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20 February 2026

Our Ref: 25SYT0045

Attention: Matt Ballam

Urban Property Group
Suite 110, Level 1,
180-186 Burwood Road
Burwood NSW 2134

Dear Matt,

Re: 120-122 Smith Street, Wollongong – Stage 1 (Mod 4) – Traffic Statement (Rev. 6)

1. Introduction

A Transport Impact Assessment (TIA) was previously submitted as part of the State Significant Development Application (SSD-67895459) for the proposed in-fill affordable housing development at 106 and 120–122 Smith Street, and 3A Charlotte Street, Wollongong (Stage 1). This application was subsequently approved.

Following the initial SSDA approval, Modification No 2 was submitted, which brought the total number of apartment units to 150 (including 27 affordable housing units). The total number of units were not changed with Modification No 3 that was subsequently submitted.

The current Modification No 4 involves an increase in the building height of Building B1, resulting in an additional 31 residential units (a mix of 1-, 2-, 3-, and 4-bedroom apartments) and a slight decrease in commercial floor space from the initial SSDA.

This traffic and parking assessment focuses solely on parking adequacy for the proposed modification (Mod 4) when compared to the initial SSDA approval. It does not include any design review or compliance check and is based on the latest information and plans provided by the client.

2. Background

A summary of the modifications prior to the consent and current modification is provided below:

- **Modification No 1 (SSD-67895459-Mod-1)** SSD-67895459 has been subject to one modification (SSD-67895459-Mod-1) for the minor modification relating to loading dock modifications and other minor internal and external modifications. This modification was approved on 31 July 2025.
- **Modification No 2 (SSD-67895459-Mod-2):** A second modification was submitted in September 2025 (SSD-67895459-Mod-2) and subsequently determined on 12 December 2025. The modification was for the inclusion of an additional floor where existing communal open spaces are located on Level 7. This resulted in an additional five (5) units ('Level 7 modifications') and relocation of communal open space to Level 8 ('Level 8 modifications').

The modification approved an additional 5 units added on level 7 towards the north-east tower of Building 2, taking the total development to 150 units (from 145 approved).

- **Modification No 3 (SSD-67895459-Mod-3):** Development application SSD-67895459-Mod-3 lodged in November 2025 involved 'minor internal and external alterations and additions, including amendments to façade materiality.' This modification was approved on the 19 December 2025.
- **Modification No 4 (SSD-67895459-Mod-4) (Current):** This application represents the fourth modification to SSD-67895459. Seeks to increase building height and add 31 residential units, with a minor increase in commercial floor space.

3. Proposed Modifications (Mod 4)

Development Proposal

The proposed modification involves an increase in building height and gross floor area (GFA), resulting in a total of 176 residential units, which is 31 more units than the approved SSD scheme. The modification also includes a slight increase in commercial GFA, with the details presented in Table 1 below.

Table 1 – Proposed (Mod 4) and Approved (SSDA Stage 1) Development Yields

Land Use	Description (Unit type)	Size/No.		
		Approved SSDA (Stage 1)	Proposed Modification (Mod 4)	Changes (+/-)
Residential	1 Bedroom	23	33	+10
	2 Bedrooms	82	102	+20
	3 Bedrooms	40	41	+1
	Total	***145 units***	***176 units***	***+31***
Commercial	Commercial	603 sqm GFA	623.4 sqm GFA	+20.4 sqm GFA

Trip Generation

Table 2 below summarises the estimated trip generation for both the approved SSD scheme and the proposed modification (Mod 4). The analysis indicates that the modification would result in only a minor increase in traffic, with an additional 6 trips generated in the AM peak and 5 trips in the PM peak compared to the approved development. This level of change is anticipated to have minimal or negligible impact on the surrounding road network operations.

Table 2 – Trip generation estimation

Type		Size/No.	Trip Generation Rate			Trip Generation	
			AM	PM		AM	PM
Proposed Modification (Mod 4)	Residential	176 unit	0.19	0.15	per unit	33vph	26vph
	Commercial	623.4 sqm	1.69	1.2	per 100 sqm GFA	10vph	7vph
	Total					44vph	34vph

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	Type	Size/No.	Trip Generation Rate			Trip Generation	
			AM	PM		AM	PM
Approved SSDA	Residential	145 unit	0.19	0.15	per unit	28vph	22vph
	Commercial	603 sqm	1.69	1.2	per 100 sqm GFA	10vph	7vph
	Total (SSDA)					38vph	29vph
Change						***+6vph***	***+5vph***

Car Parking

The parking requirement for the proposed development has been assessed using the *Apartment Design Guide (NSW Department of Planning and Environment)* for residential components and *Clause 7.4 of the Wollongong Development Control Plan (DCP)* for commercial space. As the proposal includes in-fill affordable housing units, the *State Environmental Planning Policy (Housing) 2021* has also been considered.

