

Construction Traffic Management Plan

357-363 Crown Street and 2-4 Gladstone Avenue, Wollongong

22022

Prepared for

Wollongong Developments No.5 Pty Ltd

4 February 2026

Contact Information



Genesis Traffic	Suite 3, 53 Grandview Street, Pymble NSW 2073
	www.genestrtraffic.com.au
	ABN 34 660 055 532
Email	bernard@genestrtraffic.com.au
Approved By	Bernard Lo
Signature	

Document Information

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Figure 4-3 Example of Construction Access Retractable Barriers



1 Introduction

1.1 Background

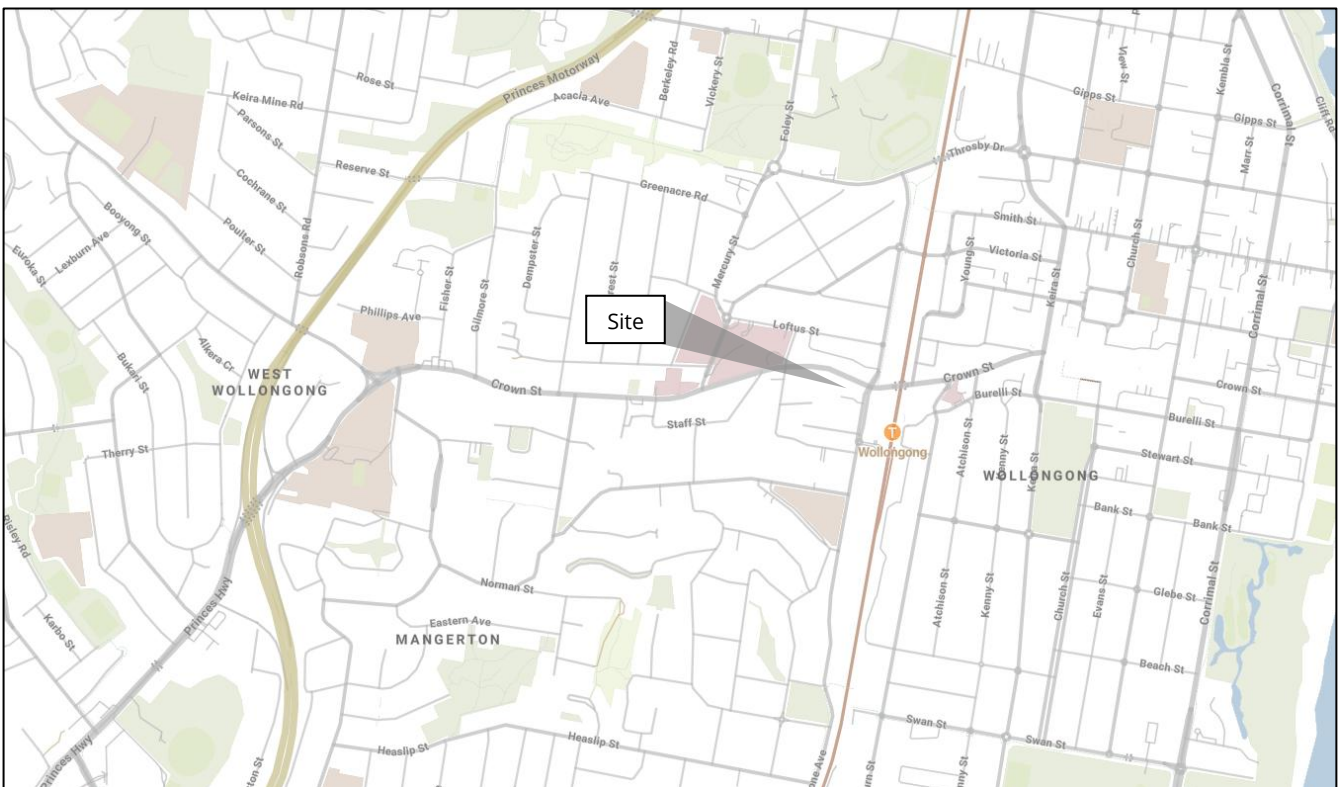
This Construction Traffic Management Plan (CTMP) prepared by Genesis Traffic on behalf of Wollongong Developments No.5 Pty Ltd ('the Applicant'). This submission supports an Early Works State Significant Development Application (SSDA)(SSD-97973958) as an Amending SSDA to DA-2023/156 for a mixed-use shop top housing development at No. 357-359 and 363 Crown Street, and No. 2 & 4 Gladstone Avenue, Wollongong (the Site, Figure 1-1).

This Amending DA seeks approval for the undertaking of early construction works comprising bulk excavation and shoring works to enable the excavation of basement parking areas.

The approval of DA-2023/156 included the carrying out of the nominated early works across part of the site. This application seeks consent to extend the area of those approved works to certain other areas of the site. For a further detailed project description, please refer to the Environmental Impact Statement prepared by Planning Ingenuity.

This report should be read in conjunction with the Environmental Impact Statement prepared by Planning Ingenuity, plans of the proposed works prepared by BKA Architecture, and the other accompanying documents that form part of the State Significant Development Application.

Figure 1-1 Site location



Source: Mecone (modified by Genesis Traffic)



1.2 Secretary's Environmental Assessment Requirements

This report has been prepared to respond to the Secretary's Environmental Assessment Requirements (SEARs) for SSD-97973958. Specifically, this report has been prepared to respond to those SEARs outlined in Table 1-1 below.

Table 1-1 SEARs relevant to this report

SEAR	SEAR Description	Report name
9. Transport	<ul style="list-style-type: none"><i>If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts</i>	CTMP

1.3 Objectives & Scope

The purpose of this CTMP is to outline the proposed traffic management strategies associated with the Early Works of the project, which involves:

- Bulk excavation
- Shoring works

The CTMP provides a framework for managing vehicle movements, minimising disruption, and ensuring safety for all road users. Specifically, the CTMP seeks to:

- Define construction hours in accordance with the local regulations.
- Summarise the early works program.
- Identify construction vehicle types, including size and operational constraints.
- Estimate vehicle movement frequency to assess traffic and safety impacts.
- Nominate preferred truck haulage routes to minimise disruption to local roads.
- Establish site access and egress locations, including any temporary arrangements.
- Assess impacts on the road network, including congestion and intersection performance.
- Evaluate effects on pedestrian access and connectivity, ensuring safety and accessibility.
- Review potential impacts on public transport services during early works.
- Ensure continued emergency service access throughout the construction period.
- Outline proposed traffic management measures, such as signage and traffic control as well as pedestrian management.
- Recommend mitigation strategies to reduce impacts on network operations.



1.4 Reference Documents

Reference has been made to the following documents when preparing this report:

- Traffic Control at Worksites Technical Manual, TfNSW (Issue 6.1, 2022)



2 Development Context

This CTMP supports an Early Works State Significant Development Application (SSDA)(SSD-97973958) as an Amending SSDA to DA-2023/156 for a mixed-use shop top housing development at the site.

This Amending DA seeks approval for the undertaking of early construction works comprising:

- Bulk excavation; and
- Shoring works

These works are intended to enable the excavation of basement car park. Details of the proposed bulk excavation outline are shown on the plans provided in **Attachment 1**.

The approval of DA-2023/156 included the carrying out of the nominated early works across part of the site. This application seeks consent to extend the area of those approved works to certain other areas of the site.

For a further detailed project description, please refer to the Environmental Impact Statement prepared by Planning Ingenuity.



