



# Wollongong Private Hospital Construction Traffic Management Plan

Prepared for:

AA Crowns Holdings Pty Ltd

12 March 2026

The Transport Planning Partnership

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Client: AA Crowns Holdings Pty Ltd

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|---------|------------|---------------|----------------|--------------|---------------------------------------------------------------------------------------|
| V01     | 04/06/2025 | Sokan Chhoun  | Oasika Faiz    | Ken Hollyoak | DRAFT                                                                                 |
| V02     | 05/12/2025 | James Johnson | Clinton Cheung | Ken Hollyoak |  |
| V03     | 12/03/2026 | James Johnson | Clinton Cheung | Ken Hollyoak |  |

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## APPENDICES

- A. SWEPT PATH ANALYSIS
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# 1 Introduction

## 1.1 Overview

This Construction Traffic Management Plan (CTMP) has been prepared by The Transport Planning Partnership (TPPP), on behalf of AA Crowns Holdings Pty Ltd (the Proponent), to accompany a State Significant Development Application (SSDA-84096206) for a proposed expansion of the Wollongong Private Hospital (the Hospital) located at 15, 17, 19, 21 and 23 Urunga Parade, 360-364, 366 and 368 Crown Street, Wollongong. The subject site is located within the Wollongong City Council (Council) local government area (LGA).

This preliminary Construction Traffic Management Plan (CTMP) has been prepared to address the Planning Secretary's Environmental Assessment Requirements (SEARs) – Item #10 – Construction Traffic Management Plan, which has been reproduced below:

*"Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated."*

This report has been prepared and checked by personnel who hold a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan'.

At this stage, a construction Contractor has not been appointed yet. Therefore, details provided in this preliminary CTMP may change subject to a detailed construction methodology which will be available at a later stage. It is expected that any changes proposed by the appointed Contractor will require further approvals from relevant consent authorities for the Construction Certificate stage.

## 1.2 Purpose of this CTMP

The purpose of this CTMP is to establish the principles and objectives for traffic management, and describe how vehicular, cyclist and pedestrian travel and access will be managed during the proposed construction works at the site.

This CTMP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impacts on the surrounding road network, while maintaining access for all road users.

Specifically, the purpose of this CTMP includes the following:

- Manage and control construction activities and general traffic around the work site

- Restrict truck movements to designated routes to/ from the work site
- Provide a safe environment for vehicular, pedestrian and cyclist movements during construction works
- Manage access to/ from adjacent land uses
- Maintain accessibility for the surrounding road users and provide appropriate access to public transport services
- Maintain bus service reliability and minimise bus service delay
- Provide regular information to road users regarding any changed traffic conditions
- Carry out construction activities in accordance with the approved work hours.



## 2 Existing Conditions

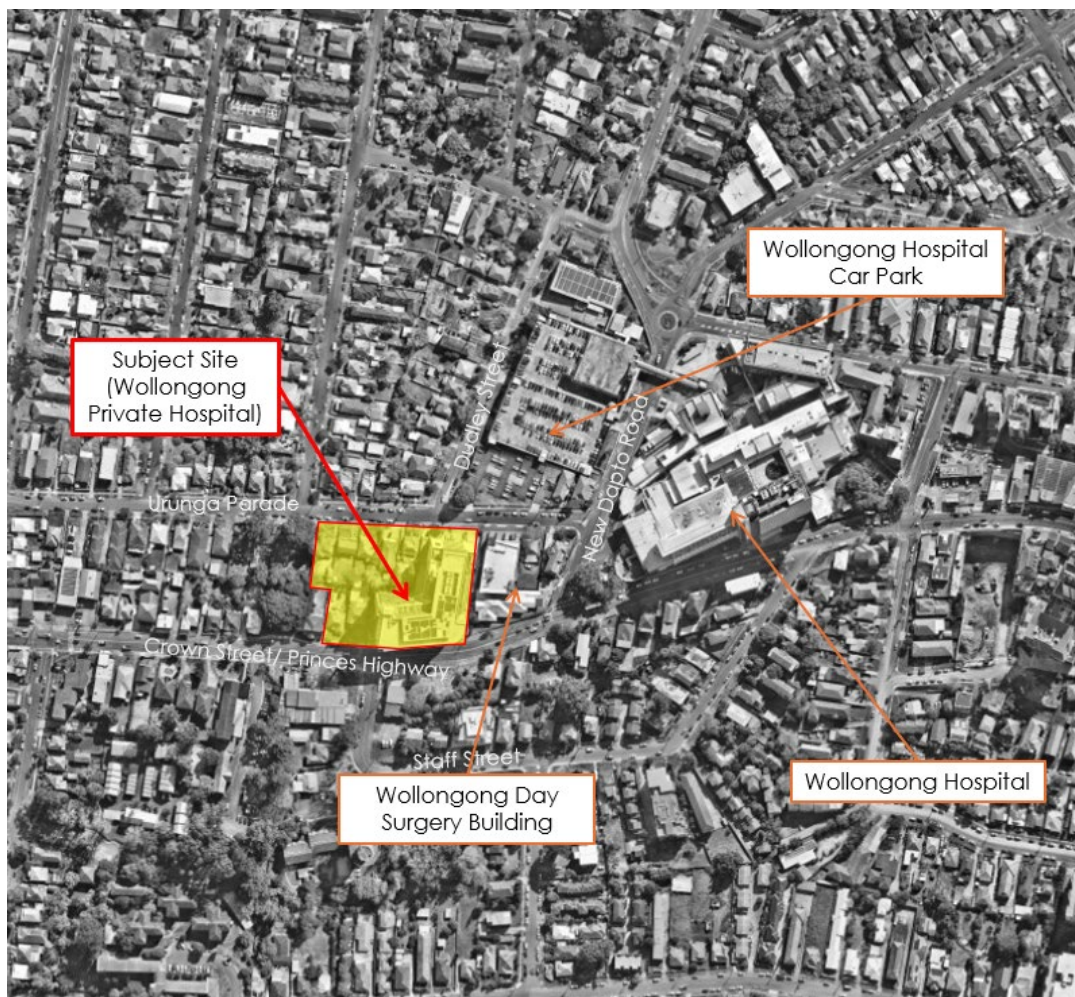
### 2.1 Site Context

The subject site is located at 15,17,19,21 and 23 Urunga Parade and 360-364, 366, and 368 Crown Street, Wollongong, which falls within the City of Wollongong Council Local Government Area (Council LGA).

The site is currently occupied by the Wollongong Private Hospital and four low-density residential dwellings along the Urunga Parade frontage.

Land uses, in the vicinity of the subject site, comprise predominantly low-density residential dwellings, with Wollongong Day Surgery building located immediately east, Wollongong Hospital located further east of the subject site (east of New Dapto Road), and a dedicated Wollongong Hospital car park building to the north of the subject site, which is accessed off New Dapto Road. A locality map of the subject site is provided in Figure 2.1.

**Figure 2.1: Site Context**



Basemap Source: Nearmap Aerial Imagery, dated 21 August 2024

## 2.2 Surrounding Road Network

The subject site has frontages on Crown Street/ Princes Highway and Urunga Parade. A brief description of the surrounding road network is provided below.

### 2.2.1 Crown Street/ Princes Highway

The Princes Highway is referred to as Crown Street in the Wollongong town centre. It is a two-way state (classified) road with two travel lanes provided in either travel direction. Crown Street is generally aligned in an east-west direction in the vicinity of Wollongong town centre. It connects with Kiera Street to the east before transitioning into pedestrian-only road. To the west, it transitions into Princes Highway.

In the vicinity of the site, restricted kerbside parking is available on both sides of the road in some sections, with Clearway restriction applied in the westbound travel direction during the PM peak hours and in the eastbound direction during both AM and PM peak hours. To the east of Mangerton Road, Crown Street operates with a speed limit of 50km/h whereas to the west of Mangerton Road, it has a posted speed limit of 60km/h.

### 2.2.2 Urunga Parade

Urunga Parade is a two-way local road, which connects with New Dapto Road to the east and is a cul-de-sac to the west. It provides one travel lane in each travel direction. Restricted kerbside parking is provided on both sides of the road along the site frontage whereas unrestricted kerbside parking is provided on either side of the road to the west of the subject site. Urunga Parade operates with a default area speed limit of 50km/h.

### 2.2.3 New Dapto Road

New Dapto Road is a local road, which is aligned in a north-south direction, with one travel lanes provided in each travel direction. It connects with Crown Street to the south via a signalised intersection and is a cul-de-sac to the north. On-street parking is generally prohibited on both sides of the road to the north of Loftus Street. Between Lotus Street and Crown Street, kerbside parking is prohibited at all times. New Dapto Road has a default area speed limit of 50km/h.



#### 2.2.4 Staff Street

Staff Street is a local road, which is aligned as a crescent road off Crown Street, with its western end intersecting with the subject site's driveway, and its eastern end near the intersection of Crown Street and Darling Street. It connects with Crown Street as a priority-controlled intersection in the east and a signalised intersection in the west. Restricted on-street parking is provided on either side of the road. Staff Street has a default area speed limit of 50km/h.

#### 2.2.5 Loftus Street

Loftus Street is a local road, which is aligned in an east-west direction and has one travel lane in each travel direction. It connects with Denison Street to the east and New Dapto Road to the west both via roundabouts. A mixture of restricted and unrestricted parking is provided on both sides of the road. Loftus Street has a default area speed limit of 50km/h.

#### 2.2.6 Dudley Street

Dudley Street is a one-way southbound road, which connects with Urunga Parade to the south and Sperry Street to the north, both via a T-junction. It provides key access to and from the Wollongong Hospital multi-deck car park building. Time-restricted parking is provided on either side of the road. It has a default area speed limit of 50km/h.

