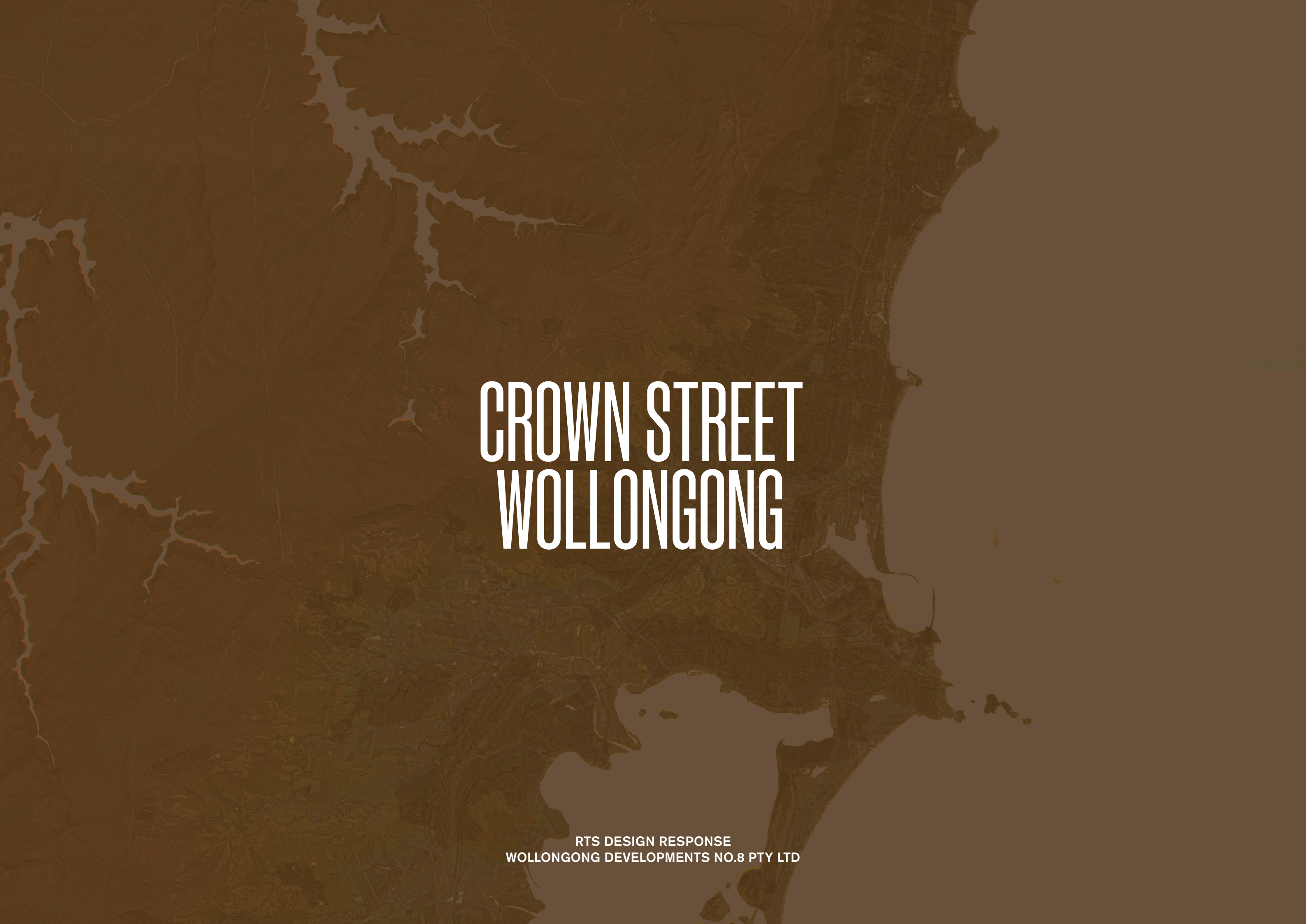


An aerial photograph of Wollongong, Australia, showing the coastline, harbor, and surrounding land. The image is overlaid with a semi-transparent brown color. The text 'CROWN STREET WOLLONGONG' is centered in the middle of the image in a white, bold, sans-serif font.

CROWN STREET WOLLONGONG

RTS DESIGN RESPONSE
WOLLONGONG DEVELOPMENTS NO.8 PTY LTD

TO ACCOMPANY URBAN DESIGN REPORT PREPARED BY

DKO Architecture
Telephone +61 2 8346 4500
info@dko.com.au
42 Davies Street, Surry Hills NSW 2010

REVISION	COMMENT	DATE	WRITTEN BY / REVIEWED BY
A	Draft for Review	09.04.2025	AK / DF
B	Issue for DA	11.04.2025	AK / DF
C	Issue for RTS	03.06.2026	OS/DK

INTRODUCTION

RtS DESIGN RESPONSE PURPOSE

This document has been prepared by DKO Architecture on behalf of Wollongong Developments No.8 PTY LTD in support of the State Significant Development Application (SSDA) to be submitted to the NSW Department of Planning, Housing and Infrastructure, for the proposed re-development of the subject site 221 - 291 Crown St, 216-238 Keira St & 86-90 Burelli St, Wollongong NSW. It is to be read in conjunction with the corresponding Architectural drawing set and Urban design report, as well as other accompanying multi-disciplinary reports. The Environmental Impact Statement (EIS) prepared by Ethos Urban provides a summary of the complete SSDA application material.

The scope of this report is to provide a consolidated design response to the relevant design matters raised as part of the RFI received from DPHI dated 12 February. As part of the RtS response, the design team has undertaken consultation to inform the proposed RtS. This has included:

- Meetings with DPHI on 17 March & 28 May 2026 to present the design progression and proposed responses for feedback
- Meeting with TfNSW and Wollongong Council on 9 April 2026.

In addition to the amendments in response to the RtS, three further key design changes have been incorporated into the proposal:

- Removal of the supermarket and replacement with smaller retail tenancies to provide greater flexibility and respond to market demand.
- Amendment to the staging strategy to accommodate existing lease arrangements and facilitate project delivery.
- Revision of the basement car park layout to reduce structural transfer requirements and improve structural efficiency.

DEVELOPMENT DESCRIPTION

The proposal involves the demolition of existing structures, with the retention of the heritage-listed facade and the site-significant facade of the Grand Hotel. The development will deliver a vibrant mixed-use precinct through the construction of five residential towers, one commercial building, and one hotel, all integrated with active ground-floor retail to enhance street-level engagement and contribute to the revitalisation of the Wollongong City Centre.

Specifically, consent is sought for the following development in this SSDA:

The key components of the design include:

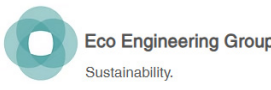
Demolition of existing structures on the site, retention of heritage facades, tree removal and site excavation for new basement.

Construction of a new mixed-use development consisting of:
Four residential towers, ranging from 16 to 38 storeys and comprising 540 apartments including:
Approx. 408 market apartments.
Approx. 132 affordable apartments.
Residential lobbies and podium.
Communal open space.
A 10-storey commercial office building, an 8-storey hotel comprising 166 rooms, and numerous retail tenancies (including a supermarket) consisting of:
9,479 sqm of commercial GFA.
7,443 sqm of hotel GFA.
7,110 sqm of retail GFA.

Car, motorcycle and bicycle parking for residents, workers and visitors across two basement levels, mezzanine, lower ground and levels 1 and 2 including:
675 car parking spaces, including:
525 residential spaces (including accessible spaces).
78 residential visitor spaces.
52 commercial/retail/residential visitor spaces.
25 commercial/retail (staff) spaces.
10 hotel (staff only) spaces.
10 Share spaces
Four (4) loading bays.
304 bicycle parking spaces.
47 motorcycle parking spaces.

New public open space including a new public plaza.
Associated landscaping and public domain works.

PROJECT TEAM

 Architecture	 Town Planning	 Landscape Architect
 Country	 ESD	 Structure
 Flood/Stormwater	 BCA	 Services
 Accoustic	 DDA	 Wind
 Waste	 Traffic	

AP.1

DPHI COMMENTS

DPHI COMMENTS

ISSUE	SDPHI	PROVIDED RESPONSE & DOCUMENTATION
1. BUILT FORM	- Amend the proposed building heights to ensure the proposal complies with the sun access plane to MacCabe park, as detailed in Clause 8.3 of the LEP, and Demonstrate no overshadowing of MacCabe Park occurs between 12-2 pm midwinter. - Confirm whether a portion of Building 2.3 breaches the 48m height plane. Justify any breach and update the Clause 4.6 variation request accordingly. - Concern is raised about the proposed building separation distance between Buildings 2.1 and 2.2. In this regard, the Department requests further consideration of: - Options to adjust the proposed towers to enhance building separation, including shifting or reorienting the buildings - the inclusion of additional privacy measures including window treatments (such as angled bay windows), reoriented openings, and considering alternative dwelling layouts to minimise overlooking. - Detail the location of all mechanical plant and lift overruns servicing the development on the architectural plans, Including for the supermarket, and all retail and commercial tenancies. Ensure that all plant areas are appropriately screened to prevent visual and acoustic impacts.	- The development has been amended to avoid overshadowing of the park between 12:00 pm and 2:00 pm during midwinter. The changes include reducing the height of Building 1 where it previously impacted the park. In addition, units within Building 2.2 have been removed and the hotel roof level has been amended to eliminate overshadowing of the park during this period. - Clause 4.6 variation statement will be amended to include the partial height breach of Building 2.3. This is in accordance with DPHI’s acceptance via email on 18 March 2026. - The separation between Building 2.1 and Building 2.2 has been enhanced by rotating Building 2.1 in an anticlockwise direction and reducing its setback to Crown Street by 3 meters. The proposed location of the core on Building 2.1 has been relocated to the southern facade improving privacy on habitable windows on Building 2.2, reducing direct overlooking. Additionally, by reducing the setback to Crown Street has enabled an increased separation distance between Building 2.1 and Building 2.2. Further privacy measures have also been incorporated into the design, including privacy screens to habitable room windows and balconies, to minimise overlooking and maintain residential amenity. - Location of the roof plant shown on the roof level plan [DA2027].
2. STREET ACTIVATION	- Provide active uses along the ground level of the Marcus Clarke Building, to support its adaptive reuse and contribute positively to the Crown Street CBD street scape. - Improve the interface of the commercial tenancy with the street at the south-west corner of the building by improving its alignment to the street and providing an accessible, street-level entry. Ensure any landscaping in front of the tenancy maintains clear sightliness to the street. - Provide an awning strategy for the development, detailing awnings along all street frontages, including the Burrelli and Kiera Street frontages	- The interface of the Marcus Clark Building has been refined to enhance its presentation and relationship with the public domain. Along Crown Street, the upper-level access stair has been recessed to improve the building frontage. Existing windows along Atchison Street that were previously obscured have been reopened to reinstate the building's historic façade rhythm and provide increased passive surveillance. The Building 1 fire stair egress has been relocated to minimise its impact on Atchison Street, while the adjacent retail tenancy has been reconfigured to provide direct street access at the corner of Atchison and Burelli Streets, creating a more active and engaging street interface. - The commercial tenancy line at the south-west corner of the building has been reduced to 3 metres. In addition, the landscaping in front of the commercial tenancy has been redesigned as a more civic-style landscape treatment to improve clear sightliness and provide level, accessible entry to the tenancy. - Awning Strategy plan included. Refer to drawing DA3026.
3. PUBLIC DOMAIN	- 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. - Ensure all landscape and architectural plans are updated to be consistent with revised public domain plans .	Amended documentation provided demonstrating proposed works required by council. Refer to amended Civil drawings prepared by SGC.

ISSUE	SDPHI	PROVIDED RESPONSE & DOCUMENTATION
4. VIEW LOSS	Provide additional perspectives from near by apartment buildings , including 12 Regent Street, 15 Railway Parade, 10 Thomas Street and 3 Rawson Street to clearly illustrate the potential view loss impacts of the proposal on these properties. Views should be taken from a range of levels within these buildings , including the worst affected apartments .	Refer to the “Crown Street Visual Impact Assessment” prepared by Urbaine.
5. PEDESTRIAN PERMEABILITY	Consider options to enhance east –west permeability through the podium by providing a connection/additional entry from the supermarket to the western through -site link, as well as a connection from the Marcus Clarke building’s large retail tenancy to both the western laneway and Atchison Street.	A new east–west through-site link has been incorporated into the plans to improve pedestrian permeability and connectivity across the site.
6. PARKING	- The Department supports reduced car parking within the Wollongong CBD, consistent with Council comments . Accordingly, consider reducing residential parking from 577 to 468 paces (consistent with the Housing SEPP) as well as the commercial parking from 88 to 42 spaces and supermarket parking from 80 to 26 spaces (consistent with Council’s controls). A corresponding reduction in above -ground car parking is also recommended to enable a higher -quality ground plane with improved street activation, circulation, and pedestrian amenity within the CBD. - Provide publicly accessible car share spaces within the development, to encourage reduced car ownership and demonstrate the provision electric vehicle parking in line with the NCC .	- Refer to Traffic report prepared by Genesis Traffic - Refer to DA 2002 Mezzanine level plans
7. LOADING AND ACCESS	- Prohibit right turns from Burelli Street to address TfNSW concerns and consult with TfNSW/Council to provide an acceptable service vehicle access that does not compromise the eastern through -site link. - Update all swept path diagrams to demonstrate : - the largest service vehicles can simultaneously enter and exit the site with no queuing on Burelli street. - that the path for the supermarket truck does not infringe on the HRV loading zones - That the swept paths for the HRVs start at their exact parking location as shown on the - that the swept paths for the HRVs start at their exact parking location as shown on the architectural plans - Assess and confirm if adequate space is provided for supermarket unloading, pallet manoeuvring, and goods -lift access. - Assess the loading and servicing provisions of the development against Council’s requirements . - Detail delivery arrangements , including paths of travel from the loading dock to all retail, commercial, and hotel premises (without using residential lifts) and update the traffic assessment to reflect all delivery types, including hotel laundry and catering .	- Refer to Amended Traffic report prepared by Genesis Traffic. - Paths of travel shown demonstrating paths of travel from loading through the basement on this document.
8. BICYCLE PARKING AND FACILITIES	- Assess the movement of cyclists through the parking area including any mitigation measures for conflicts between vehicles and pedestrians, it is recommended that bicycle parking be consolidated around the end -of -trip facilities to improve amenity for cyclists. - Detail the proposed number of change rooms, showers and personal lockers on the architectural plans.	- Bicycle parking provided on Basement entry level to reduce reliance on ramps and potential conflicts between bicycles and vehicles. - Additional information provided on the End of trip facility as highlighted on drawing DA2002
9. WASTE	- Address Council ’s comments regarding waste management and demonstrate that the proposal provides : - dedicated and suitably sized on site waste storage areas for all uses (including the commercial, retail, and supermarket components) and confirm that the capacity of the overall bin holding area can accommodate waste volumes at peak usage - correct floor area calculations for waste management aligned with the architectural plans for commercial and retail spaces - appropriate internal waste and recycling arrangements for all buildings , including direct access from bin rooms to car parks or loading areas, and safe bin transport routes where paths of travel may be obstructed. - improved FOGO service provision with improved accessibility for residents and FOGO provision for other land uses (commercial, retail and hotel)	All Waste rooms have been located on Basement 01 to be on the same level as the loading dock. Refer to amended Drawing DA2001 that shows dedicated bin room for all uses.

DPHI COMMENTS

ISSUE	DPHI	PROVIDED RESPONSE & DOCUMENTATION
11. ACCESSIBILITY	- Demonstrate an accessible path of travel can be provided: - to the commercial tenancy located on the south -western corner of the Burelli Street frontage - from the basement carpark to the retail and commercial tenancies located on the western side of the development, noting access through the residential lobbies is not supported. - from Crown Street into the eastern through -site link .	- Drawings amended demonstrating accessible connection to tenancy located on the south -western corner of the burelli street frontage. Refer to drawing DA2002. - Lift Access shown demonstrating access between Retail/commercial car park, Crown Street and Plaza. Refer to drawings DA2002 to DA2004
12. MISCELLANEOUS	Clarify if the hotel will be provided with an on -site laundry service of sufficient capacity to service the development. If no laundry is provided, detail how the hotel will be serviced, update the plans and traffic and loading assessments accordingly.	On site Laundry provided on the basement with Linen Chute. Refer to drawing DA2001.
13. PLAN DETAIL	- Update the plans to provide RL 's for the public domain, including street elevations, detail heights on pavements, and at each entry point into the site including both pedestrian and vehicular entries. - Provide detailed elevations and renders of each entryway into the site, including the pedestrian entry at Atchinson Street, the stairway to Kiera Street, the two through -site links entryways on both Crown Street and Burelli Street, and the vehicular access points on Burelli Street, ensure that elevations include public domain levels . - Provide detailed elevations and renders of the eastern and western facings of each through - site link detailing the pedestrian experience through the site. - Update the architectural plans to detail doors or an appropriate entryway for each retail tenancy . - Provide detailed elevations and renders of entries into each residential lobby on the site .	- RLs shown on floor plans, elevations and sections. - Documentation provided. Refer to drawings DA3023 and DA3024. - Documentation updated to show appropriate entryway for each retail tenancie. - Renders of lobby entries, car park and through site link provided

AP.1

DPHI RESPONSE

BUILT FORM

DPHI-1.1

Amend the proposed building heights to ensure the proposal complies with the sun access plane to MacCabe park, as detailed in Clause 8.3 of the LEP, and Demonstrate no overshadowing of MacCabe Park occurs between 12-2 pm midwinter.

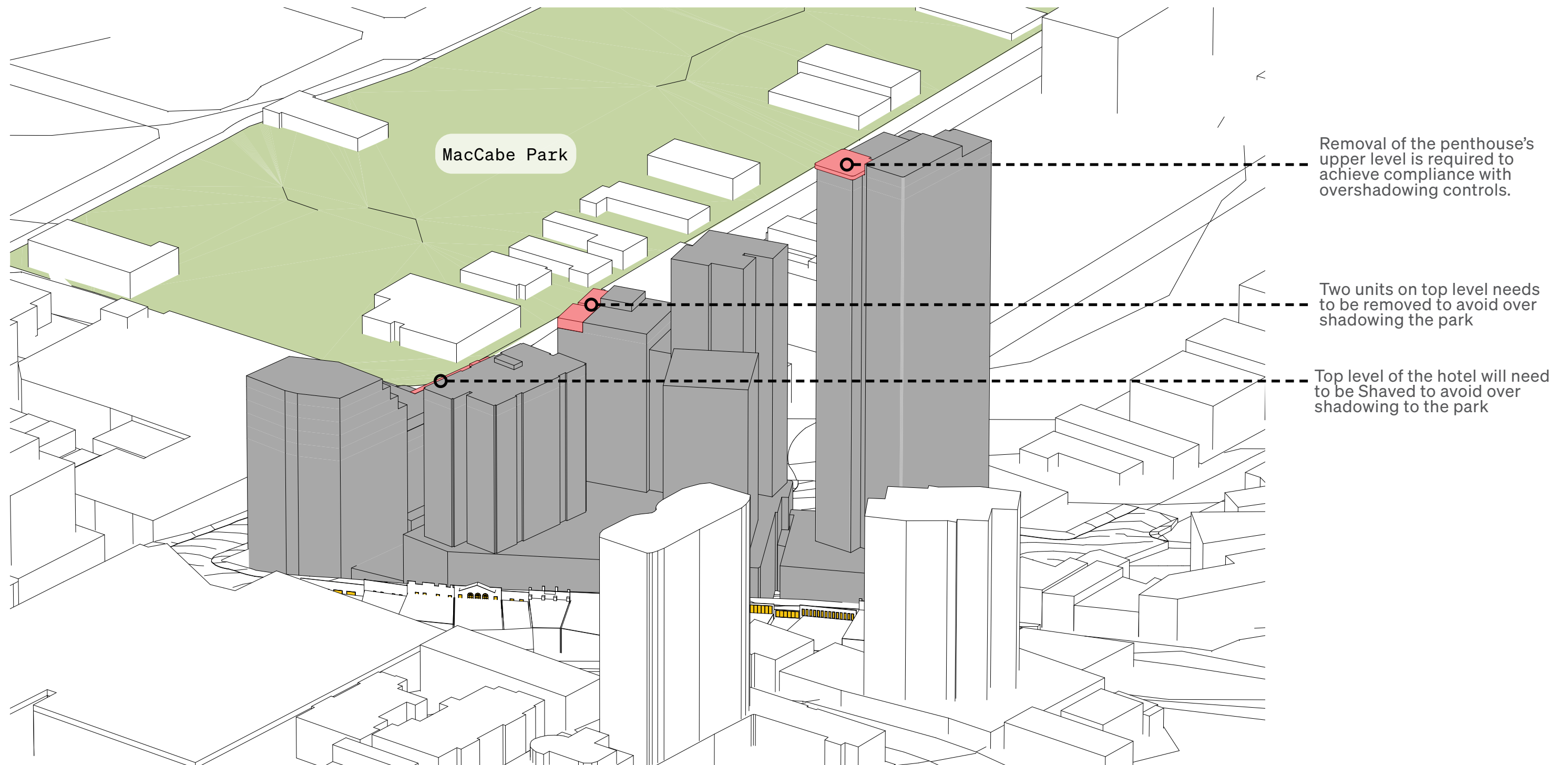
Response

The development has been amended to avoid overshadowing of the park between 12:00 pm and 2:00 pm during midwinter. The changes include reducing the height of Building 1 where it previously impacted the park. In addition, units within Building 2.2 have been removed and the hotel roof level has been amended to eliminate overshadowing of the park during this period.



