



State Significant Development Application Response to Submissions

SSD-122745741 Shop-top Housing Development
120-122 Smith Street, Wollongong

Prepared for The Smith St Development Partnership

Beam Planning acknowledge that Aboriginal and Torres Strait Islander peoples are the First Peoples and Traditional Custodians of Australia. We pay respect to Elders past and present and commit to respecting the lands we walk on, and the communities we work with.

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Contents

1.0	Introduction	5
1.1	Exhibited Development	5
1.2	Site Overview	5
1.3	Project Objectives.....	6
2.0	Analysis of Submissions	7
2.1	Summary of Submissions.....	7
3.0	Actions Taken Since Exhibition	11
3.1	Additional Engagement	11
3.2	Project Refinements and Amendments	11
3.3	Additional Assessment	15
4.0	Response to Submissions	16
4.1	Ground Plane Activation.....	16
4.2	Visual Impact.....	17
4.3	Flooding.....	19
5.0	Updated Project Justification	20
5.1	Site Suitability	20
5.2	Public Interest.....	20
6.0	Conclusion	21

Figures

Figure 1	Site Aerial	6
Figure 2	Originally proposed (left) versus revised (right) vehicular access arrangements	12
Figure 3	Originally proposed (left) versus revised (right) ground plane activation	13
Figure 4	Additional vertical groove provided in the massing when viewed from the trainline	13
Figure 5	Originally proposed (left) versus revised (right) Building C Level 10	14
Figure 6	Originally proposed (top) versus revised (bottom) ground plane activation	16
Figure 7	Additional visual impressions of the revised scheme.....	17
Figure 8	Council UDF Viewpoint 3 (left) versus VIA Viewpoint 5 (right).....	18
Figure 9	Additional visual impressions	18

Tables

Table 1	Submissions Breakdown	7
Table 2	Summary of issues raised	7
Table 3	Numerical overview of the proposal.....	11
Table 4	Summary of additional/ updated assessment undertaken	15

Appendices

Appendix	Prepared by
A. Submission Response Table	<i>Beam Planning</i>
B. Revised Architectural Plans	<i>Cox Architecture</i>
C. Revised Architectural Design Report	<i>Cox Architecture</i>
D. Revised Development Summary	<i>Cox Architecture</i>
E. Civil Engineering Statement	<i>Enscape Studio</i>
F. Flooding Responses to Commentary	<i>Stantec</i>
G. Aboriginal Heritage Consultation Evidence	<i>Regal Heritage</i>
H. Landscape Architecture Plans	<i>Moir Studio</i>
I. Traffic Responses to Commentary	<i>ptc</i>
J. Pedestrian Wind Environment Study	<i>WindTech</i>
K. Contamination Responses	<i>Senversa</i>
L. Updated Building Code of Australia Report	<i>DC Partnership</i>
M. Updated Access Report	<i>Access Link</i>
N. Updated Section J Report	<i>Integrated Group Services</i>
O. Updated Operational Waste Management Plan	<i>Elephant's Foot Consulting</i>
P. Updated Crime Prevention Through Environmental Design Report	<i>Beam Planning</i>

1.0 Introduction

This Response to Submissions Report has been prepared by Beam Planning on behalf of The Smith St Development Partnership in relation to the State Significant Development Application (SSDA) (SSD-122745741) for the proposed development and rezoning at 120-122 Smith Street, Wollongong (the site). The SSDA seeks consent for a shop top housing development comprising co-living and built-to-rent (BtR) apartments, including 15% of the residential floor space to be delivered as affordable housing for a minimum of 15 years.

The SSDA was lodged with the Department of Planning, Housing and Infrastructure (DPHI) and publicly exhibited for 28 days between 10 June 2026 and 7 July 2026. During this time, 50 submissions were received from relevant government agencies, organisations and members of the public. In addition, a request for a response to submissions made was issued by DPHI on 16 July 2026, with a subsequent key issues letter issued on 30 July 2026 by DPHI. This Response to Submissions Report provides an analysis and response to the submissions made, outlines the key actions undertaken since public exhibition, and provides an updated justification of the proposed development.

This Response to Submissions Report, as required under section 59(2) of the *Environmental Planning and Assessment Regulation 2021*, has been prepared in accordance with DPHI's *State Significant Development Guidelines*, including Appendix C – Preparing a Submissions Report.

1.1 Exhibited Development

The SSDA, as exhibited, sought approval for a mixed-use development incorporating shop-top housing and co-living accommodation. The built form consists of a single, continuous four-storey podium with three residential buildings above, providing residential accommodation in the form of apartments and co-living rooms. Specifically, the proposed development comprises:

- Tree removal;
- A single continuous 4-storey podium containing:
 - Resident and visitor car parking;
 - Bicycle parking;
 - A commercial tenancy and another non-residential tenancy to be addressed under a future DA;
 - Waste storage and collections areas, including loading area;
 - Three separate lobbies;
 - Residential accommodation, including apartments (within Building A and B) and co-living rooms (within Building C); and
 - Communal open space on the podium rooftop, inclusive of an aboveground swimming pool and other amenities as well as landscaping;
- A 25-storey tower (Building A) comprising residential apartments and associated amenities;
- A 30-storey tower (Building B) comprising residential apartments and associated amenities;
- A 12-storey building (Building C) comprising co-living rooms and associated amenities; and
- Landscaping and public domain works

For clarity, no subdivision is proposed as part of this SSDA. Additionally, no dedication of any publicly accessible space within the site is proposed.

1.2 Site Overview

The site is located at 120-122 Smith Street, Wollongong within the Wollongong Local Government Area (LGA) and is known as the former Wollongong Gasworks site. It is located directly adjacent to Stage 1 Site (SSD-67895459) and is immediately east of the South Coast rail line. **Figure 1** provides an aerial map of the site.

The site is legally known as Lot 200 in DP1313965 and has a total site area of 2,179m², with frontages to Smith Street and Throsby Drive. The site currently comprises vacant land.