### 2.3 Pedestrian and Cycling Infrastructure

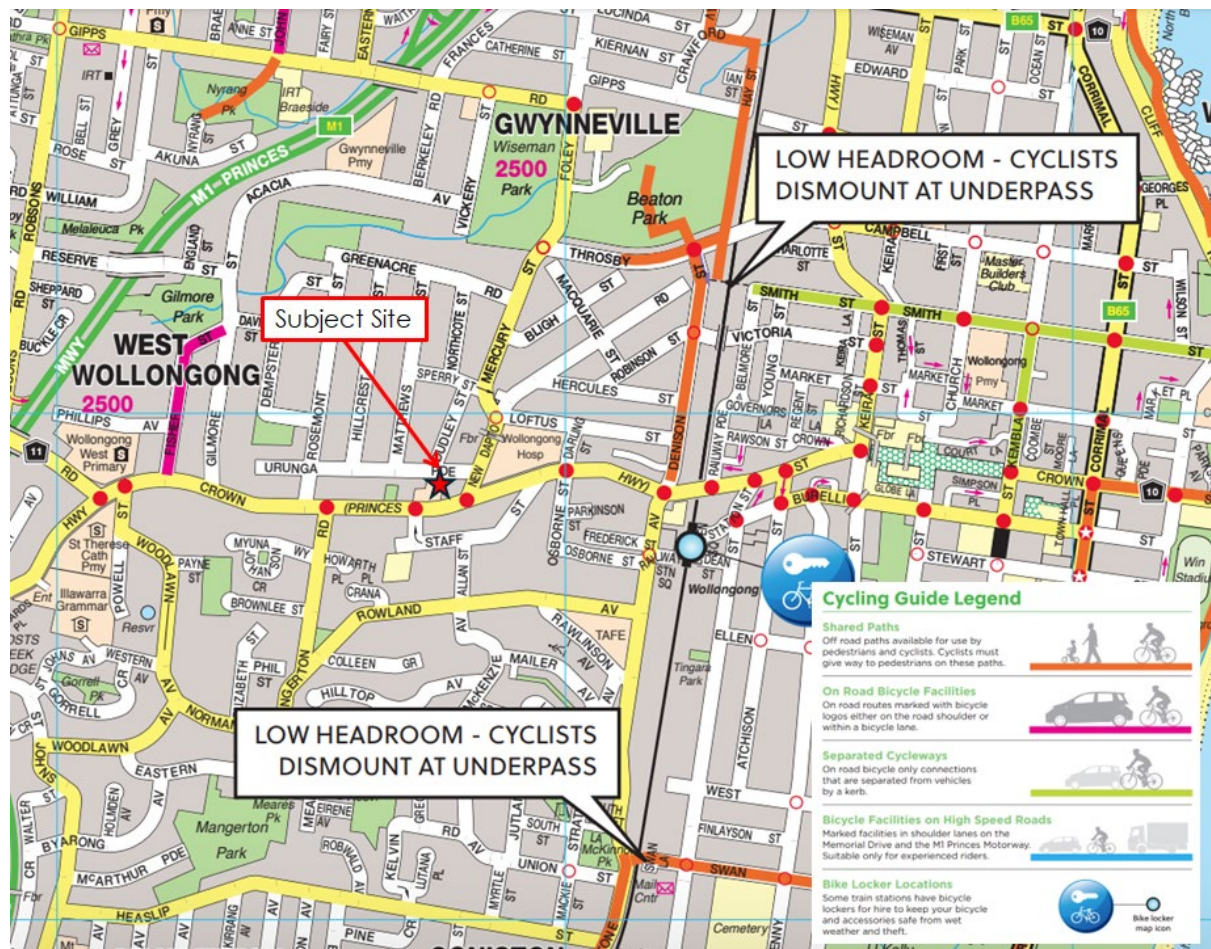
Pedestrian footpath is provided on both sides of Crown Street in the vicinity of the subject site. Along Urunga Parade, pedestrian footpath is provided on the northern side of the road.

Signalised pedestrian crossings are provided at the New Dapto Road/ Crown Street signalised intersection across the eastern leg and northern leg. Signalised pedestrian crossings are also provided across all legs of the Staff Street/ Crown Street/ Hospital site access signalised intersection.

In a broader context, a pedestrian footbridge is provided between the Wollongong Hospital and the Wollongong Hospital car park building across New Dapto Road. Refuge island crossing facilities are provided across the southern, eastern and northern legs of the Loftus Street/ New Dapto Road roundabout.

No dedicated cycling infrastructure is provided in the immediate vicinity of the subject site. The nearest cycling infrastructure is provided along Denison Street in the form of shared paths. On-road bicycle facilities are also provided for a short section along Fisher Street to the west of the site. The cycling infrastructure surrounding the subject site is shown in Figure 2.2.

Figure 2.2: Surrounding Cycling Infrastructure



Source: City of Wollongong Council Website, last accessed on 4/12/2025

## 2.4 Public Transport Infrastructure

The nearest train station is Wollongong train station, which is located approximately 800m (12-minute walk) from the subject site. Wollongong train station is serviced by the South Coast train line, which provides rail connections between Bondi Junction and Bomaderry and Port Kembla via Sydney CBD and Wollongong.

The closest bus stop is located on Crown Street, immediately west of the subject site. Crown Street, in the vicinity of the subject site, is serviced by several bus routes. More bus services run along Keira Street and can be accessed at the bus stops on the eastern side of Wollongong train station.

Table 2.1 outlines the surrounding bus routes, with a map of the surrounding public transport services provided in Figure 2.3.

**Table 2.1: Surrounding Bus Services**

| Bus Route | Route Description                                                | Nearest Bus Stop                                       | Walking Distance | Frequency                                           |                 |
|-----------|------------------------------------------------------------------|--------------------------------------------------------|------------------|-----------------------------------------------------|-----------------|
|           |                                                                  |                                                        |                  | Peak Period                                         | Off-Peak Period |
| 24        | Wollongong to Figtree via Mangerton (Loop Service)               | Crown Street opposite New Dapto Road (Stop ID: 250047) | 160m             | 30 - 60 minutes                                     | 60 minutes      |
| 31        | Wollongong to Horsley via Unanderra (Loop Service)               | Crown Street opposite Staff Street (Stop ID: 250076)   | 120m             | 20 - 30 minutes                                     | 60 minutes      |
| 33        | Wollongong to Dapto via Unanderra (Loop Service)                 | Crown Street opposite Staff Street (Stop ID: 250076)   | 120m             | 20 - 60 minutes                                     | 60 minutes      |
| 34        | Wollongong to Warrawong via Unanderra (Loop Service)             | Crown Street opposite Staff Street (Stop ID: 250076)   | 120m             | 15 - 30 minutes                                     | 60 minutes      |
| 35        | Wollongong to Unanderra via Farmborough Heights (Loop Service)   | Crown Street opposite Staff Street (Stop ID: 250076)   | 120m             | 20 - 60 minutes                                     | 60 minutes      |
| 36        | Wollongong to Kembla Heights via Cordeaux Heights (Loop Service) | Crown Street opposite Staff Street (Stop ID: 250076)   | 120m             | 5 services on weekdays and 2-3 services on weekends |                 |
| 37        | Wollongong to Shellharbour via Dapto (Loop Service)              | Crown Street opposite New Dapto Road (Stop ID: 250047) | 160m             | 60 minutes                                          | 60 minutes      |
| 39        | Wollongong to Figtree via Mt Keira (Loop Service)                | Crown Street opposite Staff Street (Stop ID: 250076)   | 120m             | 20 - 30 minutes                                     | 60 minutes      |
| 53        | Shellharbour to Wollongong via Shellcove & Warrawong             | Crown Street opposite New Dapto Road (Stop ID: 250047) | 160m             | 60 minutes                                          | 60 minutes      |

|     |                                                                        |                                                             |      |            |            |
|-----|------------------------------------------------------------------------|-------------------------------------------------------------|------|------------|------------|
| 55A | University of Wollongong to Wollongong via Gwynneville (Loop Service)  | Wollongong Hospital, Crown Street (Stop ID: 250077)         | 350m | 10 minutes | 20 minutes |
| 55C | University of Wollongong to Wollongong via Fairy Meadow (Loop Service) | Crown Street opposite Wollongong Hospital Stop ID: 2500370) | 300m | 10 minutes | 20 minutes |
| 57  | Wollongong to Shellharbour via Warrawong (Loop Service)                | Crown Street opposite Staff Street (Stop ID: 250076)        | 120m | 60 minutes | 60 minutes |

Source: TfNSW, last accessed on 21/11/2024

**Figure 2.3: Public Transport Network Map**



Source: Premier Illawarra – Wollongong and Shellharbour Bus Network Map, last accessed on 3/12/2025