3 Existing Conditions

3.1 Site and Surrounding Context

The site (Figure 3-1) is situated at 357-359 & 363 Crown Street and No 2 & 4 Gladstone Avenue, Wollongong. The site is located within the Wollongong Local Government Area (LGA) approximately 70km south of the Sydney CBD.

Figure 3-1 Site Context



Source: Planning Ingenuity

It is a well-located site, approximately 100m walking distance from the Wollongong Railway Station which provides access to numerous destinations including Sydney, Port Kembla, Shellharbour and Kiama.

The site is in close proximity to the Wollongong Health Precinct including Wollongong Public and Private Hospitals. Wollongong TAFE and Wollongong University are approximately 2km from the site.

Public open spaces near the site include Rotary Park, the Beaton Park Leisure Centre and MacCabe Park in the city centre.



The site consists of the following parcels of land and is legally described as in Table 3-1.

Table 3-1 Site Legal Description

Street Address	Lot/DP
357-359 Crown Street, Wollongong	Lot 2/DP 201949
363 Crown Street, Wollongong	Lot 1/DP 201949
2 Gladstone Avenue, Wollongong	Lot 6/DP 14480
4 Gladstone Avenue, Wollongong	Lot 7/DP 661845

The land is wholly owned by Wollongong Developments No 5 Pty Ltd. The site is irregular shape with an area of approximately 6,514m², with road frontages to Crown Street and Gladstone Avenue and an unnamed laneway near Frederick Street. In addition, the site benefits from a right of carriageway over the adjacent site to the west providing vehicle access to Parkingson Street.

The site is occupied by two single-storey residential dwellings, commercial carpark and two-storey commercial premises at present with vehicle access points located at Crown Street.

The adjoining and surrounding land uses include:

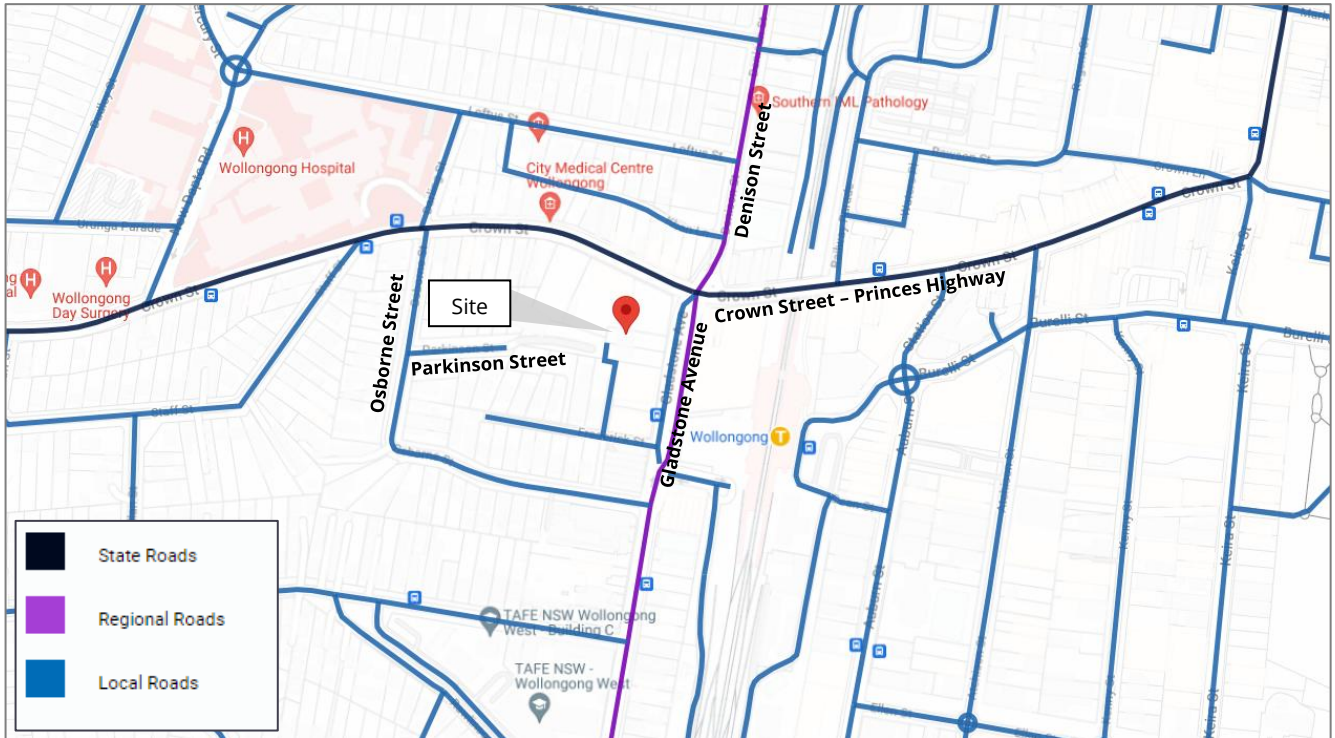
- High and medium-density dwellings on adjacent lots
- Low density residential dwellings to the north, west and south
- Retail premises along Crown Street
- Wollongong Hospital to the west along Crown Street
- Wollongong Station across the road at Gladstone Avenue
- Wollongong West Public School and The Illawarra Grammar School to the west



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-2:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-2 Surrounding Road Network

Road Name	Description
Crown Street (Princes Highway)	<ul style="list-style-type: none"> State Road Speed limit 60km/h 2 lanes in each direction Time restricted (1P) on-street parking along both sides of the street
Gladstone Avenue	<ul style="list-style-type: none"> Regional Road Speed limit 50km/h 2 lanes in each direction Time restricted (1P and 2P) on-street parking along both sides of the street
Parkinson Street	<ul style="list-style-type: none"> Access Laneway Speed limit 50km/h 1 lane in each direction



	<ul style="list-style-type: none"> · Unrestricted on-street parking along both sides of the street
Osborne Street	<ul style="list-style-type: none"> · Local Road · Speed limit 50km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street
Darling Street	<ul style="list-style-type: none"> · Local Road · Speed limit 50km/h · 1 lane in each direction · Time restricted (2P) on-street parking along the east side of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site are detailed in Table 3-3:

Table 3-3 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	<ul style="list-style-type: none"> · Intersections of: <ul style="list-style-type: none"> ○ Crown Street and Gladstone Avenue ○ Crown Street and Osbourne Street
Roundabout	<ul style="list-style-type: none"> · Intersections of: <ul style="list-style-type: none"> ○ Gladstone Avenue and Railway Station Square ○ Denison Street and Loftus Street
Give-way / Stop Control	<ul style="list-style-type: none"> · Intersection of: <ul style="list-style-type: none"> ○ Parkinson Street and Osbourne Street
No Right Turn	<ul style="list-style-type: none"> · From Osbourne Street to Gladstone Avenue
Pedestrian Crossing	<ul style="list-style-type: none"> · Along part of <ul style="list-style-type: none"> ○ Gladstone Avenue



3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

Train/Metro

The site is located within 330m of Wollongong Train Station providing connections to the Sydney Central Business District (CBD) via the Sydney Trains/Metro rail network.

Bus

Local bus service(s) is within walking distance (70m) of the site, as follows (Table 3-4).