Figure 1 Site Aerial

1.3 Project Objectives

The primary objective of the proposed development is to deliver urgently needed housing within the timeframe of the National Housing Accord, targeting completion by 2029. As recognised by its inclusion in the HDA Program, the project is positioned to play a significant role in addressing the current housing crisis, particularly through its provision of a mix of housing tenures in Wollongong. Beyond this core aim, the broader objectives of the project include:

- Delivering 391 new dwellings, including 15% of the residential floor space as affordable housing to be retained for a minimum of 15 years, supporting housing diversity for a wide range of household types and demographics.
- Increasing supply of housing diversity and catering to various demographics, household types and income levels, ensuring that the evolving needs of the community are represented.
- Maximising land use and development potential to provide housing stock within access to existing and future infrastructure, including public open space and public transport options, without impacting the amenity of surrounding residents or public spaces.
- Revitalising a currently vacant former gasworks site, thereby enhancing the surrounding neighbourhood and improving access to both housing and retail services. The design of the proposed development addresses site contamination with a strong emphasis on protecting the health and safety of future residents and the surrounding environment.
- Strengthening ground-level activation through a well-integrated streetscape design that connects with both the existing urban fabric and the Stage 1 development.
- Enhancing connectivity to the broader public domain for existing and future residents by increasing permeability through the provision of a pedestrian bridge, facilitating convenient and safer pedestrian movement and improving walkability and greater integration within the existing locale.
- Preserving key view corridors, including vistas to the Illawarra Escarpment and the Pacific Ocean from appropriate locations, both of which are landscape features that contribute significantly to Wollongong's landscape character.
- Incorporating ecologically sustainable development (ESD) principles to enhance the environmental and social performance of the site through energy-efficient, resilient, and sustainable design.
- Enabling construction to commence within 12 months of approval, in alignment with the HDA Program objectives, through a rigorous planning, design, and assessment process.

2.0 Analysis of Submissions

In addition to DPHI's key issues letter, a total of 50 submissions were received in response to the public exhibition of the SSDA. Of the 50 submissions, 15 submissions were from State and local government agencies, and 42 submissions were from the public. However, of the 42 public submissions, 7 were not unique and therefore have been excluded from the final count.

Of the submissions, 29 objected, 4 provided comments and 2 supported the project. A breakdown of the submissions is within the table below.

Table 1 Submissions Breakdown

Stakeholder Group	Submission Name	Submission Type	Total
Agencies	DPHI	Comment	14
	Transport for NSW (TfNSW)	Comment	
	Air Services Australia	Comment	
	Sydney Water	Comment	
	NSW Fire & Rescue	Comment	
	Heritage NSW	Comment	
	NSW SES	Comment	
	TfNSW Sydney Trains	Comment	
	DCA Water Advisory	Comment	
	Department of Climate Change, Energy, the Environment and Water	Comment	
	Conservation Programs, Heritage & Regulation Group	Comment	
	Marine Coast Estuary and Flood	Comment	
	Endeavour Energy	Comment	
	CASA	Comment	
Councils	Wollongong City Council	Comment	1
Submission Type		Submission Sub-Total	Total
Public	Objections	29	35
	Support	2	
	Comments	4	
Total Submissions			50

2.1 Summary of Submissions

To frame the response to submissions provided in **Section 4**, a summary of the issues raised in the submissions received is provided in **Table 2**.

Table 2 Summary of issues raised

Category	Summary of Issues Raised	Stakeholder
The Project	Affordable Housing - There is not enough affordable housing proposed for the scale of the project. - Affordable housing should be proposed in-perpetuity.	Community
Procedural Matters	Documentation Coordination Coordination of architectural and landscape plans is required.	DPHI
	Heritage Assessment - Further consultation with Registered Aboriginal Parties is required. - A historical archaeological assessment is required.	Heritage NSW
	Development Controls	Wollongong City Council

Category	Summary of Issues Raised	Stakeholder
	- The planning proposal does not contain a clause which would limit these changes to the proposed development only. - It is unclear why the planning proposal seeks greater height and FSR than expressed in the proposed plans.	
	Compliance with the Legislative Requirements The proposed percentage of commercial floor space (less than 1%) does not meet the objectives of the zone.	Wollongong City Council
Economic, Environmental and Social Impacts	Urban Design and Architecture - Improve intuitive wayfinding for pedestrians, and further refinement to the legibility of the site is required. - Indicate locations/scale/materiality of signage. - The inactive wall between Building B and Building C lobbies requires further refinement. - Design options for additional massing articulation to the car parking/podium façade should be explored. - A physical connection between the Stage 1 and 2 developments should be provided. - A refined pocket park should be provided to Council's specifications. - This site-specific uplift lacks contextual merit and is not an acceptable or reasonable approach to precinct planning. - The proposed development does not exhibit design excellence. - Council's recent strategic planning work further guides development in the precinct, namely the Flinders Street Urban Design Framework (UDF) 2026 and City Centre Planning Review (2026). - The UDF identifies an indicative location of a through-site link connecting to Charlotte Street. - The undercroft presented to the primary entry of the development is not ideal. - A significant area of the Smith Street frontage is dedicated to a substation and service cupboards. - Details of the façade screening should be provided to ensure that the car parking screens provide a positive contribution to the aesthetic of the building. - Consideration should be given to increasing the 1.5m setback to a central portion of car park base to accommodate landscaping (large scale trees) to assist in screening	DPHI, Wollongong City Council, Community
	Environmental Amenity - Wind tunnel testing is required. - Assess the upper-level setback of Building C to allow for a visual impact similar to that presented in SDRP Meeting No. 2. - Any potential impacts to local heritage items should be addressed. - The maximum permitted height should take into account the view corridor to Mount Keira. - Further testing is required to understand the visual impact of the proposed development. - The lack of natural lighting within the undercroft space is a concern. - There is not enough green space.	DPHI, Heritage NSW, Wollongong City Council, Community
	Transport, Access and Parking - A breakdown of parking allocation is required. - Additional parking demand management measures should be detailed.	DPHI

