



Reference: 20240207-L02_submissions response letter.docx

Date: June 26, 2026

Wollongong Developments No.8 Pty Ltd
102 Bonds Road
Riverwood NSW 2210

Dear Sir,

**RE: 221-291 CROWN STREET, 216-238 KEIRA STREET AND 86-90 BURELLI STREET,
WOLLONGONG – RESPONSE LETTER TO SUBMISSIONS – CIVIL**

Please see below SGC's responses in **GREEN** to the submissions made by the relevant authorities on the civil design associated with the proposed development.

DPHI-9: Provide civil drawings and an updated public domain plan that clearly detail the works required by both Council and TfNSW including:

- the removal of the slip lane on Atchinson Street and signalisation of the intersection
- the redesign of Crown Street to the satisfaction of TfNSW, including the works to accommodate the bus stop relocation and widened kerb alignment on both sides of the street
- the works required on Keira Street including any changes to the kerb alignment
- the works on Burelli Street to accommodate the site access including signalisation of the intersection, removal of crossings and preventing right turns into the site
- swept path diagrams for any relevant vehicles including buses and include details of any regulatory signage and the location of all necessary street infrastructure.

SGC: as per comments in TfNSW Submission Responses. A revised public domain design has been prepared in coordination with traffic and landscaping.

DPHI-56: Provide evidence that the relocation of any Australia post infrastructure has been approved by Australia Post.

SGC: Australia post infrastructure is unchanged and is retained in current location.

Council-7: Detailed sections and elevations from kerb to building entries are required that reflect these design drawings for the full frontage of the development to ensure level transitions from all street frontages and compliant footpath crossfalls.

SGC: The civil details can be done at CC stage and will form part of a S138 RDA approval by Council. This level of details is not required at this state. The comment makes reference to approved plans which have been provided now and matched with our revised design.

Council-65: Street Frontages/Public Domain

Atchison Slip Lane: The left turn from Atchison Street into Burelli will be required to be signalised and the zebra crossing removed to address pedestrian safety and manage traffic circulation around the



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site. The detailed design of this corner must be undertaken in consultation with Council and Transport for NSW. Any changes must be accompanied by SIDRA modelling.

Crown Street Bus Stops: The location and design of the bus stop and associated infrastructure (shelters, signage) on the Crown Street frontage must be coordinated with Transport for NSW.

SGC: Refer to revised public domain plans (sheet C302) and to the traffic report by Genesis. The left slip lane is removed and the kerb line adjusted accordingly. The zebra crossing is also removed. The bus zone along Crown Street is amended to address the TfNSW requirements for length (49.5m bus bay + 18m taper). The kerb alignments on both side of Crown Street are amended to reduce the length of the pedestrian crossing and improve safety.

TfNSW-1: The existing bus stop on the Crown Street frontage of the development site is a significant bus stop within the Wollongong CBD. The TfNSW letter dated 1 November 2022 details the minimum suitable arrangements that the redevelopment of the land must provide to adequately cater for buses, bus passengers and pedestrians at the eastern end of Crown Street frontage. TfNSW has been unable to locate sufficient information (i.e. a plan) that shows the requirements in the above letter relating to the bus stop in Crown Street have been adequately addressed. TfNSW requires a plan that details the following:

- a) The length of the bus zone that is a minimum of 55m to provide sufficient length for three buses to utilise the bus stop at the same time, including any of the three buses to exit upon completion of boarding. This 55m includes a minimum 6m draw out length at the start of the bus zone (the eastern end). Refer to Section 3.7 of the State Transit Bus Infrastructure Guide, Issue 2. In achieving the 55m, it should be noted:

SGC: Taper was reduced and the proposed bus zone is now 55.5m. Refer to the updated Public Domain Plans.

TfNSW-2: The plan submitted (Public Domain Concept Design, prepared by S&G Consultants Pty Ltd with reference Project No. 20240207, Dwg No. SC02-C301, Revision A Dated 24.04.25) includes a 20m taper. The taper represents the draw out length, and this can be reduced to 6m provided the angle of the kerb (between the widened kerb line and the existing kerb line) is appropriate to allow a bus to draw out. This will need to be supported with a swept path analysis for a 12.5m bus.

SGC: Length of bus bay and taper have been amended and the proposed bus zone is now 55.5m. Refer to the updated Public Domain Plans.

TfNSW-3: The above referenced Public Domain Concept Design plan includes a 43.5m bus zone. Excluding the draw out length described above, the bus zone needs to be a minimum 49m in length.

SGC: Length of bus bay has been amended to 49m as requested. Refer to revised public domain plans.

TfNSW-4: b) More details are required of any change to the kerb alignment that is proposed at the corner of Crown Street and Keira Street. This includes a swept path assessment for a 12.5m long bus turning left from Keira Street onto Crown Street within the kerb side bus lane with the proposed kerb change.



SGC: The kerb alignment at the intersection of Crown and Kiera has been amended to reflect the approved civil design layout by council. Swept path has been done by Genesis Transport Planners, refer to Transport Impact Assessment.

