibration

Renzo Tonin & Associates has prepared a Construction Noise and Vibration Impact Assessment to support the Stage 2–4 Civil Works SSDA. The assessment addresses both construction noise and vibration impact in accordance with NSW EPA guidelines and the SEARs. The full report is provided at **Appendix H**.

Existing Environment

To assess the acoustic and vibration environment, 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 CadnaA software to predict construction noise levels across the site.
- Identification of sensitive receivers including residential dwellings, rail infrastructure, and heritage structures such as the Powerhouse building and brick stack.
- Establishment of noise and vibration criteria based on the NSW Interim Construction Noise Guideline (ICNG), DECC's Assessing Vibration Technical Guideline, British Standard BS 7385, and German Standard DIN 4150-3.
- Assessment of vibration impacts from typical civil works equipment including excavators, vibratory rollers, and hand vibration tools.
- Evaluation of potential structural damage risks to heritage items and rail infrastructure.

The location of the proposal and measurement locations are shown in Figure 15 below.

Figure 15 Noise and Vibration Measurement Locations



Source: Renzo Tonin & Associates,

6.1.3.1 Potential Impacts

The potential impacts of the Stage 2-4 Civil Works construction has been informed by the NSW Interim Construction Noise Guideline (ICNG, 2009) as it relates to the assessment of noise generation during the construction phase of developments. The ICNG provides two methods for assessment of construction noise, these are:

- Quantitative assessment: recommended for major construction projects of significant duration, and involves the measurement and prediction of noise levels, and assessment against set criteria.
- Qualitative assessment: recommended for small projects with a duration of less than three weeks and focuses on minimising noise disturbance through the implementation of reasonable and feasible work practices, and community notification.

With consideration to the above and the scale of the proposed civil works, a quantitative assessment has been undertaken, consistent with the ICNG requirements.

In alignment with the ICNG the proposed noise management levels are provided in Table 19.

Table 19 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 16 below.

Figure 16 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 20 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

ID	Daytime LA90 Rating Background Level (RBL)	Construction Noise Management Level LAeq(15min)	Highly Noise Affected Level
NCA 6	50	60	75

The assessment presented in Chapters 4 to 6 of the Construction Noise and Vibration Management Plan outlines the applicable criteria, predicted impacts, and recommended management measures for the proposed civil works. Using the quantitative assessment approach and noise catchment areas mentioned above, the assessment demonstrates that while some exceedances of the noise management levels may occur at the closest residential receivers, these are typical for works of this nature and duration.

Where appropriate measures are introduced during the construction period, including the use of temporary acoustic barriers, maintenance of equipment, scheduling of high-noise activities, and ongoing community notification the construction noise can be effectively managed to minimise disturbance.

The vibration assessment found that potential risks are generally low for surrounding residential areas, with the highest sensitivity associated with nearby heritage structures and rail infrastructure. Site-specific buffer distances, pre-works testing, and real-time vibration monitoring are recommended to verify safe operating distances and protect these assets.

Overall, the assessment confirms that construction noise and vibration impacts can be appropriately managed through feasible and reasonable measures, ensuring that the works remain compatible with the surrounding residential and heritage environment. The mitigation measures are detailed below.

6.1.3.2 Mitigation Measures

A range of feasible and reasonable noise and vibration mitigation measures will be implemented during the Stage 2-4 Civil Works, consistent with the relevant NSW guidelines. A complete list of measures is provided in the Construction Noise and Vibration Management Plan (**Appendix H**). At a high level, key measures include:

General Construction Noise Management

- Regular maintenance of equipment and use of noise-suppression kits where fitted.
- Limiting simultaneous operation of high-noise equipment and maximising distance between plant and sensitive receivers.
- Switching off machinery and vehicles when not in use, and avoiding idling where feasible.
- Providing advance notification to surrounding residents of particularly noisy activities and expected duration of works.
- Maintaining effective community engagement and a clear complaints-handling procedure throughout construction.