Category	Summary of Issues Raised	Stakeholder
	• Demonstration of appropriate loading and servicing facilities is required. • Accessible car parking arrangements should be detailed. • A sight distance assessment at the proposed driveway is required. • Demonstrate how the driveway interfaces with the existing cycling route on Smith Street. • Provide information on the design and integration of the Throsby Drive pedestrian connection. • The central pedestrian pathway is largely inactivated.	
	Residential Amenity • Demonstration of cross ventilation needs to be amended and coordinated. • Demonstration of storage provision needs to be amended and coordinated. • Outline minimum soil volumes for proposed species planting. • Demonstrate compliance with ADG provisions for solar access to one communal living area for Building C. • Demonstrate compliance with the Housing SEPP regarding the provision of laundry facilities to the co-living portion of the development. • Provide waste management in accordance with Council's guidelines. • Development should be in accordance with the ADG.	DPHI, Wollongong City Council, Community
	Ground Conditions • Clarification of the maximum excavation depth is required, and any subsequent approvals sought regarding groundwater should be outlined in documentation. • The site remains contaminated and has not been fully remediated. • The development has not been designed consistent with the ITEMP by Senversa (2021), nor has a revised ITEMP been provided.	DCCEEW and Wollongong City Council
	Flooding • The FIRA did not address the requirements of the local planning direction. • The FIRA does not include clear diagrams of the proposed development. • Confirmation of any off-site flood impacts is required. • Consultation with the SES should be carried out. • Any proposed Emergency Management strategy for an area should be compatible with the strategies identified in the NSW State Flood Plan and the Illawarra Flood Emergency Sub Plan. • Decisions relating to future development should be risk-based and ensure Emergency Management risks to the community of the full range of floods are effectively understood and managed. • The proposal, in its current form, does not have reliable road access in a 1% AEP event, or higher magnitude (rarer) events. • For flood evacuation, it is requested that the proponent clarifies the timeframe commitment for providing the pedestrian connection to Throsby Drive. • Clarity is required on the discrepancy between the continuous floodway (H5 hazard level in a PMF) shown in the Fairy and Cabbage Tree Creeks FRMSP and in the IGS Stage 1 development mapping (IGS, 2026), and the modelling provided in the (Stage 2) FIRA showing a dissipated floodway under both benchmark and post-development conditions. • To minimise flood risks, it is strongly recommended to consider the Flinders Street Urban Design Framework.	DCCEEW (MCEF), NSW SES

Category	Summary of Issues Raised	Stakeholder
	• Evacuation must not require people to drive or walk through flood water. • Managing flood risks requires careful consideration of development type, likely users, and their ability respond to minimise their risks. • Any Emergency Management strategy needs to consider people visiting the area or using a development. • An effective flood warning strategy with clear and concise messaging understood by the community is key to providing the community an opportunity to respond to a flood threat in an appropriate and timely manner. • The development seeks to permit a significant increase in the number of dwellings on flood prone land, which is directly inconsistent with Local Planning Direction 4.1(3)(d).	
	Infrastructure • Tree removal in the rail corridor requires landowners consent from Transport for NSW. • Amplifications, adjustments, deviations and/or minor extensions may be required to Sydney Water Infrastructure. • There are existing capacity issues in the wastewater network during large wet weather events. • The building envelope is situated over the critical asset traversing the site, and amplifications, adjustments, deviations and/or minor extensions will be required. • All heavy vehicle movements associated with the development must be managed to minimise travel during peak traffic periods to the satisfaction of Council. • The Applicant must implement and maintain a Green Travel Plan. • No structures are permitted over Council's drainage easement. • A reasonable percentage of in-perpetuity affordable dwellings should be provided.	TfNSW (Rail), Sydney Water, TfNSW, Wollongong City Council

3.0 Actions Taken Since Exhibition

3.1 Additional Engagement

Given the relatively minor nature of the feedback received and the amendments proposed, no additional engagement has been undertaken since public exhibition.

3.2 Project Refinements and Amendments

Following the public exhibition of the proposed development, a series of design refinements and amendments have been made in direct response to submissions received and further design development. Importantly, these refinements remain consistent with the project vision and objective to deliver a multipurpose community space and high quality social and affordable housing. They are minor in nature, and they improve the quality of the proposal without resulting in any additional environmental impact.

As outlined in this Section, amendments to the ground plane and co-living portion of the proposal have been made in response to the submissions received within the exhibition period. Given the minor nature of changes, the proposed development remains largely consistent with the original description. A numerical overview of the amended project in comparison to the submitted SSDA is provided in **Table 3**, indicating the minor changes.

Table 3 Numerical overview of the proposal

Component	Original Proposal	Amended Proposal	Change
Proposed Land Uses	• Shop top housing • Co-living housing • Commercial premises	• Shop top housing • Co-living housing • Commercial premises	No change
GFA	Total GFA: 51,544m ² • Residential GFA: 51,322m² • Non-residential GFA: 222m²	Total GFA: 50,499m ² • Residential GFA: 50,224m² • Non-residential GFA: 275m²	Total GFA: - 1,045m ² • Residential GFA: - 1,098m² • Non-residential GFA: + 53m²
FSR	Total FSR: 4.66:1 • Residential FSR: 4.68:1 • Commercial FSR: 0.02:1	Total FSR: 4.59:1 • Residential FSR: 4.56:1 • Commercial FSR: 0.02:1	Total FSR: - 0.07:1 • Residential FSR: - 0.8:1 • Commercial FSR: Negligible +
Height of Building	98.07m	98.07m	No change
Height in Storeys	Part 12 storeys, part 25 storeys and part 30 storeys	Part 12 storeys, part 25 storeys and part 30 storeys	No change
Market and Affordable Dwelling Mix	391 dwellings, including 84 affordable dwellings. The proposed dwelling mix includes: • 44 x 1-bedroom dwellings • 310 x 2-bedroom dwellings • 37 x 3-bedroom dwellings	391 dwellings, including 84 affordable dwellings. The proposed dwelling mix includes: • 44 x 1-bedroom dwellings • 310 x 2-bedroom dwellings • 37 x 3-bedroom dwellings	No change
Co-living Rooms	266 rooms	251 rooms	- 15 rooms
Car Parking	370 car parking spaces	378 car parking spaces	+ 8 spaces
Bicycle Parking	212 spaces	213 spaces	+ 1 space
Landscaped Area	1,840m ²	1,840m ²	No change
Communal Indoor and Open Space	2,861m ²	3,043m ²	+ 227m ²
Deep Soil	3,592m ²	3,592m ²	No change
Construction Jobs	520	520	520