TfNSW-6: d) Details of the regulatory signage locations for the start and end of the bus zone.

SGC: Refer to revised public domain plans.

TfNSW-7: a) TfNSW supports the provision of a widened public domain area to accommodate and appropriately separate pedestrians from passengers waiting to board buses. TfNSW requires that this widened area commence at the start of the bus zone (i.e. the western sign location) and extend to the eastern end of the bus zone, or as close to this point as reasonably practicable. The depth of the public domain area at the bus stops, defined as the space between the kerb and the property boundary allocated for bus passengers and pedestrians, must be a minimum of 5.3 metres.

TfNSW notes that the Environmental Impact Statement (prepared by Ethos Urban, Version 4.0 dated 22/09/2025) states in Section 7.7.5 (Bus Stop Relocation) that a "minimum of 5.3 metres has been provided between the kerb and the building line from the front of the first bus, refer to Appendix B". However, TfNSW has been unable to locate the required details in Appendix B. Plans showing the above detail need to be provided.

SGC: Refer to revised public domain plans (sheet C301). The footpath is shown at 5.3m width as requested along Crown Street.

TfNSW-8: b) Insufficient information has been provided to enable TfNSW to support the kerb widening and the associated reduction in travel lanes on Crown Street, as well as a pedestrian crossing that is proposed within the Crown Street kerb widening (refer to S&G Consultants Pty Ltd Public Domain Concept Plans). To enable TfNSW to undertake an assessment, plans are required that:

SGC: A revised layout is shown now on the plans which outlines the pedestrian crossing and kerb widening on both sides of Crown Street.

TfNSW-9: Detail compliance with Point 1 and Point 2a (TfNSW 1-7 above)

SGC: These have been addressed in the revised public domain plans. The bus zone has been amended to a total length of 67.5m with 18m taper as requested.

TfNSW-10: Detail the provision of a corresponding widening/blister/kerb extension on the northern side of Crown Street, which will reduce the crossing distance across Crown Street and will encourage pedestrians to cross. Without any kerb widening on the northern side of Crown Street, pedestrians will be encouraged to cross between parked cars and cars undertaking parking manoeuvres. This would create an unacceptable safety risk. The provision of corresponding kerb widening on the northern side of Crown Street would provide pedestrians with a safer crossing location.

This crossing point should not give pedestrians priority, but rather provide the infrastructure required to assist pedestrians in choosing a gap in traffic to safely cross Crown Street. An associated 'No Stopping' zone must be provided in accordance with TfNSW Technical Direction for Pedestrian Refuges TDT2011/01a.



SGC: Widening of the kerb on both sides of Crown Street is now shown on the revised public domain plans to reduce the length of the pedestrian crossing and reduce the safety risk.

TfNSW-15: In addition to the above, the plans must clearly show:

- i) the easement required to allow TfNSW access for maintenance of all traffic signal related infrastructure;
- ii) details on how right turns from Burrelli Street into the development site will be prevented (refer to Point 8 for additional details; and
- iii) the location of all poles, lanterns, cabling, loop detectors and pedestrian/kerb ramps.

TfNSW also notes that the proposed pedestrian crossing width should be 3.6m wide in accordance with the TfNSW Traffic Signal Design Guide.

SGC: Refer to amended public domain plans confirming that the new pedestrian crossings are 3.6m wide.

TfNSW-16: b) Atchison Street/Burrelli Street intersection: Clarification is required regarding the proposed changes to the Atchison Street/Burrelli Street intersection. TfNSW notes that the Traffic Impact Assessment (prepared by Genesis Traffic, Job No. 24179, Version 5 dated 30.07.2025), references the upgrade works at this intersection, specifically, the removal of the existing slip lane on Atchison Street and its replacement with two full lanes. However, other submitted documentation, including the Public Domain Concept Plan prepared by S&G Consultants Pty Ltd, indicates that no upgrade works are proposed and instead shows only the repainting of the existing pedestrian crossing.

TfNSW considers that, given the expected increased pedestrian and cyclist activity generated by the development, the removal of the existing pedestrian crossing and installation of traffic signals would provide a safer and more accessible connection to Wollongong Train Station, while also mitigating potential road safety issues associated with the development.

SGC: The intersection is now amended to remove the slip lane all together to match the traffic report by Genesis Traffic. Refer to amended public domain plans (sheet C302) for new layout of the intersection.

TfNSW-17: For both a) and b) above, TfNSW requires a concept/strategic design for the identified works/upgrades to be prepared before the determination of the current SSD application. The strategic design provided shall address the requirements as detailed in the TfNSW Strategic Design Requirements for DAs fact sheet (refer to the following link - Strategic Design Requirements for DAs Factsheet (August 2024)). This will, in part, clarify the scope of works, demonstrate that a compliant design can be provided, and allow DPH&I, as the consent authority, to consider any environmental impacts of the works as part of their Part 4 assessment under the Environmental Planning and Assessment Act 1979.

SGC: Refer to amended public domain plans.

Yours faithfully,

For & on behalf of S&G Consultants Pty Ltd



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