BUILT FORM

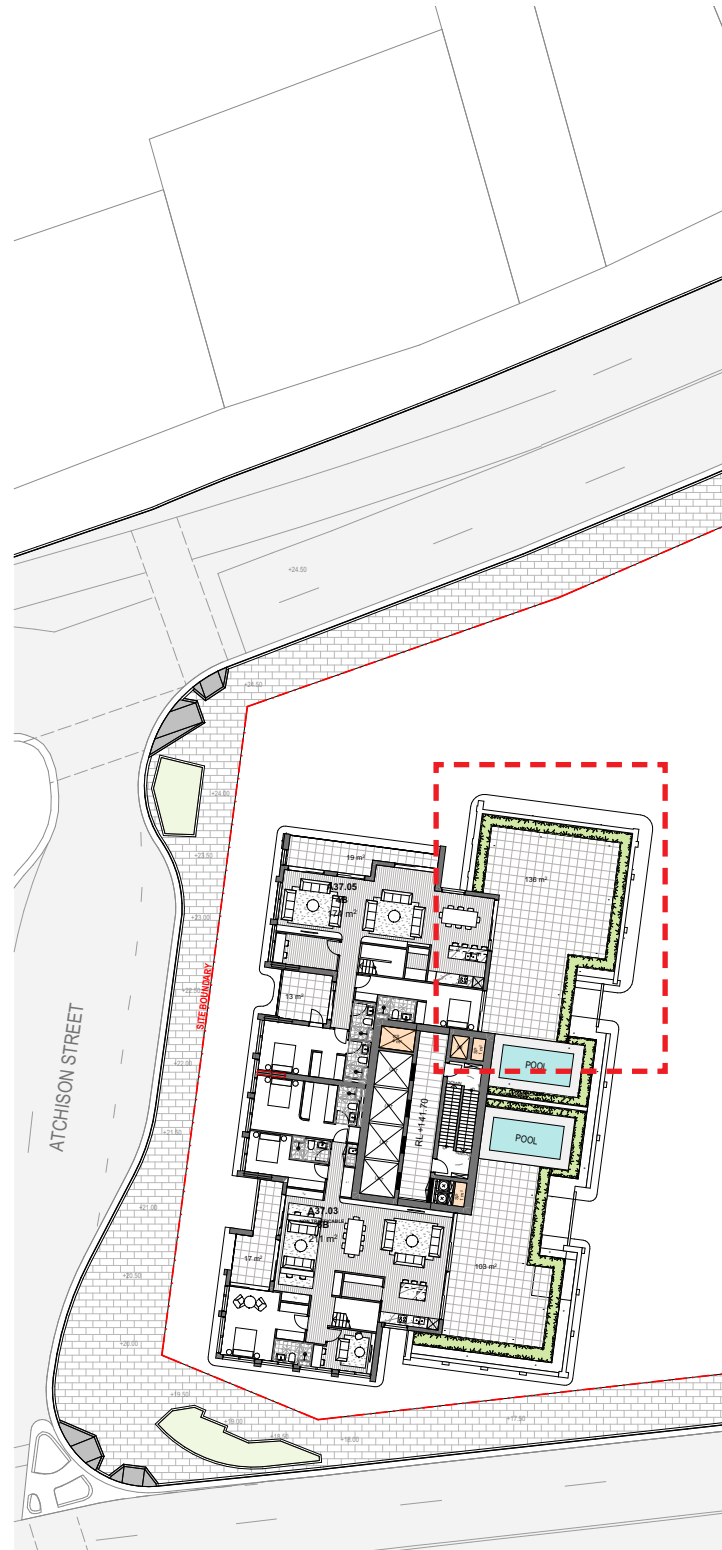
DPHI-1.1



BUILT FORM

DPHI-1.1

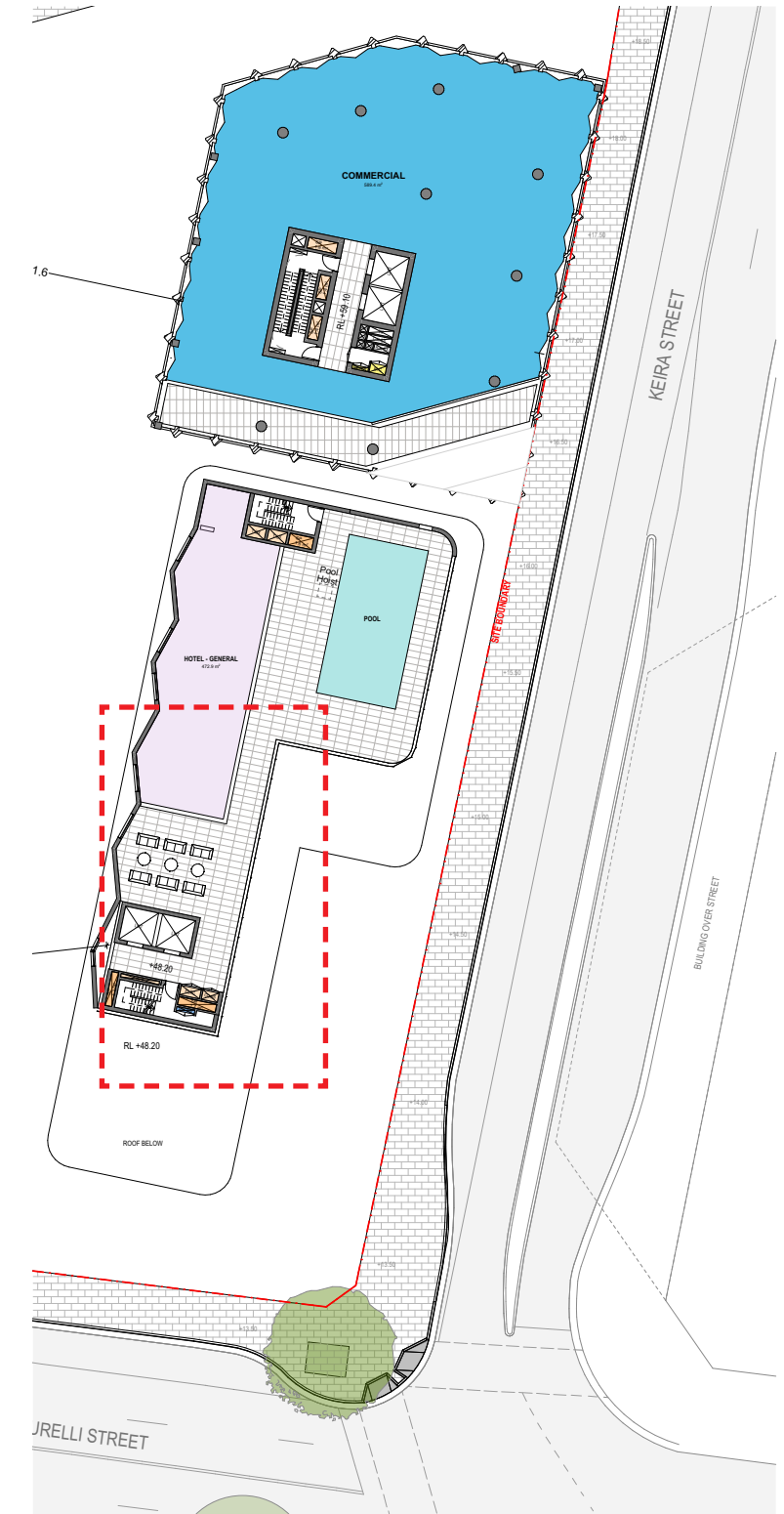
LEVEL 37



LEVEL 17



LEVEL 09



BUILT FORM

DPHI-1.2

Confirm whether a portion of Building 2.3 breaches the 48m height plane. Justify any breach and update the Clause 4.6 variation request accordingly.

Response

Clause 4.6 variation statement will be amended to include the partial height breach of Building 2.3.

This is in accordance with DPHI's acceptance via email on 18 March 2026.



BUILT FORM

DPHI-1.3

Concern is raised about the proposed building separation distance between Buildings 2.1 and 2.2. In this regard, the Department requests further consideration of:

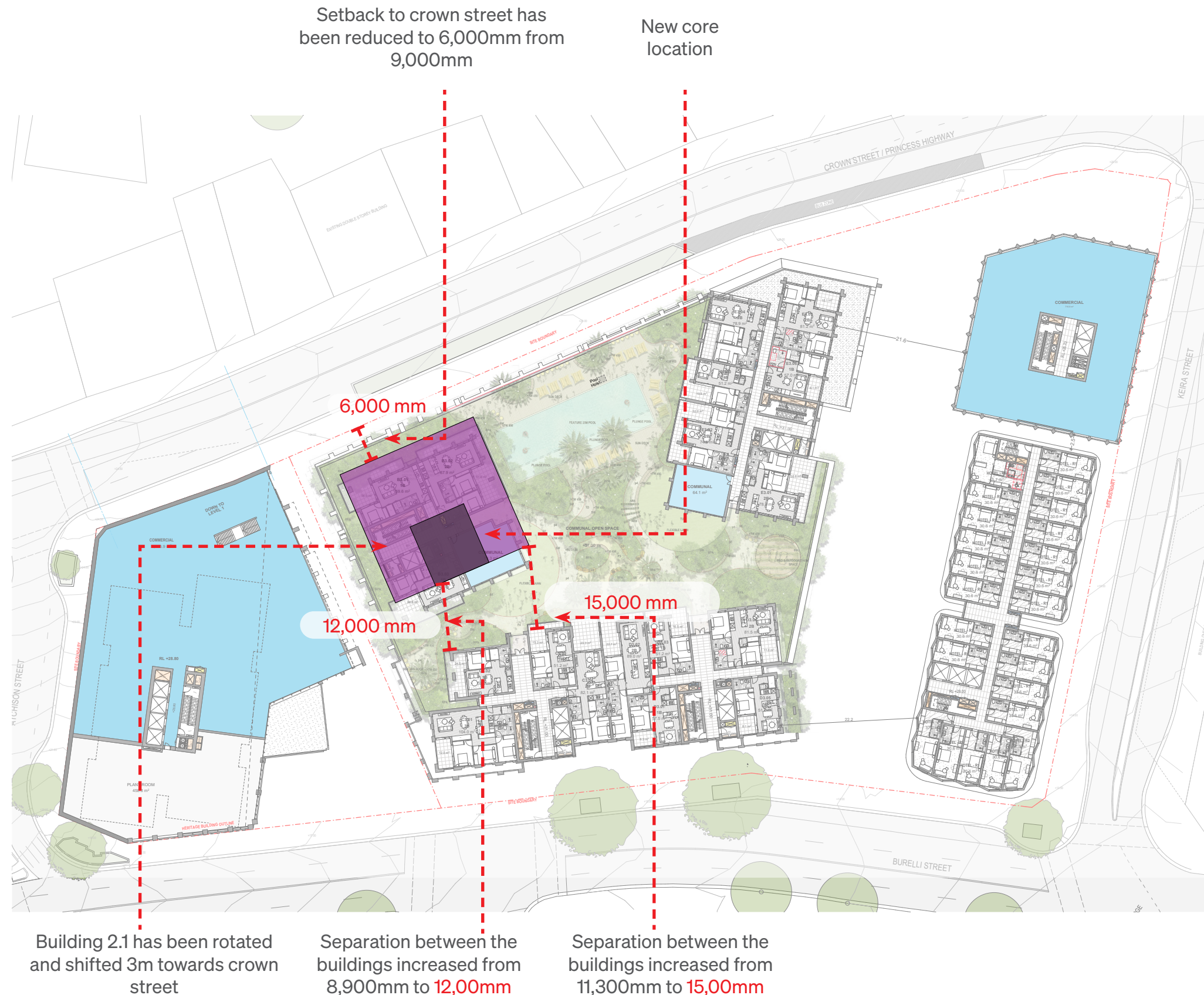
- options to adjust the proposed towers to enhance building separation, including shifting or reorienting the buildings
- the inclusion of additional privacy measures including window treatments (such as angled bay windows), reoriented openings, and considering alternative dwelling layouts to minimise overlooking.

Response

The separation between Building 2.1 and Building 2.2 has been enhanced by rotating Building 2.1 in an anticlockwise direction and reducing its setback to Crown Street by 3 meters.

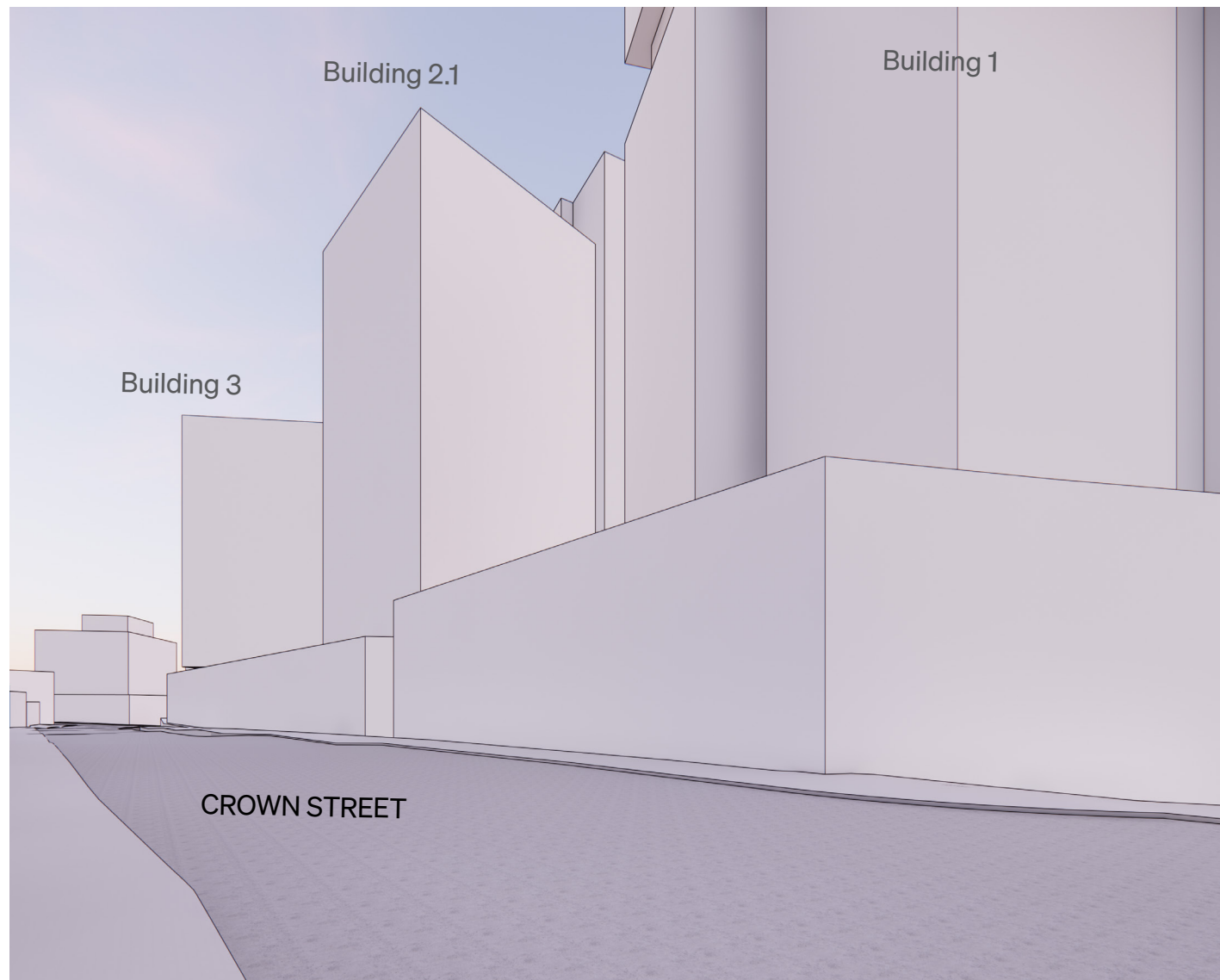
The proposed location of the lift core on Building 2.1 has been relocated to the southern facade improving privacy on habitable windows on Building 2.2, reducing direct overlooking. Additionally, by reducing the setback to Crown Street has enabled an increased separation distance between Building 2.1 and Building 2.2.

Further privacy measures have also been incorporated into the design, including privacy screens to habitable room windows and balconies, to minimise overlooking and maintain residential amenity.

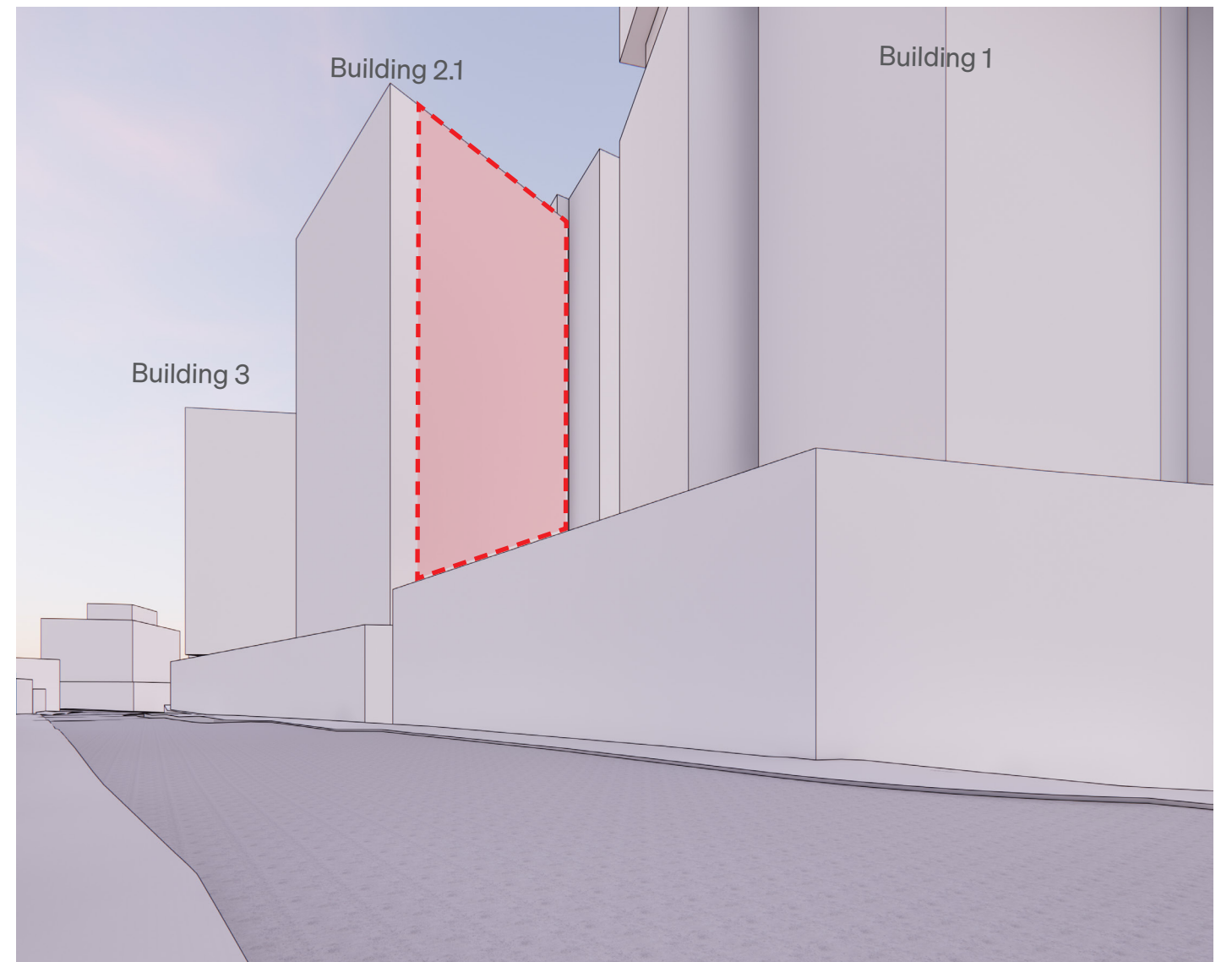


BUILT FORM

DPHI-1.3



Crown street view - Submitted DA



Crown street view - Amended Proposal

BUILT FORM

DPHI-1.3

Concern is raised about the proposed building separation distance between Buildings 2.1 and 2.2. In this regard, the Department requests further consideration of:

- options to adjust the proposed towers to enhance building separation, including shifting or reorienting the buildings
- the inclusion of additional privacy measures including window treatments (such as angled bay windows), reoriented openings, and considering alternative dwelling layouts to minimise overlooking.

Response

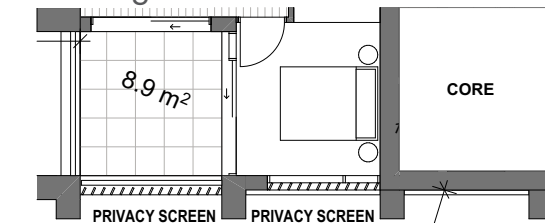
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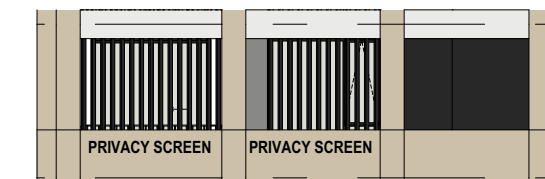
Further privacy measures have also been incorporated into the design, including privacy screens to habitable room windows and balconies, to minimise overlooking and maintain residential amenity.