Component	Original Proposal	Amended Proposal	Change
Operational Jobs	15	15	20

3.2.1 Ground Plane

Amendments have been made to the vehicular accessway include the separation of the private vehicle and truck entryways within the development. As shown in **Figure 2**, while the two accessways still share a crossover on Smith Street, they now divert from one another prior to entry into the site, with the new truck entryway on the southern façade and the private vehicle entrance remaining below the porte cochère.

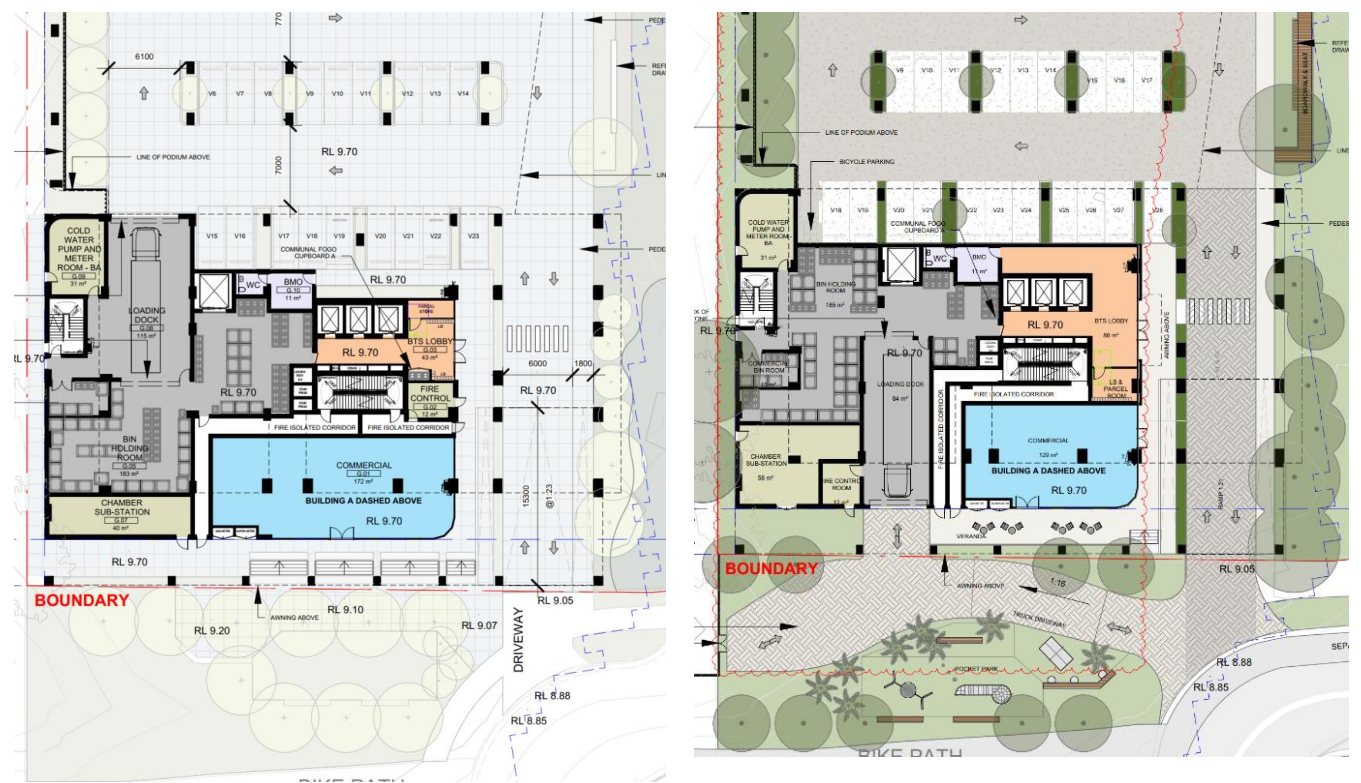


Figure 2 Originally proposed (left) versus revised (right) vehicular access arrangements
Source: Cox Architecture

This change has been made in response to Item 4 of the Department’s Letter, being:

- 4) Waste management
Provide waste management facilities in accordance with Council’s requirements. This may require a redesign of the ground floor layout to ensure that the loading dock area is separate to all other residential, commercial and visitor parking and circulation areas.

This change has resulted in the refinement of the pocket park, waste storage and collection area, and commercial tenancy to suit the new access arrangements. Specifically, the footprint of the indicative pocket park and commercial tenancy are reduced in size to accommodate the separate loading dock, and waste storage areas have also been adjusted accordingly.

As shown in **Figure 3**, a further change has been made to the ground floor to integrate further activation into the through-site link on the site’s eastern façade. The changes specifically include the introduction of an additional commercial tenancy and a communal amenity space which are accessible from the through-site link. These spaces are located either side of the Building B lobby and result in improving activation.