Table 3-4 Bus Services Provision

Bus Line	Bus Route
11	Wollongong to Wollongong University (Loop Service)
24	Wollongong Figtree via Mangerton (Loop Service)
31	Wollongong to Horsley Via Unanderra (Loop Service)
33	Wollongong to Dapto via Unanderra (Loop Service)
34	Wollongong to Warrawong via Unanderra (Loop Service)
35	Unanderra to Wollongong via Farmborough Heights



36	Wollongong to Kembla Heights via Cordeaux Heights (Loop Service)
37	Wollongong to Shellharbour via Dapto (Loop Service)
39	Wollongong to Figtree via Mt Keira (Loop Service)
53	Shellharbour to Wollongong via Shell Cove & Warrawong
53C	University of Wollongong to Wollongong via Fairy Meadow (Loop Service)

3.5 Existing Traffic Conditions

An indication of the prevailing traffic operations at the following local network intersections is provided in the below SIDRA assessment (Table 3-5).

Table 3-5 Existing Intersection Traffic Circumstance

Intersection	AM Peak			PM Peak		
	LOS	AVD	DOS	LOS	AVD	DOS
Crown Street /Darling Street / Osborne Street	A	8.8s	0.400	A	9.4s	0.483
Osborne Street / Parkinson Street	A	5.6s (South RT)	0.033 (North)	A	4.9s (East RT)	0.029 (South)

Note: The worst movement of the priority-controlled Osborne Street and Parkinson Street intersection is also reported in the above Table. For example, the Right Turn movement from the East approach is abbreviated and expressed as (East RT).

The assessment found the local road network operating with ample spare capacity under existing traffic demand (including the site's existing traffic movements).



4 Construction Traffic Management

4.1 Site Contact

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is provided below (Table 4-1).

Table 4-1 Contact Details

Details	
Name	Grant Madsen
Contact No.	0421 078 360
Email:	grant.madsen@level33.com.au

4.2 Construction Program

Table 4-2 summarises the envisaged truck visitation levels for each work phase.

Table 4-2 Works Program

Phase	Program	Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Site Establishment	15m Truck	5	6	10
2	Demolition	16.8m T&D	20	8	20
3	Excavation / Earthworks	16.8m T&D	40	24	20
4	Construction / Concrete Pouring	15m Truck	Subject to separate application for Main Works		
5	Fitout	15m Truck			

Abbreviation: T&D = Truck and Dog

4.3 Work Hours

The proposed work hours will accord with the consent details; however, it is expected that construction activities will be limited to the following period (Table 4-3):

Table 4-3 Permitted Work Hours

Day(s)	Permitted Work Hours
Mondays to Saturday	7:00am to 5:00pm
Sunday and Public Holidays	No Work



Any operation with high noise emission appliances, plant and/or machinery such as rock breaking, rock hammering, rock sawing, blasting, sheet piling, pile driving may only be carried out between the following hours (Table 4-3):

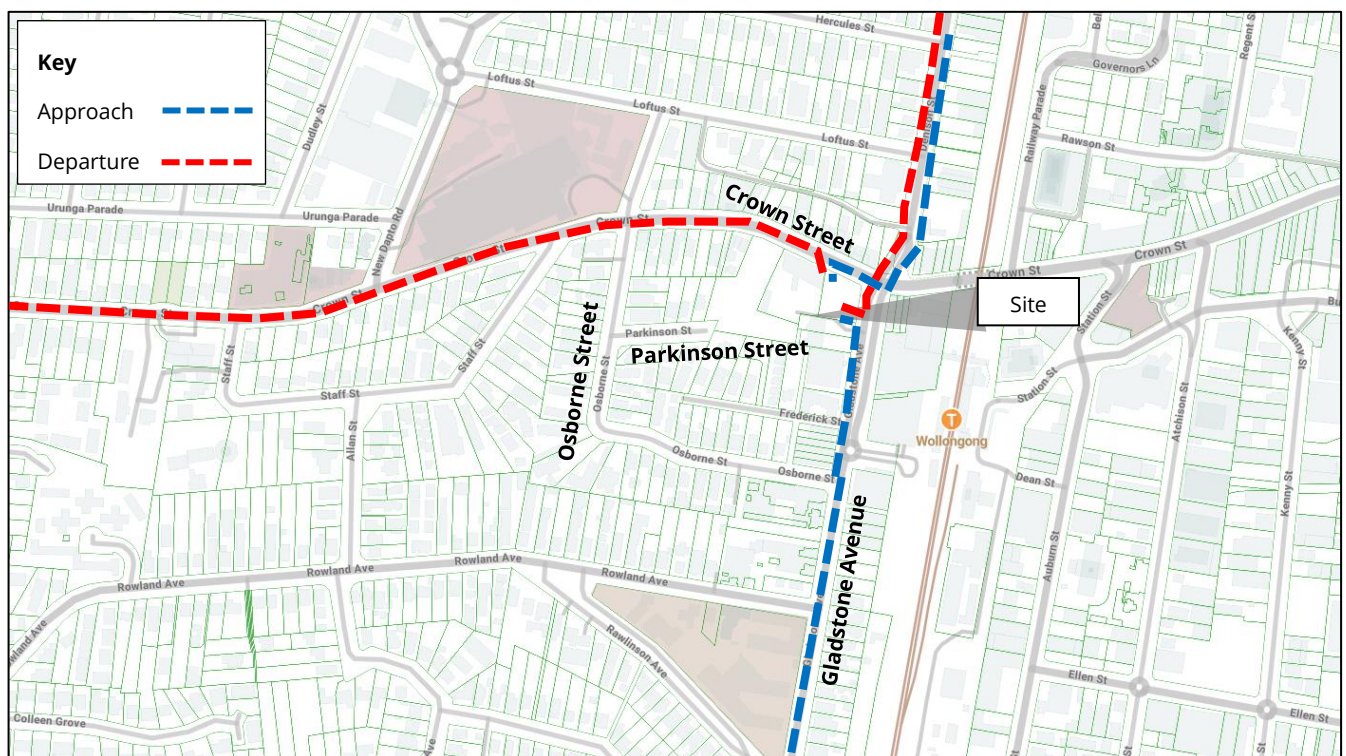
Table 4-4 Permitted Work Hours

Day(s)	Permitted Work Hours
Mondays to Friday	9:00am to 12:00pm & 2:00pm to 5.00pm
Saturday	9:00am to 1:00pm
Sunday and Public Holidays	No Work

4.4 Truck Route (s)

Truck movements associated with the Early Works construction processes will approach and depart the site via Gladstone Avenue and Crown Street as illustrated in Figure 4-1. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council.

Figure 4-1 Truck Route



Source: Mecone (modified by Genesis Traffic)

During the course of the works, all trucks will approach and depart the site in a forward direction. In the event where construction vehicles are unable to manoeuvre from/to the site, separately approved permit for Works Zone will need to be established along the site frontage. Other necessary oversized mobile crane/truck access or stand plant permit are also subject to separate approvals by the Council. Where



vehicles will need to reverse in the public road network to gain site access, they must occur under the supervision of accredited traffic controllers.

Internally, adequate temporary truck loading areas will be designated near each access point to minimise site circulation and improve traffic flow efficiency, while also avoiding external queuing during busy work periods. To improve pedestrian safety along the site frontages, the widths of all access crossings have been minimised so they can accommodate either entry or exit movements at any one time, thereby reducing crossing distances at vehicle crossings. Notwithstanding, all pedestrian movements across driveways must be supervised by accredited traffic controllers during work periods.

4.5 Site Access

The manner in which vehicles access and depart the site during Early Works is shown in detail on the Traffic Guidance Scheme in **Attachment 2**, while detailed swept path analysis demonstrating the nominated truck movements at the site frontages are shown in **Attachment 3**. Notably, all construction vehicle access movements are restricted to left in and left out only.

4.6 Site Setout

A proposed site plan indicating the expected site access location, proposed truck loading area, site office, amenity and storage, are indicated in Figure 4-2.