Building 2.1

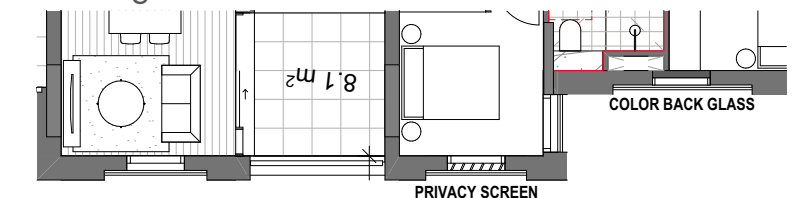


Building 2.1 - Floor plans view privacy treatment

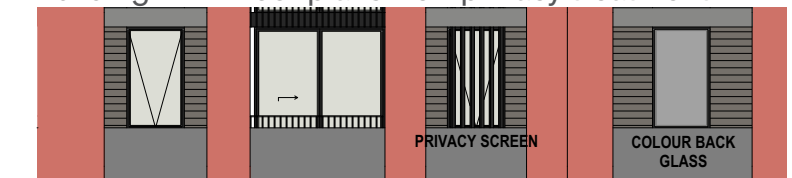


Building 2.1 - Privacy Facade treatment

Building 2.2



Building 2.2 - Floor plans view privacy treatment



Building 2.2 - Privacy Facade treatment



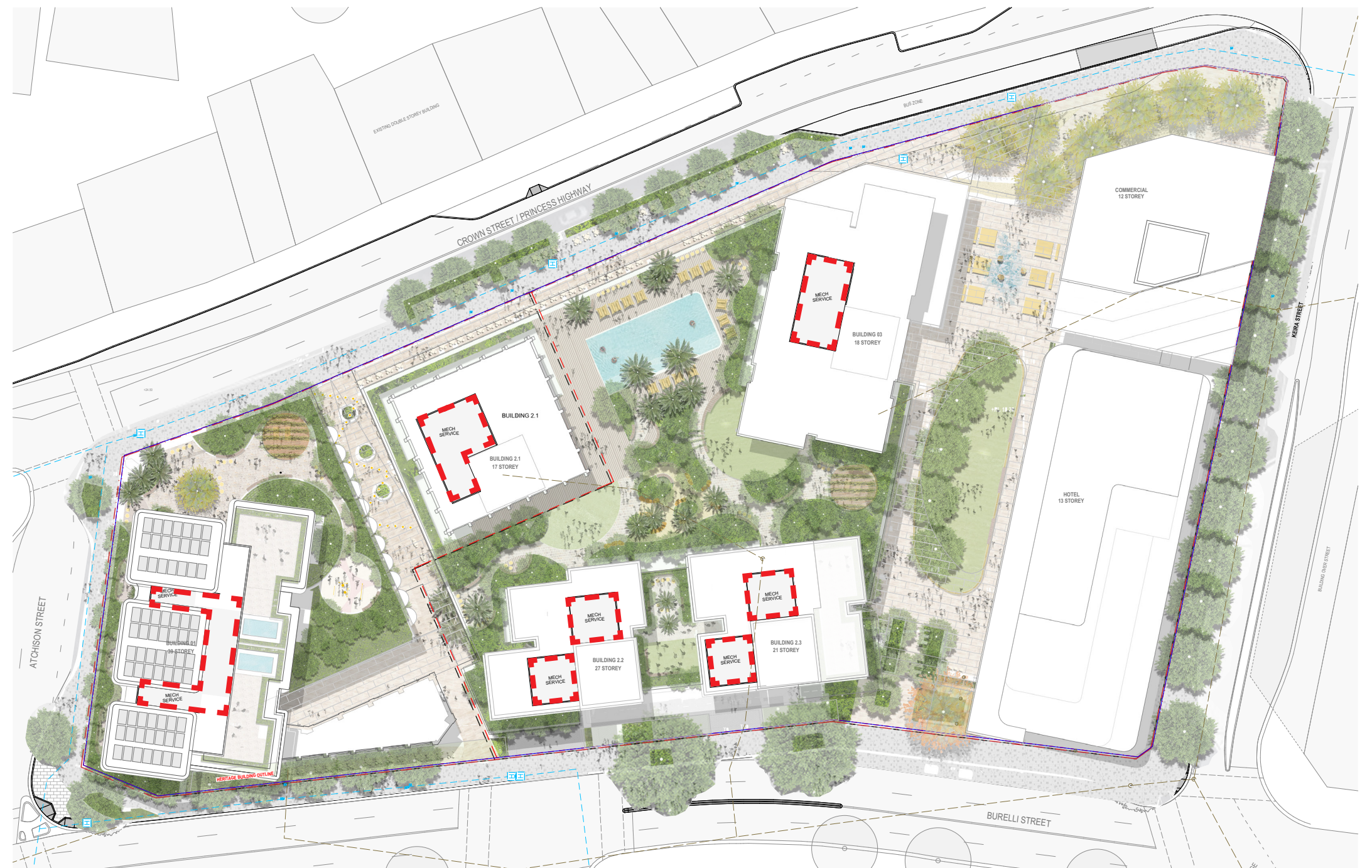
BUILT FORM

DPHI-1.3

Detail the location of all mechanical plants and lift overruns servicing the development on the architectural plans, including for the supermarket, and all retail and commercial tenancies. Ensure that all plant areas are appropriately screened to prevent visual and acoustic impacts..

Response

Location of the roof plant shown on the roof level plan [DA2027].



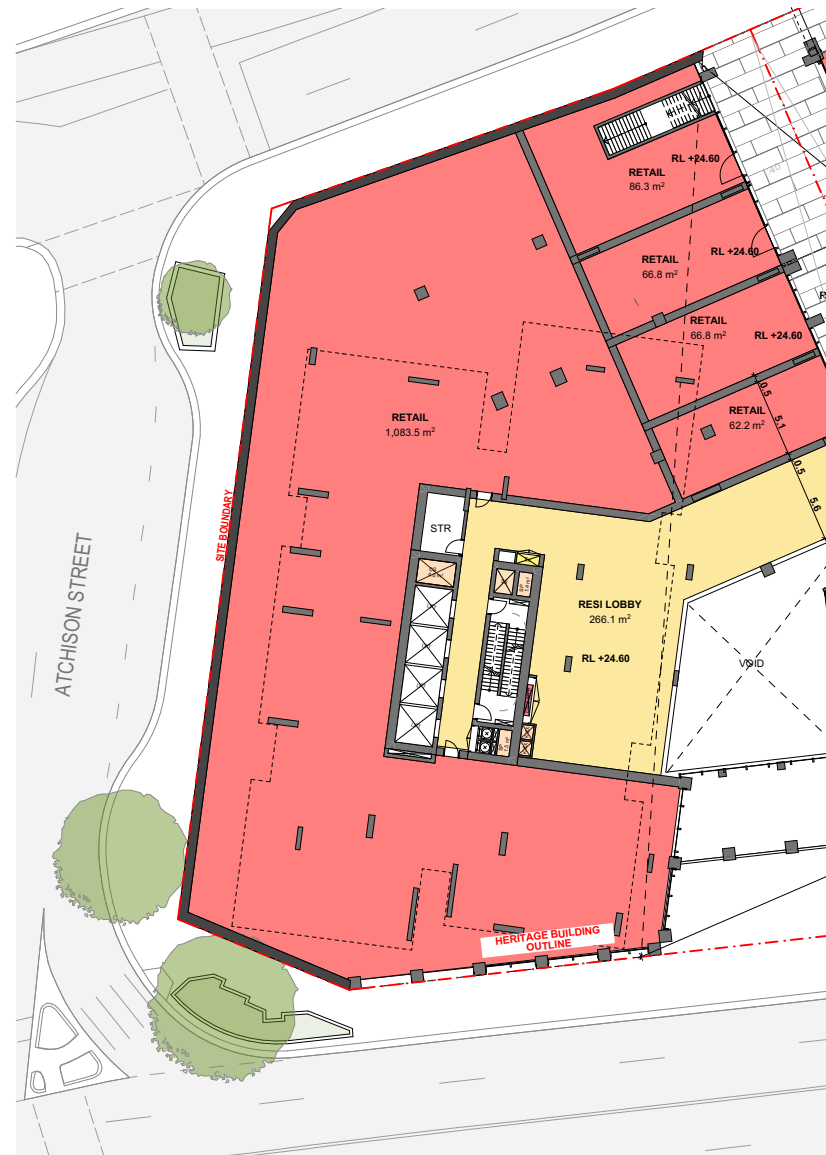
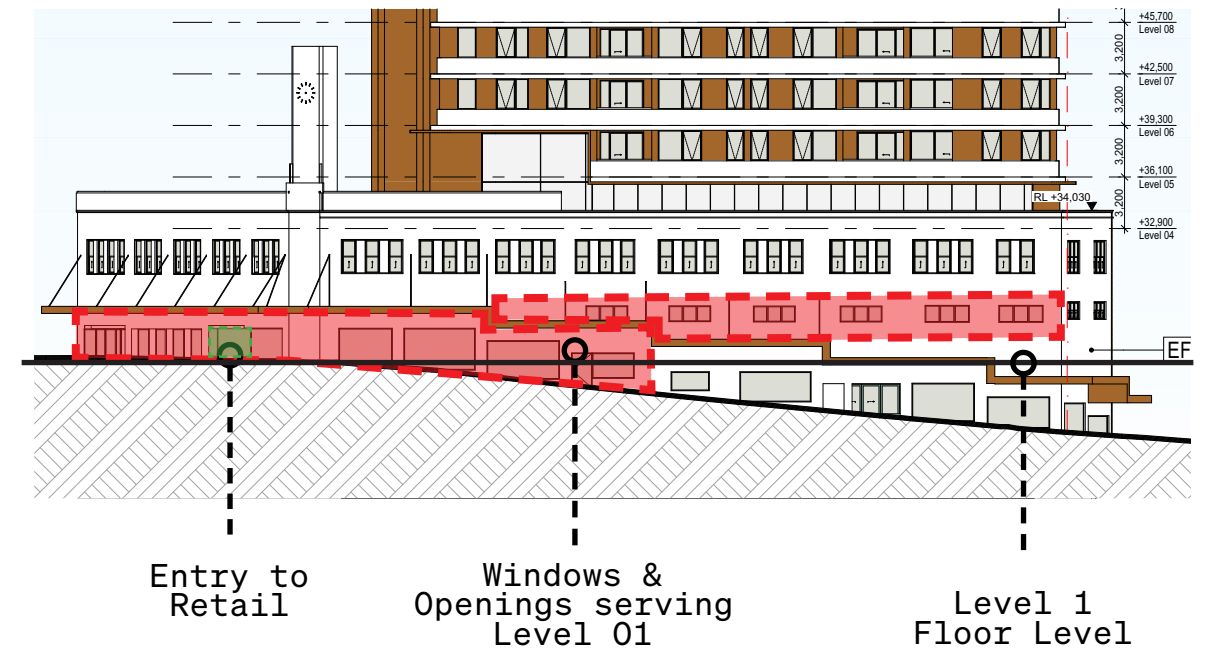
STREET ACTIVATION

DPHI-2.1- 2.2

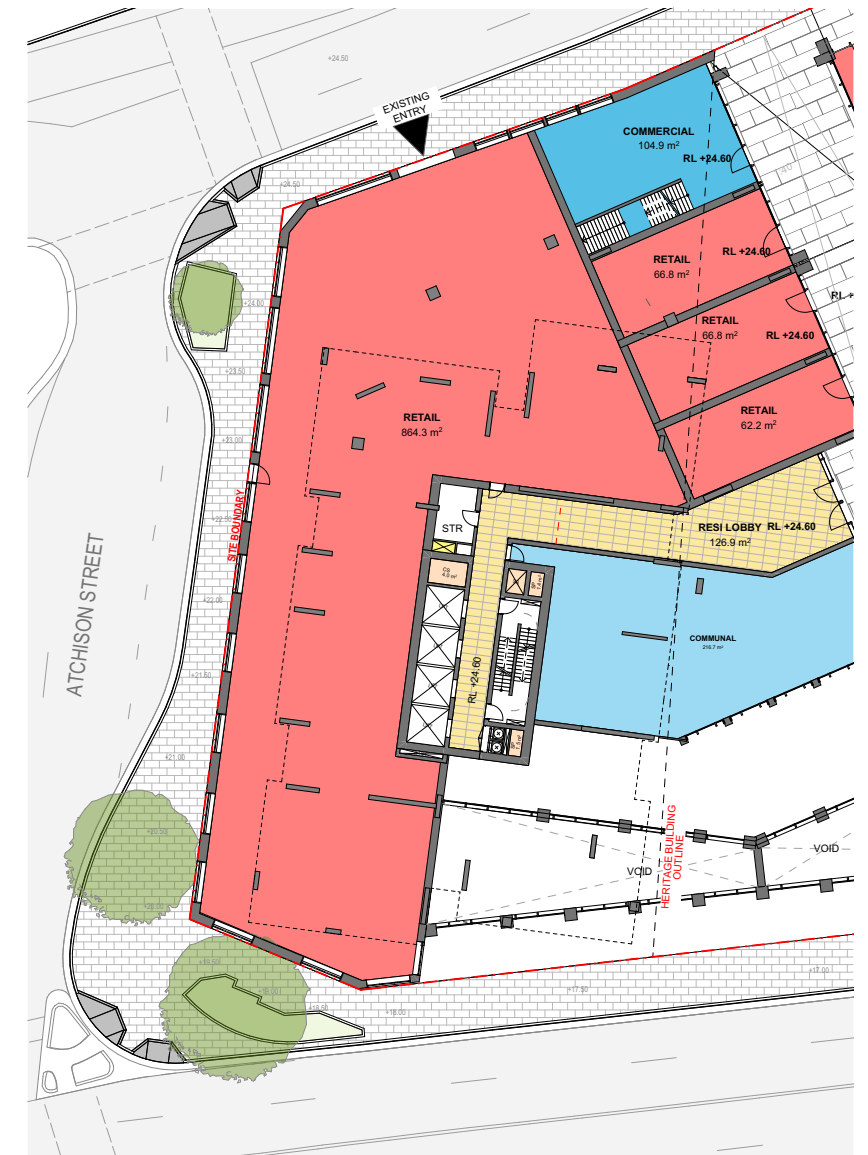
Provide active uses along the ground level of the Marcus Clarke Building, to support its adaptive reuse and contribute positively to the Crown Street CBD street scape.

Response

The interface of the Marcus Clark Building has been refined to enhance its presentation and relationship with the public domain. Along Crown Street, the upper-level access stair has been recessed to improve the building frontage. Existing windows along Atchison Street that were previously obscured have been reopened to reinstate the building's historic façade rhythm and provide increased passive surveillance. The Building 1 fire stair egress has been relocated to minimise its impact on Atchison Street, while the adjacent retail tenancy has been reconfigured to provide direct street access at the corner of Atchison and Burelli Streets, creating a more active and engaging street interface.



Level 01 plan
SSDA Set



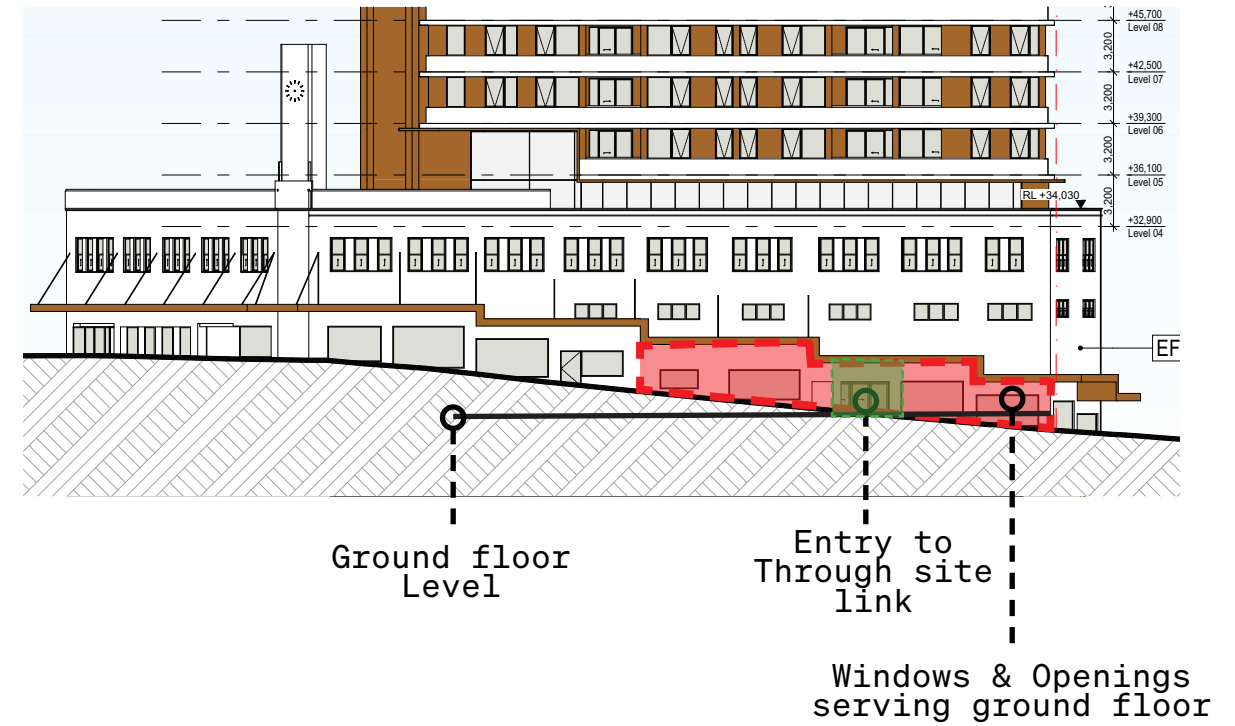
Level 01 plan
RtS Amendment

DPHI-2.1-2.2

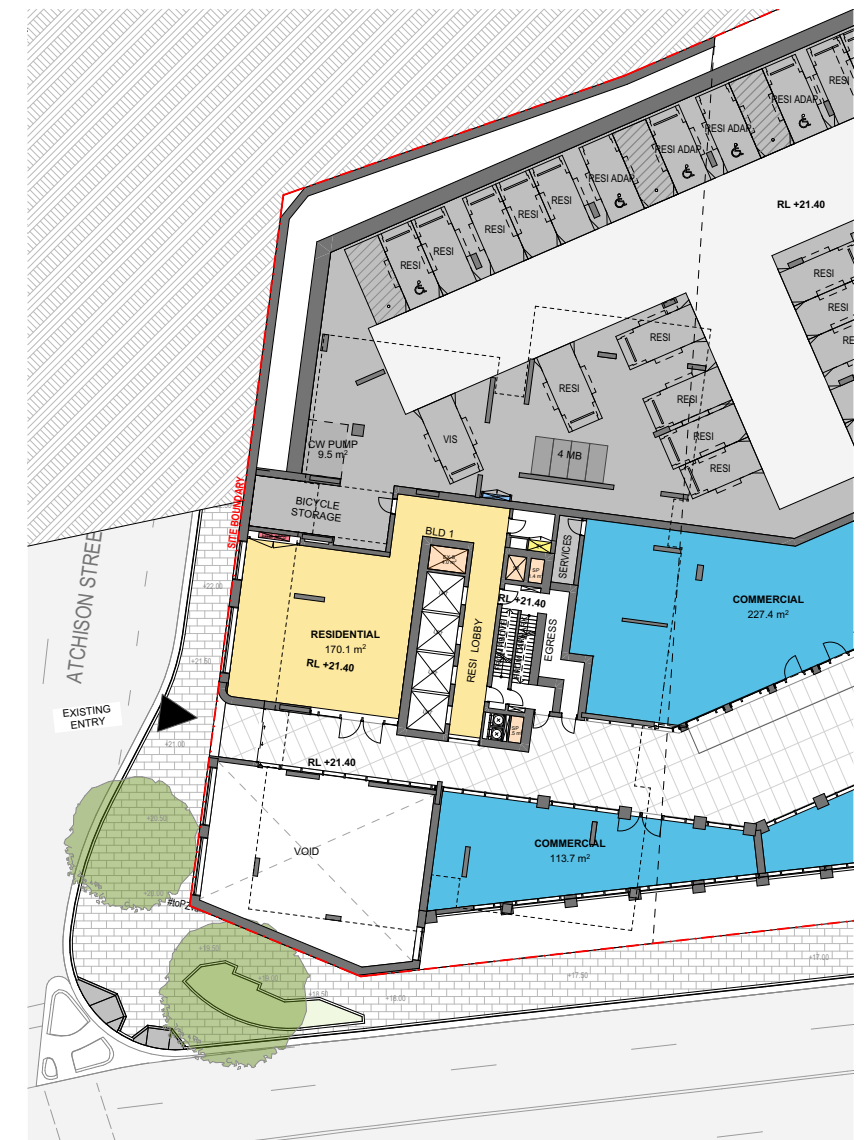
Provide active uses along the ground level of the Marcus Clarke Building, to support its adaptive reuse and contribute positively to the Crown Street CBD street scape.

Response

The interface of the Marcus Clark Building has been refined to enhance its presentation and relationship with the public domain. Along Crown Street, the upper-level access stair has been recessed to improve the building frontage. Existing windows along Atchison Street that were previously obscured have been reopened to reinstate the building's historic façade rhythm and provide increased passive surveillance. The Building 1 fire stair egress has been relocated to minimise its impact on Atchison Street, while the adjacent retail tenancy has been reconfigured to provide direct street access at the corner of Atchison and Burelli Streets, creating a more active and engaging street interface.