Vibration Management and Monitoring

- Undertaking vibration testing prior to commencement of works to confirm safe operating distances for equipment near sensitive receivers.
- Implementing site-specific buffer zones and modifying construction methods where necessary to limit vibration.
- Installing real-time vibration monitoring for high-risk activities, particularly adjacent to heritage structures (Powerhouse building and brick stack) and the rail corridor.
- Consulting with a structural engineer to confirm vibration limits for heritage items and undertaking strengthening works where required.
- Providing notification to nearby residents in areas where perceptible vibration may occur.

These measures, in combination with ongoing monitoring and adaptive management, will ensure that potential noise and vibration impacts are minimised and that the construction activities remain compatible with the surrounding residential and heritage context.

6.1.4 Traffic, Transport and Accessibility

A Transport Impact Assessment (TIA) and Preliminary Construction Traffic Management Plan (CTMP) have been prepared by Bitzios Consulting (**Appendix R**) to support the Stage 2-4 Civil Works SSDA and assess the anticipated transport implications of the development during both construction and operational stages.

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. The site is accessed by one 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 17 Surrounding 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 18 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.

6.1.4.1 Potential Impacts

Access

The Stage 2-4 Civil Works area will be accessible via the intersection of the site access road and Railway Street which is being constructed during the separate Stage 1 precinct. Two-way internal roadways provide vehicle circulation through site and to the access on Railway Street.

The civil works application seeks approval to deliver the internal road network which includes an entry boulevard, main loop road, riparian edge (Type A and Type B) and local streets. The dimensions and configurations of the internal road network are provided in Table 21 below.

Table 21 Proposed Configurations of the Internal Road Network

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

As demonstrated above, the proposed road network is compliant with the requirements of the DCP.

6.1.4.2 Preliminary Construction Traffic Management Plan

Bitzios has prepared a Preliminary Construction Traffic Management Plan (**CTMP**) to inform the Stage 2–4 Civil Works delivery which will occur between May 2027 to September 2027. The projected works programme suggests that different stages of the site will be undergoing construction activities simultaneously, and such some degree of cumulative impacts may be experienced.

During the construction period, all construction vehicle haulage is expected to occur via Memorial Drive. 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. Importantly, no construction vehicle movements of haulage routes are proposed to or from the site via the level crossing to the northeastern periphery of the site. Given this, there will be no increase in traffic movements over the level crossing as a result of the construction.

Figure 19 Construction Haulage Routes



Source: Bitzios Consulting

Construction traffic for each construction stage is expected to be low, with a maximum of around 20 heavy vehicle movements per day (6–8 articulated vehicles and 10–12 truck and dog vehicles). Traffic surveys from

October 2023 recorded existing volumes on Railway Street of approximately 650 vehicles during the AM peak and 560 during the PM peak. During Stage 2–4 Civil Works, no more than five truck movements are anticipated in peak hours, resulting in a negligible increase in overall traffic along Railway Street and its intersection with Memorial Avenue.

The Stage 2–4 Civil Works may overlap with the approved Stage 1 Built Form (DA-2023/550) and Heritage Plaza (DA-2023/840, currently under assessment) construction works – although Heritage Plaza is expected to generate lower traffic volumes. Even if all three sites operate at full capacity simultaneously, construction traffic would total up to 60 heavy vehicle movements per day (18–24 articulated and 30–36 truck and dog vehicles), with a maximum of 15 movements per hour outside peak periods. This represents only a minimal increase over existing traffic volumes, even under a conservative worst-case scenario.

The CTMP has reviewed the active transport routes and infrastructure in the vicinity of the site and confirms that there will be minimal impact as the construction works are predominantly contained within the site boundary. No impact will occur to the existing footpaths. In the same accord, there will be no impact to the surrounding public transport routes.

Small quantities of street parking are available surrounding the site which is anticipated to be retained throughout the construction process. For construction workers, parking will be available within the site.

As the works are contained within the site boundary, it is not anticipated that there will be any impact to emergency response vehicles and traffic movements.

In 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.