Figure 4-2 Site Setup



Source: Metromap (modified by Genesis Traffic)

4.7 Fencing/Perimeter Separation

Class B fencing will be erected along Crown Street and Gladstone Avenue, with Class A fencing installed along the remaining construction site perimeter to cordon off the site from pedestrian movements along the site frontages and neighbouring properties where applicable. Site office/amenities will be established on the hoarding.

4.8 Materials Handling and Cranage

All materials must be loaded/off-loaded and stored within the site boundary at all times. During the excavation of the site, the excavated materials will be loaded/unloaded on site. No materials are to be stored outside the site boundary at any time.

A tower crane will be erected within the site and specific areas will be available for loading/unloading, materials handling and storage in relation to the crane.



4.9 Works Zone

The construction program does not anticipate the need for a Works Zone for the Early Works. All construction vehicles will approach via the designated routes, load/unload in the site, and depart via the designated access points.

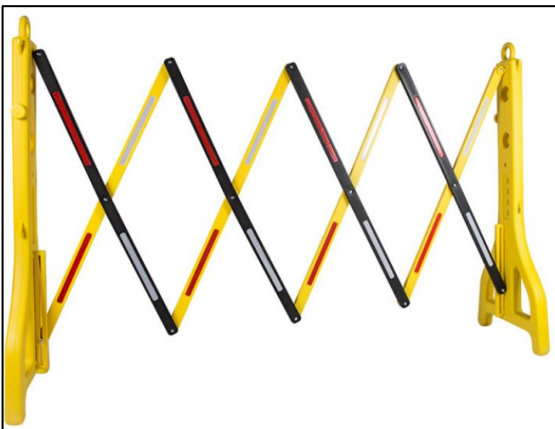
4.10 Pedestrian Management

Pedestrian movements along the frontage footpaths are to be retained throughout the works. All construction-related vehicle activity on the frontages will be supervised by accredited traffic controllers, with trucks escorted at/near the site access points and the frontage to ensure pedestrian safety.

Pedestrian activity will be continuously managed through the presence of accredited traffic controllers stationed at each vehicle access point. These traffic controllers will coordinate vehicle arrivals and departures and will temporarily stop pedestrian movements using retractable barriers when vehicles are approaching or departing the site, as illustrated in Figure 4-3. These barriers enhance pedestrian safety by providing a clear, visible, and physical separation, thereby reducing risks associated with distracted pedestrian movements.

At peak construction periods, the works activity is expected to generate approximately two (2) vehicle movements per hour at each of the access point. On average, such temporary disruptions to pedestrians are therefore expected to occur once or twice per hour in the peak work periods, or less at other phases of work.

Figure 4-3 Example of Construction Access Retractable Barriers



4.11 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) set out a suite of site traffic management principles in accordance with the TfNSW Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to Workcover requirements and the contractor's Constructions Workplace Health and Safety Manuals.



The TGSs have been prepared by a Certified Traffic Controller in accordance with Australian Standards 1742.3. The site- specific TGSs are reproduced in **Attachment 2**.

4.12 Construction Worker Parking

There will be no on-site car parking available for workers during the earlier construction stage. Once the internal driveway and basement car park are built (and when construction activity is most intensive), workers can park in the basement.

Some unrestricted on-street parking will be available along the surrounding local streets for the workers. Given the proximity of the site to high-frequency public transport services, all workers will be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site or to carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site daily.

Workers will also be informed of appropriate tool/equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

4.13 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo formal 'site induction' processes and all inductions will be performed specifically to each trade according to SafeWork OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

4.14 Other Construction Management Principles

1. Removed or damaged parking signs shall be replaced immediately.
2. Damaged trees shall be repaired / replaced to the satisfaction of Council.
3. Traffic and pedestrian control shall be in accordance with the TfNSW Traffic Control at Work Sites Technical Manual and Australian Standard AS1742.3 – Manual of uniform traffic control devices - Part 3 Traffic control for works on roads.
4. Reserving or blockage of on-street parking shall not occur without prior Council approval. All on-street parking spaces outside the site are to remain available for the use by the general public during the approved work hours unless Council signage is installed to the contrary.



5. Barricades, delineators (including bollards, witches' hats, barrier boards etc.) shall not be placed in the kerbside parking lane outside or adjacent to the site to reserve on street parking spaces without the prior approval of Council.
6. A separate application to and approval from Council will be submitted for occupation of any road related area (traffic and parking lanes, verge, footpath etc.).



5 Works Impact

5.1 Public Notification & Communication

The nominated contractor shall prepare notification letters to advise the following neighbouring properties of the proposed construction works and timing thereof. A minimum notice period of five (5) days shall be applicable for all external communications.

The nominated contractor shall also engage with the surrounding building teams at the time of construction to establish the extent of truck delivery movements with an aim to minimise overlapping movements on the same routes.

The following addresses will be notified by letterbox drop prior to the start of works, providing information relating to the project schedule:

Adjacent to the site	373 Crown Street 6-10 Gladstone Avenue
Opposite the site	2, 4, 8 Frederick Street 316-318, 320-322, 324, 326, 328 & 330 Crown Street

5.2 Spoil Management

Wheel wash station will be positioned at the entry/exit points to ensure that soil/excavated materials are not transported on wheels or tracks of vehicles or plant and deposited on surrounding roadways. All arriving and departing construction vehicles are to have their loads covered during demolition and excavation.

5.3 Road Serviceability

The nominated contractor will be responsible for ensuring that the road pavement, kerb, and gutter along each road frontage shall remain in clean and serviceable states during the course of the construction at no cost to Council.

5.4 Impact on Public Transport Services

The nominated heavy vehicle haulage routes will largely be limited to State Roads and Regional Roads which are designed to accommodate heavy vehicle movements. As such, there will be no adverse impact on existing public transport services.

While the nominated truck routes will overlap with bus routes during the construction period, it is not expected that estimated truck movements would have no material effect on the existing bus services.