Ground Level plan
SSDA Set



Ground Level plan
RtS Amendment

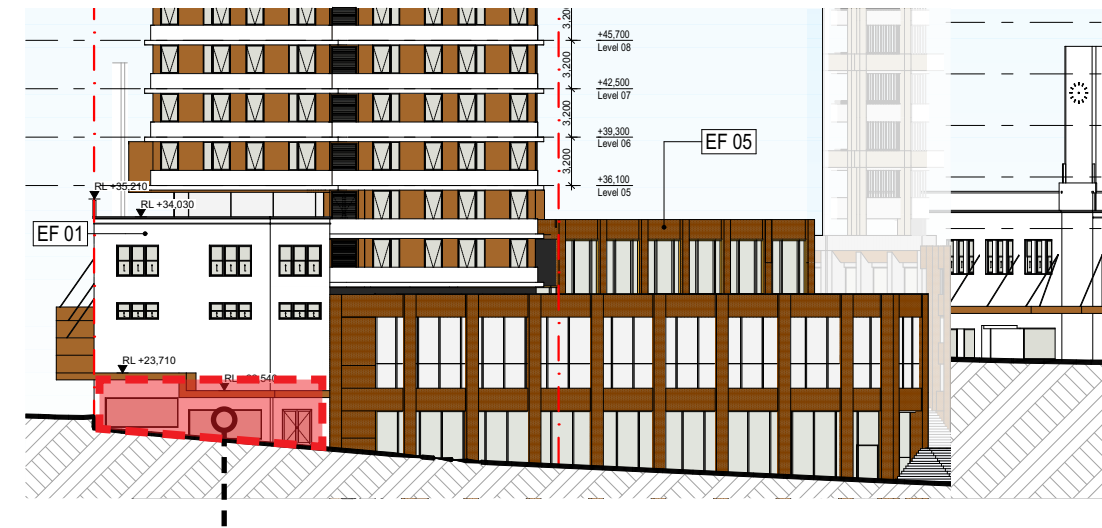
STREET ACTIVATION

DPHI-2.1- 2.2

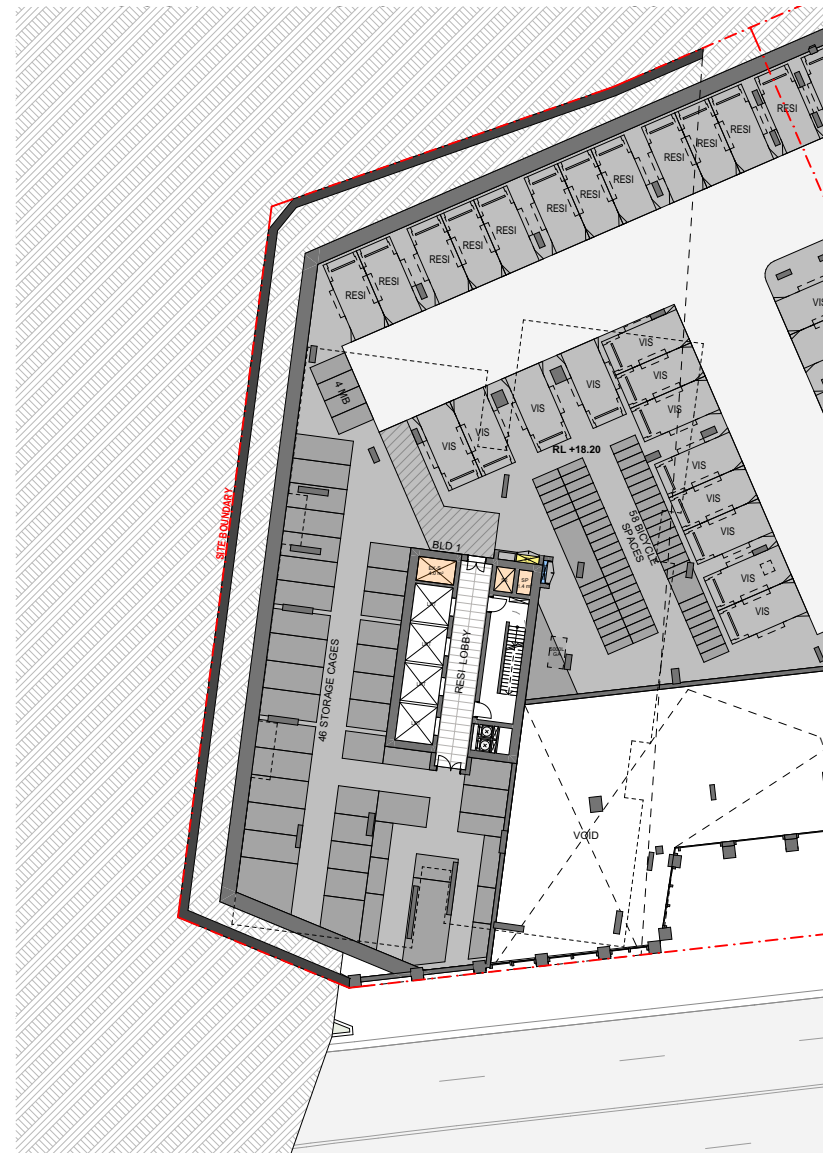
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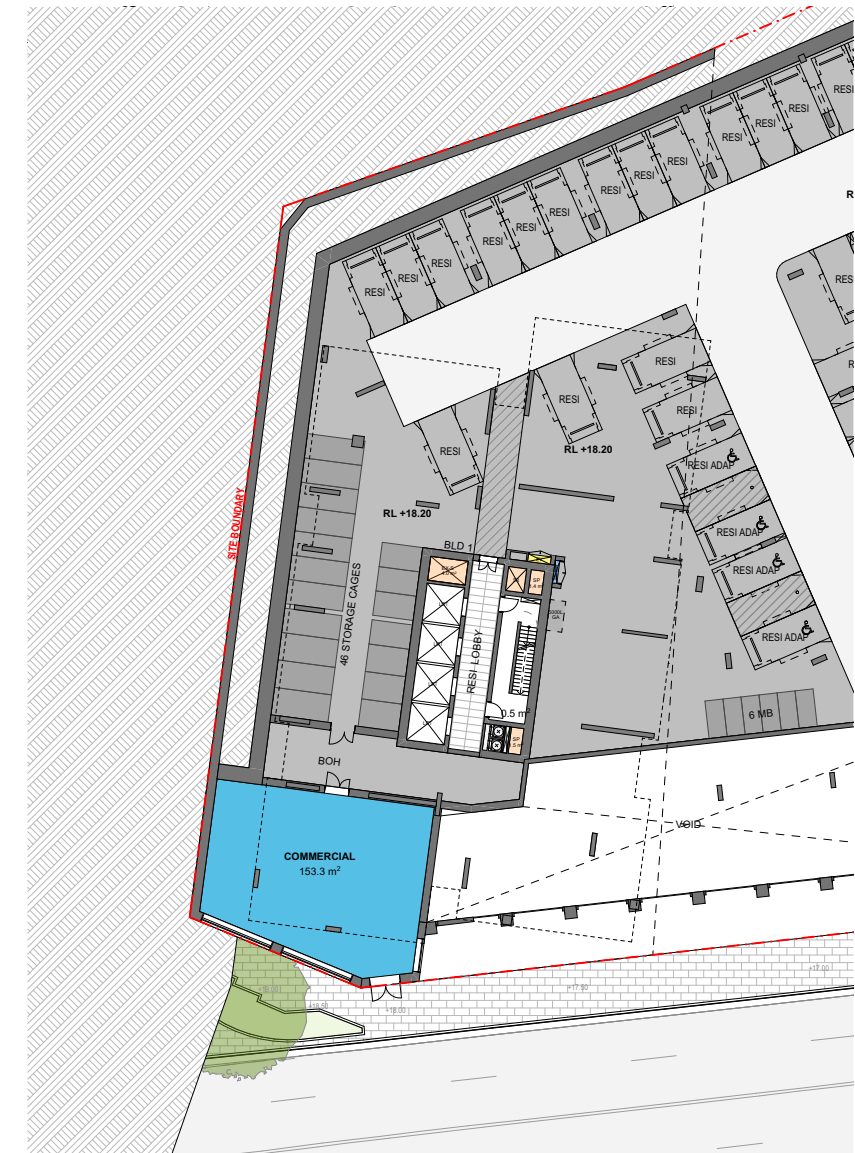
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Tenancy adjusted to have straight access from Burelli Street



Lower Ground plan
SSDA Set



Lower Ground plan
RtS Amendment

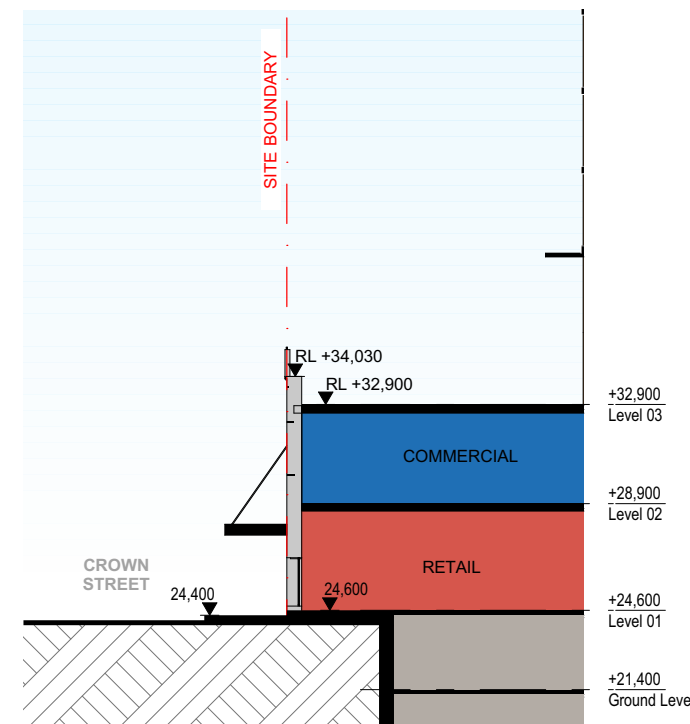
STREET ACTIVATION

DPHI-2.1- 2.2

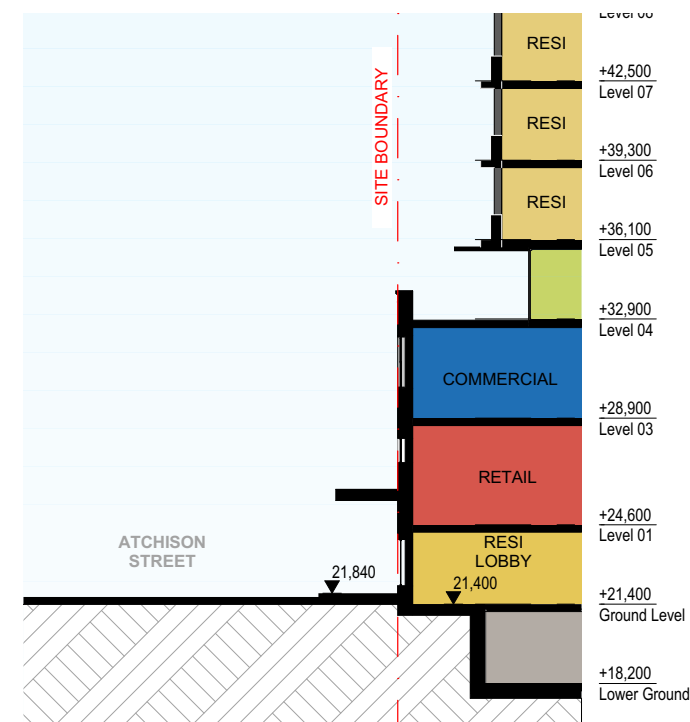
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Response

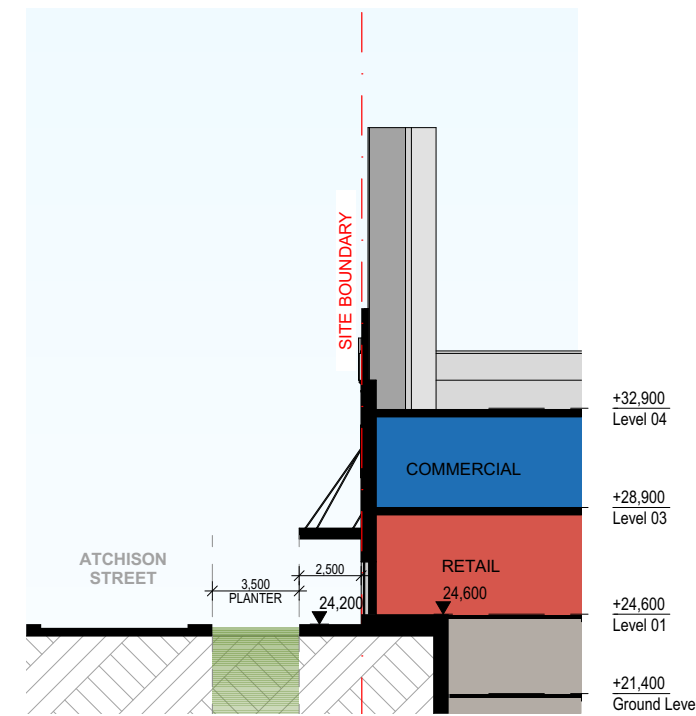
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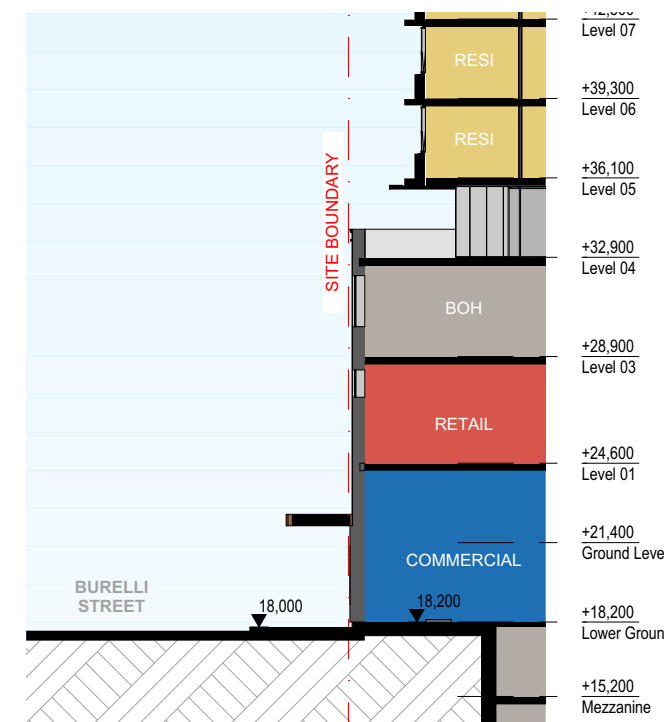
Section 1



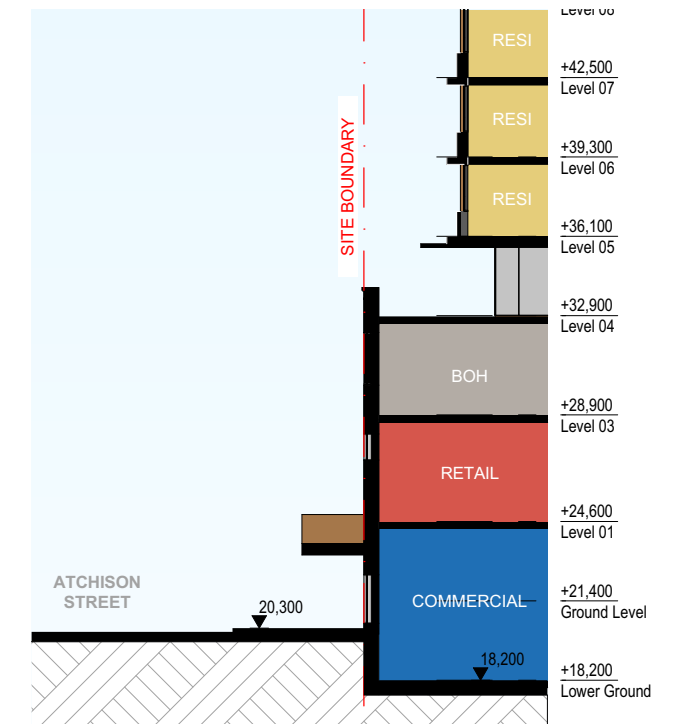
Section 4



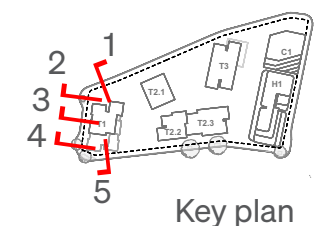
Section 2



Section 5



Section 3



Key plan

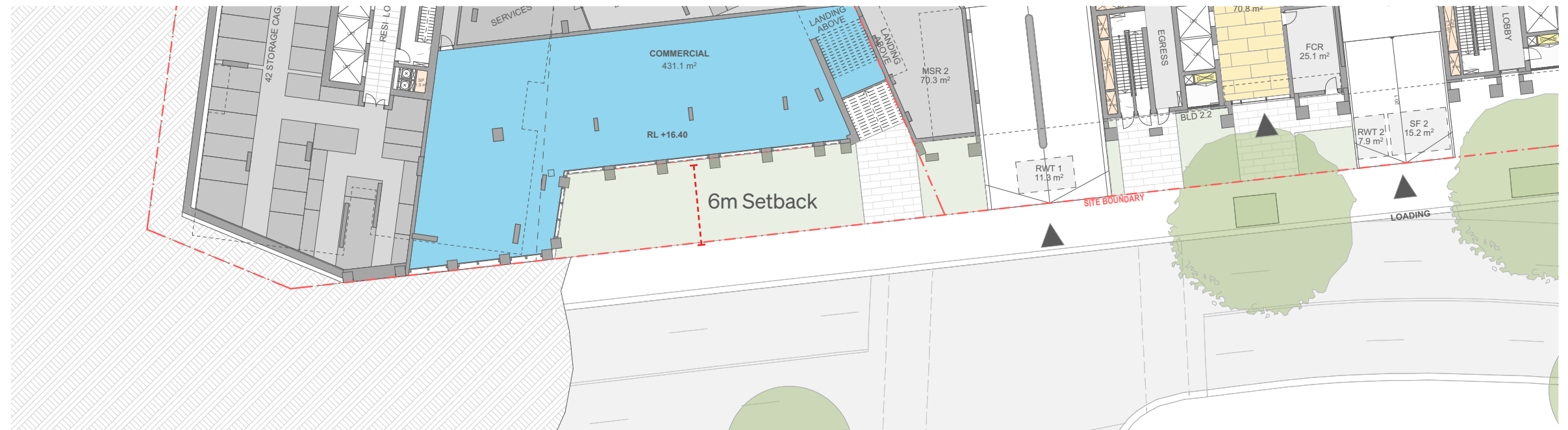
STREET ACTIVATION

DPHI-2.3

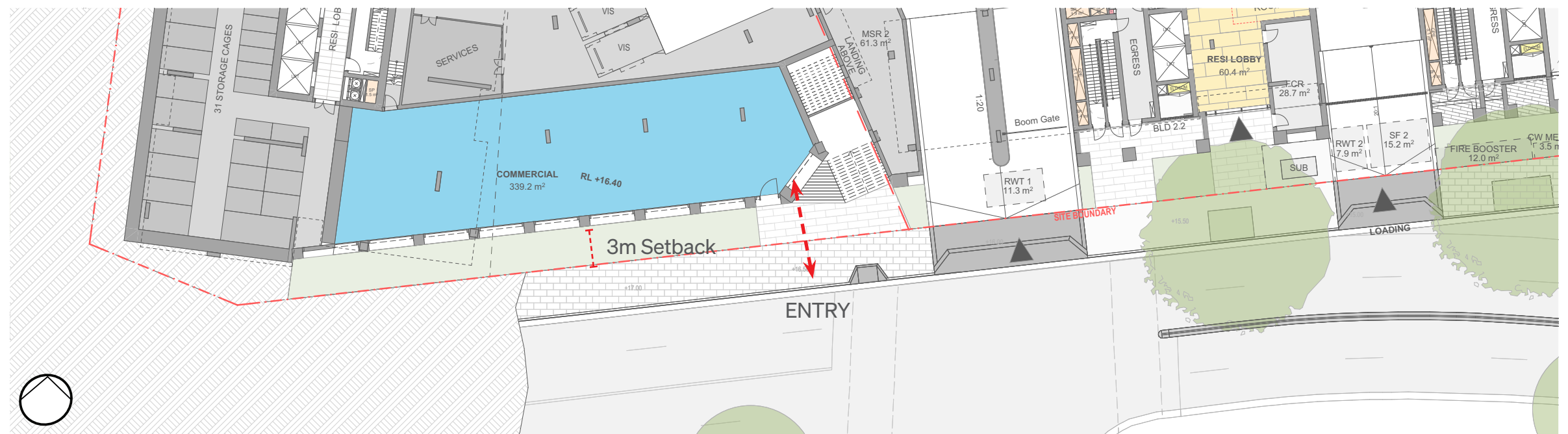
Improve the interface of the commercial tenancy with the street at the south-west corner of the building by improving its alignment to the street and providing an accessible, street-level entry. Ensure any landscaping in front of the tenancy maintains clear sightlines to the street.

Response

The commercial tenancy line at the south-west corner of the building has been reduced to 3 metres. In addition, the landscaping in front of the commercial tenancy has been redesigned as a more civic-style landscape treatment to improve clear sightlines and provide level, accessible entry to the tenancy.