6.1.5 Water Cycle Management Strategy

The Stage 2–4 Civil Works will deliver the enabling drainage, road and public domain infrastructure required to support the future redevelopment of the Corrimal Coke Works precinct. A Water Cycle Management Strategy (**WCMS**) has been prepared by Maker to assess flooding, stormwater quantity and stormwater quality measures of the proposed works (submitted at **Appendix I**).

The assessment confirms that the civil works package will not result in unacceptable impacts on the receiving environment, downstream catchments or adjoining landowners. The works are consistent with the approved masterplan and build upon the hydrologic and hydraulic modelling previously endorsed by Council during the Stage 2–4 Bulk Earthworks (DA-2023/823) and the Stage 1 Built Form (DA-2023/550) approvals.

Flooding

The proposed development site is located within the Towradgi Creek catchment. Towradgi Creek runs along the southern border of the site and is contained within the adjacent land parcel. Under existing conditions, flooding up to the 10% AEP event is contained to the creek corridor, with broader inundation only occurring in rarer events. These baseline conditions, including creek hydraulic behaviour, were fully assessed as part of the approved Stage 2–4 Bulk Earthworks DA (DA-2023/823) and form the adopted baseline for this SSDA.

The creek realignment already approved under DA-2023/823 – forms the basis of the flooding assessment for this SSDA. The WCMS confirms that the realigned channel:

- Contains flows up to and including the Probable Maximum Flood (**PMF**) across the Stage 2–4 Civil Works extent.
- Removes all Stage 2–4 Civil Works land from the mapped flood planning area.
- Reduces flood levels along Railway Street and Cross Street (30–50 mm reductions).
- Does not increase flood levels external to the site by more than 20 mm.

- Improves overall floodplain storage relative to existing conditions.

As the proposed works do not alter the adopted creek alignment or approved earthworks formation, no new adverse flood impacts arise from the proposed civil package.

Access and Egress

All internal roads remain flood-free in the PMF, with multiple safe evacuation routes to Railway Street.

The proposed civil works result in no unacceptable flooding impacts, do not increase off-site flood risk, and maintain safe access and egress during extreme events.

Stormwater Quantity (Runoff) Impacts

The approved WCMS confirms that on-site detention (**OSD**) within the lower reach of the Towradgi Creek catchment is not beneficial given the site's downstream position and the hydraulic controls of the receiving system. Modelling demonstrates that post-development peak discharges in North Corrimal Creek remain less than existing conditions and comply with the WDCP.

The civil works will increase impervious areas through new roads, footpaths and public domain works. This increase has been factored into the hydrologic modelling, with outcomes indicating:

- No increase in peak flows beyond existing conditions.
- No adverse effects on downstream infrastructure.
- No detrimental changes to groundwater recharge patterns.

Stormwater runoff associated with the civil works will be effectively managed by the approved drainage network, with no increase in peak discharge or risk to receiving waterways.

Water Quality and WSUD Impacts

A precinct-wide WSUD treatment train has been designed in accordance with WDCP. Key elements include:

- Proprietary Gross Pollutant Traps (Vortceptor GPT units) sized to treat road and public domain runoff.
- An end-of-line bioretention basin located in Southern Park.
- Integration of future on-lot WSUD controls for built-form stages (to be delivered under separate SSDAs).

The strategy accommodates the staged development sequencing and accounts for inflows from approved Stage 1 drainage infrastructure.

MUSIC modelling confirms that the treatment train meets or exceeds all WDCP pollutant reduction targets, achieving:

- 99% Gross Pollutant reduction
- 89% Total Suspended Solids reduction
- 78% Total Phosphorus reduction
- 61% Total Nitrogen reduction

These exceed Council's required benchmarks for subdivision and built-form areas.

Cumulative Impacts

The WCMS assessment confirms neutral to beneficial cumulative impacts when considered alongside the Stage 1 development, the approved creek realignment, and future built-form SSDAs:

- No cumulative increases in flood level or hazard.
- Integrated drainage network functioning collectively without adverse impacts.
- Combined WSUD assets delivering precinct-wide pollutant reduction in line with DCP policy.
- Long-term improvements to creek stability, riparian vegetation and water quality.