5.5 Impact on Emergency Vehicle Access

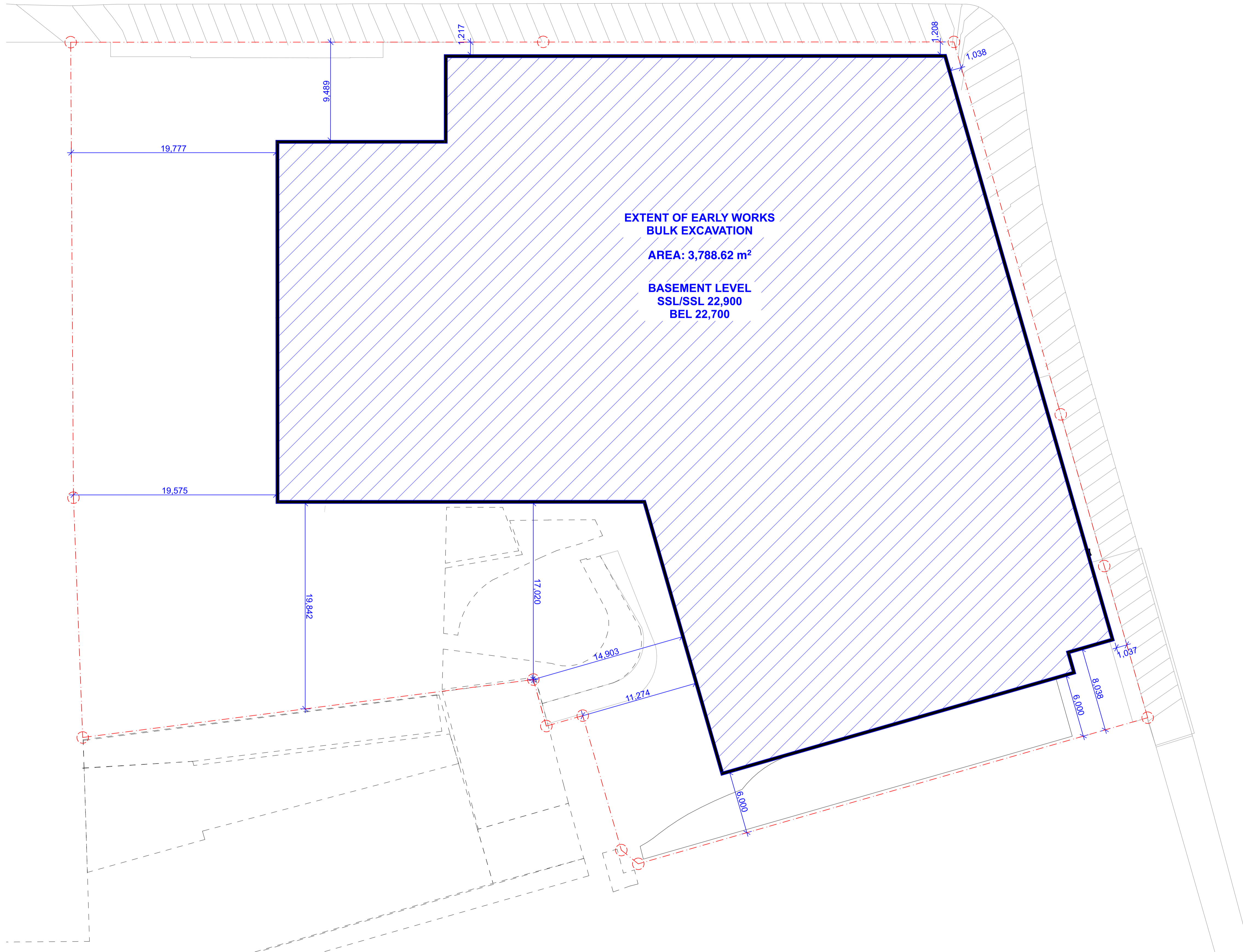
Nominated site personnel will be on-site regularly with contact details prominently displayed and visible from the road frontage. Access to the site and neighbouring sites by emergency vehicles are not to be affected by the construction activities.

The CTMP does not anticipate the works will impose an adverse impact on emergency vehicle access to the site or other neighbouring properties.



Attachment 1

Proposed Bulk Excavation Plans



BASEMENT
1:200

General Notes

DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK ALL DIMENSIONS ON SITE BEFORE ANY MANUFACTURE OR CONSTRUCTION.

All dimensions are in millimetres unless stated otherwise. All architectural drawings are to be read in conjunction with the relevant consultant documents. All dimensions and levels are to be checked and verified on site prior to the commencement of work. Shop drawings or fabrication of any components. Refer all discrepancies to the Architect for determination. Drawings are not to be scaled, use only figured dimensions. This drawing is copyright and must not be retained, copied or used without the permission of BKA Architecture. This document has been prepared for and on behalf of the clients noted on the drawing. BKA Architecture's responsibility is to these clients only and not to any third party who may rely on these documents.
Nominated Architects (NSW) - John Baker 3552

Rev	Date	Issue
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30/1/2026 - ISSUE FOR COORDINATION

- ACCESS**
JAZMYN STOL / EAST COAST ACCESSIBILITY
P: 02 9264 9089 M: 0418 985 617 E: jaz@ecapprovals.com.au
- ARBORIST**
MARK HASTLEY / ARBORIST NETWORK
P: 028835 1234 E: support@arboristnetwork.com.au
- ACHAR & CwC**
ALEXANDRA GAFFKIN / ARTEFACT
M: 0414 742 859 E: alexandra.gaffkin@artefact.net.au
- ACOUSTIC**
DOMENIKI TSAGARIS, MOUSSA ZAIQOR - ACOUSTIC NOISE AND VIBRATION SOLUTIONS
P: 02 9793 1393 E: info@acousticsolutions.com.au
- BCA**
Nest Consulting Group Nicholas Hurtado
M: 0480 387 824 E: nicolas@nestcg.com.au
- BASIX / MATHERS**
ALEX KOBLER / EL-LAB CONSULTING
M: 0447 343 451 E: alex.kobler@e-lab.com.au
- BIODIVERSITY**
CHRIS MOORE / NARLA
M: 0428 388 491 E: chris.moore@narla.com.au
- CIVIL**
Kamyar Elvazzadeh
M: 0401 843 236 E: kamyar@smartstructs.com.au
- GEOTECH**
JOELL HEININGER / EI AUSTRALIA
M: 0475 554 383 E: joell.heininger@eiaustralia.com.au
- ELECTRICAL / DRY FIRE**
JAD RAHME / JOELIANE
M: 0425 193 331 E: jad.rahme@joeliane.com
- HERITAGE**
KRISTIE / HERITAGE 21
M: 0413 906 661 E: kristie@heritage21.com.au
- HYDRAULIC / WET FIRE**
SCOTT COLLIS / SCOTT COLLIS CONSULTING
M: 0433 665 388 E: scott@scottcollis.com.au
- INFRASTRUCTURE REQUIREMENTS AND UTILITIES**
BEN JAMES / NEURON
M: 0419 995 327 E: ben.james@neuronbuild.com
- LANDSCAPE**
JACK STEVENSON / ARCADIA
P: 02 4058 1812 E: jacks@arcadia.com.au
- L3 ELECTRICAL**
TODD SCARFONE / AAPE
P: 9553 1857 E: tscarfone@aspowereng.com
- MECHANICAL**
FELIX YE / PCE
M: 0428 076 689 E: felix@pce.com.au
- PHOTOMONTAGE**
Dan Delavega / PREMIER 3D
M: 0475 554 383 E: dan@Premier3D.com
- PLANNER**
TROY LOVEDAY / PLANNING INGENUITY
M: 0448 878 712E: troy@planningingenuity.com.au
- QS**
RAFAEL BOZONELLOS / ARCHI QS
Shop 3 | 250 Oxford Street, Bondi Junction NSW 2022
P: 02 9586 4401 E: rafael@archi-qs.com.au
- SURVEYOR**
GEOURVY / SAEID TAHIR
P: 1300 554 875 M: 0411 756 547 E: saeid@geosurv.com.au
- STRUCTURAL**
PHIL MANCE / MANCE ARRAJ
P: 02 8971 8800 E: saeid@geosurv.com.au
- SOCIAL IMPACT ASSESSMENT & COMMUNITY ENGAGEMENT**
TROY LOVEDAY / PLANNING INGENUITY
T: 0448 878 712E: troy@planningingenuity.com.au
- TRAFFIC**
BERNARD LO / GENESIS TRAFFIC
P: 02 7255 8198 (Direct) E: bernard@genesistraffic.com.au
- VISUAL IMPACT**
CHRIS BAIN / ETHOS URBAN
M: 0439 262 248 E: cbain@ethosurban.com
- WASTE**
Tobias McPherson / ELEPHANTS FOOT
P: 0297802510 E: tobias.mcpherson@elephantsfoot.com.au
- WIND**
MARK LEONARAKI / VIPAC
T: 0447 895 144 E: markl@vipac.com.au