DA MEZZANINE LEVEL



AMENDED MEZZANINE LEVEL

STREET ACTIVATION

DPHI - 2.3



SUBMITTED DA BURELLI STREET FRONTAGE



AMENDED BURELLI STREET FRONTAGE

STREET ACTIVATION

DPHI-2.4

Provide an awning strategy for the development, detailing awnings along all street frontages, including the burrelli and Kiera Street frontages

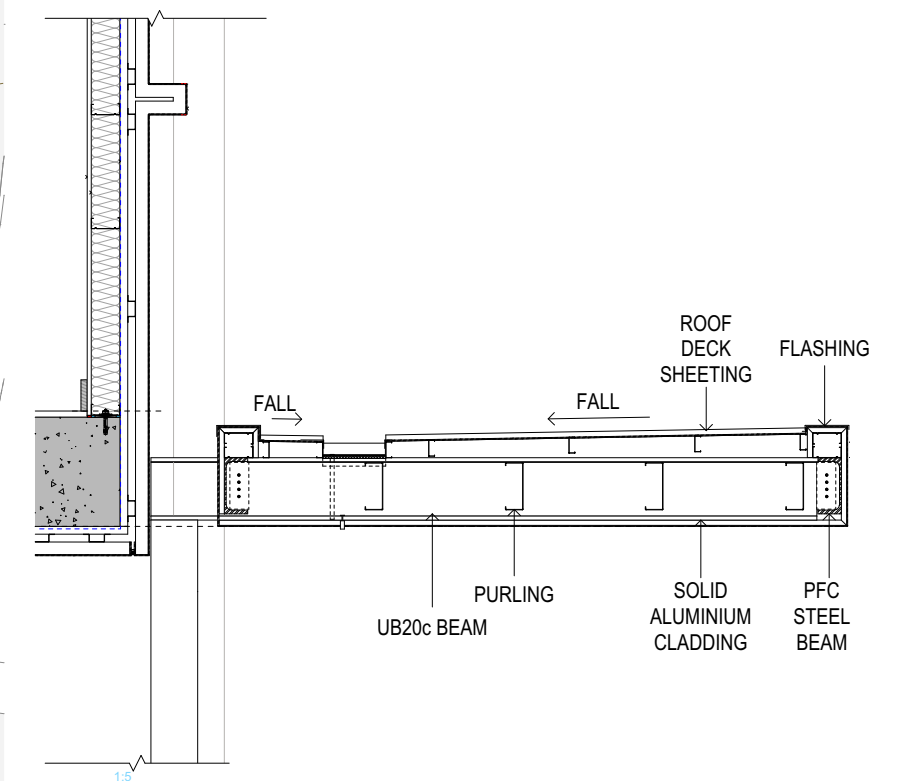
Response
Awning Strategy plan included.
Refer to drawing DA3026.



SITE PLAN

AWNING PLAN

- PROPOSED AWNING
- REINSTATED AWNING
- COLONNADE



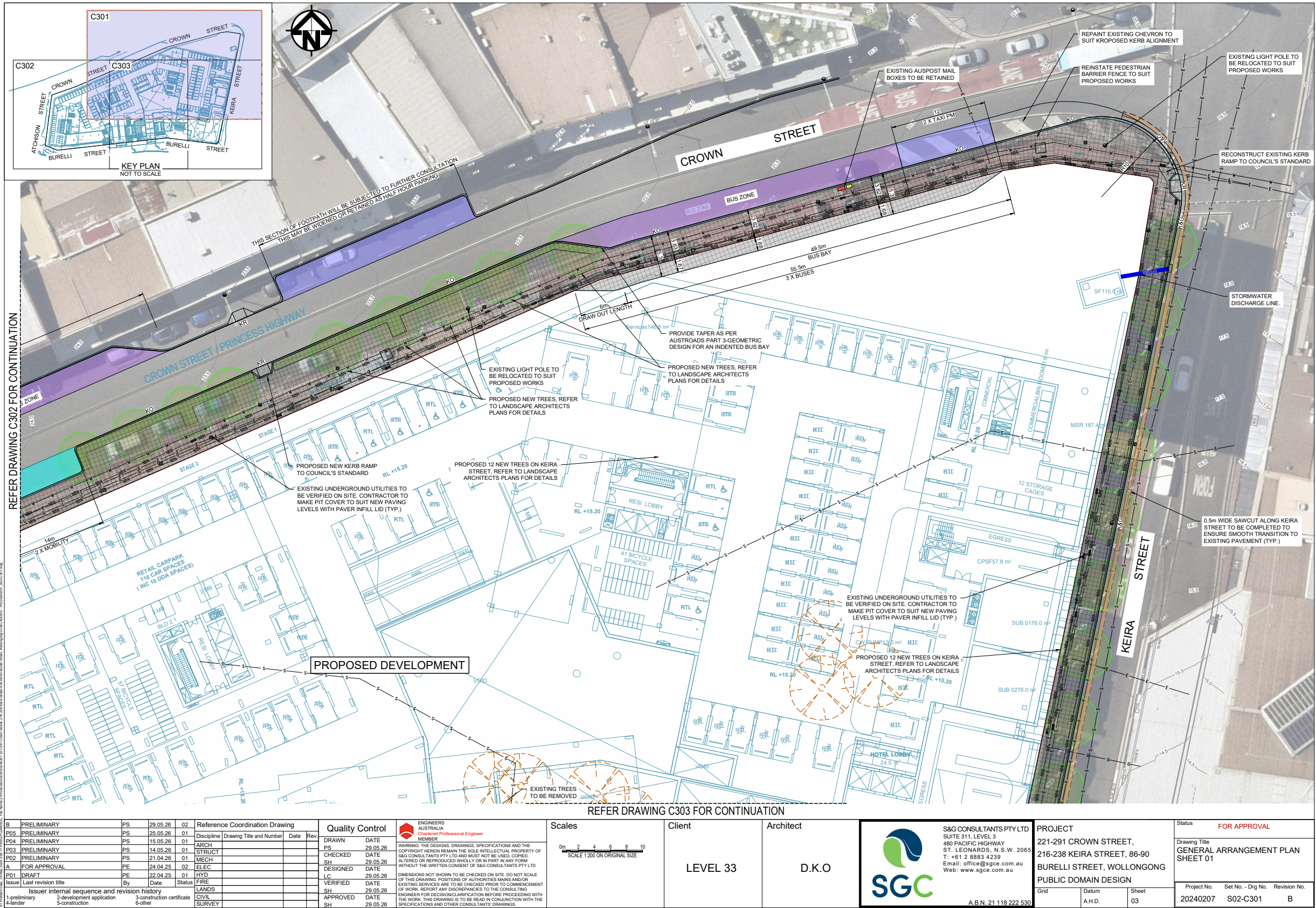
TYPICAL AWNING SECTION

TYPICAL AWNING SECTION

PUBLIC DOMAIN

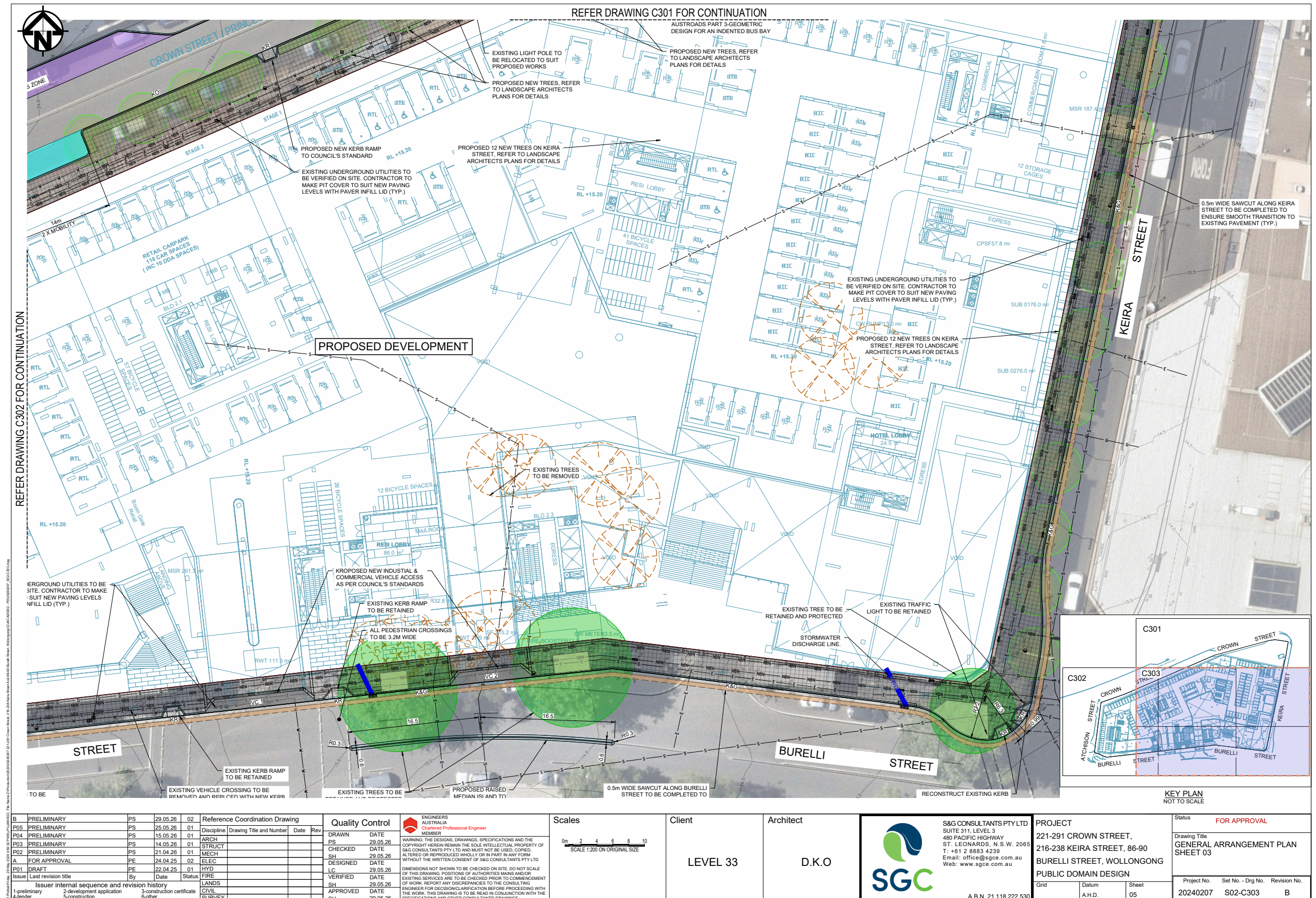
DPHI-3

- 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.
- Ensure all landscape and architectural plans are updated to be consistent with revised public domain plans .



DPHI-3

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 - 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.
- Ensure all landscape and architectural plans are updated to be consistent with revised public domain plans.

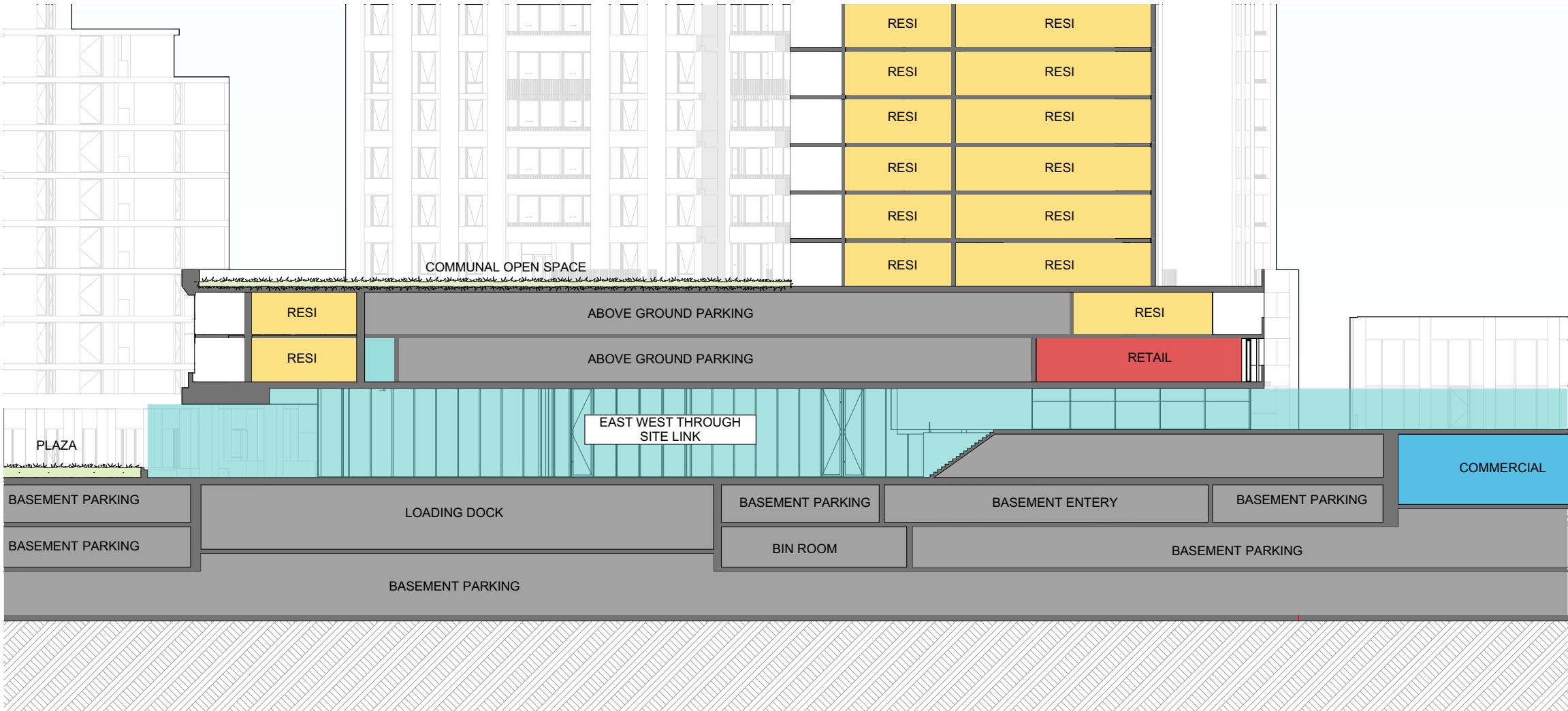


PEDESTRIAN PERMEABILITY

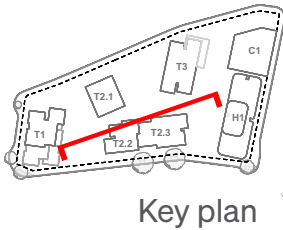
DPHI - 5

Consider options to enhance east-west permeability through the podium by providing a connection/additional entry from the supermarket to the western through site link, as well as a connection from the Marcus Clarke building's large retail tenancy to both the western lane way and Atchison Street.

Response
A new east-west through-site link has been incorporated into the plans to improve pedestrian permeability and connectivity across the site.

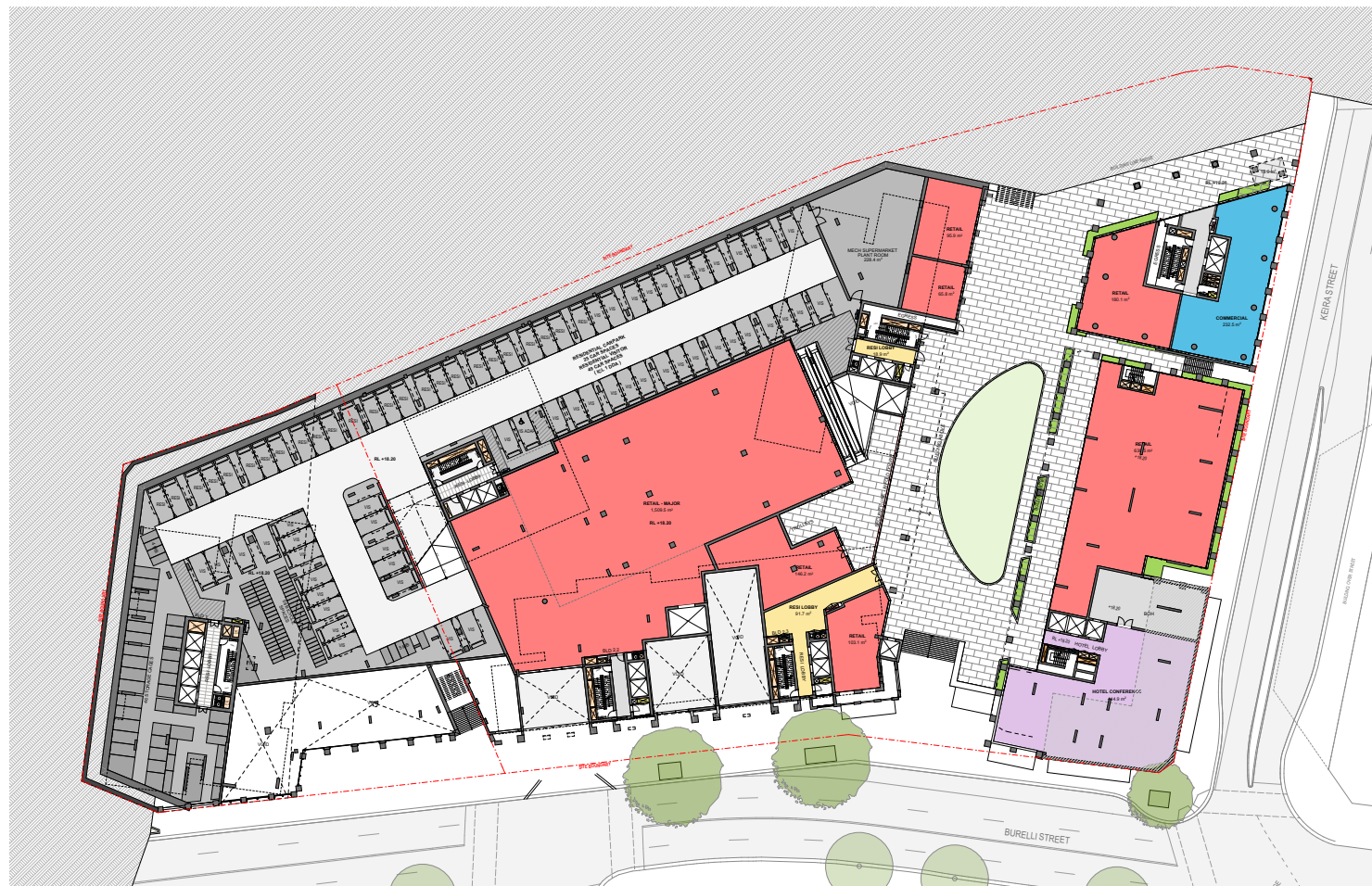


EAST-WEST THOROUGH SITE LINK



PEDESTRIAN PERMEABILITY

DPHI - 5



DA LOWER GROUND PLAN



AMENDED LOWER GROUND PLAN

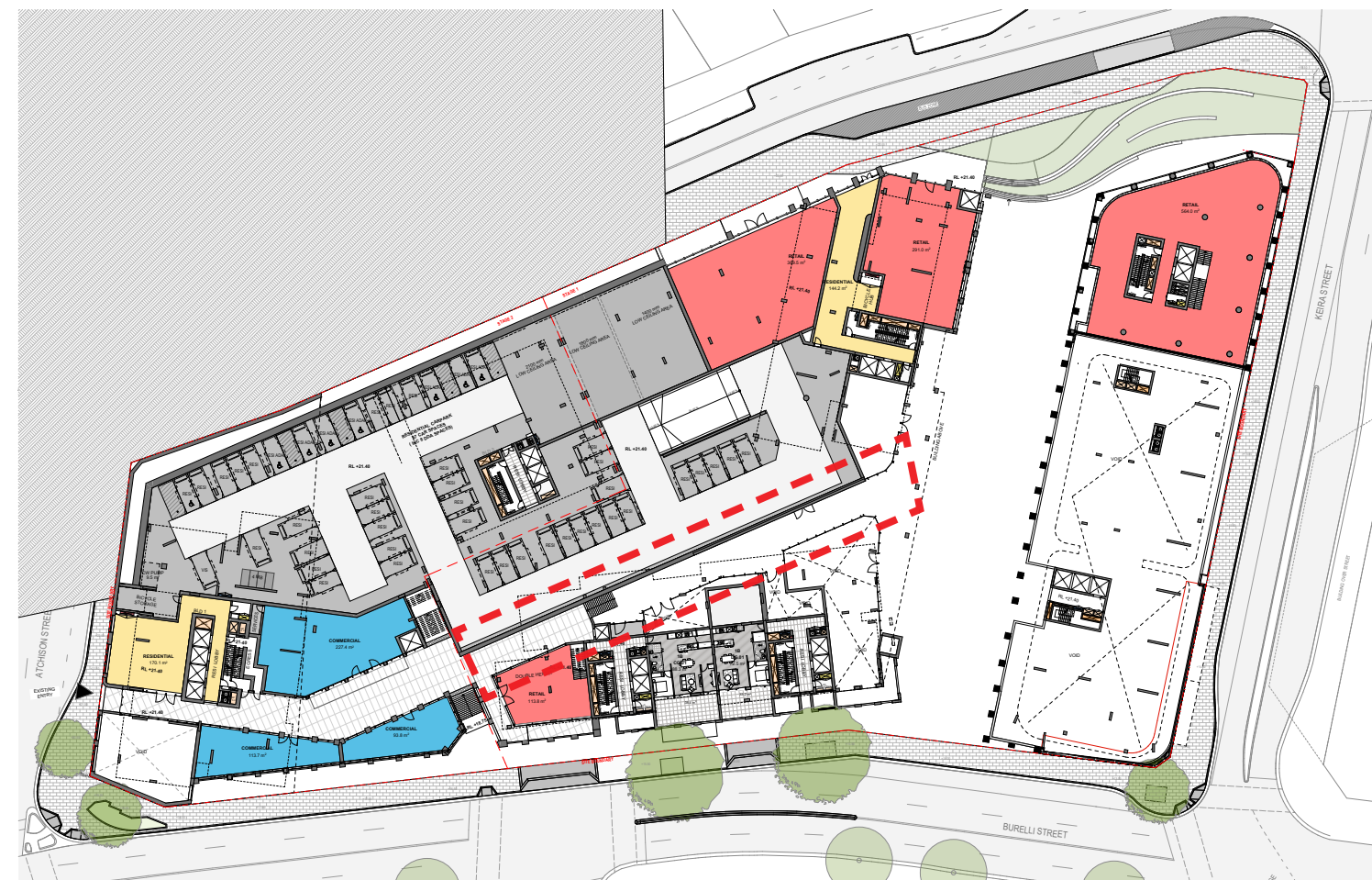


PEDESTRIAN PERMEABILITY

DPHI - 5



DA GROUND PLAN



AMENDED GROUND PLAN



PEDESTRIAN PERMEABILITY

DPHI - 5

MEZZANINE LEVEL

KEY	
Loading	1
Car park access	2
3m deep soil edge	3
Retail	4
Residential Lobby	5
Vehicular Access	
Loading Access	
Hotel / Resi Drop off	
Commercial	
Hotel	
Residential	