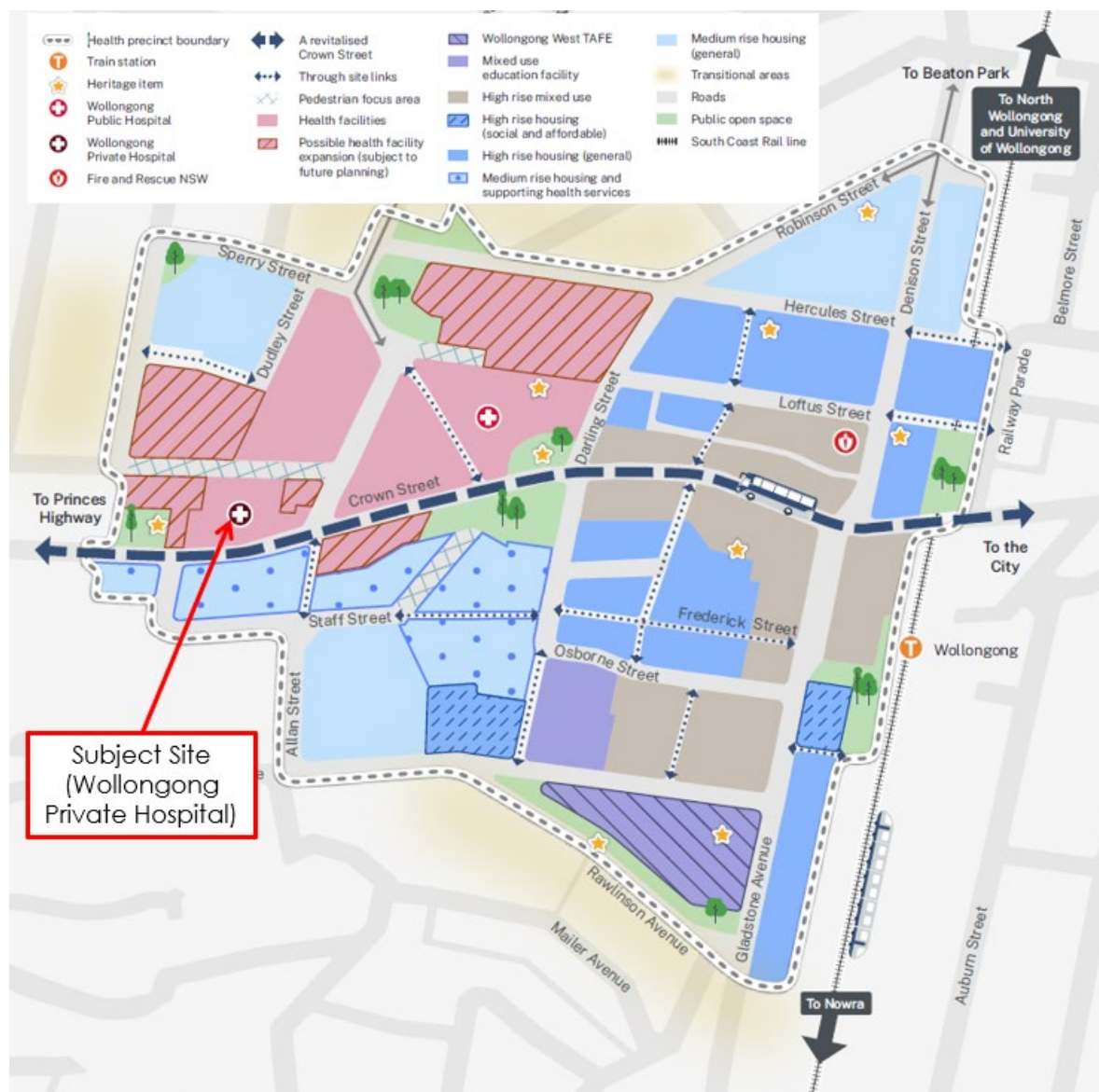


## 2.5 Strategic Planning Context

A draft Wollongong Health Precinct Strategy (Strategy) has been prepared by DPHI, to outline the future vision for the Wollongong Health Precinct (Precinct) and guide the long-term growth in the area (extending to 2050). The draft Strategy has been through public exhibition between April 2025 and June 2025 and is currently under review.

An associated Structure Plan has been prepared to accompany the Strategy and outline the key structure elements that are required to facilitate future growth and future revitalisation opportunities across the Precinct. The Wollongong Health Precinct Structure Plan is illustrated in Figure 2.4.

**Figure 2.4: Wollongong Health Precinct Structure Plan**



Source: DPHI - Draft Wollongong Health Precinct Strategy, dated April 2025

The key transport objectives to achieve the vision for the Precinct include the change and upgrade of the streets and the street connections to encourage active walking and cycling.

Figure 2.4 shows that in the vicinity of the site, a pedestrian focused area is planned for Urunga Parade although there is no clear indication what type of upgrades are proposed to achieve this. However, it is noted that there is an absence of pedestrian footpath along the south side of Urunga Parade and footpath connection to the west side of New Dapto Road. The proposed development will provide a pedestrian footpath along the site frontage on Urunga Parade, which would contribute to making Urunga Parade a pedestrian-friendly area.

In addition, the Dudley Street connection with Urunga Parade is proposed to be removed in the future and converted to a no through road.

Overall, there is no clear timeframe on when these infrastructure upgrades will be delivered. The action plan in the Strategy states that each actionable item, including the improvement to walking and cycling infrastructure set out in the Structure Plan (Action Item #9), will be progressed at relevant stages when more information and decision points have been obtained.

It is noted that there is an absence of a pedestrian footpath along the south side of Urunga Parade. The proposed development will provide new pedestrian footpath infrastructure along the site frontage along Urunga Parade, which would contribute to improving the pedestrian amenity at Urunga Parade in line with the objectives of the Precinct Strategy.

It is expected that the closure of Dudley Street would be subject to a more detailed traffic study.

## 3 Proposed Construction Activities

### 3.1 Construction Methodology

Construction works would be carried out in stages to minimise disruptions to the surrounding locality, impacts on the road users and ensure the continued operation of the existing hospital. As discussed above, the construction Contractor will be appointed at a later stage, when the detailed construction staging and associated timeline would be confirmed for the proposed development.

Notwithstanding this, it is expected that the construction works would be undertaken in four main stages as follows, with some construction stages expected to overlap:

- Stage 1: Demolition
- Stage 2: Excavation
- Stage 3: Structure
- Stage 4: Fitout and Finish.

To maintain the operation of the existing Hospital during construction works, it is expected that once the new site access off Urunga Parade and the extended basement car park are constructed, the existing Hospital basement car park access will be closed to allow for modification works to be undertaken at the existing hospital building.

Over the course of the construction works, the two basement car park areas will be integrated, which would result in temporary loss of some car parking spaces. Following the completion of the integrated basement car park, the proposed development would have increased number of parking spaces on-site available for staff, patients, visitors and construction workers.

### 3.2 Construction Vehicle Types

It is anticipated that the largest construction vehicles required for the proposed construction works would be a 19m truck and dog trailer, which are generally required during the demolition and excavation stages.

Other rigid trucks, including Heavy Rigid Vehicles (HRVs), Medium Rigid Vehicles (MRVs), Small Rigid Vehicles (SRVs), and concrete mixer trucks would also be required throughout the course of the construction works, especially during structural and fitout and finish stages.

Any works that require an OSOM vehicles will require prior approval under a separate application through the National Heavy Vehicle Regulator (NHVR).



All construction vehicles will enter and exit the site in a forward direction at all times. Swept path analysis has been undertaken demonstrating vehicle access to and from the site. The swept paths are provided in Appendix A.

### 3.3 Construction Work Hours

The construction work hours are expected to be as follows:

- Monday to Friday 7:00am - 5:00pm
- Saturday 7:00am - 1:00pm
- Sunday and Public Holidays No works

However, this is subject to the future approval and the associated consent conditions that may apply for the Project. The actual construction work hours shall be in accordance with the relevant consent conditions that are applicable to the Project.

### 3.4 Construction Site Access and Works Zone

The main construction site access will be provided off Urunga Parade via two existing access driveways into and out of the site. One remaining middle driveway that would no longer be in use will be removed. It is expected that the proposed construction site access driveways would be utilised for the demolition and excavation works.

To facilitate the turning movement of the largest design vehicle (19m truck and dog trailer) into and out of the site, one car space on the south side of Urunga will need to be removed. However, one car space will be created from the redundancy of the middle driveway. Hence, the proposed access arrangements would not result in any net loss of on-street parking spaces.

During the structural and fitout and finish stages, a construction works zone will be established along the Urunga Parade site frontage to facilitate the construction works. The length of the works zone would need to sufficiently accommodate vehicles up to 12.5m HRVs.

The proposed works zone will require temporary removal of some 4 on-street parking spaces on the south side of Urunga Parade. These on-street parking spaces are two-hour time restricted during the daytime and are typically used by visitors of the local residents and the hospital. It is expected that this car parking demand could be accommodated at the nearby time-restricted on-street parking as well as the multi-deck car park building off Dudley Street. A separate permit approval will be managed with Council for the proposed works zone and associated on-street parking removal.

The indicative site access location and works location associated with each stage are illustrated in Figure 3.1.

Figure 3.1: Proposed Site Access and Works Zone



Basemap Source: Nearmap Aerial Imagery, imagery dated 10/04/2025

### 3.5 Nominated Truck Haulage Routes

Generally, construction vehicles would have origins and destinations throughout the wider Wollongong area. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on local streets within the vicinity of the site.

All truck drivers will be advised of the designated routes to and from the site and will be informed to strictly follow the routes to minimise the traffic impacts on the local streets.