Based on the Apartment Design Guide, the theoretical parking demand for the modified development is approximately 219 spaces, including residential, visitor, and commercial components as shown in Table 3 below. Using Housing SEPP 2021 rates for affordable housing units, the requirement is similar at around 218 spaces (provided in Table 4 overleaf). These figures represent the maximum demand if the full rates were applied.

Table 3 – Parking Requirement Based on Apartment Design Guide Parking Rates

Land Use	Description (Unit type)	Size/No. (Mod 4)	Car Parking Rate	Minimum Car Parking Requirements	Minimum Car Parking Requirement after 30% reduction
Residential	1 Bedroom	33	0.6 per unit[1]	20	14
	2 Bedrooms	102	0.9 per unit[1]	92	65
	3 Bedrooms	41	1.4 per unit[1]	57	40
	Total	***176***		***169***	***119***
Residential Visitor	Visitors	176	1 per 5 units[1]	35	25
Commercial	GFA	623.4	1 per 40 sqm GFA[2]	15	10
Grand Total				**219**	**154**

[1] *As per the Apartment Design Guide and TfNSW Guide to Traffic Generating Developments for a Sub-Regional Centre*
[2] *As per the Wollongong DCP (outside the former B3 Commercial Core and B4 Mixed Use zones)*

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Table 4 - Parking Requirement Based on NSW SEPP (Housing) Rates

Land Use	Description (Unit type)	Size/No. (Mod 4)	Car Parking Rate	Minimum Car Parking Requirements	Minimum Car Parking Requirement after 30% reduction
Residential (non affordable/Market Unit)	1 Bedroom	22	0.5 per unit[1]	11	9
	2 Bedrooms	87	1 per unit[1]	87	61
	3 Bedrooms	36	1.5 per unit[1]	54	38
Residential (affordable)	1 Bedroom	11	0.4 per unit[1]	4	3
	2 Bedrooms	15	0.5 per unit[1]	78	5
	3 Bedrooms	5	1 per unit[1]	25	18
Total (Residential)		***176 units***		***189***	***134***
Residential Visitor	Visitors	176	1 per 5 units[2]	35	25
Commercial	GFA	623.4	1 per 40 sqm GFA[3]	15	10
Grand Total				**218**	**169**

[1] *As per the In-Fill Affordable Housing rates in the NSW SEPP (Housing) 2021*
[2] *As per the Apartment Design Guide*
[3] *As per the Wollongong DCP (outside the former B3 Commercial Core and B4 Mixed Use zones)*

However, this theoretical demand does not reflect the actual parking needs of the site. Key factors include:

- Provision of affordable housing, which typically correlates to lower car ownership.
- High accessibility:
  - ~800 m from Wollongong Railway Station
  - ~300 m from bus stops
  - ~400 m from Wollongong CBD, encouraging walking and cycling.
- The Victoria Street public car park (approx. 80 spaces) is located within 250 m of the site.
- Commercial uses are expected to generate linked trips or attract customers from the local area via active transport.

Clause 7.4 of the Wollongong DCP allows a 30% reduction in parking requirements for developments close to public transport and public car parks. These conditions are met, and this approach was previously accepted by Council for the approved SSD. Applying this reduction, the adjusted parking requirement for the modified scheme is approximately 169 spaces as shown in Table 3 and 4 above.

Bicycle Parking

In accordance with Wollongong DCP rates, the proposed modification requires 80 bicycle parking spaces, comprising 76 spaces for residential use and 4 spaces for commercial use as shown in Table 5 overleaf. This represents a minor increase from the approved SSD scheme, which provided 74 spaces (58 for residents, 13 for visitors, and 3 for commercial). The bicycle parking provision itself has not been altered or changed since the original approval.