PEDESTRIAN PERMEABILITY

DPHI - 5

LOWER GROUND

KEY	
Parking	1
Plaza	2
East-West link	3
Retail	4
Commercial Lobby	5
Pedestrian movement [step free]	→
Pedestrian movement [with steps]	→
Commercial	●
Hotel	●
Residential	●
Retail	●

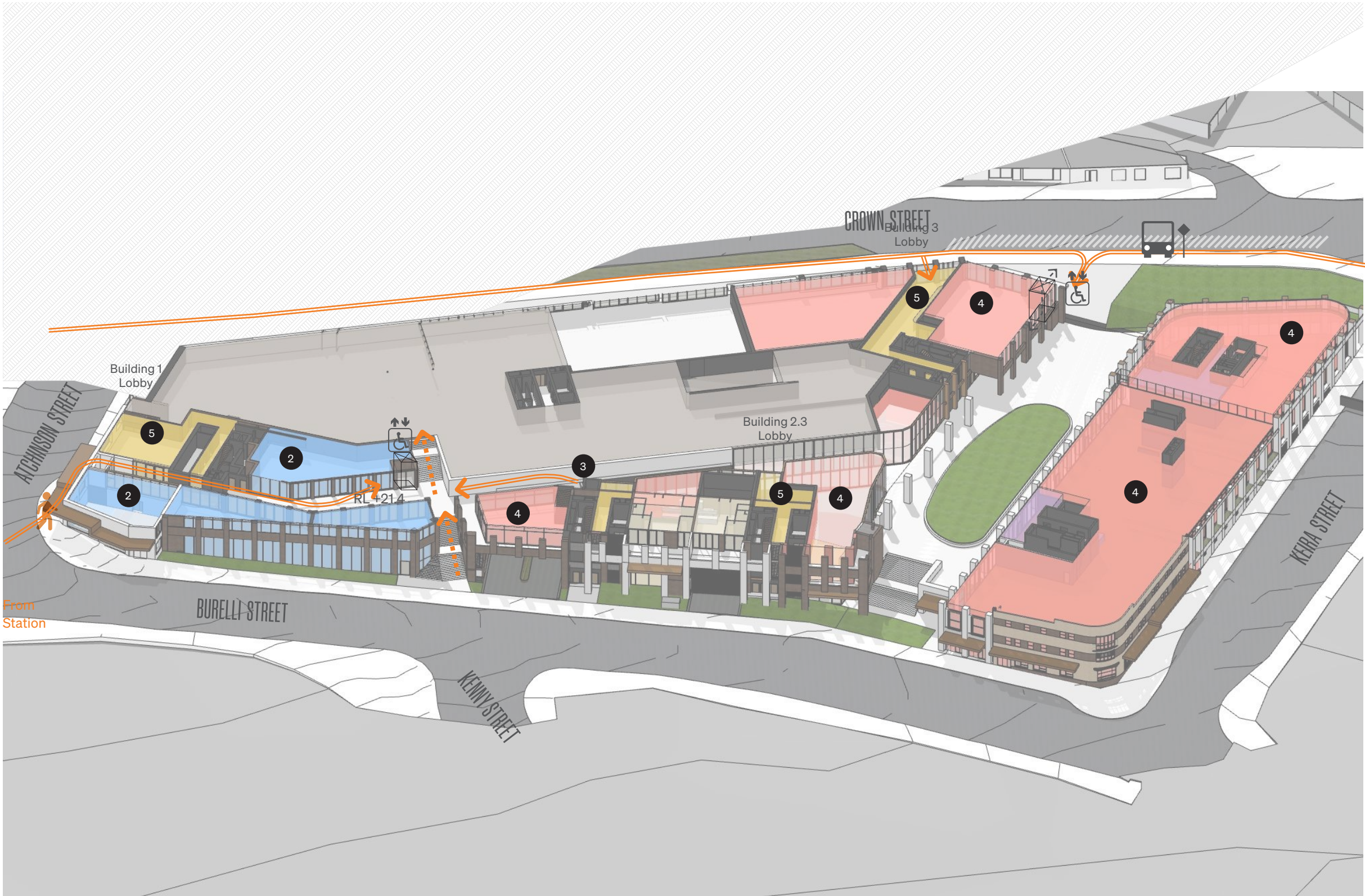


PEDESTRIAN PERMEABILITY

DPHI - 5 GROUND LEVEL

KEY

Bus Zone and arrival area	1
Commercial	2
East - West Link	3
Retail	4
Residential Lobby	5
Pedestrian movement [step free]	
Pedestrian movement [with steps]	
Commercial	
Hotel	
Residential	
Retail	



PEDESTRIAN PERMEABILITY

DPHI - 5

LEVEL 01

KEY

Crown Street retail	1
Bulky good retail	2
Laneway connecting Kenny & Crown st	3
Above Ground Parking	4
Residential Lobby	5
Pedestrian movement [step free]	
Pedestrian movement [with steps]	
Commercial	
Hotel	
Residential	
Retail	



PEDESTRIAN PERMEABILITY

DPHI - 5

LEVEL 02

KEY

Crown Street retail	1
Commercial	2
Laneway connecting Kenny & Crown st	3
Above Ground Parking	4
double story apartments	5
Commercial	
Hotel	
Residential	
Retail	



PEDESTRIAN PERMEABILITY

DPHI - 5

LEVEL 03

KEY	
Communal open space	1
Commercial	2
Laneway connecting Kenny & Crown st	3
Gym	4
Residential Towers	5
Commercial	Blue
Hotel	Purple
Residential	Yellow
Retail	Red



PARKING

DPHI-6

The Department supports reduced car parking within the Wollongong CBD, consistent with Council comments . Accordingly, consider reducing residential parking from 577 to 468 spaces (consistent with the Housing SEPP) as well as the commercial parking from 88 to 42 spaces and supermarket parking from 80 to 26 spaces (consistent with Council's controls). A corresponding reduction in above -ground car parking is also recommended to enable a higher -quality ground plane with improved street activation, circulation, and pedestrian amenity within the CBD.

Provide publicly accessible car share spaces within the development, to encourage reduced car ownership and demonstrate the provision electric vehicle parking in line with the NCC .

Response

Current proposal reduces the non residential car park provision by removing the 80- supermarket parking spaces.

Car share to be provided at the parking entrance.



MEZZANINE LEVEL

LOADING AND ACCESS

DPHI-7

Detail delivery arrangements , including paths of travel from the loading dock to all retail, commercial, and hotel premises (without using residential lifts) and update the traffic assessment to reflect all delivery types, including hotel laundry and catering .

Response

Paths of travel shown demonstrating paths of travel from loading through the basement.



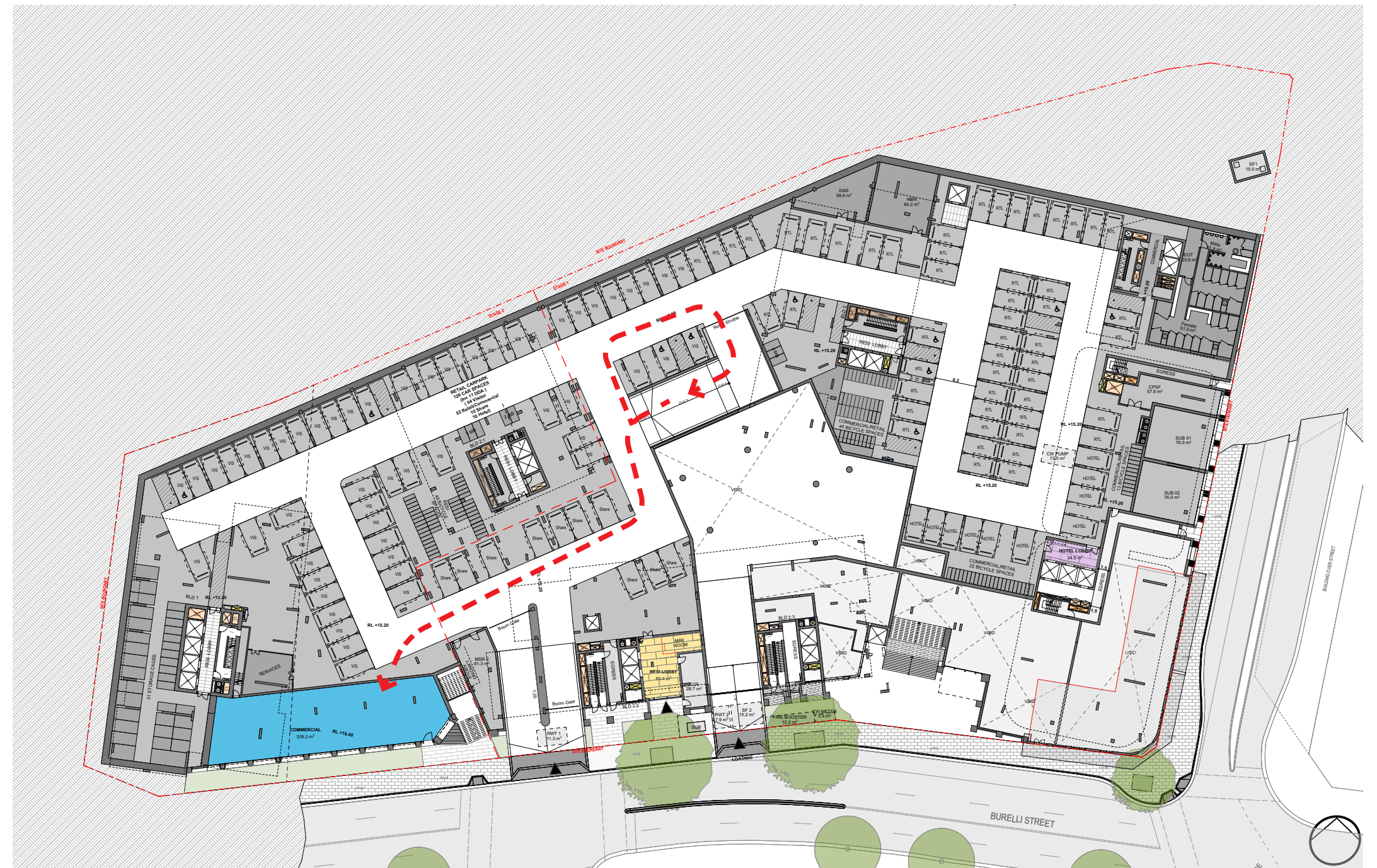
BASEMENT O1 LEVEL

DPHI-7

Detail delivery arrangements , including paths of travel from the loading dock to all retail, commercial, and hotel premises (without using residential lifts) and update the traffic assessment to reflect all delivery types, including hotel laundry and catering .

Response

Paths of travel shown demonstrating paths of travel from loading through the basement.



MEZZANINE LEVEL

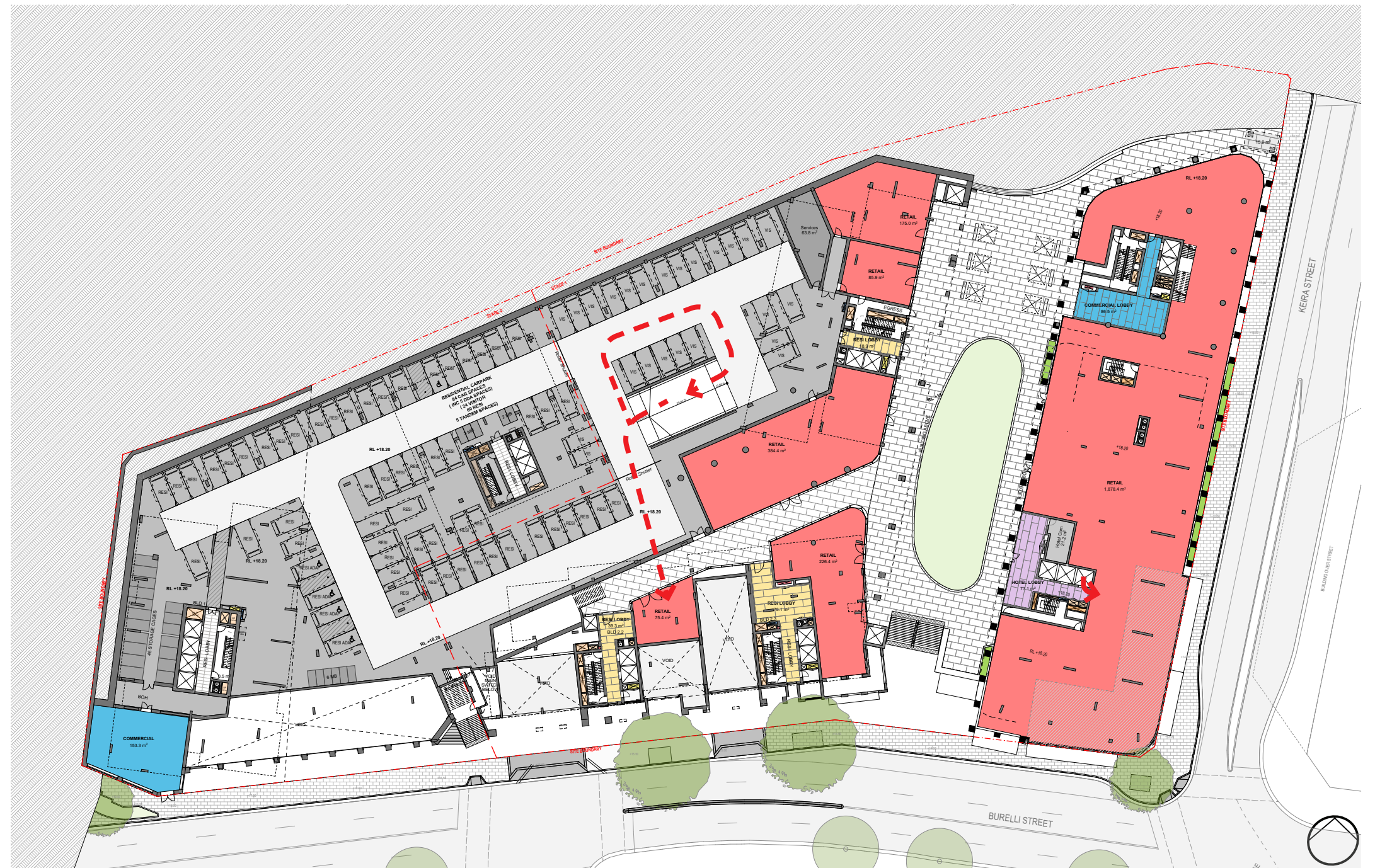
LOADING AND ACCESS

DPHI-7

Detail delivery arrangements , including paths of travel from the loading dock to all retail, commercial, and hotel premises (without using residential lifts) and update the traffic assessment to reflect all delivery types, including hotel laundry and catering .

Response

Paths of travel shown demonstrating paths of travel from loading through the basement.



Lower Ground level

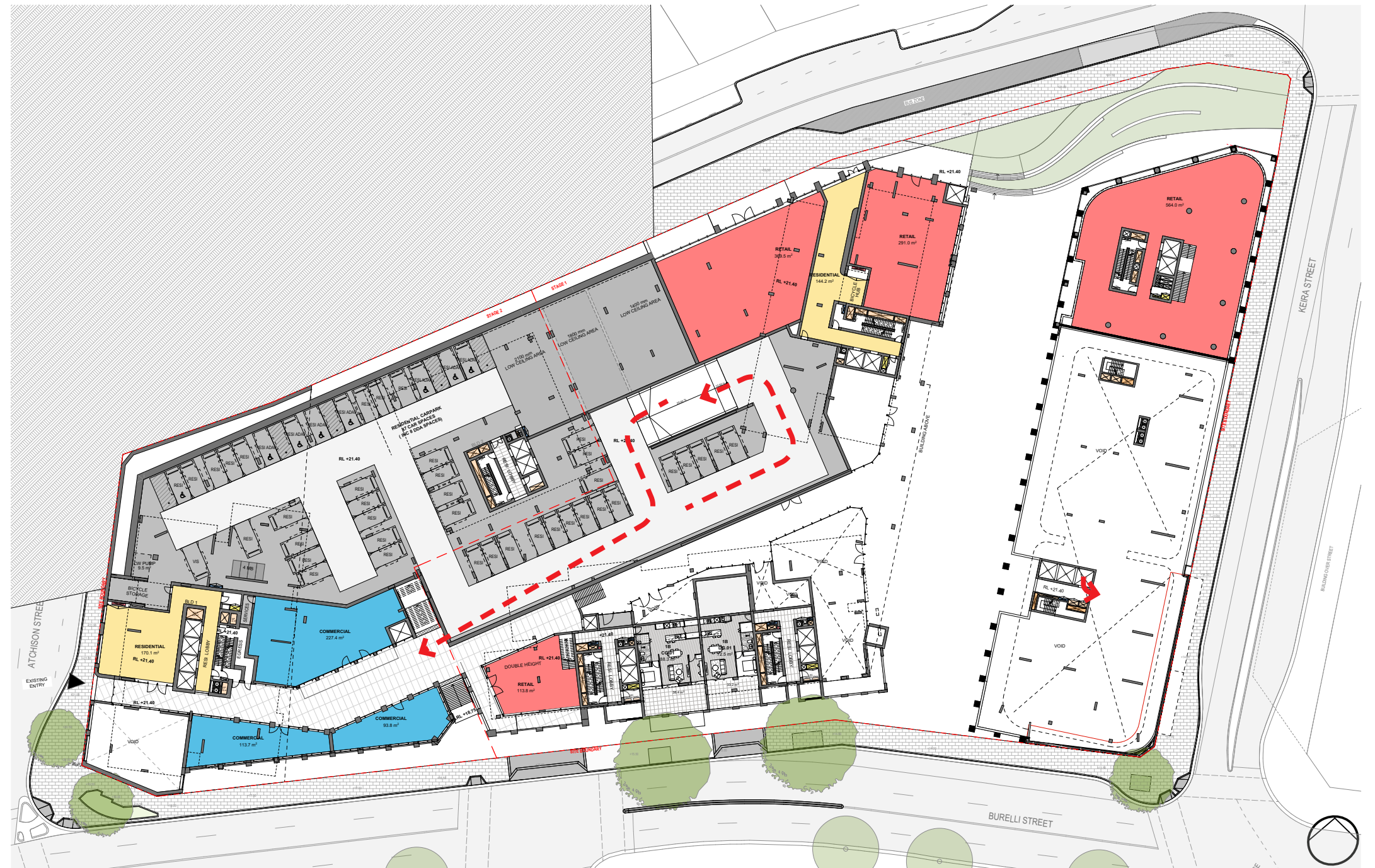
LOADING AND ACCESS

DPHI-7

Detail delivery arrangements , including paths of travel from the loading dock to all retail, commercial, and hotel premises (without using residential lifts) and update the traffic assessment to reflect all delivery types, including hotel laundry and catering .

Response

Paths of travel shown demonstrating paths of travel from loading through the basement.



Ground Level

LOADING AND ACCESS

DPHI-7

Detail delivery arrangements , including paths of travel from the loading dock to all retail, commercial, and hotel premises (without using residential lifts) and update the traffic assessment to reflect all delivery types, including hotel laundry and catering .

Response

Paths of travel shown demonstrating paths of travel from loading through the basement.



Ground Level

BICYCLE PARKING AND FACILITIES

DPHI-8

- Assess the movement of cyclist through the parking area including any mitigation measures for conflicts between vehicles and pedestrians, it is recommended that bicycle parking be consolidated around the end -of-trip facilities to improve amenity for cyclists
- Detail the proposed number of change rooms, showers and personal lockers on the architectural plans

Response

Bicycle parking provided on Basement entry level to reduce reliance on ramps and potential conflicts between bicycles and vehicles.