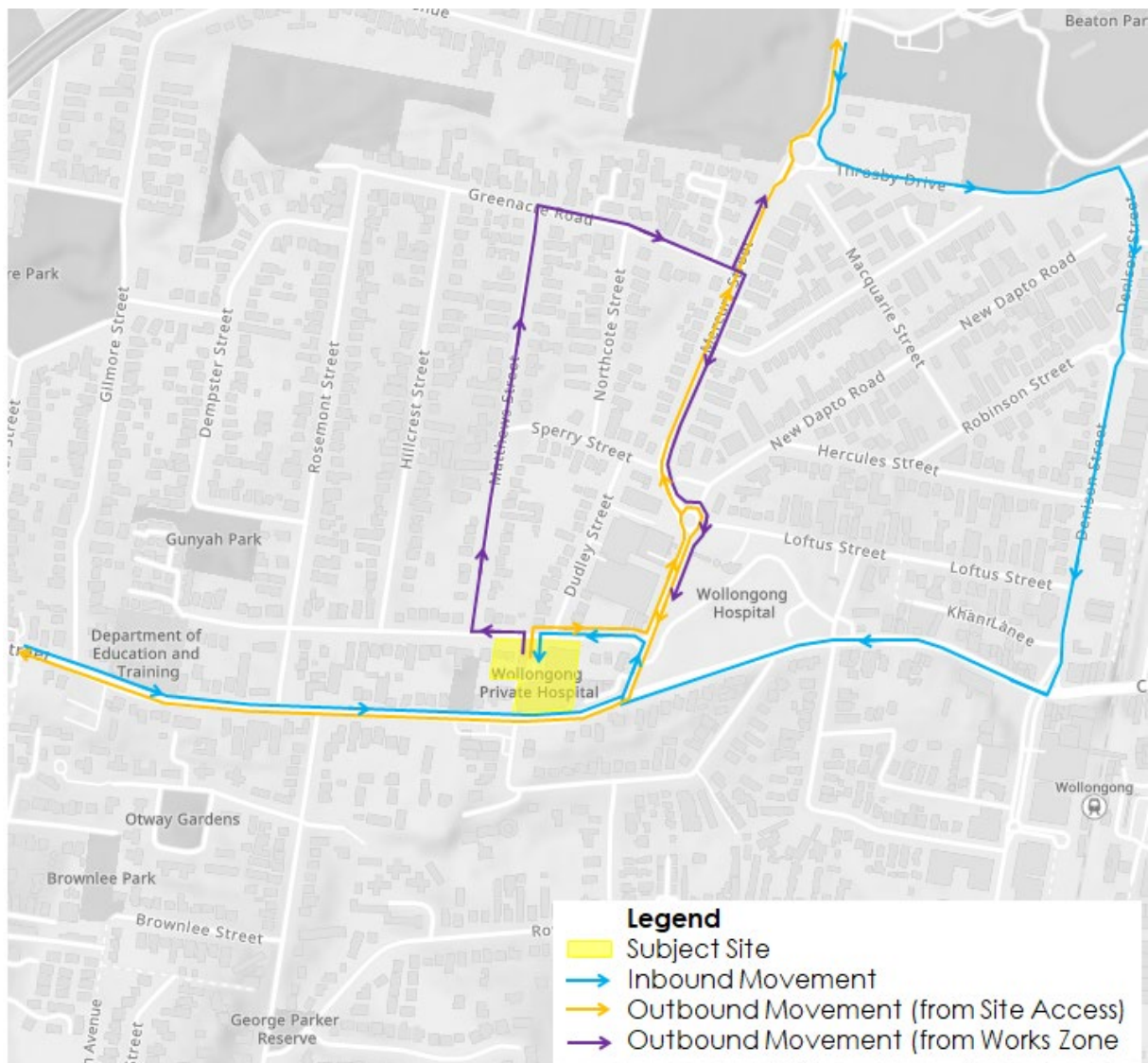
The haulage routes to and from the site are proposed as follows:

- Inbound Movement (Site Access and Works Zone)
  - **From North (Southern Freeway):** Take the Southern Freeway southbound off-ramp at Princes Highway, turn left to travel eastbound on Crown Street, turn left onto New Dapto Road before turning left onto Urunga Parade to access the site.

- › **From North (Memorial Drive):** Take the Memorial Drive slip lane onto Foley Street, continue southbound on Foley Street, turn left onto Throsby Drive at the roundabout before turning right onto Denison Street, then turn right onto Crown Street, turn left onto New Dapto Road before turning left onto Urunga Parade to access the site.
- › **From South:** Take the Southern Freeway northbound off-ramp at Princes Highway, continue eastbound on Princes Highway (Crown Street), turn left onto New Dapto Road before turning left into Urunga Parade to access the site.
- Outbound Movement (from Site Access)
  - › **To North:** Turn right from the site onto Urunga Parade, turn left onto New Dapto Road, then continue northbound on Mercury Street, then northbound on Foley Street before taking either the Memorial Drive or the Southern Freeway northbound on-ramps at the University Avenue interchange.
  - › **To South:** Turn right from the site onto Urunga Parade, turn left onto New Dapto Road, then take a U-turn to travel southbound on New Dapto Street, then turn right onto Crown Street before taking either the Southern Freeway southbound on-ramp or continue onto Princes Highway.
- Outbound Movement (from Works Zone)
  - › **To North:** Exit the works zone onto Urunga Parade, turn right onto Mathews Street, turn right onto Greencare Road, turn left onto Mercury Street, then northbound onto Foley Street before taking either the Memorial Drive or the Southern Freeway northbound on-ramps at the University Avenue interchange.
  - › **To South:** Exit the works zone onto Urunga Parade, turn right onto Mathews Street, turn right onto Greenacre Road, turn right onto Mercury Road at the roundabout, continue southbound onto New Dapto Road at the roundabout, then turn right onto Crown Street before taking either the Southern Freeway southbound on-ramp or continue onto Princes Highway.

The nominated truck routes to/ from the site access and the works zone is shown in Figure 3.2.

**Figure 3.2: Nominated Truck Haulage Routes**



Basemap Source: ArcGIS Webmap Viewer, last accessed on 16/05/2025

### 3.6 Construction Workforce and Parking

No construction workforce parking will be provided on-site or in the vicinity of the site. Workers would be instructed to plan their travel and use public transport, walking, cycling or drop-off/pick-up, where possible, to travel to and from the site.

It is proposed to implement the following measures to encourage workers to use public transport and active transport to travel to and from the site:

- Instruct workers during the induction and regular toolbox meetings to use public transport and active transport.
- Display public transport timetable information at key locations within the site and ensure that it is easily accessible by workers.



- Encourage staff to use trip planning mobile apps such as TripView by Transport for NSW.
- Provision of secure on-site tool and equipment storage facilities to allow construction staff to leave their toolboxes and equipment on-site to encourage staff to take public transport to and from the site.

Once the extended basement car park has been constructed, there would be opportunities for workers to park within the basement car park. Carpooling will be strongly encouraged amongst the construction workers who choose to drive to and from the site to reduce the number of vehicles on the surrounding road network.

It is expected that the majority of workers would arrive to the site prior to the peak commuter periods, noting that the construction work hours commence at 7am. At the end of the workday, departures are well distributed with workers departing from 3pm on-wards. On this basis, there is not expected to be any impacts to the capacity of the public transport network, with workers travelling outside of peak commuter hours.

### 3.7 Materials and Handling Area

All materials and handling equipment will be wholly stored within the subject site and the proposed works zone. No building materials, work sheds, vehicles or machines would be stored on the surrounding road reserve or pedestrian footpaths.

If temporary use of any public road or pedestrian footpath is required for temporary storage purposes or the like, consultation and relevant permit approvals will be undertaken and managed with Council, prior to the commencement of such activities.

Hoarding will be provided around the construction site to create separation between vehicles, pedestrians and the construction works. The Contractor would be responsible for obtaining relevant permits for the proposed hoarding arrangement, prior to commencement of works.

### 3.8 Truck Marshalling

All trucks associated with the construction works would be parked wholly within the site. Truck drivers will coordinate with site managers and relevant site personnel to ensure that sufficient parking spaces are available to accommodate trucks within the site and/ or the proposed works zone, prior to arrival at the site. This would ensure that there will be no trucks queuing or parking on the surrounding roads.



### 3.9 Crane Details

A tower crane will be required during the structural and fitout and finish stages. Further details on the crane specification, position and slew will be provided in the detailed CTMP at CC stage once the construction contractor is appointed.

Aviation Consulting have undertaken an aeronautical study of the proposed development. Chapter 5 of the study report provides an assessment of construction crane operations relative to R-244° airspace. The report indicates that crane positioning is likely to occur within the operational envelope of the crane within the flight path of the helicopter pad. The aviation consultant recommends that a new flight path be used at the Wollongong Hospital Helicopter pad to move the flight path 10 degrees so that it is outside the path of crane operation.

Refer to Aviation Consulting Aeronautical Study report for further details.

### 3.10 Notifications of Works

Neighbouring properties would be informed of any construction activities, prior to those activities taking place. This includes any adjacent buildings and properties to the site, which may be impacted by the construction works and temporary traffic management measures.

Notifications may be provided via letterbox drop at least 14 days prior to the construction activities. The Contractor would regularly liaise with the neighbouring properties to minimise the impacts of the construction works during the construction period.

The communication strategy includes communicating the contact details of the site manager to allow for relevant stakeholders to provide feedback and file complaints. The contact details of the appointed site manager would also be made available to relevant authorities, to resolve any issues that local residents and neighbouring properties may raise about the construction activities. Each feedback and complaint will be dealt with as they occur.

Notwithstanding this, the contact details of the site manager would be made available on the site gate at all times.

## 4 Construction Traffic Assessment and Implications

### 4.1 Construction Traffic Generation and Impacts

It is anticipated that the maximum number of construction trucks per day will be in the order of 40 trucks during the peak construction period, which is equivalent to 80 truck movements (2 truck movements = 1 truck entering and exiting the site).

During the AM and PM peak hours, there would be up to 8 trucks (16 truck movements) per hour. This is considered to be a low volume of traffic and is expected to have minimal impacts on the surrounding road network.