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Table 5 – Proposed Bicycle Parking Provision

Land Use	Description (Unit type)	Size/No. (Mod 4)	Car Parking Rate	Bicycle Parking Requirements
Residential	Residents	176 units	1 per 3 dwellings	59
	Visitors		1 per 10 dwellings	18
	Total			***76***
Commercial	Staff	623.4 sqm GFA	1 per 200 sqm	3
	Visitors	623.4 sqm GFA	1 per 750 sqm	1
	Total			***4***
Total				***80 spaces***

Proposed Parking Provision (Parking Supply)

Car Parking

The proposal provides a total of 183 car parking spaces for the residential and commercial components. All parking spaces will be located on the Ground Floor and Level 1, with access from Smith Street. Table 6 below summarises the proposed parking provision and breakdown.

Table 6 – Proposed Parking Provision

Land Use Type	Parking Type	Ground Floor	Level 1	Total
Residential	Regular	*42*	*72*	**114**
	Tandem	*8*	*12*	**20**
	Accessible	*4*	*12*	**16**
Residential Visitor	Regular	*17*		**17**
	Accessible	*1*		**1**
Commercial	Regular	*14*		**14**
	Accessible	*1*		**1**
Total		*87*	*96*	**183**

As part of Modification 4, the parking allocation has been refined to reflect updated residential and visitor parking demand characteristics while maintaining the total on-site supply of 183 spaces. The number of visitor parking spaces has been reduced to 18 spaces (including one accessible space), with the balance reallocated to residential parking. No changes are proposed to commercial parking, and all accessible spaces are retained. This revised distribution supports the overall parking strategy for the development and provides a more efficient spread of parking across residential, visitor and commercial uses.

The parking layout includes a mix of regular, accessible and tandem spaces. The allocation and operation of tandem spaces will be managed through an Operational Management Plan (OMP), administered by Building Management and/or Traffic / Parking Management, to ensure clear responsibilities and efficient operation.

The provision of tandem spaces does not alter the total parking supply and will not result in any adverse impacts on car parking availability. Management of these spaces can be appropriately secured via a condition of consent imposed by DPHI.

Although a detailed design compliance review is yet to be undertaken, it is assumed that all parking bays and circulation aisles will comply with the relevant design standards, including AS 2890, to ensure safe and functional operation.

Bicycle Parking

The modification includes updates to the bicycle parking provision to support the revised visitor car parking strategy and promote sustainable travel demand. The development will now provide an additional 20 visitor bicycle parking spaces, increasing the overall visitor bicycle parking supply and enhancing active transport accessibility to the site.

Including these additional spaces, the total bicycle parking provision exceeds the minimum requirements of the Wollongong DCP for the modified scheme (80 spaces). The expanded visitor bicycle parking allocation directly supports the reduced visitor car parking rate and provides a practical alternative for short-stay trips to and from the site.

There remains flexibility within the Ground Floor and Level 1 layouts to accommodate additional bicycle parking if required. Options include converting or supplementing floor-mounted rails with vertical bicycle parking devices (BPDs) such as hoops or racks. Staggered or wall-mounted BPDs can effectively utilise available wall and circulation space to increase capacity, consistent with AS 2890.3:2015 'Bicycle Parking' (example shown in Figure 1 below).

AS 2890.3 specifies that up to 20% of spaces within each bicycle parking facility must consist of ground-mounted devices to accommodate users who are unable to lift or mount bicycles vertically. The plans also include 43 storage cage units across Ground Floor and Level 1, many of which can support a vertical BPD fixed to a wall, further improving bicycle storage capacity.

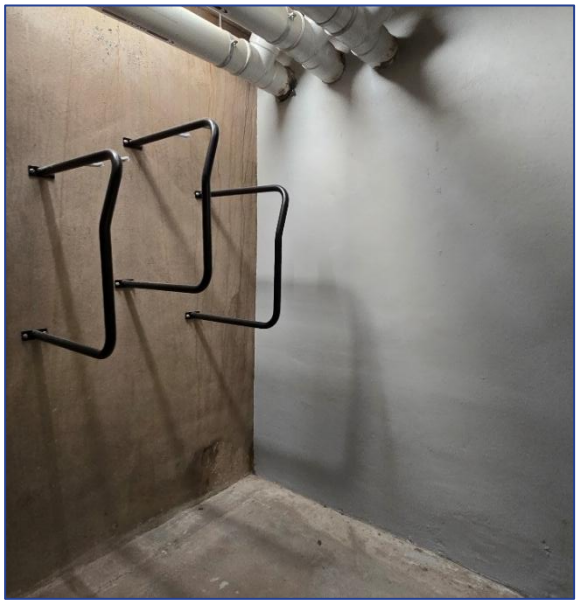

FIGURE 1: VERTICAL BICYCLE PARKING DEVICES

Overall, the revised bicycle parking arrangement, including the additional 20 visitor bicycle spaces, ensures compliance with Council requirements, supports the development's active transport objectives, and provides a robust alternative to private vehicle use for visitors and residents.