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 22 Standard Assessment Matters

Issue (per SEARs)	Assessment	Mitigation
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 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.	No mitigation is required as the site is to be remediated under DA –2023/823. Refer Appendix K for further detail.
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 Request was prepared by Eco Logical in October 2025 on the basis that the proposal 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 Eco Logical assessment concludes that the proposed development would not have a significant impact on biodiversity values or habitats for threatened species.	No mitigation measures proposed.

At the time of lodgement, the BDAR Wavier is currently under assessment by DPHI in parallel to this SSD.		
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 (DA-2023/823) approved the removal of trees necessary to facilitate the works relevant to this application. Allied Tree Consultancy has prepared an updated Arboricultural Impact Assessment covering the remaining trees within both the Stage 2–4 Civil Works area and the Stage 2a Built Form area. The assessment reviewed 191 trees located within and adjacent to the site and confirms that no additional tree removals are required to accommodate either SSDA. The Report identifies trees previously approved for removal due to past conflict and the Stage 2–4 bulk earthworks. A small number of retained trees have minor encroachments of less than 10% into their Tree Protection Zones; however, the arborist confirms these impacts are acceptable and can be managed without compromising tree health. All retained trees will be protected through standard construction-phase measures, including fenced Tree Protection Zones and arborist supervision, as outlined in the Arborist Report. Overall, the arborist concludes that the proposed development will not increase the extent of tree removal beyond what is already approved, and that retained trees can be suitably protected throughout construction with the recommended controls in place. Refer to Appendix S for full details.	Tree protections measures are outlined in detail in the Arborist Report.
Item 17 of the SEARs requires an assessment of waste management impacts, including measures to manage, reuse, recycle and safely dispose of waste, and identification of appropriate waste storage and servicing arrangements.	A Construction Waste Management Plan (CWMP) has been prepared by Elephants Foot Consulting to support the Stage 2–4 Civil Works application. The CWMP addresses SEAR 17 through the following provisions: ▪ Implementation of waste management measures, including reuse of excavated materials, recycling of concrete and metals, and safe disposal of hazardous waste in accordance with EPA and WorkCover requirements. ▪ Excavation waste will be reused on-site where practical, or transported to licensed facilities. ▪ Source separation of materials is proposed to maximise recovery and reduce landfill volumes. ▪ Estimated diversion rate from landfill is 99.5%, exceeding the NSW WARR Strategy target of 80%. ▪ Identifies the proposed waste storage area adjacent to the site entrance, with flexibility to adapt during construction. ▪ Servicing arrangements include daily monitoring of skip bins, removal within 24 hours when full, and transport to licensed facilities during Council-approved hours. ▪ Safety measures include signage, secure bins, and designated access paths. The CWMP concludes that the proposed works will implement best-practice waste management strategies and will not result in significant waste-related impacts.	The CWMP includes a comprehensive set of mitigation measures to ensure effective waste management during the civil works phase. A complete list is provided in Section 5 of Appendix P, however a summary is below. <u>Training and Inductions</u> ▪ All site personnel must complete site-specific induction training covering legal obligations, emergency procedures, waste separation, litter control, and spill response. ▪ Head contractor staff receive additional training on enforcing waste protocols. <u>Materials Selection and Ordering</u> ▪ Accurate material quantity calculations to reduce overordering. ▪ Preference for prefabricated materials and minimal packaging.

The plan supports the SSDA and satisfies the requirements of SEAR 17.

- Use of Material Safety Data Sheets (MSDS) for safe handling.

Waste Avoidance Strategies

- Minimise excavation and select durable, reusable materials.
- Use pre-cut materials and reusable formwork.
- Reduce packaging waste through bulk purchasing and returnable containers.
- Avoid PVC and favour low-VOC materials and recycled furnishings.

Site Procedures

- Reuse excavated materials and mulch green waste on-site.
- Recycle concrete, bricks, metals, plasterboard, and joinery off-site.
- Provide collection for hazardous items (e.g. batteries, fluorescent tubes).
- Use council-approved waste systems and facilities.