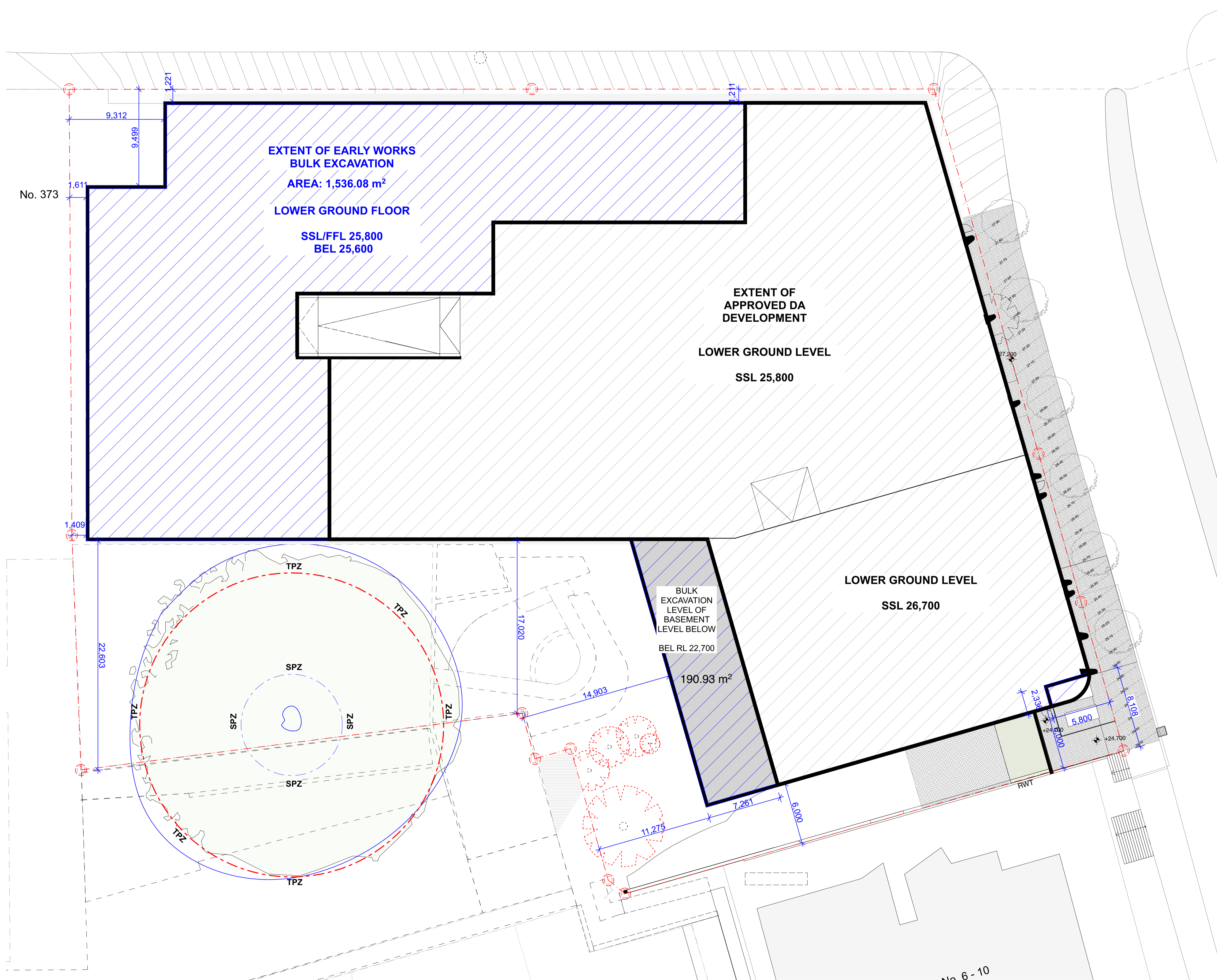
Client
LEVEL 33
LEVEL 33
102 Bond Rd, Riverwood NSW 2210
(02) 8199 1144

Architect
BKA Architecture
SYDNEY
Suite 104,
77 Dunning Ave,
Rosebery,
NSW 2018
NEWCASTLE
Suite 4
79 Bolton St,
Newcastle
NSW 2300
NORTH COAST
Unit 1
10 Barton St,
Bangalow
NSW 2479
T: +61 2 9318 9200 T: +61 2 4926 5563 T: +61 2 6687 2712
E: bka@bka.com.au
W: www.bka.com.au

North	Scale at A1
	1:200
Status	Drawn
DA	DC
Date	Checked
30/1/2026	JG
Project	
2-4 Gladstone Ave / 357-363 Crown St Wollongong NSW	

Drawing
BULK EXCAVATION - BASEMENT

Project No.	Revision	Drawing No.
22003		



No. 373

LOWER GROUND FLOOR
1:200

General Notes

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Nominated Architects (NSW) - John Baker 3552

Rev	Date	Issue
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30/1/2026 - ISSUE FOR COORDINATION

- ACCESS**
JAZMYN STOL / EAST COAST ACCESSIBILITY
P: 02 9264 9089 M: 0418 985 817 E: jaz@ecapprovals.com.au
- ARBORIST**
MARK HARTLEY / ARBORIST NETWORK
P: 028835 1234 E: support@arboristnetwork.com.au
- ACHAR & CwC**
ALEXANDRA GAFFKIN / ARTEFACT
M: 0414 742 899 E: alexandra.gaffkin@artefact.net.au
- ACOUSTIC**
DOMENIK TSAGARIS, MOUSSA ZAIQOR - ACOUSTIC NOISE AND VIBRATION SOLUTIONS
P: 02 9793 1393 E: info@acousticssolutions.com.au
- BCA**
Nest Consulting Group Nicholas Hurtado
M: 0480 387 824 E: nicolas@nestcg.com.au
- BASIX / MATHERS**
ALEX KOBLER / E-LAB CONSULTING
M: 0447 343 451 E: alex.kobler@e-lab.com.au
- BIODIVERSITY**
CHRIS MOORE / NARLA
M: 0428 388 491 E: chris.moore@narla.com.au
- CIVIL**
Kamyar Elvazzadeh
M: 0401 843 236 E: kamyar@smartstructs.com.au
- GEOTECH**
JOEL HEININGER / EI AUSTRALIA
M: 0475 554 383 E: joel.heininger@eiaustralia.com.au
- ELECTRICAL / DRY FIRE**
JAD RAHME / JOELIANE
M: 0425 193 331 E: jad.rahme@joeliane.com
- HERITAGE**
KRISTIE / HERITAGE 21
M: 0413 906 661 E: kristie@heritage21.com.au
- HYDRAULIC / WET FIRE**
SCOTT COLLIS / SCOTT COLLIS CONSULTING
M: 0433 665 388 E: scott@scottcollis.com.au
- INFRASTRUCTURE REQUIREMENTS AND UTILITIES**
BEN JAMES / NEURON
M: 0419 995 327 E: ben.james@neuronbuild.com
- LANDSCAPE**
JACK STEVENSON / ARCADIA
P: 02 4058 1812 E: jacks@arcadia.com.au
- L3 ELECTRICAL**
TODD SCARFONE / AAPPE
P: 9553 1857 E: tscarfone@aaspowereng.com
- MECHANICAL**
FELIX YE / PCE
M: 0428 076 689 E: felix@pce.com.au
- PHOTOMONTAGE**
Dan Delavega / PREMIER 3D
M: 0475 554 383 E: dan@premier3d.com
- PLANNER**
TROY LOVEDAY / PLANNING INGENUITY
M: 0448 878 712 E: troy@planningingenuity.com.au
- QS**
RAFAEL BOZONELLOS / ARCHI QS
Shop 3 | 130 Oxford Street, Bondi Junction NSW 2022
P: 02 9586 4401 E: rafael@archi-qs.com.au
- SURVEYOR**
GEOBURY / SAIED TAHIRI
P: 1300 654 675 M: 0411 756 547 E: saied@geosurv.com.au
- STRUCTURAL**
PHIL MANCE / MANCE ARRJ
P: 02 8971 8800 E: saied@geosurv.com.au
- SOCIAL IMPACT ASSESSMENT & COMMUNITY ENGAGEMENT**
TROY LOVEDAY / PLANNING INGENUITY
T: 0448 878 712 E: troy@planningingenuity.com.au
- TRAFFIC**
BERNARD LO / GENESIS TRAFFIC
P: 02 7255 8198 (Direct) E: bernard@genestraffic.com.au
- VISUAL IMPACT**
CHRIS BAIN / ETHOS URBAN
M: 0438 262 248 E: cbain@ethosurban.com
- WASTE**
Tobias McPherson / ELEPHANTS FOOT
P: 0297802810 E: tobias.mcpherson@elephantsfoot.com.au
- WIND**
MARK LEONARAKI / VIPAC
T: 0447 895 144 E: mark@vipac.com.au