4. Parking Adequacy Assessment

The proposed development will provide 183 parking spaces, which is considered sufficient when accounting for the site's highly accessible location, affordable housing component, and demand management measures. These factors collectively ensure that the additional units will not result in adverse parking or traffic impacts.

Key Considerations:

- *Highly Accessible Location*: The site is approximately 800 m from Wollongong Railway Station, 300 m from bus stops, and within walking distance of Wollongong CBD. These conditions strongly support public transport use and active travel.
- *Affordable Housing Component*: A portion of the development comprises affordable housing, which typically correlates with lower car ownership rates compared to market housing.
- *Active Transport Facilities*: Existing bicycle parking (with opportunity to increase) further reducing car dependency.
- *Demand Management Measures*: Opportunity for shared-use arrangements between residential visitor and commercial spaces during off-peak periods will optimise utilisation and minimise reliance on on-street parking.

The following sections provide a detailed assessment of parking adequacy for each component of the development, including commercial, residential, and visitor parking provisions.

Commercial

The commercial component requires 15 spaces under Wollongong DCP and TfNSW's Guidelines. The proposal provides 15 spaces, including one accessible bay, located on the Ground Floor, meeting the full requirement.

Commercial trips are expected to be predominantly linked or local, reducing reliance on dedicated parking. The site's proximity to public transport and Wollongong CBD further supports active travel for staff and visitors.

When applying the 30% reduction factor permitted by the DCP, the commercial requirement would reduce to 11 spaces, meaning the proposed provision represents a slight oversupply. This offers flexibility for shared use during off-peak periods and supports efficient parking management.

Residential

Residents

For residents, the theoretical requirement is 169 spaces based on the Apartment Design Guide and 189 spaces based on Housing SEPP (2021). The proposal provides 150 spaces (no change from the approved car parking provision as shown in Table 5), resulting in a shortfall of 18 and 39 spaces against the theoretical maximum set out in Apartment Design Guideline (ADG) and Housing SEPP respectively. .

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This shortfall is considered acceptable given the affordable housing component, which typically correlates with lower car ownership, and the site's highly accessible location near rail, bus, and Wollongong CBD. These factors significantly reduce reliance on private vehicles.

Additional facilities will further support mode shift and reduce car dependency, including:

- 9 motorcycle spaces
- 91 dedicated bicycle parking spaces for residents and visitors (with opportunity to increase)

These measures, combined with Council's strategic push for active transport, ensure that actual demand will be lower than theoretical rates and that the proposed supply will meet practical needs.

In addition, Clause 7.4 of the Wollongong DCP permits a 30% reduction in parking requirements for developments close to public transport and public car parks. Applying this reduction, the adjusted residential parking requirement for the modified scheme is approximately 119 spaces (ADG) and 134 spaces (Housing SEPP), meaning the proposed supply of 150 residential parking (183 spaces in total) exceeds this benchmark and provides operational flexibility.

Residential Visitors

The proposal introduces a refined visitor parking supply of 18 spaces, equating to a rate of approximately 0.1 spaces per dwelling. This reduction is considered reasonable and supportable based on the site's context, the characteristics of the development, and established planning principles.

- *High transport accessibility*

The site is located within a highly accessible transport corridor, including proximity to Wollongong Railway Station (~800 m), bus services (~300 m), and the Wollongong CBD (~400 m). Developments in such locations typically exhibit lower private car use by both residents and visitors. Clause 7.4 of the Wollongong DCP explicitly allows reduced parking rates for developments located near public transport and public parking facilities. The ADG also supports merit-based reductions where high accessibility is demonstrated.

- *Lower visitor demand associated with affordable housing*

A portion of the development comprises affordable housing, which is consistently associated with lower car ownership and lower visitor parking demand. This aligns with demand profiles observed in comparable mixed-tenure and key-worker housing projects across metropolitan areas.