Parts of the nominated haulage routes are subject to 40km/h school zone speed limit between 8:00am – 9:30am and 2:30pm – 4:00pm. Drivers will be made aware of the school zone speed limit and obey the NSW road rules at all times. Construction vehicles would be managed to minimise the number of construction vehicles on the road network during the school peak drop-off and pick-up period, when possible.

No construction workforce parking will be provided on-site during the demolition and excavation stages. All workers will be strongly encouraged to use public transport to travel to/from the site. Based on this, the additional vehicles on the road network as a result of the workforce during these stages will be minimal and pertain to those who drive to the site and park at the surrounding on-street parking. Based on this, the worker vehicle trips are therefore not expected to have adverse impacts on the surrounding road network.

### 4.2 Impacts on Pedestrians

Hoarding will be installed around the site to create separation between the construction works and pedestrians along the northern boundary of the Urunga Parade site frontage.

It is noted that there is no dedicated pedestrian footpath on the south side of Urunga Parade along the site frontage. Notwithstanding this, traffic control devices such as traffic cones, will be installed around the proposed works zone to create separation between the works and potential pedestrian traffic.

Occasional pedestrians walking along the south side of Urunga Parade across the site access may be temporarily held to facilitate trucks entering and exiting the construction site. However, pedestrians would only be held for a short period and would not be detoured in anticipation of trucks entering the site.

As all construction activities will be contained within the site and the proposed works zone separated from any pedestrian traffic, no adverse impacts are expected on pedestrian activities. Major delivery activities will be arranged to avoid peak hours, with truck movements to also be minimised during the peak hours.

### 4.3 Impacts on Cyclists

No cycling infrastructure will be impacted by the construction works. Cyclists travelling through the vicinity of the site may be required to follow the directions from traffic controllers to allow for safe interface between cyclists and construction traffic.

### 4.4 Impacts on Public Transport

The construction works and associated site access arrangements will be located away from the existing bus stops on Crown Street. The existing bus operation will be maintained at all times for the duration of the construction works.

Although the workforce would be encouraged to use public transport, the number of workers is not anticipated to generate any significant demand that could have adverse impacts on public transport services.

On this basis, no adverse impacts are expected on public transport services.

### 4.5 Impacts on Emergency Services

No special provisions for emergency service vehicles are required as part of the proposed construction works. Emergency vehicle access to and from the site and the neighbouring properties shall be maintained as per existing conditions. Therefore, no adverse impacts are expected on emergency vehicle access.

### 4.6 Impacts on Adjoining Properties and Local Access

Access to the neighbouring properties will be maintained as per existing conditions for the duration of the works. Operation of the existing hospital is to be retained, with hoarding to be installed to separate construction activities from the general operation of the hospital. Based on this, no adverse impacts are expected on the local access from the proposed construction works.

## 5 Construction Traffic Management Measures

### 5.1 General Management Measures

Several management measures have been proposed to facilitate the construction works while maintaining safe environment for road users and minimise construction impacts on the surrounding locality.

This includes, but not limited to the following management measures:

- Minimising major delivery and truck volumes during the network peak hours and school pick-up/ drop-off hours
- Provision of traffic controllers to manage the interface between trucks, pedestrians, cyclists, and general traffic near the site access
- Installation of hoarding and traffic devices to create separation between construction works and road users
- Maintaining pedestrian paths and traffic flow past the site
- Maintaining bus service operation in the vicinity of site
- Installation of traffic signage to provide advance warning and inform road users of the changes in road conditions
- Encourage workers to travel to/ from site via public transport and active transport.

### 5.2 Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS, previously referred to as Traffic Control Plan) has been prepared and designed in accordance with TfNSW Traffic Control at Works Sites manual. The TGS plan is provided in Appendix B.

Traffic controllers would be assigned on-site to manage and assist truck movements associated with construction works, and assist in finding a suitable gap in traffic and pedestrian movements to allow trucks to enter and/ or exit the site. However, temporary holding traffic on public road is not expected.

Advisory road signage would be installed on the surrounding streets to warn drivers approaching the site location of trucks entering and exiting the site.

All advisory signage would be installed in accordance with AS 1742.3 *Manual of Uniform Traffic Control Devices – Traffic Control Devices for Works on Roads* and the TfNSW *Traffic Control at Worksites Manual*. Signage would be installed and maintained throughout the construction works, as required. Signage would be removed during out of hours when no works are being undertaken.

## 5.3 Monitoring of the Plan

Monitoring of this CTMP will be undertaken by the Contractor during weekly inspections of construction activities to monitor conformance with the requirements of relevant guidelines and this Plan. Weekly inspections will focus on the following key issues:

- Safe movement of traffic, including traffic entering and exiting the work site and traffic at key areas impacted by the works
- Visibility of signage and barriers
- Safe work and driving environment
- Safety of pedestrians, cyclists and properties around the work site
- Impacts on the surrounding public transport services.

## 5.4 Site Inspections and Record Keeping

A daily inspection before the start of the construction works would be carried out to ensure that conditions accord with those stipulated in the Plan and prevent any potential hazards. Any issues and identified risks would be recorded and dealt with, as they occur.

## 5.5 Hazard and Incident Register

A hazard and incident register relating to safety, environment and process during the construction phase shall be maintained by the Contractor as part of the Site Work, Health and Safety (WHS) Management Plan.

The Site WHS Management Plan shall detail the responsibilities specific to all stakeholders involved in the construction phase, including:

- The principal contractor
- Construction Manager
- Site Supervisor
- Work Health and Safety (WHS) Manager/ Coordinator
- Workers, sub-contractors and visitors.



Hazards are to be either addressed by the worker who first observes it, or if that is not reasonably practicable and safe, then it must be reported to the Construction Manager or Supervisor. This shall apply to all workers including contractors and sub-contractors.

All injuries are to be reported in the Injuries Register which shall be kept in the site office or with the primary first aid kit. A copy of the page shall be forwarded to the WHS Team within 24 hours of the injury and, where required, it shall be accompanied by a completed Incident Report Form.

As soon as is reasonably practicable, an Incident Report Form shall be submitted to the WHS Team for any near miss, damage or environmental incidents. The WHS Team shall then deal with all matters accordingly.

## 5.6 Vehicular Access

Protocols must be in place to ensure the following:

- Truck drivers shall radio the site personnel on approach to the site to ensure access to the site is available.
- General vehicular access along all public roads would be maintained at all times.
- Trucks would enter and exit the site in a forward direction. No reversing movements in/ out of the site would be permitted.
- Truck drivers would not queue on public roads on approach to the site.
- Any materials loaded on the trucks would be fully covered to avoid spillage. Similarly, vehicle loads would be covered when hauling to/ from the site.
- Any material spill onto the road would be rectified by qualified site personnel using appropriate equipment, subject to suitable WHS provision.

## 5.7 Nominated Haulage Routes

Protocols must be in place to ensure the following:

- Site induction shall include procedures for entering and exiting the site.
- Truck drivers would adhere to the designated truck routes.
- Truck drivers shall be aware of pedestrians and cyclists surrounding the vicinity of the site.
- Truck drivers shall be aware of existing sign posted speed limits.
- Road safety is promoted and truck drivers shall obey the NSW road rules at all times.
- Truck drivers are not driving under the influence of drugs and alcohol.

## 5.8 Construction Worker Parking Strategy

### 5.8.1 Worker Induction Training

All construction workers employed at the site by the Contractor shall be required to undergo a site induction training.

The induction will clearly inform workers that no on-site construction worker parking spaces will be provided, and there is limited on-street long-term parking available near the site.

Construction workers will be encouraged to utilise public transport and avoid travelling by car, as it will be extremely difficult to find parking near the site.

The induction shall also include nominated truck haulage routes to and from the proposed work site for site personnel and construction vehicles, along with standard environmental, WH&S, driver protocols and emergency protocols.

This training would be the responsibility of the Contractor.

### 5.8.2 On-site Tool Drop-off Facility

The Principal Contractor is to provide an on-site tool drop-off and storage zone to allow construction workers to drop off and store their specific tools for the project, so construction tool transport will be minimised. This will prevent the need to drive equipment every day and will be easier for construction workers to travel on public transport.

### 5.8.3 Public Transport Information

Construction workers will be informed of the public transport facilities near the site during the induction. Public transport location maps and timetable information will be displayed at key locations within the work site and ensure that it is easily accessible by all construction workers.

### 5.8.4 Carpooling

Construction workers who are required to travel by car (i.e. transporting construction tools) are encouraged to use carpooling to travel to/from the site when possible, thus minimising parking requirements.

### 5.8.5 Management of Construction Parking Issues

The Principal Contractor will implement a range of measures to effectively manage and monitor construction-related parking issues in the surrounding residential streets once works have commenced.

All personnel and subcontractors will be made aware of parking requirements and restrictions in the surrounding streets through the site induction process, with regular (once a month) reminders issued as needed via Toolbox Talks.

The Principal Contractor will regularly monitor the roadways in the residential area surrounding the site to identify contractors' vehicles and known construction workers' vehicles. Where vehicles are regularly parked in similar locations, the Principal Contractor will issue communication to the specific contractor or personnel to highlight the need to limit parking in residential streets.

If specific complaints are received, the Principal Contractor will undertake additional targeted monitoring of identified locations and verify the complaints. If specific vehicles are identified during a targeted investigation, the Principal Contractor will issue communication to the specific contractor or personnel to request a change in either the parking location or request the consideration of other modes of transport to/from site, and to schedule an additional Toolbox Talk.

## 6 Conclusion

This preliminary CTMP has been prepared to document the proposed traffic management measures to facilitate the construction works for the proposed expansion of the Wollongong Private Hospital.