Additional information provided on the End of trip facility as highlighted on drawing DA2002

Retail &
Commercial
Bicycle space



WASTE

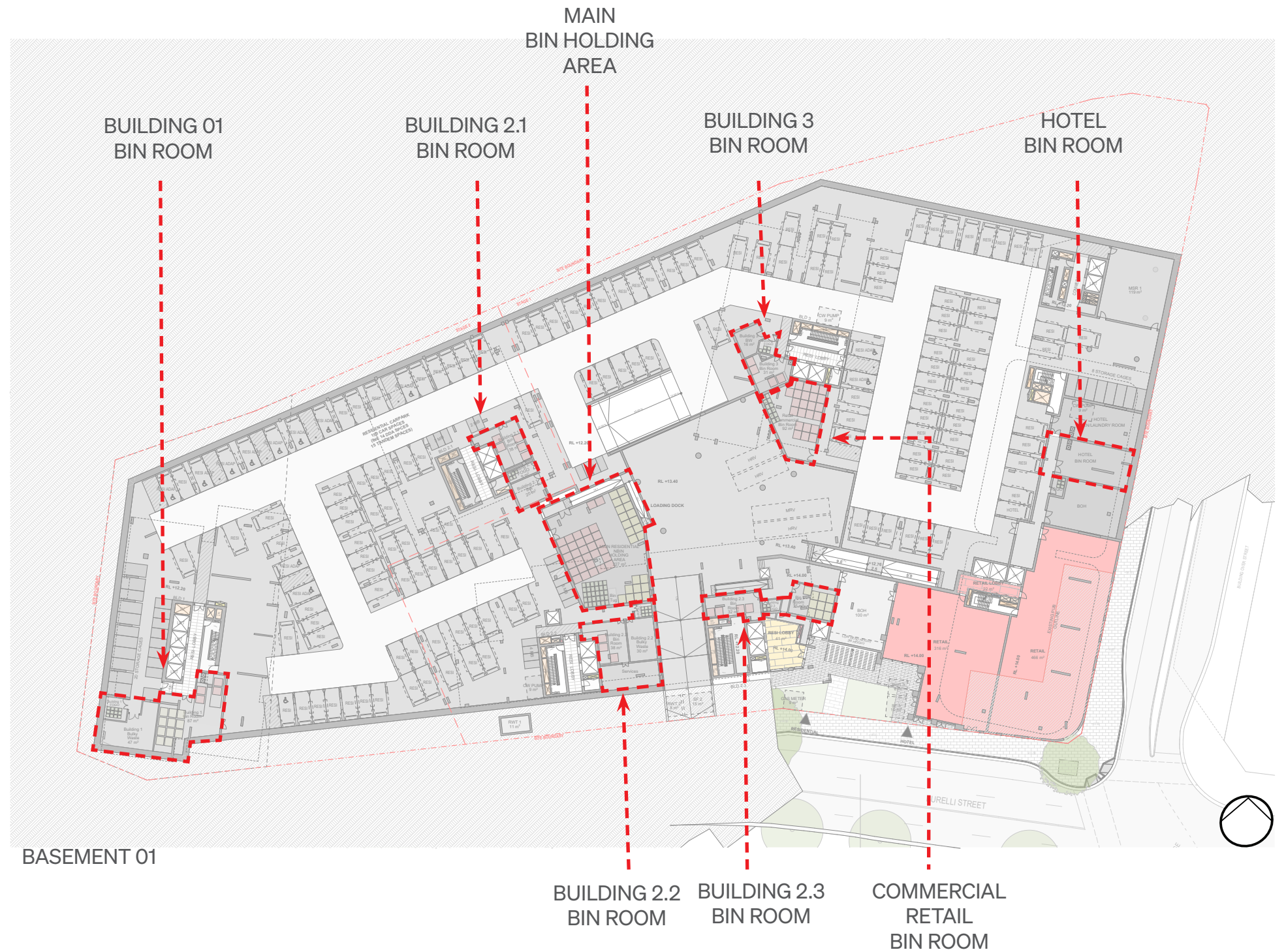
DPHI-9

Address Council's comments regarding waste management and demonstrate that proposal provides:

- Dedicated and suitably sized on site waste storage areas for all uses (including the commercial, retail and supermarket components) and confirm that the capacity of the overall bin holding area can accommodate waste volumes at peak.

Response

All Waste rooms have been located on Basement 01 to be on the same level as the loading dock. Refer to amended Drawing DA2001 that shows dedicated bin room for all uses.



ACCESSIBILITY

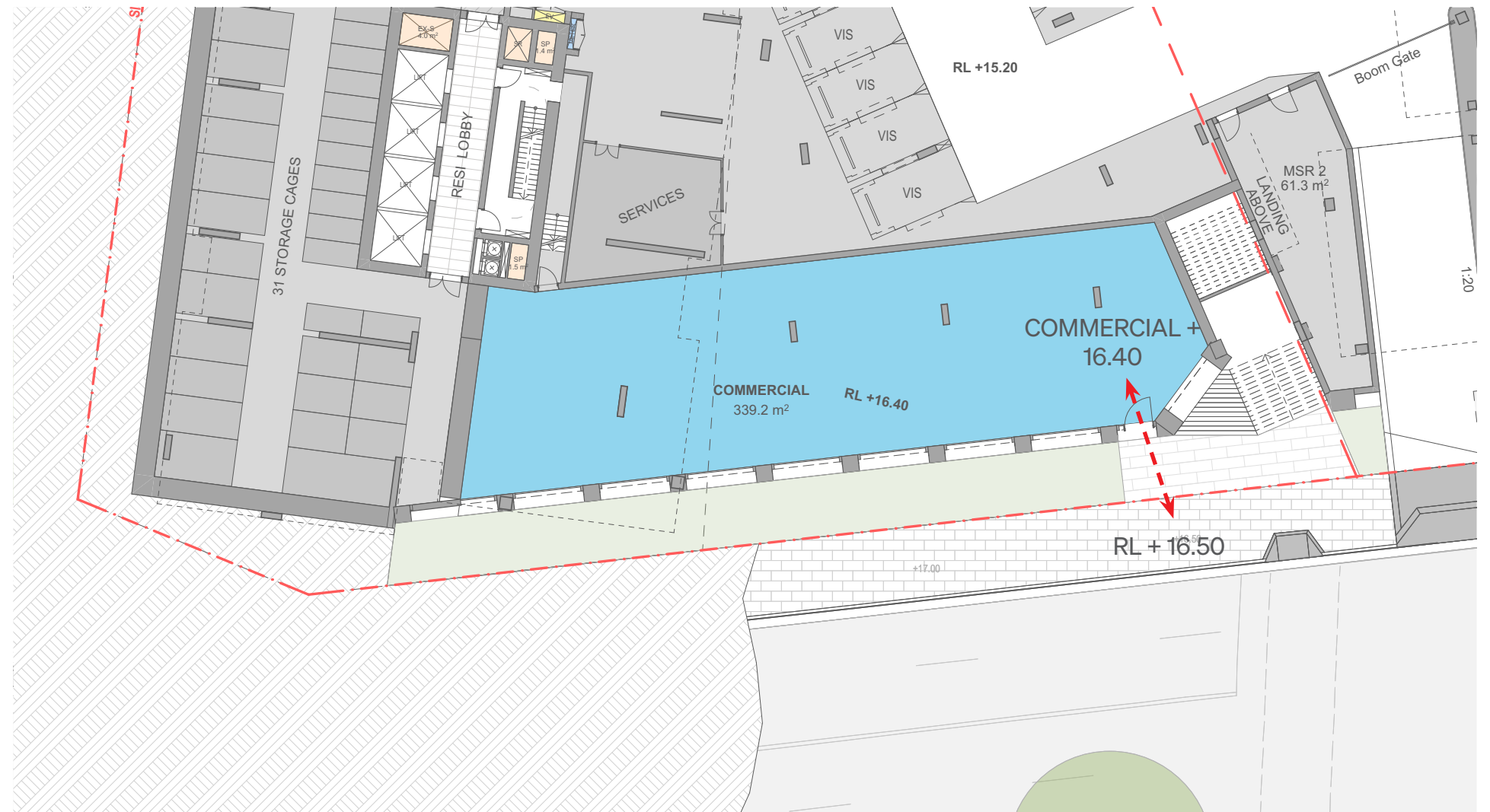
DPHI-11.1

Demonstrate and accessible path of travel can be provided

- to the commercial tenancy located on the south -western corner of the burelli street frontage

Response

Drawings amended demonstrating accessible connection to tenancy located on the south -western corner of the burelli street frontage. Refer to drawing DA2002.



MEZZANINE LEVEL

ACCESSIBILITY

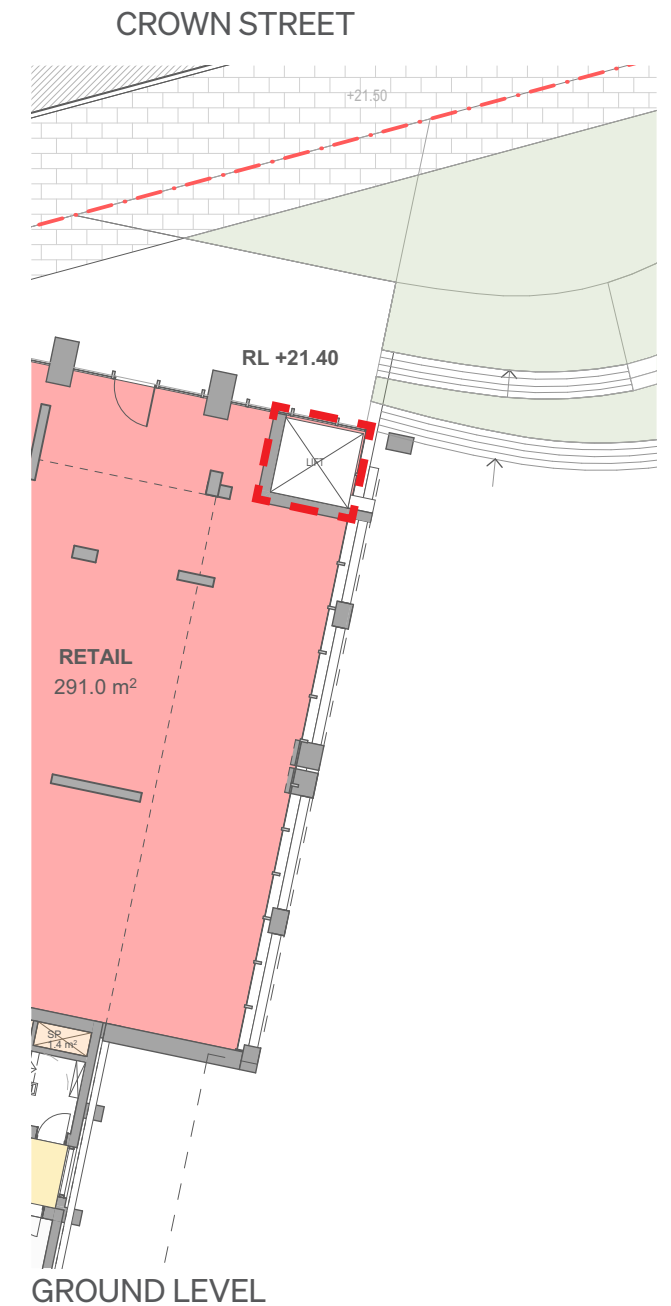
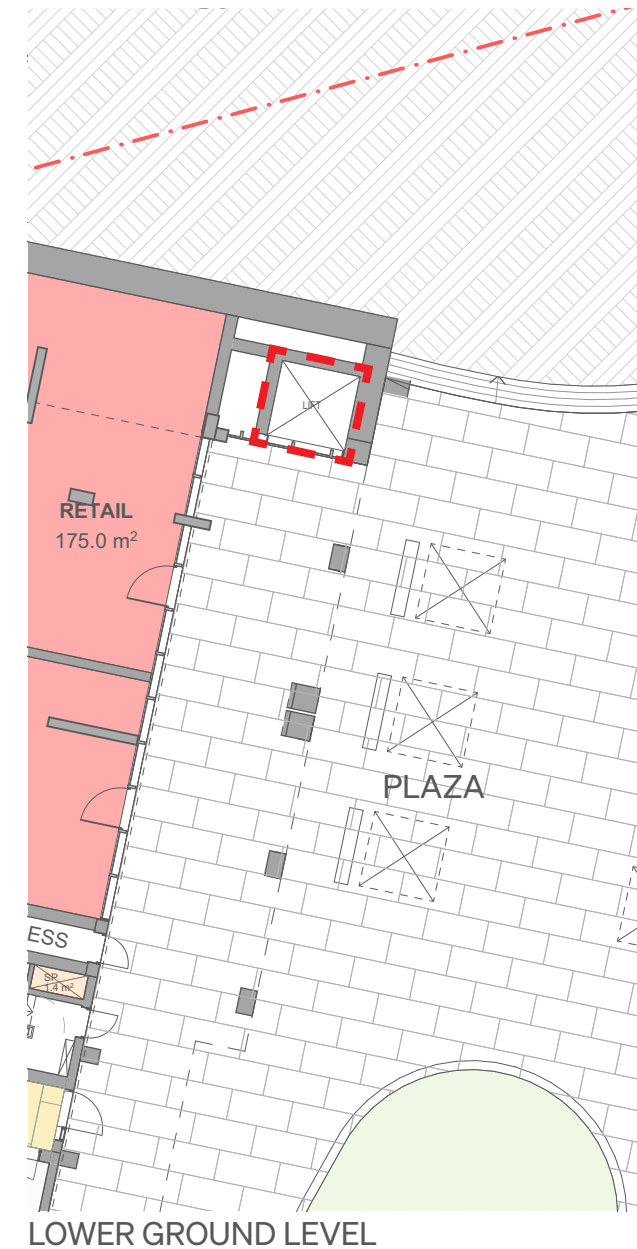
DPHI - 11.2 - 11.3

Demonstrate and accessible path of travel can be provided

- From basement car park to the retail and commercial tenancies located on the western side of the development, noting access through the residential lobbies is not supported.
- from crown street into the eastern through site link

Response

Lift Access shown demonstrating access between Retail/commercial car park, Crown Street and Plaza. Refer to drawings DA2002 to DA2004



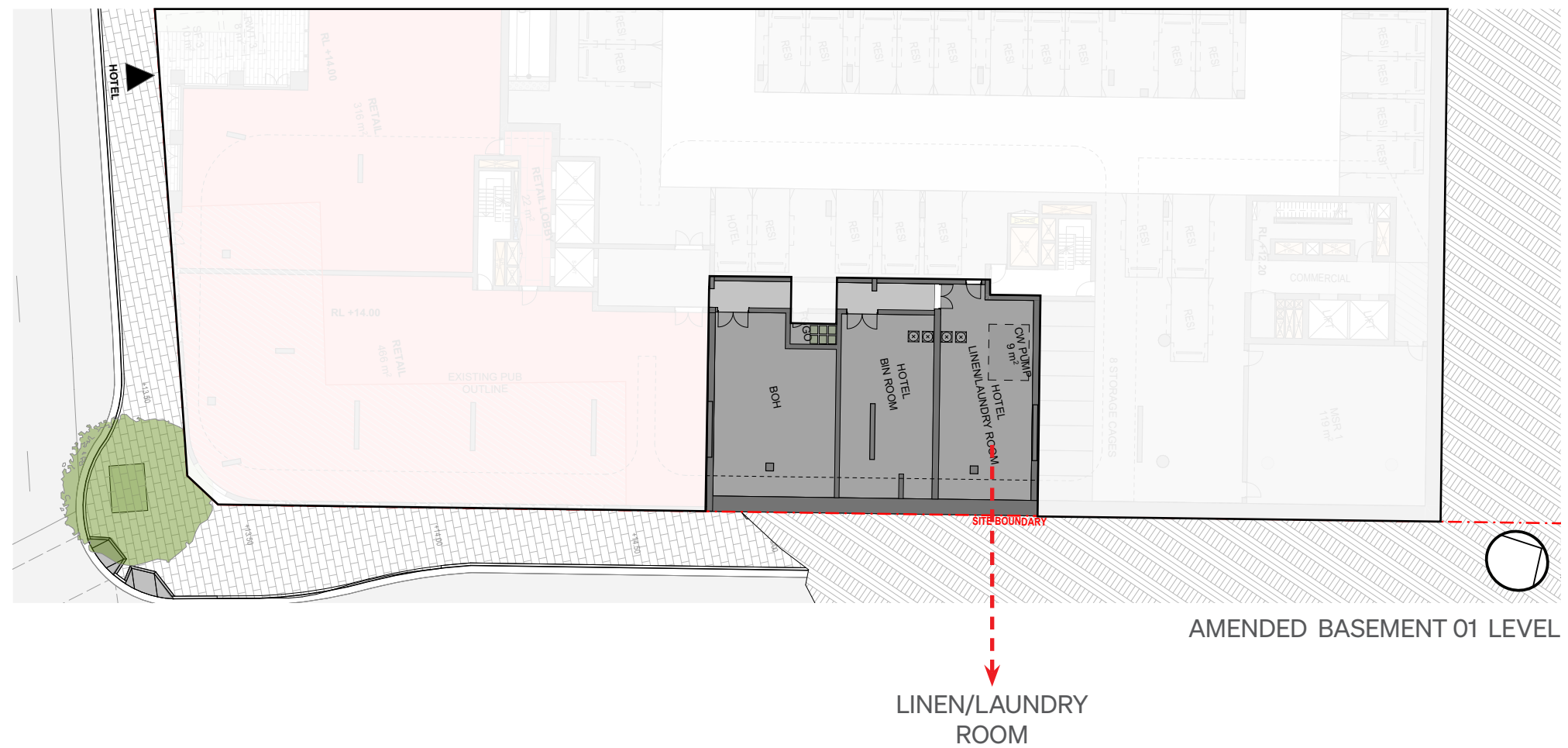
MISCELLANEOUS

DPHI-12

Clarify if the hotel will be provided with an on-site laundry service of sufficient capacity to service the development. If no laundry is provided, detail how the hotel will be serviced, update the plans and traffic and loading assessments accordingly. .

Response

On site Laundry provided on the basement with Linen Chute. Refer to drawing DA2001.

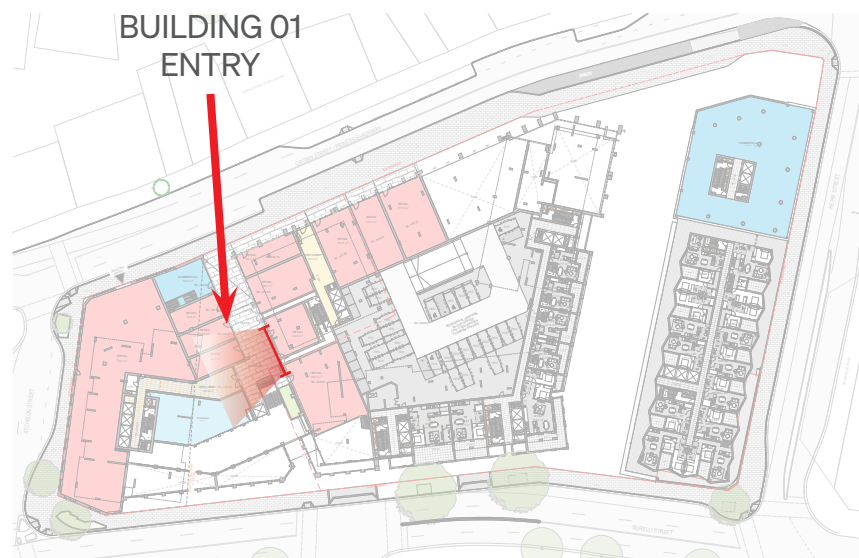


PLAN DETAIL

DPHI-13

Provide detailed elevations and renders of entries into each residential lobby on the site.

Response
Lobby entry renders added.



BUILDING 01 SITE TROUGH LINK ENTRY



PLAN DETAIL

DPHI-13

Provide detailed elevations and renders of entries into each residential lobby on the site.

Response

Lobby entry renders added.



BUILDING 01 ATCHISON STREET ENTRY



PLAN DETAIL

DPHI-13

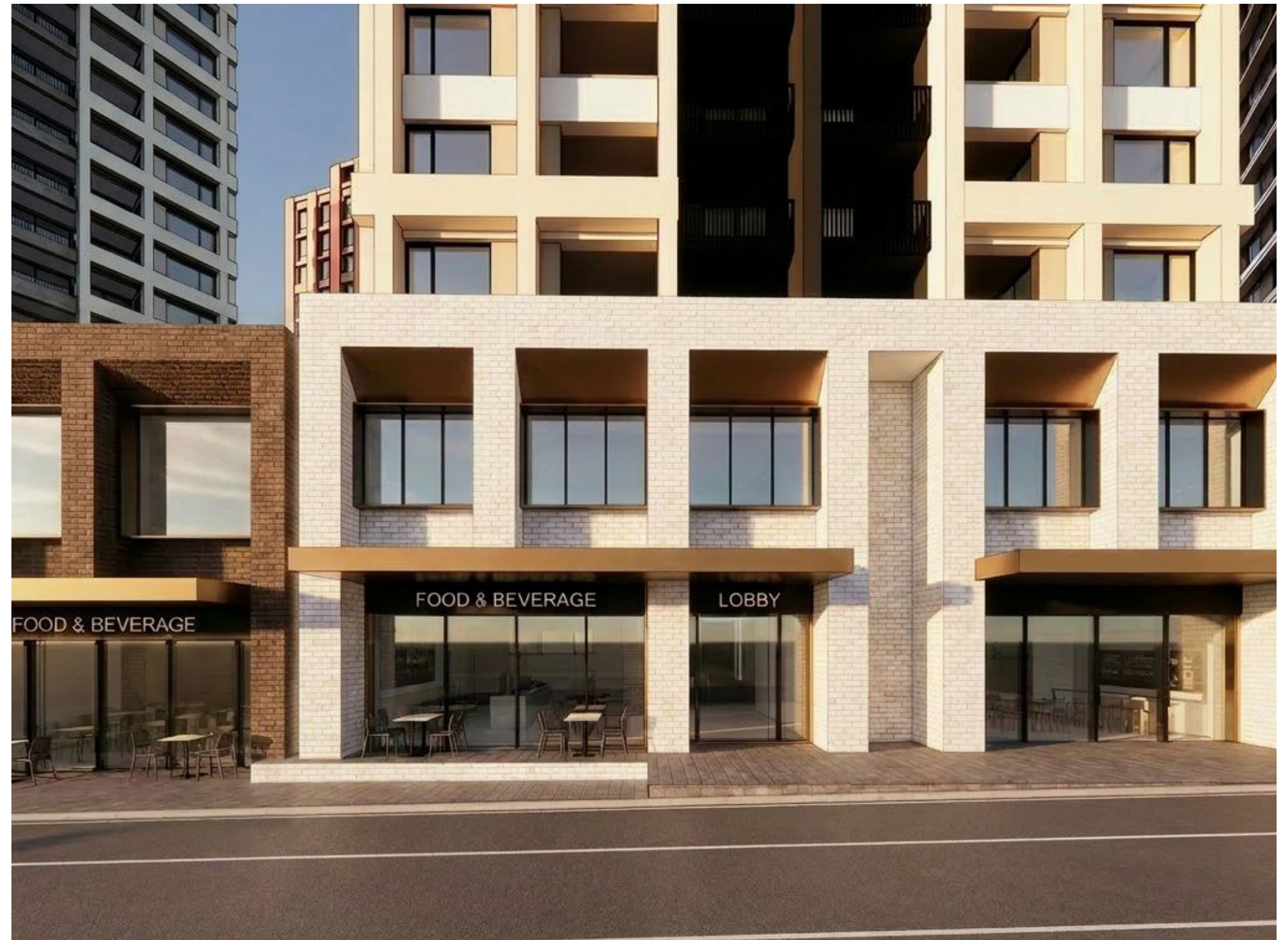
Provide detailed elevations and renders of entries into each residential lobby on the site.