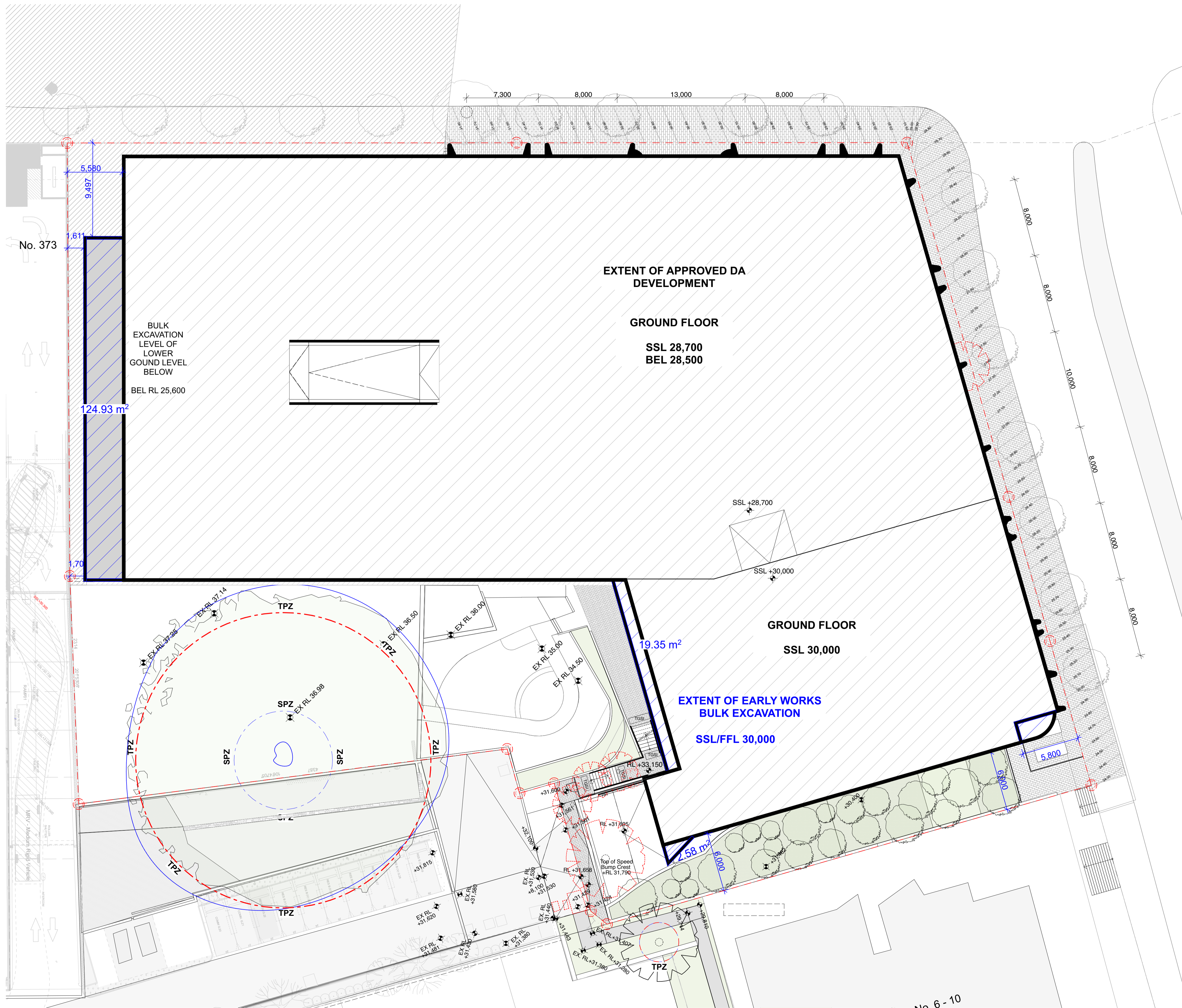
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LEVEL 33
LEVEL 33
102 Bond Rd, Riverwood NSW 2210
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Architect
BKA Architecture
SYDNEY
Suite 1.04,
77 Dunning Ave,
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NEWCASTLE
Suite 4,
19 Bolton St,
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NORTH COAST
Unit 1,
10 Barton St,
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T: +61 2 9318 9200
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Status	Drawn
DA	DC
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30/1/2026	JG
Project	
2-4 Gladstone Ave / 357-363 Crown St Wollongong NSW	

Drawing
BULK EXCAVATION - LOWER GROUND FLOOR

Project No.	Revision	Drawing No.
22003		



GROUND FLOOR
1:200

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Nominated Architects (NSW) - John Baker 3552

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AZAYN STOL / EAST COAST ACCESSIBILITY
P: 02 9264 9089 M: 0418 985 617 E: jaz@ecaprovals.com.au
- ARBORIST**
MARK HASTLEY / ARBORIST NETWORK
P: 028835 1234 E: support@arboristnetwork.com.au
- ACHAR & CwC**
ALEXANDRA GAFFKIN / ARTEFACT
M: 0414 742 859 E: alexandra.gaffkin@artefact.net.au
- ACOUSTIC**
DOMENIKI TSAGARIS, MOUSSA ZAIQOR - ACOUSTIC NOISE AND VIBRATION SOLUTIONS
P: 02 9793 1393 E: info@acousticssolutions.com.au
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M: 0480 387 824 E: nicolas@nestcg.com.au
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ALEX KOBLER / E-LAB CONSULTING
M: 0447 343 451 E: alex.kobler@e-lab.com.au
- BIODIVERSITY**
CHRIS MOORE / NARLA
M: 0428 388 491 E: chris.moore@narla.com.au
- CIVIL**
Kamyar Elvazzadeh
M: 0401 843 236 E: kamyar@smartstructs.com.au
- GEOTECH**
JOEL HEININGER / EI AUSTRALIA
M: 0475 554 383 E: joel.heininger@eiaustralia.com.au
- ELECTRICAL / DRY FIRE**
JAD RAHME / JOELIANE
M: 0425 153 331 E: jad.rahme@joeliane.com
- HERITAGE**
KRISTIE / HERITAGE 21
M: 0413 906 661 E: kristie@heritage21.com.au
- HYDRAULIC / WET FIRE**
SCOTT COLLIS / SCOTT COLLIS CONSULTING
M: 0433 665 388 E: scott@scottcollis.com.au
- INFRASTRUCTURE REQUIREMENTS AND UTILITIES**
BEN JAMES / NEURON
M: 0419 995 327 E: ben.james@neuronbuild.com
- LANDSCAPE**
JACK STEVENSON / ARCADIA
P: 02 4058 1812 E: jacks@arcadia.com.au
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P: 9553 1857 E: tscarfone@aspowereng.com
- MECHANICAL**
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M: 0428 076 689 E: felix@pce.com.au
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Dan Delavega / PREMIER 3D
M: 0475 554 383 E: dan@premier3d.com
- PLANNER**
TROY LOVEDAY / PLANNING INGENUITY
M: 0448 878 712 E: troy@planningingenuity.com.au
- QS**
RAFAEL BOZONELLOS / ARCHI QS
Shop 31 1260 Conford Street, Bondi Junction NSW 2022
P: 02 9586 4401 E: rafael@archi-qs.com.au
- SURVEYOR**
GEOURV / SAIED TAHRIR
P: 1300 654 675 M: 0411 756 547 E: saied@geosurv.com.au
- STRUCTURAL**
PHIL MANCE / MANCE ARRAJ
P: 02 8971 8800 E: saied@geosurv.com.au
- SOCIAL IMPACT ASSESSMENT & COMMUNITY ENGAGEMENT**
TROY LOVEDAY / PLANNING INGENUITY
T: 0448 878 712 E: troy@planningingenuity.com.au
- TRAFFIC**
BERNARD LO / GENESIS TRAFFIC
P: 02 7255 8199 (Direct) E: bernard@genestraffic.com.au
- VISUAL IMPACT**
CHRIS BAIN / ETHOS URBAN
M: 0438 262 248 E: cbain@ethosurban.com
- WASTE**
Tobias McPherson / ELEPHANTS FOOT
P: 0297802510 E: tobias.mcpherson@elephantsfoot.com.au
- WIND**
MARK LEONARAKI / VIPAC
T: 0447 895 144 E: mark@vipac.com.au