The key findings of the CTMP can be summarised as follows:

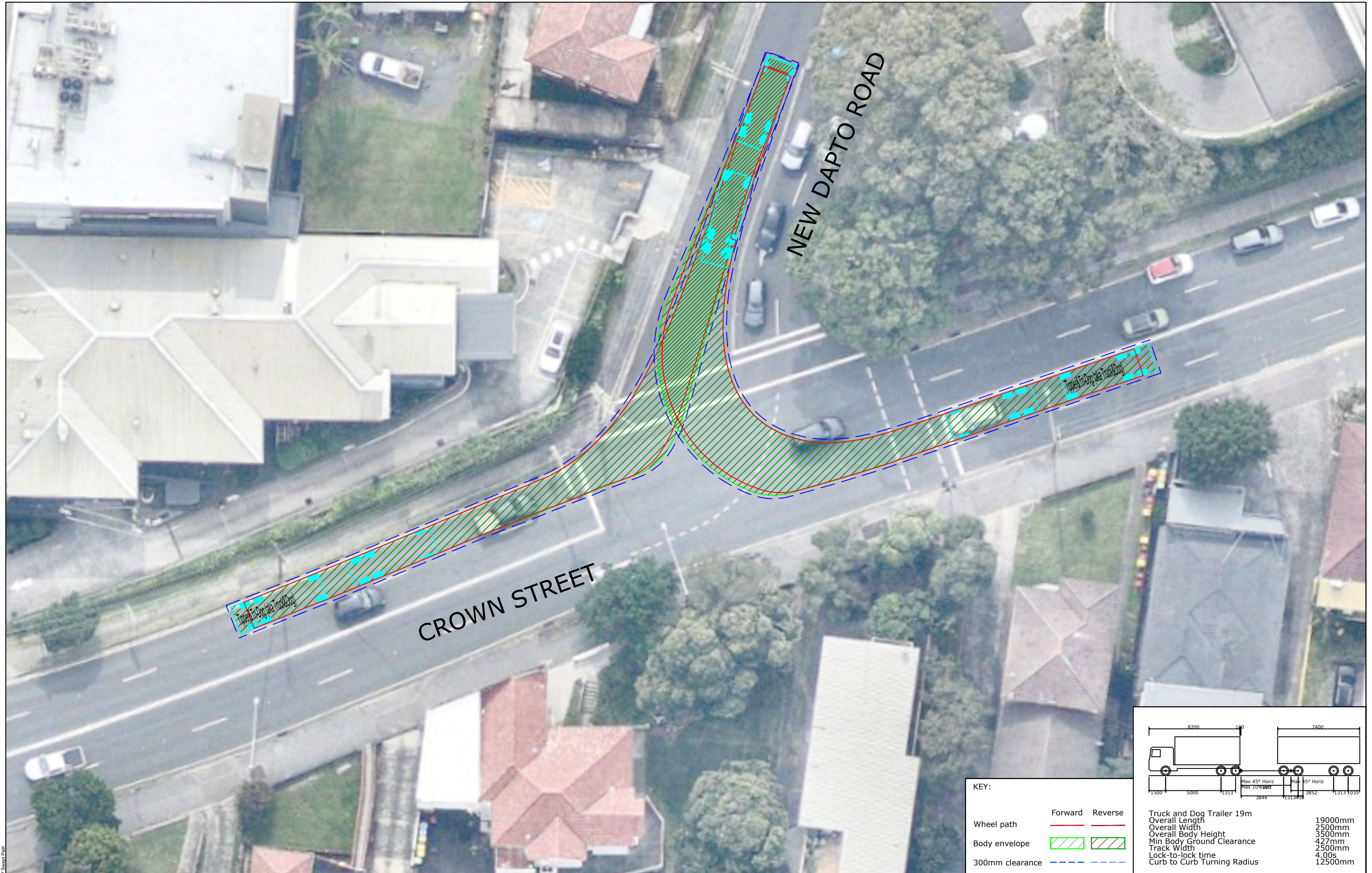
- The construction works will be undertaken in four main stages, including demolition, excavation, structure, and fitout and finish. The exact timing and duration of each construction stage will be confirmed once the construction Constructor is appointed.
- The construction work hours are expected to be in line with the typical construction hours. However, the exact work hours will be in accordance with the approved hours specified in the conditions of consent, which are expected at a later stage.
- The construction works are anticipated to generate an average of 80 truck movements per day or approximately 16 truck movements during the peak hour. This is considered minimal and is not expected to have any adverse impacts on the road network.
- No construction worker parking will be provided on site. Construction workers would be strongly encouraged to travel to / from the site using public transport, noting the convenient location of Wollongong train station and frequent bus services nearby. Notwithstanding this, parking opportunities will be available in the extended basement car park once completed for use by the construction workforce.
- No adverse impacts are expected from the construction worker traffic as it is expected to not coincide with the network peak hours on the surrounding roads.
- A construction works zone is proposed along the Urunga site frontage to facilitate the construction works associated with the structural and fitout and finish stage, which will require temporary removal of some on-street parking spaces.
- Pedestrian and cyclist movements, general traffic, and public transport services will be maintained at all times. No impacts are expected on emergency vehicle services surrounding the site.
- A number of driver protocols would be established as part of the site induction procedure for truck drivers to follow the nominated construction transport route, while maintaining the safety of the surrounding road users and pedestrians.

In conclusion, the proposed CTMP measures would adequately address the potential impacts of the construction works on the surrounding road network and road users.

## Appendix A

### Swept Path Analysis





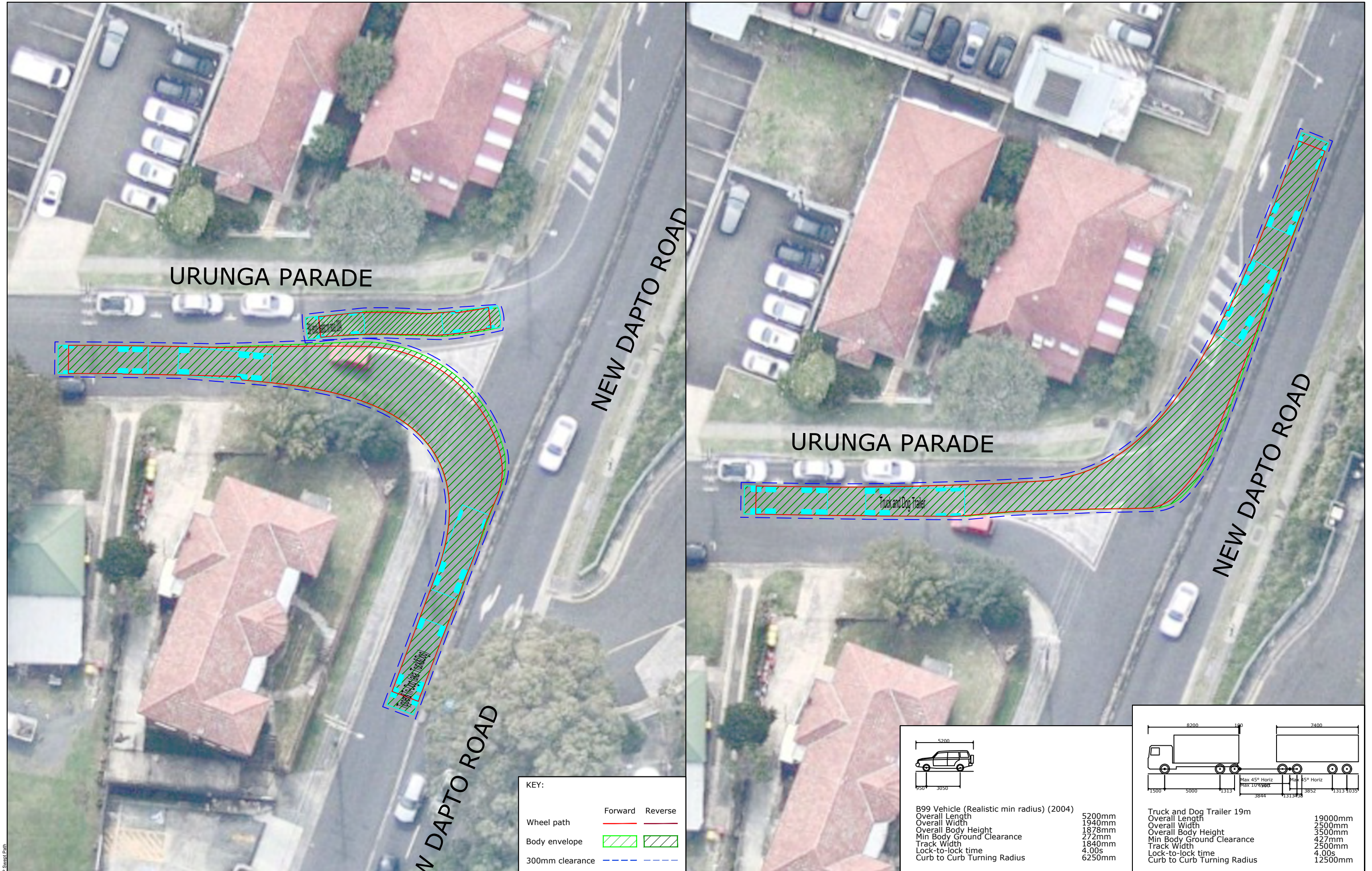
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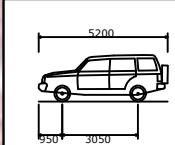
| PROJECT | WOLLONGONG PRIVATE HOSPITAL                                                    |
|---------|--------------------------------------------------------------------------------|
| TITLE   | SWEPT PATH ANALYSIS - CROWN STREET / NEW DAPTO ROAD<br>19m TRUCK & DOG TRAILER |

|             |             |
|-------------|-------------|
| DWG No.     | 24153CAD008 |
| FIGURE 1    |             |
| DATE STAMP  | 30 May 2025 |
| PROJECT No. | 24153       |
| SCALE       | 1:300 @A3   |
| REV.        | A           |