Waste Storage and Receptacles

- Provide skip bins for separate waste streams (e.g. timber, plasterboard, metals).
- Include bins for hazardous and recyclable items in common areas.
- Ensure bins are appropriately sized, secure, weather-protected, and clearly labelled.

Safety and Signage

- Waste areas must be well-lit, visible, and safely accessible.
- Use reflective tape and barriers to guide movement.
- Install standard EPA signage and colour-coded bin labels.

Servicing and Transport

- Daily monitoring of bin capacity; removal within 24 hours if full.
- All bins covered during transport to prevent spillage.
- Waste collection within Council-approved hours and

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.

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-served and connected setting.

Potential Impacts

Construction Phase

- Short-term impacts such as noise, dust, vibration, and increased construction traffic may affect nearby residents, businesses, and users of adjacent public spaces.
- Temporary changes to access and movement patterns may occur, particularly around the future Central Park, Southern Park, and along the shared pedestrian-cycle path alignment.
- 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 the Central Park and Southern Park will provide new publicly accessible green spaces, supporting recreation, social interaction, and community wellbeing.
- Landscaping, street tree planting, and public domain works will enhance the amenity and visual character of the area, contributing to a more attractive and connected neighbourhood.
- The shared pedestrian-cycle path will improve active transport options, linking residents and visitors to key destinations and supporting healthier travel choices.
- Torrens subdivision and road dedication will establish the framework for future residential development, enabling the delivery of housing in later stages.
- Public spaces delivered under this stage will benefit both the immediate community and the wider Corrimal area, creating early social value ahead of built form completion.

Potential Social Risks

- Increased traffic and construction activity during peak periods may affect local accessibility.

Construction Phase

- Develop and implement a Construction Noise and Vibration Plan to minimise disturbance to nearby residents and community facilities.
- Prepare a Construction Management Plan that outlines how access to surrounding properties and public spaces 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/cyclist safety during works.

Operational Phase

- Apply Crime Prevention Through Environmental Design (CPTED) principles in the design and ongoing management of public spaces to enhance safety and reduce opportunities for anti-social behaviour.
- Ensure landscaping and park embellishments are maintained to a high standard to preserve amenity and usability.
- Adopt mitigation measures from supporting technical reports, including stormwater and drainage management, to ensure public spaces remain functional and safe.

Summary

The civil works stage will deliver early public domain and

- Without clear engagement processes, some residents may feel their concerns are not heard – this will be addressed through ongoing communication and feedback channels.
- Temporary disruption to existing informal recreation or movement patterns during park and path construction.

infrastructure benefits, improving connectivity, amenity, and access to open space. While short-term construction impacts will require careful management, the long-term social outcomes, particularly the creation of high-quality parks and active transport links, will provide immediate value to the community and lay the foundation for future housing and neighbourhood growth.

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 <i>Planning for Bush Fire Protection</i> .	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.
---	--	----------------------------------

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 *National 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 V**) 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 20 Area Cleared For Aboriginal Heritage Within AHIP 5141

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.



Source: Kelleher Nightingale Consulting

A Statement of Heritage Impact is required under Item 22 of the SEARs where there is potential for direct or indirect impacts on environmental heritage. The SHI is to be prepared in accordance with relevant guidelines and must identify, describe, and assess any impacts on the heritage significance of the site.

A Heritage Impact Statement (HIS) has been prepared by Urbis (**Appendix U**) to accompany the Stage 2 Civil Works SSDA. The subject site is listed as the 'Corrimall Coke Works Site' (Item No. 02061) on the State Heritage Register under the NSW Heritage Act 1977, and as 'Former Corrimall Coke Works' (Item No. 6607) under Schedule 5 of the Wollongong LEP 2009.

The HIS assesses the proposed civil works including subdivision, construction of Central Park and Southern Park, local road works, drainage and stormwater infrastructure, public domain improvements, and site services installation in the context of the site's heritage significance.