- *Provision of additional visitor bicycle parking*

To support sustainable travel and accommodate short-stay trips without reliance on private vehicles, the proposal includes 20 additional visitor bicycle spaces. This substantially enhances active-transport capacity and aligns with Council's broader strategic emphasis on cycling and mode shift.

- *No reduction in the total parking supply*

The overall provision of 183 parking spaces remains unchanged. The modification represents a reallocation of the parking supply rather than a reduction. Residential parking increases to better reflect on-site demand, while visitor parking remains sufficient given the site's accessibility and mobility context.

- *Capacity for shared-use arrangements*

Consistent with the Parking Management Strategy, commercial parking spaces may be made available to residential visitors during evenings and weekends, when commercial demand is low. This provides operational flexibility and ensures that peak visitor demand can be comfortably accommodated without relying on on-street parking.

On this basis, the proposed visitor parking rate of 0.1 spaces per unit is considered appropriate and will continue to meet the practical parking needs of the development without generating adverse impacts on surrounding road or parking conditions.

5. Car Parking Demand Management Strategy

To complement the physical provision of parking, a suite of demand management initiatives will be implemented to promote sustainable travel and efficient use of resources. These measures aim to reduce reliance on private vehicles and optimise utilisation of available spaces:

Shared-Use Arrangements:

- Commercial spaces may be made available for residential visitors during evenings and weekends when commercial demand is anticipated to be low and if required.
- Visitor spaces can also be allocated for commercial use during weekday off-peak periods under a Building Management Plan.

Green Travel Initiatives:

- Public transport incentives for residents and staff, such as discounted Opal cards or travel vouchers.
- Promotion of car-share services within the development to reduce private car ownership.
- Opportunity for End-of-trip facilities for cyclists, including showers and secure lockers to encourage sustainable travel options.

Active Transport Encouragement:

- Secure bicycle storage for residents and visitors, with opportunity to increase provision beyond the approved 74 spaces.
- Clear wayfinding and pedestrian-friendly design to encourage walking trips to nearby services and public transport.

Technology and Management Measures:

- Real-time parking availability signage or app integration to reduce circulation and improve efficiency.
- Allocation of tandem spaces to specific units with clear management protocols.

Monitoring and Review:

- A Parking Management Plan can be prepared and implemented and periodically reviewed to ensure shared-use arrangements and sustainable travel initiatives remain effective.

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6. Summary

The proposed modification (Modification 4) will deliver a total of 176 residential units and a small commercial space, representing an increase of 31 residential units and a minor increase in commercial GFA compared to the original SSDA approval. The development will retain 183 on-site car parking spaces, which is considered adequate for the mixed-use residential and commercial components when taking into account the site's highly accessible location, affordable housing component, and adopted demand-management measures. The allocation and operation of tandem spaces can be appropriately managed through an Operational Management Plan (OMP) administered by Building Management or Traffic/Parking Management. These factors ensure that the additional units will not result in adverse parking or traffic impacts.

In addition to car parking, the proposal includes 9 motorcycle spaces and 94 bicycle parking spaces, comprising the previously approved provision plus 20 additional visitor bicycle spaces introduced as part of Modification 4. This enhanced bicycle parking provision strongly supports active transport, encourages mode shift, and offsets the reduced visitor car parking demand. With the updated supply, the proposal now exceeds the Wollongong DCP minimum bicycle parking requirement.

A comprehensive Parking Management Strategy, including opportunities for shared-use arrangements between residential visitor and commercial spaces during off-peak periods, will optimise the utilisation of on-site parking and minimise the potential for any reliance on on-street parking. Additional measures such as car-share options, public transport incentives, and secure bicycle storage will further support sustainable travel behaviour and reduce dependency on private vehicles.

It is noted that this assessment does not include a detailed design review or compliance check of parking layouts, as a separate design review process is understood to be underway. This assessment is based on the latest information provided by the client.

Based on the above, the proposed parking and access arrangements are considered adequate, practical and consistent with Council requirements, and are expected to sufficiently accommodate future parking demand associated with the development without adverse impacts on the surrounding road network.

I trust this letter provides the necessary information. Should you have any questions, please do not hesitate to contact me directly.

Yours sincerely,

Bayzid Khan
Associate – Transport
Colliers International Engineering & Design Pty Ltd