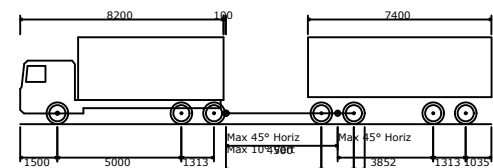




| KEY:            |         |         |
|-----------------|---------|---------|
| Wheel path      | Forward | Reverse |
| Body envelope   |         |         |
| 300mm clearance |         |         |



|                                           |        |
|-------------------------------------------|--------|
| B99 Vehicle (Realistic min radius) (2004) | 5200mm |
| Overall Length                            | 1940mm |
| Overall Width                             | 1878mm |
| Overall Body Height                       | 272mm  |
| Min Body Ground Clearance                 | 1840mm |
| Track Width                               | 4.00s  |
| Lock-to-lock time                         | 6250mm |
| Curb to curb Turning Radius               |        |



|                             |         |
|-----------------------------|---------|
| Truck and Dog Trailer 19m   | 19000mm |
| Overall Length              | 2500mm  |
| Overall Width               | 3500mm  |
| Overall Body Height         | 427mm   |
| Min Body Ground Clearance   | 2500mm  |
| Track Width                 | 4.00s   |
| Lock-to-lock time           | 12500mm |
| Curb to curb Turning Radius |         |

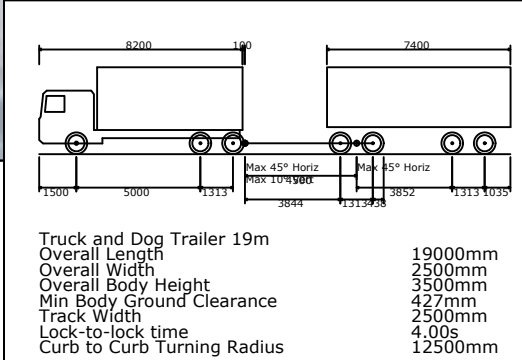
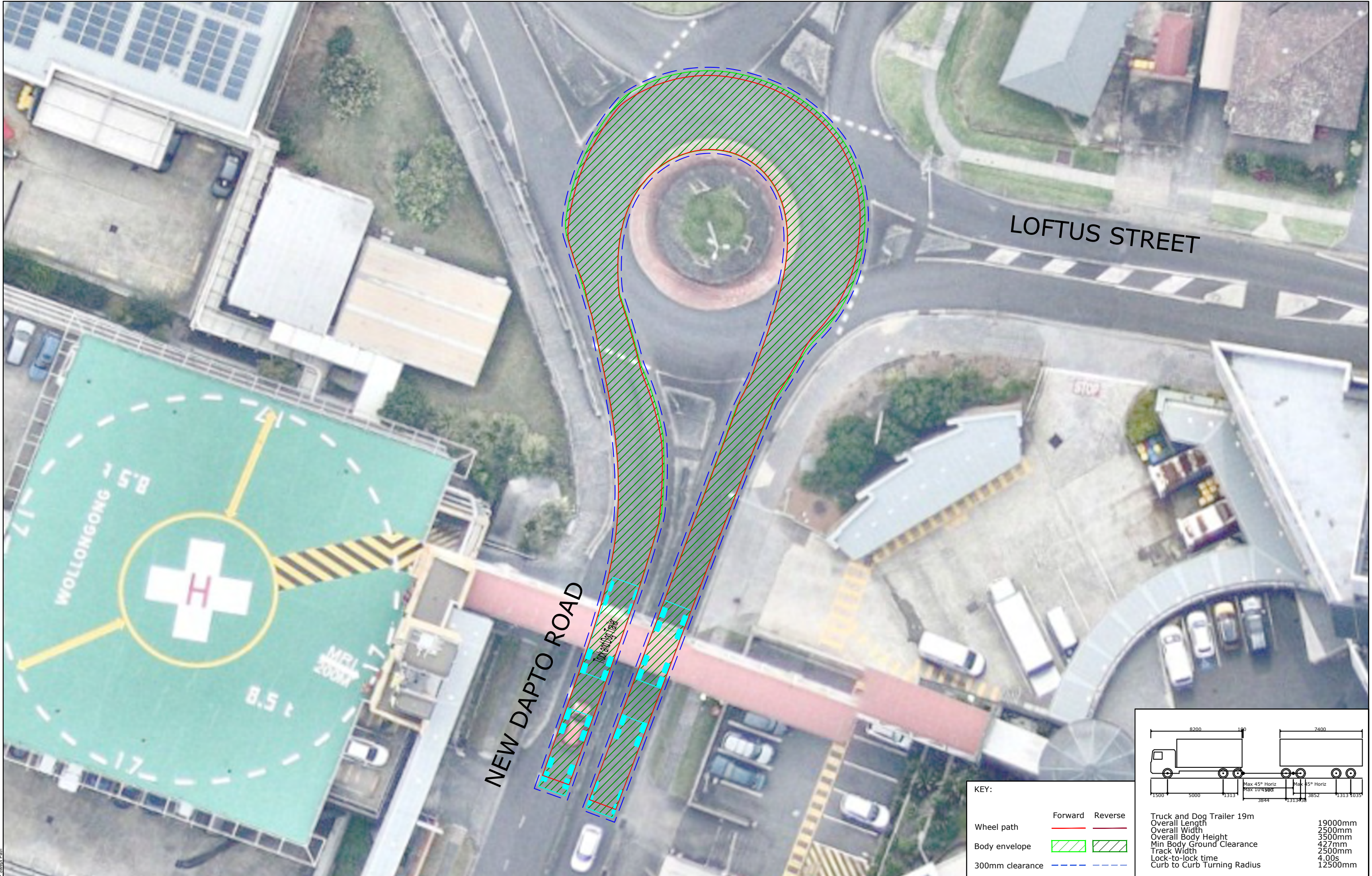
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| PROJECT | WOLLONGONG PRIVATE HOSPITAL                                                     |
| TITLE   | SWEPT PATH ANALYSIS - URUNGA PARADE / NEW DAPTO ROAD<br>19m TRUCK & DOG TRAILER |

|             |             |
|-------------|-------------|
| DWG No.     | 24153CAD008 |
| FIGURE 2    |             |
| DATE STAMP  | 30 May 2025 |
| PROJECT No. | 24153       |
| SCALE       | 1:300 @A3   |
| REV.        | A           |





| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
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| PROJECT | WOLLONGONG PRIVATE HOSPITAL                                                     |  |  |
| TITLE   | SWEPT PATH ANALYSIS - LOFTUS STREET / NEW DAPTO ROAD<br>19m TRUCK & DOG TRAILER |  |  |

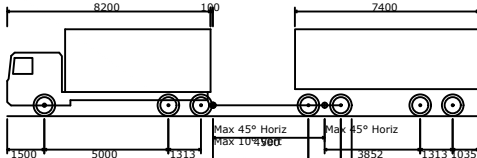
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| DWG No.     | 24153CAD008<br>FIGURE 3 |      |  |
| DATE STAMP  | 30 May 2025             |      |  |
| PROJECT No. | SCALE                   | REV. |  |
| 24153       | 1:300 @A3               | A    |  |





ON-STREET PARKING SPACE TO BE REMOVED TO ACCOMMODATE TRUCK TURNING MOVEMENT OUT OF THE SITE.

| KEY:            |         |         |  |
|-----------------|---------|---------|--|
| Wheel path      | Forward | Reverse |  |
| Body envelope   |         |         |  |
| 300mm clearance |         |         |  |



|                             |         |
|-----------------------------|---------|
| Truck and Dog Trailer 19m   |         |
| Overall Length              | 19000mm |
| Overall Width               | 2500mm  |
| Overall Body Height         | 3500mm  |
| Min Body Ground Clearance   | 427mm   |
| Track Width                 | 2500mm  |
| Lock-to-lock time           | 4.00s   |
| Curb to Curb Turning Radius | 12500mm |

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| PROJECT | WOLLONGONG PRIVATE HOSPITAL                                  |  |  |
| TITLE   | SWEPT PATH ANALYSIS - SITE ACCESS<br>19m TRUCK & DOG TRAILER |  |  |

|             |             |      |  |
|-------------|-------------|------|--|
| DWG No.     | 24153CAD008 |      |  |
|             | FIGURE 4    |      |  |
| DATE STAMP  | 30 May 2025 |      |  |
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| PROJECT | WOLLONGONG PRIVATE HOSPITAL                                   |  |  |
| TITLE   | SWEPT PATH ANALYSIS - WORKS ZONE<br>12.5m HEAVY RIGID VEHICLE |  |  |

|             |                         |      |  |
|-------------|-------------------------|------|--|
| DWG No.     | 24153CAD008<br>FIGURE 5 |      |  |
| DATE STAMP  | 30 May 2025             |      |  |
| PROJECT No. | SCALE                   | REV. |  |
| 24153       | 1:400 @A3               | A    |  |