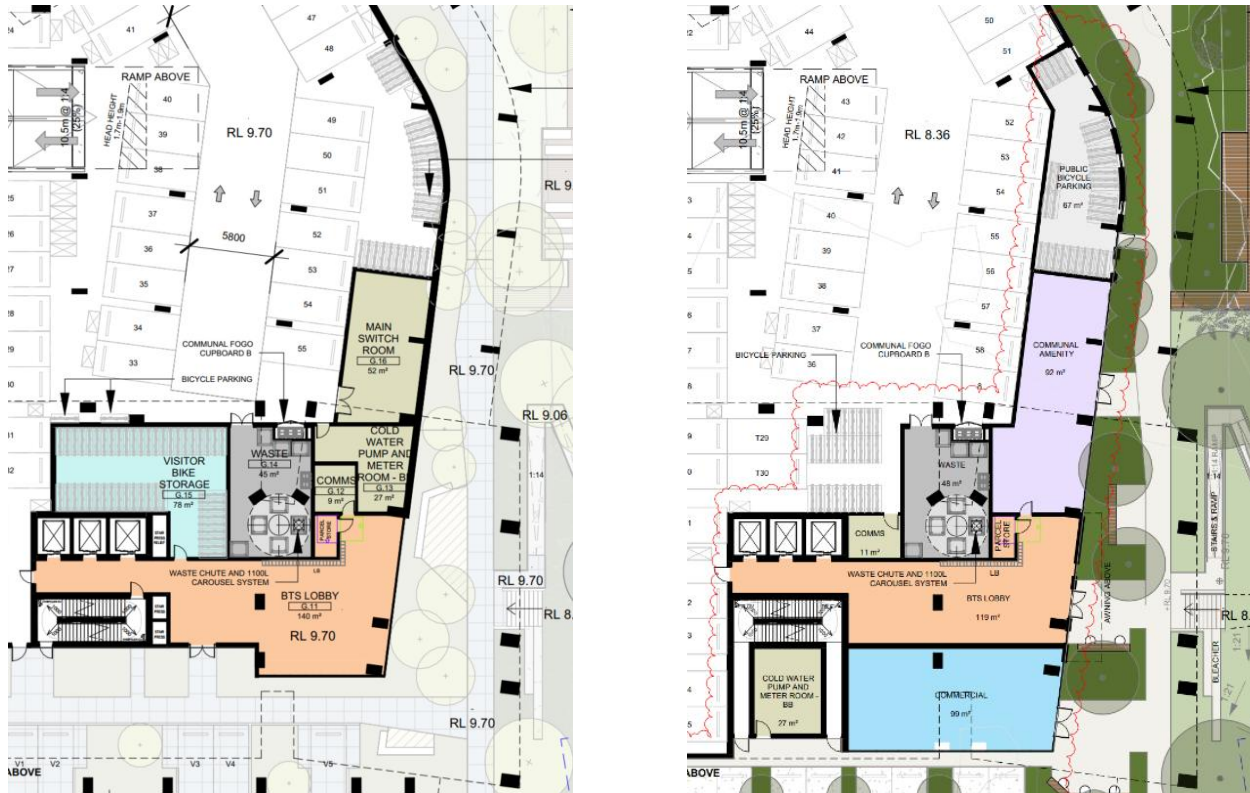


Figure 3 Originally proposed (left) versus revised (right) ground plane activation
Source: Cox Architecture

Other minor changes included to the ground plane include a reconfiguration to the fire stairs and changes to the car and bicycle parking provision. The massing of the podium has also been divided through the inclusion of an additional vertical groove, intended to provide an additional break in the podium when viewed from the rail corridor to the west (refer **Figure 4**).



Figure 4 Additional vertical groove provided in the massing when viewed from the trainline
Source: Cox Architecture

3.2.2 Co-living Building (Building C)

Several changes to the proposed co-living building (Building C) have been made. Most notably and as shown in **Figure 5**, an increased setback to level 10 in Building C is proposed, increasing the outdoor communal open spaces on both the eastern (setback a further ~12.5m) and western (setback a further ~6m) side of the level.

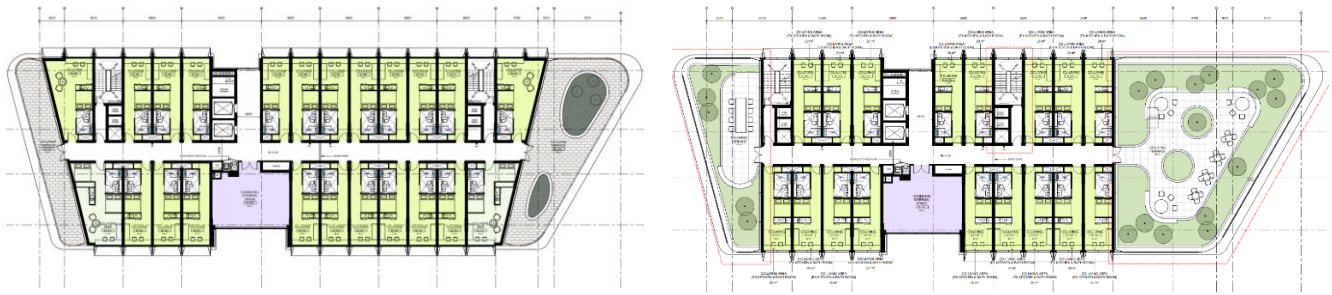


Figure 5 Originally proposed (left) versus revised (right) Building C Level 10

Source: Cox Architecture

This has resulted in a reconfiguration of co-living rooms, including the reduction of 15 rooms and a minor fire stair amendment. The additional setback has resulted in an additional 227m² of open space provided for Building C.

Additionally, a laundry room has been provided to Building C and minor adjustment have occurred to ensure the co-living rooms achieve compliant internal areas.

3.3 Additional Assessment

In response to the comments received during exhibition and the design refinements made to the project, additional and updated assessment and supporting documentation have been prepared to assess any potential impacts. **Table 4** provides a summary of the additional assessment undertaken as part of Response to Submissions Report.