The assessment confirms:

- The subdivision layout aligns with the approved masterplan and does not modify any lot boundaries associated with heritage-significant fabric, including the Heritage Plaza.
- All proposed civil works are ground-level in nature and will have negligible adverse visual or character impacts on the heritage item.
- The construction of Central Park and Southern Park will not affect any heritage fabric, and will contribute positively to public domain quality, viewlines, and site legibility.
- No additional heritage impacts arise beyond those previously assessed under the Stage 2a Built Form HIS.

The HIS concludes that the proposed Stage 2 Civil Works will not result in any physical or visual impacts on elements of significance, and that the works are supported from a heritage perspective.

No specific heritage mitigation measures are proposed. The proposed works do not impact any heritage fabric or the significance of the listed item, and the HIS confirms that the civil works will not result in direct or indirect adverse heritage impacts. Heritage considerations have been appropriately integrated into the masterplan and design response.

7 Justification of The Project

This section provides an evaluation of the Stage 2–4 Civil Works SSDA, having regard to its economic, environmental, and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed works, considering the interaction between the findings in the detailed assessments and the compliance of the proposal with relevant controls and policies.

7.1 Project Scope and Design

The design of the Stage 2–4 Civil Works delivers the essential infrastructure, public domain and subdivision works needed to support the concurrent Stage 2a Built Form SSDA and the future redevelopment of Stages 3 and 4 of the Corrimal Coke Works Precinct. As an enabling phase of the approved masterplan, the works establish the structural framework for a connected, resilient and culturally responsive neighbourhood.

The Central Park, at approximately 0.3 hectares, will be the precinct's primary neighbourhood park, framed by future residential buildings and designed for passive recreation, play, and community gathering. The Southern Park, at 1.15 hectares within a wider 7-hectare open space area, will provide nature play, community gardens, amphitheatre seating, and culturally significant planting along the realigned North Corrimal Creek. The southern shared bicycle path will link these spaces to the broader Corrimal cycling network, with bridge and boardwalk structures providing safe creek crossings.

A new internal road network will provide safe and legible access for vehicles, pedestrians and cyclists, supported by underground services, stormwater drainage and street tree planting. WSUD measures, including bioretention basins and rain gardens, will improve water quality, manage flows and enhance landscape resilience. The proposed Torrens title lots will enable the orderly staging of future development.

The public domain and landscape works have been informed by Connecting with Country engagement, embedding Dharawal cultural narratives and the site's industrial heritage into the design. Native Illawarra species will be prioritised in planting, with interpretive elements reinforcing the precinct's identity.

Through its coordinated layout, high-quality open spaces and cultural integration, the Stage 2–4 Civil Works will deliver early public benefits and set the foundation for a vibrant and liveable new community in 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
- Wollongong LSPS
- 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 supported by infrastructure and services.

While the civil works SSDA does not directly deliver housing, it enables these outcomes by:

- Providing the essential infrastructure, subdivision, and public domain works to support the delivery of 207 dwellings in Stage 2a and future housing in Stages 3 and 4, including affordable housing.

- Locating new open spaces and movement networks adjacent to Corrimal Train Station and within walking distance of bus services, shops, schools, parks, and community facilities, supporting transit-oriented development principles.
- Contributing to urban renewal by transforming part of the former industrial site into a high-quality, connected precinct that respects and celebrates the site's 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.

In summary, the proposal represents the orderly and efficient delivery of enabling infrastructure for a strategically located, underutilised site. It 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**.
- 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 the natural 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:

- **Strategic context:** The land forms part of the Corrimal Coke Works renewal precinct, identified for redevelopment to deliver new housing, open space, and supporting infrastructure consistent with strategic planning objectives for the Wollongong LGA.
- **Zoning and permissibility:** The site is zoned R3 Medium Density Residential under the LEP where recreation areas and roads are permissible with consent and consistent with the zone objectives.
- **Servicing and infrastructure:** The proposal delivers essential subdivision, drainage, and road infrastructure to service the future built form stages and support the establishment of a cohesive master planned community.
- **Public domain outcomes:** The Central Park and Southern Park are key open spaces that will provide amenity, recreation, and visual relief for future residents and the wider community.
- **Accessibility:** The site is well connected to Corrimal Train Station, existing road networks, and surrounding urban services, supporting efficient access and integration with the existing township.
- **Environmental suitability:** Detailed investigations have been undertaken to address heritage, flooding, and biodiversity considerations. The design responds to these constraints and aligns with the approved bulk earthworks levels.
- **Consistency with Masterplan:** The proposed civil works are generally consistent with the approved masterplan and will enable the orderly and staged delivery of development across the precinct.