## Appendix B

### Traffic Guidance Scheme



**APPROVER**  
THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT1036880  
OASIKA FAIZ

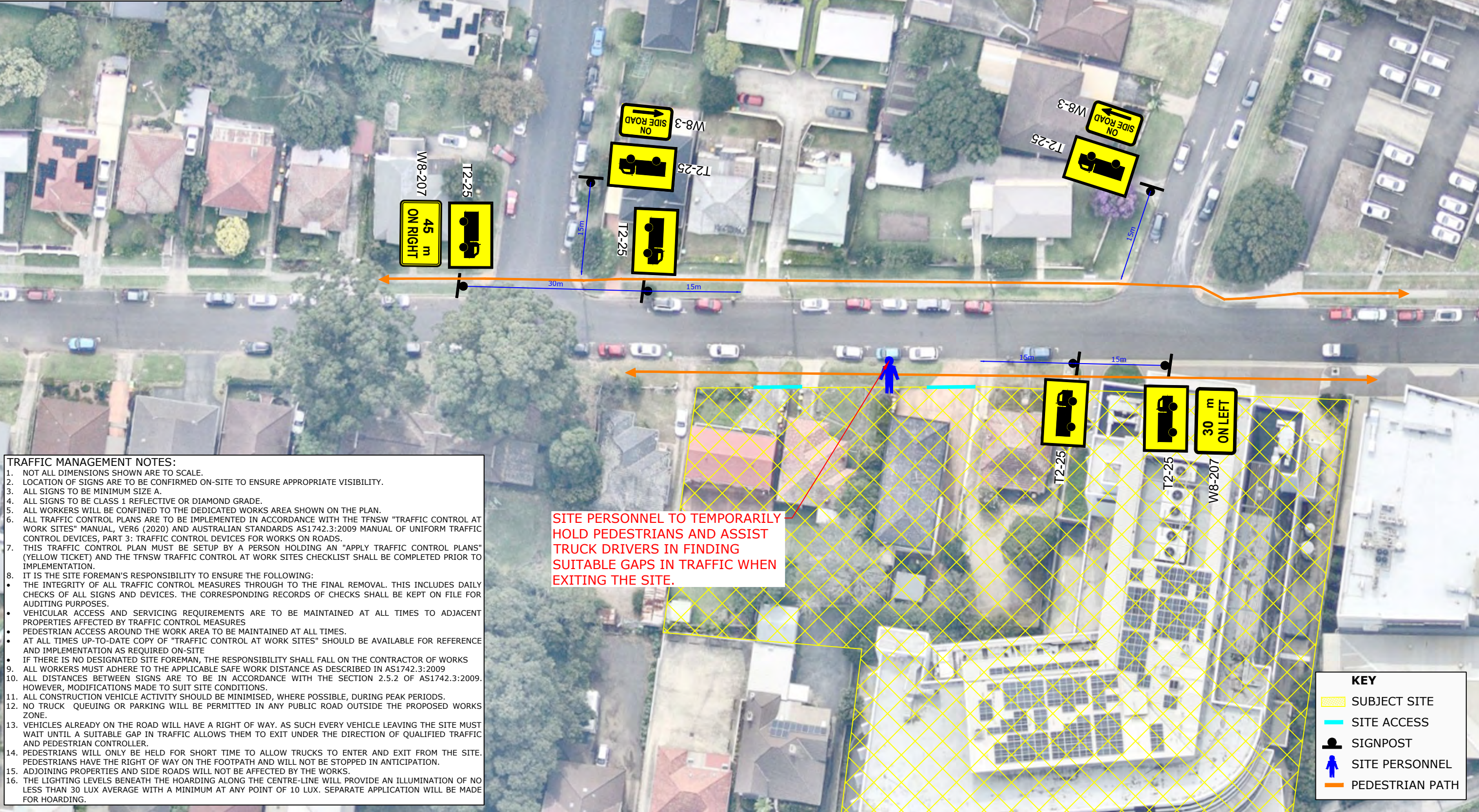
**DESIGNER**  
THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT1036876  
SOKAN CHHOUN



**NOTE:**

- SITE PERSONNEL CAN MOVE BETWEEN THE SITE ENTR GATE AND EXIT GATE TO FACILITATE TRUCK MOVEMENTS INTO AND OUT OF THE SITE. IT IS EXPECTED THAT NO ENTRY AND EXIT MOVEMENTS WILL BE UNDERTAKEN SIMULTANEOUSLY.



- TRAFFIC MANAGEMENT NOTES:**
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
  - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
  - ALL SIGNS TO BE MINIMUM SIZE A.
  - ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
  - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
  - ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
  - THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
  - IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
    - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
    - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
    - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
    - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
    - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
  - ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
  - ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
  - ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
  - NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
  - VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
  - PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
  - ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
  - THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

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PROJECT  
**WOLLONGONG PRIVATE HOSPITAL**

TITLE  
**TRAFFIC GUIDANCE SCHEME  
DEMOLITION AND EXCAVATION STAGE**

|                                 |                 |
|---------------------------------|-----------------|
| DWG No. 24153CAD009<br>FIGURE 1 |                 |
| DATE STAMP 4 June 2025          |                 |
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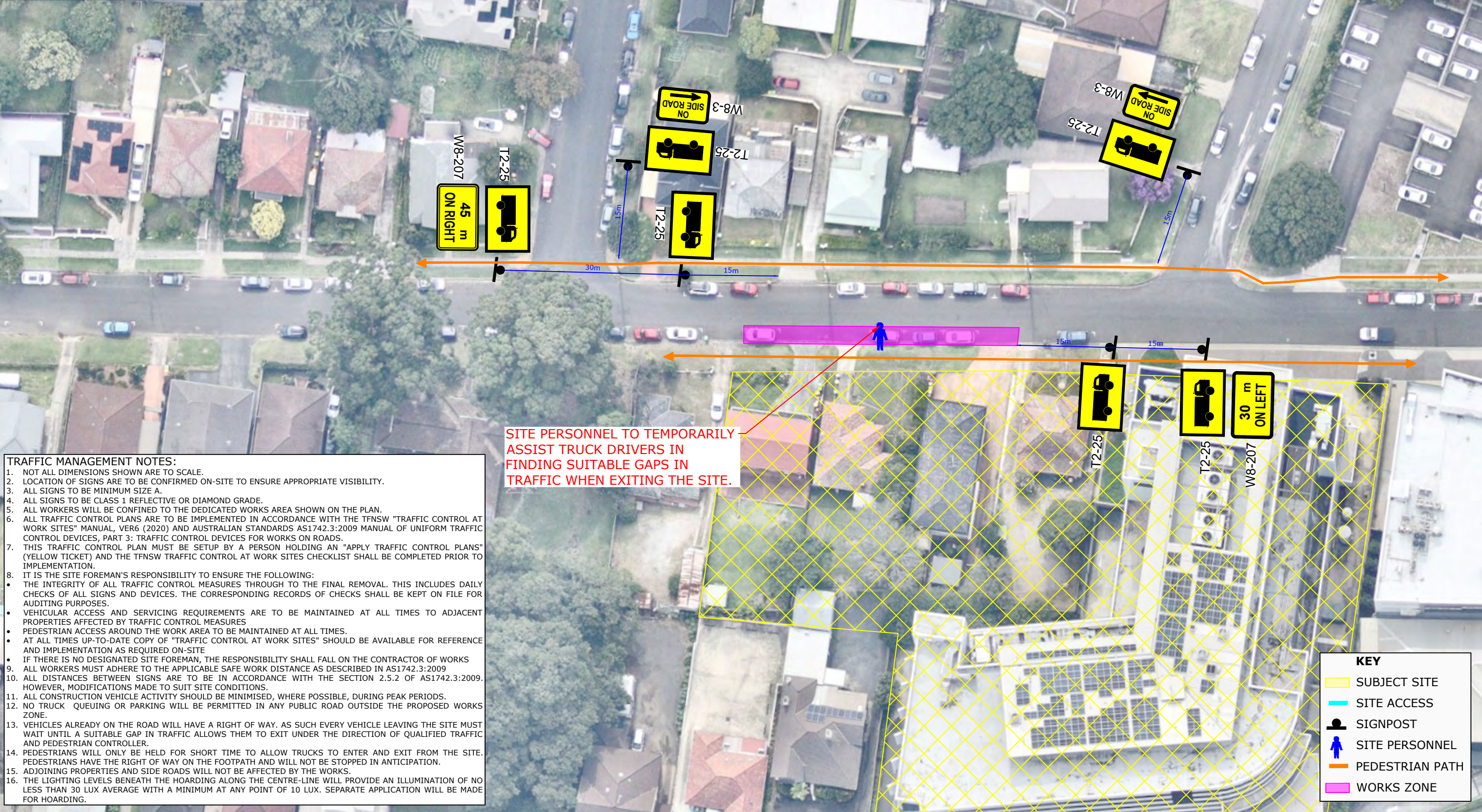


APPROVER  
THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT1036880  
OASIKA FAIZ

DESIGNER  
THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT1036876  
SOKAN CHHOUN



| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
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PROJECT  
**WOLLONGONG PRIVATE HOSPITAL**

TITLE  
**TRAFFIC GUIDANCE SCHEME  
STRUCTURE AND FITOUT AND FINISH STAGE**

|             |                         |      |  |
|-------------|-------------------------|------|--|
| DWG No.     | 24153CAD009<br>FIGURE 2 |      |  |
| DATE STAMP  | 4 June 2025             |      |  |
| PROJECT No. | SCALE                   | REV. |  |
| 24153       | 1:600 @A3               | A    |  |

Filename: 24153CAD009-240604.TGS



The Transport Planning Partnership  
Suite 402 Level 4, 22 Atchison Street  
St Leonards NSW 2065

P.O. Box 237  
St Leonards NSW 1590

02 8437 7800

[info@tpp.net.au](mailto:info@tpp.net.au)

[www.tpp.net.au](http://www.tpp.net.au)