Table 4 Summary of additional/ updated assessment undertaken

Technical Study	Assessment
Response to Transport Commentary	A Response to Transport Commentary has been prepared by PTC which provides a response to the matters raised during public exhibition. This report is attached as Appendix I .
Addendum Flood Impact Assessment	A Response to Flooding Commentary has been prepared by Stantec to address agency concerns with flooding at the site. This report is attached as Appendix F and discussed in Section 4.3 .
Additional Aboriginal Heritage Consultation	Additional Aboriginal consultation evidence has been prepared by Regal Heritage to demonstrate appropriate consultation has occurred and to provide further assessment of the potential presence of Aboriginal artefacts on the site. This report is attached as Appendix G .
Additional Visual Impressions	Additional view perspectives have been prepared utilising the updated scheme and are discussed in Section 4.2 .
Addendum Pedestrian Wind Environment Study	An Addendum Pedestrian Wind Environment Study has been prepared by Windtech to assess wind impacts of the proposed development and provide additional testing, including a wind tunnel assessment. This report is attached as Appendix J .
Addendum Civil Engineering Statement	A Civil Engineering Statement has been prepared by Enscape Studio to assess the design and integration of the Throsby Drive Connection and its interface with the existing guardrail and is appended at Appendix E .

In response to the proposed amendments to the building design, the following reports have been updated to reassess the proposed development against the relevant requirements:

- **Appendix L:** Updated Building Code of Australia (BCA) Report, prepared by DC Partnership
- **Appendix M:** Updated Access Report, prepared by Access Link
- **Appendix N:** Updated Section J Report, prepared by Integrated Group Services
- **Appendix O:** Updated Operational Waste Management Plan, prepared by Elephant's Foot
- **Appendix P:** Updated Crime Prevention Through Environmental Design Report, prepared by Beam Planning

4.0 Response to Submissions

This section summarises the key issues raised in the submissions and outlines how they have been addressed in the updated project documentation. A full response to each matter raised in the submissions are addressed in **Appendix A**.

4.1 Ground Plane Activation

4.1.1 Matters Raised

In their correspondence, the Department raised concern with the length of the wall on the eastern façade between the Building B and Building C lobbies and potential Crime Prevention through Environmental Design (CPTED) concerns. Further, they raised that pedestrian wayfinding can be more clearly outlined in documentation and incorporated into early design consideration.

Council similarly raised concerns regarding the activation and surveillance of the central pedestrian path through the site. Council recommended that active or communal uses should be incorporated to better serve residents and activate the central landscaped space, and that consideration should be given to the quality and presentation of the car park screening adjoining the walkway, with the screening expected to make a positive contribution to the aesthetic quality of the development.

4.1.2 Response

As detailed in **Section 3.2.1** and shown in **Figure 2** and **3**, the ground floor arrangement has been refined to respond directly to the concerns raised regarding inactivity and wayfinding. The revised design introduces an additional commercial tenancy and a communal amenity space, both of which are directly accessible from the through-site link. These uses are positioned on either side of the Building B lobby, creating additional points of activity and pedestrian engagement along this section of the site. The introduction of these spaces reduces the extent of blank and inactive wall frontage and provides greater visual connection between the internal uses of the development and the through-site link. The revised arrangement also strengthens the relationship between the central landscaped space, pedestrian movement through the site and the communal and commercial uses, resulting in a more active and legible ground floor interface.

The additional commercial and communal uses will generate greater pedestrian activity and passive surveillance along the through-site link, reducing the perception of an isolated or poorly overlooked space. This improves the overall sense of safety, visibility and amenity of the through-site link, while also contributing to a more engaging and active pedestrian environment. Importantly, the revised ground floor arrangement reduces the length of inactive frontage along the eastern façade (refer **Figure 6**) and provides a stronger architectural and functional response to the surrounding landscaped space, addressing Council's request for active and communal uses that positively contribute to the quality of the central landscaped area.

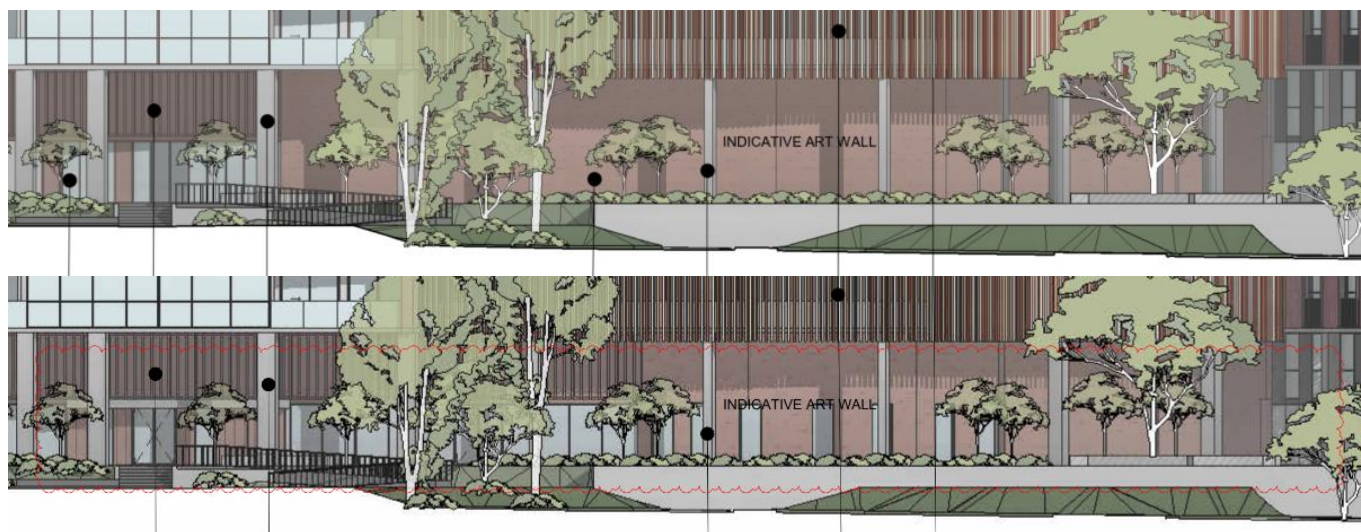


Figure 6 Originally proposed (top) versus revised (bottom) ground plane activation

Source: Cox Architecture

4.2 Visual Impact

4.2.1 Matters Raised

The Department has queried the increased extent of the upper levels of Building C since SDRP #2, and the potential impact this may have on views to Mount Kembla. The Department has requested a comparison between the SDRP #2 and SSDA schemes. It was also recommended that the setbacks to the upper levels of Building C be increased to minimise the perceived bulk and scale of the development and reduce view loss, generally aligning with the setbacks previously considered by SDRP #2.