Accordingly, the site is considered well suited to the proposed civil and servicing works, providing for the future built form stages of the Corrimal Coke Works redevelopment.

7.7 Public Interest

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

- **Alignment with strategic planning objectives:** The proposal supports the implementation of the Corrimal Coke Works Master Plan and contributes to the delivery of a well-planned, serviced, and sustainable community in accordance with the Greater Sydney Region Plan and Illawarra Shoalhaven Regional Plan 2041.
- **Efficient infrastructure delivery:** The civil works will deliver essential subdivision, drainage, and road infrastructure required to enable subsequent built form stages, ensuring coordinated and efficient development of the precinct.
- **Public domain and open space provision:** The proposal includes the delivery of the Central Park, Southern Park and southern shared path (in part), providing high-quality public open space and recreation areas that will benefit both future residents and the broader Corrimal community.
- **Economic and social benefits:** The works will support local employment during construction and facilitate the timely delivery of housing and community infrastructure to meet local demand.
- **Environmental responsiveness:** The proposal has been informed by detailed environmental, heritage, and engineering assessments to ensure potential impacts are appropriately managed and mitigated.
- **Consistency with planning controls:** The proposed works are permissible with consent under the WLEP and are consistent with its objectives and the strategic intent for the site.
- **Public engagement:** The community has been engaged and provided opportunities to comment on the broader precinct vision, including the parks, road layout, and open space outcomes.

The SSDA represents a coordinated, compliant, and well-considered development that serves the public interest by delivering enabling infrastructure necessary to support the renewal of the Corrimal Coke Works.

8 Conclusion

This EIS has been prepared to assess the natural environment, built environment, and social and economic impacts of the Stage 2–4 Civil Works SSDA. The EIS addresses the issues outlined in the SEARs and complies with Sections 190 and 192 of the Environmental Planning and Assessment Regulation 2021 and the considerations under Section 4.15 of the Environmental Planning and Assessment Act 1979.

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

- The proposed works are permissible with consent and meet the relevant statutory requirements of the applicable environmental planning instruments, including the Planning Systems SEPP, Resilience and Hazards SEPP, and Wollongong LEP 2009.
- The works will not result in adverse environmental impacts. Appropriate mitigation measures minimise potential impacts relating to contamination, flooding, acid sulfate soils, traffic, noise, and waste.
- The proposal features a high standard of landscape and public domain design, delivering the Central Park, Southern Park, and the southern shared bicycle path in accordance with the masterplan and PA.
- The works enable the delivery of future residential development, including affordable housing, by providing the essential infrastructure, subdivision, and servicing required to support the concurrent Stage 2a Built Form SSDA and later stages.
- The proposal is expected to generate a substantial number of direct and indirect construction jobs, delivering broader social and economic benefits to the region.
- The works enhance the pedestrian and cycling environment, creating safe and welcoming public spaces that integrate with the precinct's open space network and connect to the wider Corrimal area.
- Traffic and access arrangements associated with the project can be managed in a way that supports active transport and public transport use, given the site's location adjacent to Corrimal Train Station.
- The proposal is suitable for the site and serves the public interest by transforming a former industrial site into a serviced, connected, and sustainable precinct that will deliver long-term community benefits.

Given the merits described above and the significant benefits the project will deliver, the Stage 2–4 Civil Works SSDA is justified.

Disclaimer

This report is dated 27 January 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of The Trustee for LegPro 70 Unit Trust (**Instructing Party**) for the purpose of Town Planning Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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.



**Shaping cities
and communities
for a better future.**

urbis.com.au