Response

Lobby entry renders added.



BUILDING 2.1 CROWN STREET ENTRY



PLAN DETAIL

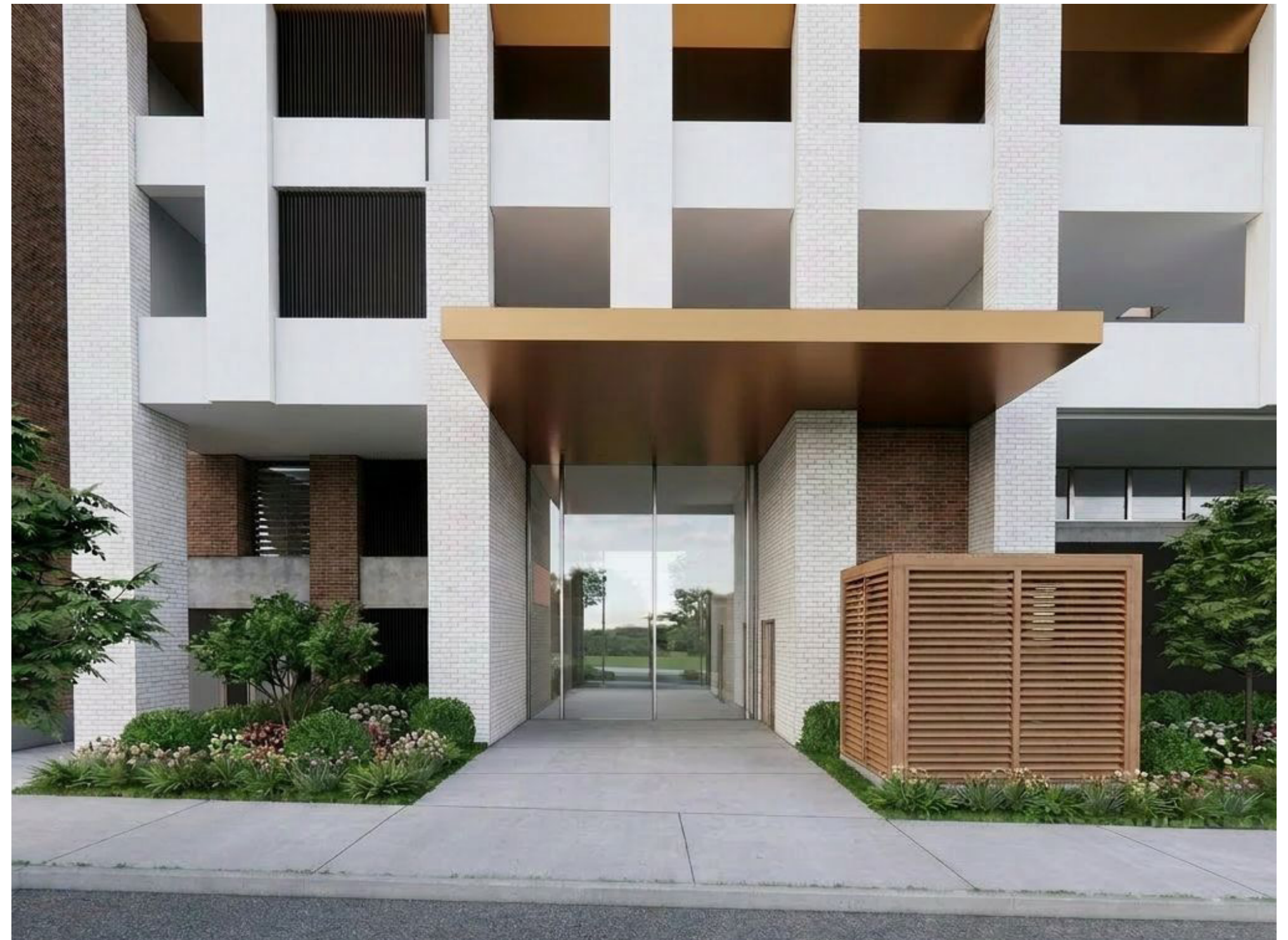
DPHI-13

Provide detailed elevations and renders of entries into each residential lobby on the site.

Response

Lobby entry renders added.

BUILDING 2.2 BURELLI STREET ENTRY



PLAN DETAIL

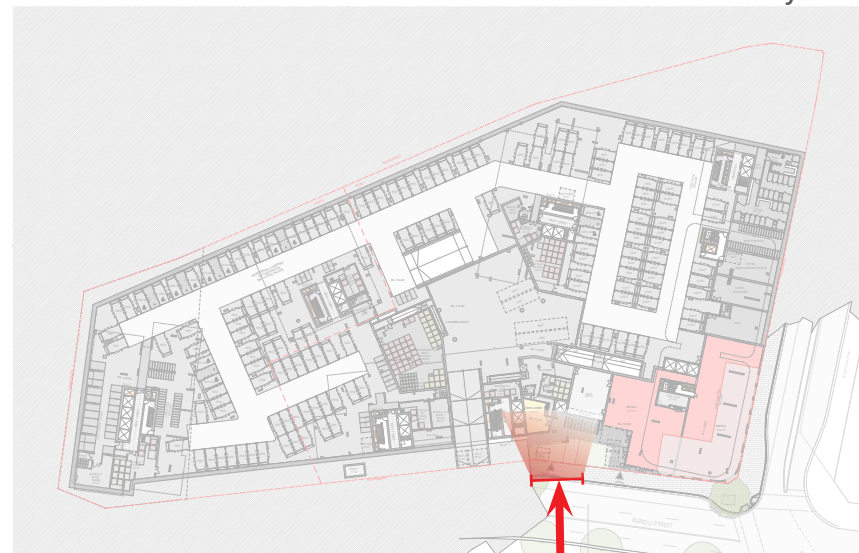
DPHI-13

Provide detailed elevations and renders of entries into each residential lobby on the site.

Response

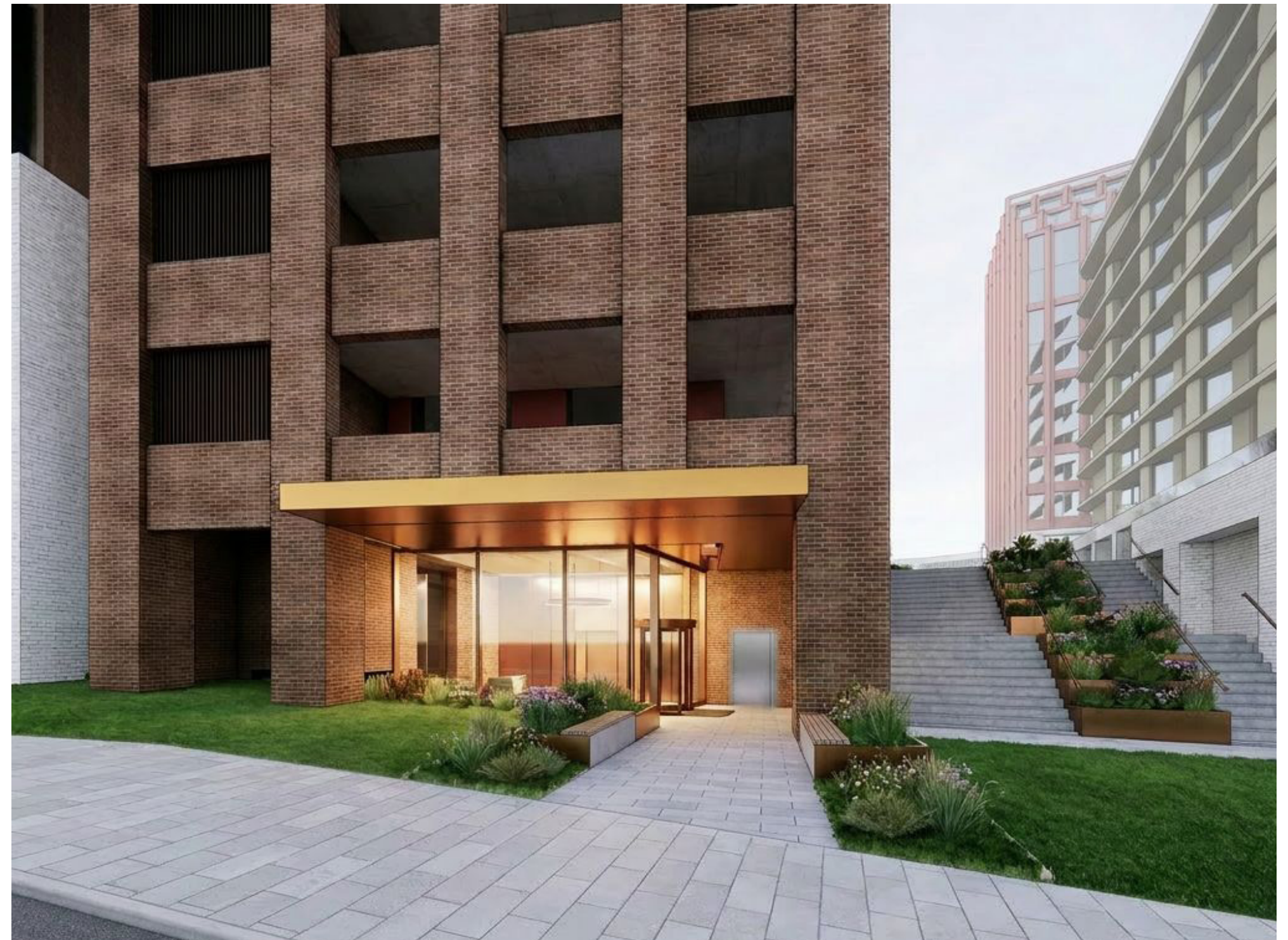
Lobby entry renders added.

Key Plan



BUILDING 2.3
ENTRY

BUILDING 2.3 BURELLI STREET ENTRY



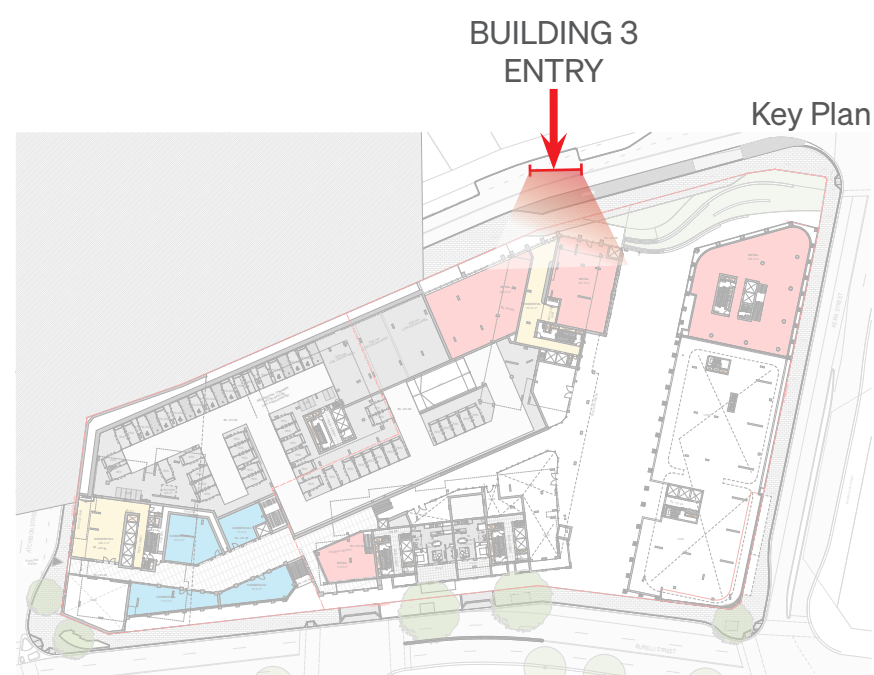
PLAN DETAIL

DPHI-13

Provide detailed elevations and renders of entries into each residential lobby on the site.

Response

Lobby entry renders added.



BUILDING 03 CROWN STREEY ENTRY



PLAN DETAIL

DPHI-13

Provide detailed elevations and renders of entries into each residential lobby on the site.

Response

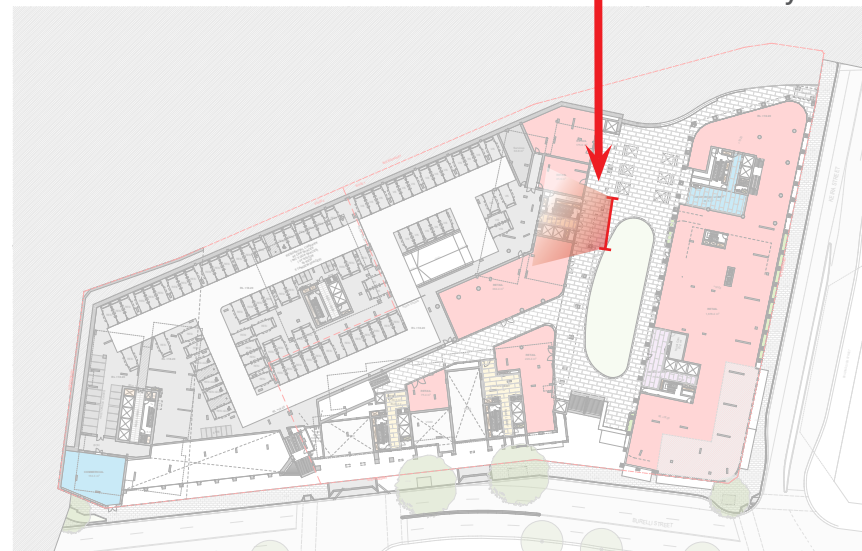
Lobby entry renders added.

BUILDING 03 PLAZA LEVEL ENTRY



BUILDING 3
ENTRY

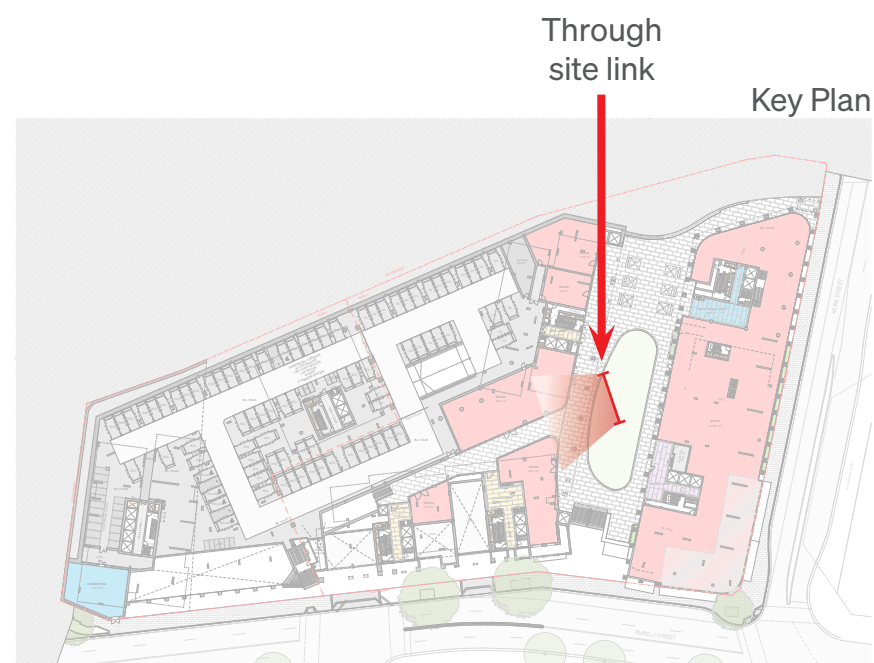
Key Plan



PLAN DETAIL

DPHI-13

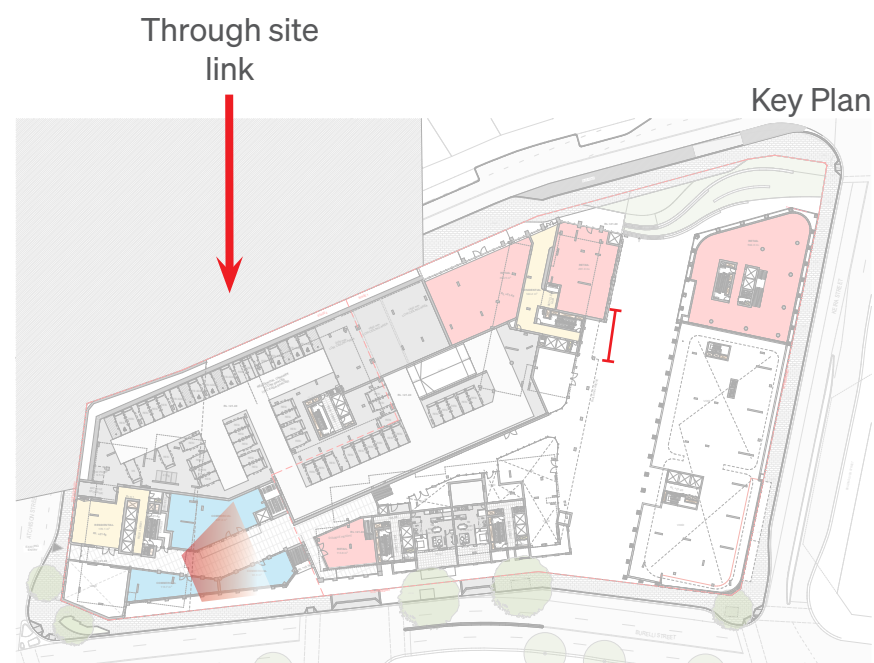
THROUGH SITE LINK ACCESS FROM EASTERN PLAZA



PLAN DETAIL

DPHI-13

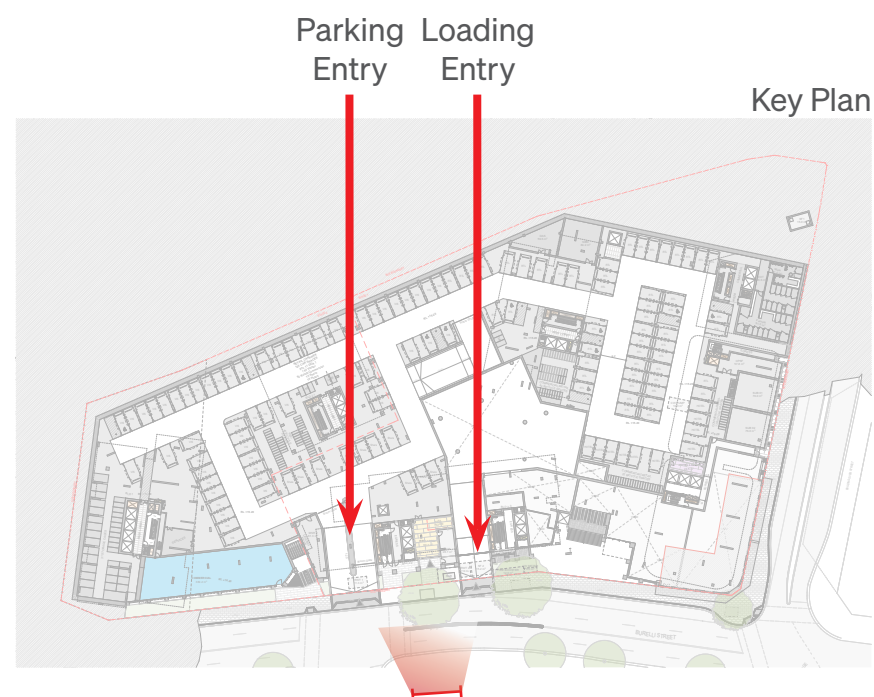
THROUGH SITE LINK ACCESS FROM ATCHINSON STREET ACCESS



PLAN DETAIL

DPHI-13

THROUGH SITE LINK ACCESS FROM ATCHINSON STREET ACCESS



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