The community further noted that the proposed development's bulk and scale will create an intrusive impact on neighbouring properties and blocks views to the escarpment.

Council also raised concerns regarding the view analysis presented in the Visual Impact Assessment. Council queried the view locations in the context of their Urban Design Framework, and potential impacts to views to Mount Kembla and the escarpment.

4.2.2 Response

As assessed in the original VIA (refer **Appendix J** of the EIS), the proposal was determined to not interrupt the existing view to the peak of Mt Keira from the key approach along Princes Highway north of Smith Street. Due to the proposal's siting relative to this vista, the taller building form of Building B will appear to the left of the peak of Mt Keira, while the Building C building form is sited below the ridgeline, retaining the visual prominence of the ridgeline and the ability for the viewer to see and appreciate this key landscape asset. While maintaining this key view, the proposal is consistent with the strategic growth of the city centre, representative of tall buildings within the context of urban renewal in Wollongong.

Despite this, as increased setback to the upper level of Building C has been made to align more closely to the SDRP #2 scheme. This allows for a greater view to the escarpment to be gained as opposed to what was originally submitted (comparison shown at **Figure 7**). Importantly, the original VIA concluded that the visual impact of the proposed development was consistent with the strategic growth of the city centre, representative of tall buildings within the context of urban renewal in Wollongong. The additional setback proposed in the revised design has only further improved the view to the escarpment, minimising the original visual impact in consideration of public views and views gained from surrounding properties as raised by the community.



Figure 7 Additional visual impressions of the revised scheme

Source: Rockhunter

Viewpoint 3 in Council's Urban Design Framework (UDF) was further refined as a result of public engagement. Prior to the adoption of the revised viewpoint, the viewpoint was further south, anticipating to benefit road users as they drove through this portion of the precinct. Urban Property Group's submission on the Draft UDF identified that the Smith Street/Kiera Street (3) viewpoint was located in the centre of Smith Street, west of its intersection with the Princes Highway. Smith Street in this location is a one-way road heading east, meaning motorists would not actually appreciate this view given their orientation is to the east. Furthermore, given the view is taken from a roadway, no pedestrians would appreciate this view. Urban ultimately recommended that the viewpoint be shifted further north to where the VIA viewpoint 5 was captured from, noting that it is a more prominent pedestrian thoroughfare and therefore anticipates that more people will benefit from the retention of the view.

In response to their submission, Council made a minimal change to the viewpoint, shifting it slightly north (refer to **Figure 8**).



Figure 8 Council UDF Viewpoint 3 (left) versus VIA Viewpoint 5 (right)

Source: Wollongong City Council (left) and Colliers (right)

View 5 of the originally submitted VIA (refer **Appendix J** to the EIS) depicted by Colliers has been retained as it is largely similar to that in Council's UDF, however it provides a wider view of the escarpment. For this reason, further view analysis has been carried out with respect to the original view corridor identified in the VIA. The perspective is shown from the view corridor identified in the VIA, as well as those presented in the SDRP. As shown in **Figure 9**, the visual impression has been provided with respect to the SDRP massing, originally submitted massing, and the massing of the development as revised in this Response to Submissions, which includes an additional setback of Building C's Level 10 (refer **Figure 7**), increasing the amount of escarpment view gained from this perspective.



Figure 9 Additional visual impressions

Source: Rockhunter

4.3 Flooding

4.3.1 Matters Raised

DCCEEW (MCEF) advised that Local Planning Direction 4.1 – Flooding applies to the proposal and is not adequately addressed in the FIRA. Further assessment is required regarding the proposed Stage 2 structures within the Flood Planning Area and PMF high-hazard floodway, including structural integrity, flood behaviour and off-site impacts.

NSW SES advised that the emergency management strategy should align with relevant NSW flood planning documents, with evacuation preferred where people are at risk. The SES raised concerns regarding the site's significant flood risk, constrained access and the potential for the proposal's inconsistency with the UDF to affect evacuation.

The SES recommended further assessment of flood hazard mapping, PMF impacts and shelter-in-place arrangements, as well as clarification of the proposed pedestrian connection to Throsby Drive. It also advised that a private flood management plan alone would be insufficient and that ongoing SES involvement would be required.

4.3.2 Response

Additional information and an updated Flood Impact Assessment has been provided by Stantec in response to the comments made by the DCCEEW (Marine Coast and Estuary and Flood Branch) and the SES during the exhibition of the proposed development (refer **Appendix F**).

A review of the 1% AEP and defined flood event (DFE) Figures under assessed Future Conditions showed that the Stage 1 void on the western side of the Stage 1 development has no impact on 1% AEP or DFE hazards in Smith Street because the flood extent does not reach the edge of Stage 1 development in this area.

To activate the flood void in the 1% AEP and DFE events the ground levels in identified zone within Stage 1 (refer **Figure 2** of **Appendix F**) have been lowered by around 200mm below the DFE flood levels to extend the DFE extent into the void. The lowering of ground levels within the identified zone is being undertaken as part of the Stage 1 development, which is the subject of a separate consent (SSD-67895459). These works are being delivered under the detailed design phase of that consent and do not require any modification of the original Stage 1 consent.

The updated Flood Impact Assessment demonstrates that the proposed development is consistent with Ministerial Direction 4.1 and the Wollongong LEP 2023, and the investigation ultimately concludes that:

- In the 20% AEP flood the modification partially inundates the Stage 1 southern void and there are reductions in flood level in Smith Street and across the subject property except for a small zone of minor local increase in the vicinity of the open channel section immediately upstream (south) of the culvert under Throsby Drive;
- In the 1% AEP and DFE the modification inundates the Stage 1 southern void with slightly greater reductions in flood levels in Smith Street and across the subject property; and
- In the PMF the modification reduces flood levels in Stage 1 and Stage 2 with a reduction in the zone of small local increase on Smith Street in front of the southwest corner of Stage 1 development; and
- Overall, the modified Stage 1 and Stage 2 developments have a negligible adverse impact on flood levels.

Council's analysis in the UDF also identifies flood constraints across several areas, confirming that much of the Precinct is affected by flooding. The flood mapping considers access and evacuation challenges, however, fails to also consider opportunities to manage flooding impacts where large and consolidated sites can provide solutions to these challenges. Respecting the local planning directions under section 9.1 of the Environmental Assessment and Planning Act 1979, the UDF takes a black-and-white approach to flooding. As demonstrated in the additional information and updated Flood Impact Assessment prepared by Stantec (refer to **Appendix F**), the proposed development is consistent with the Planning Direction as well as the relevant provisions of the Wollongong LEP 2023, demonstrating that the redevelopment of the site does not need to comply with the existing density controls to maintain a safe flood response.

The proposed development has therefore demonstrated that no adverse impacts are anticipated relating to flood.

5.0 Updated Project Justification

This section outlines the updated project justification in response to the refinements made to the proposed development in response to feedback provided during public exhibition. The project is consistent with the overarching objectives of the relevant strategic plans, policies and guidelines, in addition to the relevant statutory provisions.

The anticipated impacts of the proposed development, as amended, are likely the same as those proposed under the original application. Where requested, additional assessment has been provided as part of the response to submissions and detailed in **Section 3.3**.

The additional assessment confirms that the proposed development will not have any adverse environmental impacts.

5.1 Site Suitability

The proposed development is entirely suitable for the site for the following reasons:

- It is predominantly permissible with consent under the Wollongong LEP 2009, with only a minor additional use proposed to allow for the delivery of retail tenancies.
- It is directly aligned and supports several strategic objectives for housing diversity and supply by delivering a range of dwelling sizes alongside co-living rooms, including much needed affordable housing.
- It involves the redevelopment and revitalisation of a site that has been vacant for many years and therefore, will positively contribute to the urban landscape and desired future character of the area, which is being shaped by other HDA declared projects and other locally approved DAs.
- It provides high quality housing within a key location to enhance housing security, stability and affordability in the Wollongong LGA.
- It will increase employment opportunities and stimulate the economy by providing non-residential development on the site.
- The site is not significantly impacted by natural or environmental constraints. Whilst the site is partially located on flood prone land, the development has been designed accordingly, and sufficient measures have been adopted to mitigate any impacts to the future development.

5.2 Public Interest

The proposed development remains in the public interest for the following reasons:

- **Contributes to the transformation of Wollongong City Centre:** Located within Wollongong City Centre, the proposed development will contribute to the transformation and upgrades to this key corridor. The project will support the vibrance and establishment of Wollongong City Centre as a key precinct and will contribute to the urban fabric and increase the liveability of the locale.
- **Delivers high-quality, affordable and diverse housing:** The proposed development will deliver a high-quality residential development that comprises diverse and affordable housing, increasing the supply of much-needed housing within the LGA and catering to a wide range of income levels and demographics. This will positively address housing shortages and provide more accessible living options for the community and future residents.
- **Optimised and efficient use of land:** Previously vacant, the site is proposed to be development as a high density vibrant neighbourhood in conjunction with the Stage 1 site. The use of this land presents a significant increase in population which can be accommodated in the Wollongong City Centre, where future residents have significant access to public transport and essential services and facilities.
- **Creates employment and business opportunities and stimulates economic activity:** The proposed development will create 520 construction jobs and 20 operational jobs, with the retail tenancies stimulating the local economy. Additionally, the influx of a high density residential development will stimulate the local economy and maintain an ongoing requirement for non-residential development in the city centre, further generating employment for the locality.
- **Improved public domain experience:** The proposed development contributes significantly to the public domain and publicly accessible areas. Importantly, the provision of such spaces has resulted in a permeable site that contributes to the accessibility of the locality.

6.0 Conclusion

This Response to Submissions has been prepared to respond to the submissions received from members of the public, Council and government agencies during the exhibition of the SSDA for a shop top housing development at 120-122 Smith Street, Wollongong.

In response to issues raised in these submissions, as well as matters identified by the DPHI, the Applicant has undertaken further environmental assessment and proposed a number of design amendments in order to respond to matters raised in the submissions. In summary, the following minor design amendments have been made to the proposal:

- Separation of the private vehicle and truck entryways within the development. Whilst the two accessways still share a crossover on Smith Street, they now divert from one another prior to entry into the site, with the new truck entryway on the southern façade.
- Modifications to the indicative pocket park to suit the new access arrangements.
- Introduction of an additional commercial tenancy and a communal amenity accessible from the eastern façade beside the Building B lobby.
- Reconfiguration of the ground floor and level 1 to accommodate the proposed amendments to access arrangements, commercial tenancies and amenity provision, as well as other miscellaneous changes relating to the provision of fire stairs, massing articulation and car parking.
- Increased setback of level 10 of Building C
- Minor reconfiguration of co-living rooms as a result of the fire stairs changing and an increased setback to level 10.
- Addition of a laundry room to Building C to service the co-living tenants.

Based on the additional information provided within this report, it is understood that DPHI should now have all the information they require to complete their assessment of the proposal.