Client
LEVEL 33
LEVEL 33
102 Bond Rd, Riverwood NSW 2210
(02) 8199 1144

Architect
BKA Architecture
SYDNEY Suite 1.04, 77 Dunning Ave, Roseberry, NSW 2018
NEWCASTLE Suite 4, 19 Bolton St, Newcastle, NSW 2300
NORTH COAST Unit 1, 10 Station St, Bangalow, NSW 2479
T: +61 2 9318 9200 E: bka@bka.com.au W: www.bka.com.au
T: +61 2 4926 5563 T: +61 2 6687 2712

North	Scale at A1
	1:200
Status	Drawn
DA	DC
Date	Checked
30/1/2026	JG
Project	
2-4 Gladstone Ave / 357-363 Crown St Wollongong NSW	

Drawing
BULK EXCAVATION - GRUND FLOOR

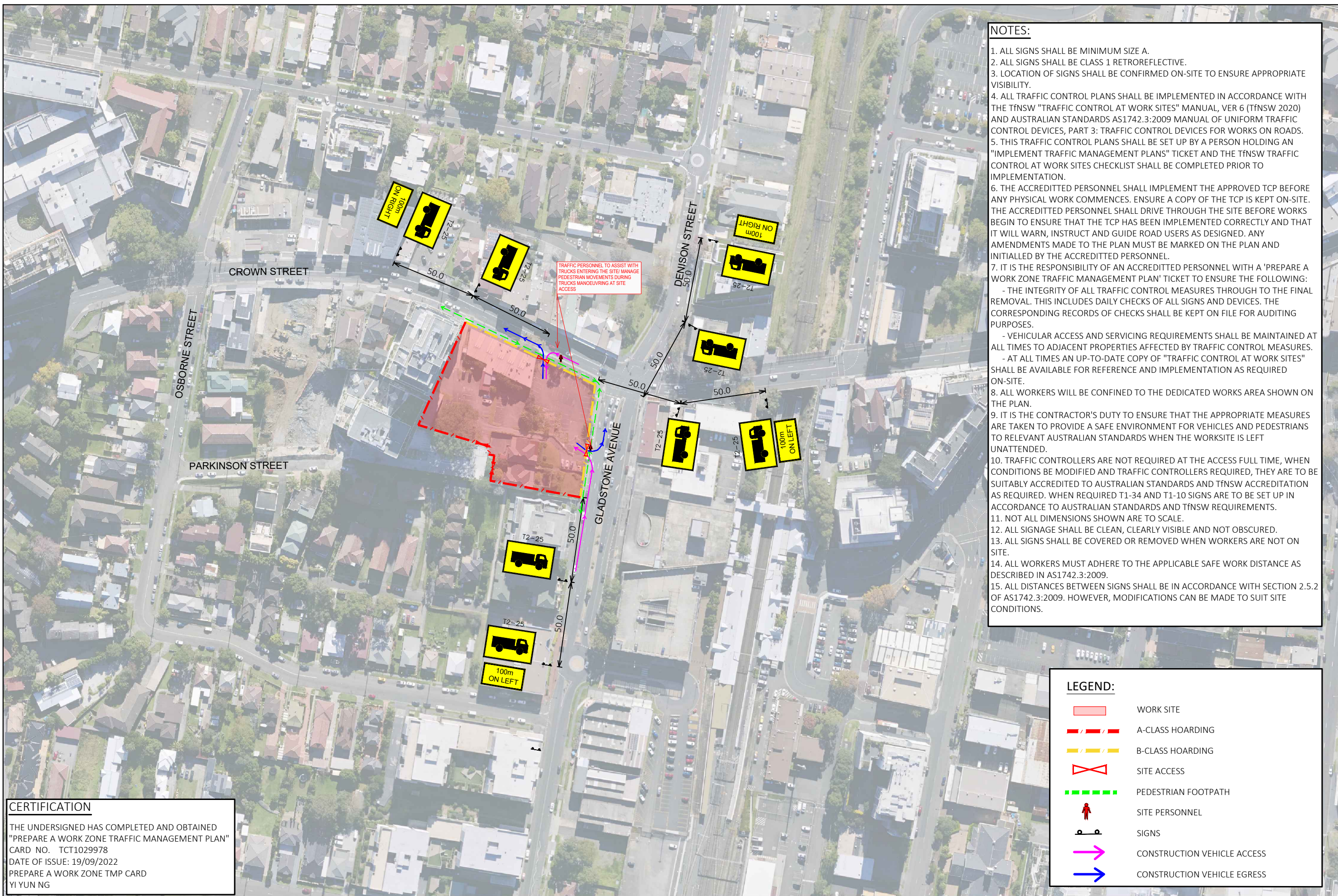
Project No.	Revision	Drawing No.
22003		



Attachment 2

Traffic Guidance Scheme (TGS)

C:\Users\Liam.Mrkonja\OneDrive - Genesis Traffic Solutions\Bennard LO's Files - Genesis Projects - Previous Years\2021\2022 - 2-4 Gladstone Avenue, Wollongong\Drawings\CTMP\2022-V1.7-TGS.dwg
Plotted by Liam Mrkonja



- NOTES:**
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
 2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
 3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 6. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
 7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET 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 SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
 8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
 10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
 11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
 13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
 15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CARD NO. TCT1029978
DATE OF ISSUE: 19/09/2022
PREPARE A WORK ZONE TMP CARD
YI YUN NG

LEGEND:

- WORK SITE
- A-CLASS HOARDING
- B-CLASS HOARDING
- SITE ACCESS
- PEDESTRIAN FOOTPATH
- SITE PERSONNEL
- SIGNS
- CONSTRUCTION VEHICLE ACCESS
- CONSTRUCTION VEHICLE EGRESS

357-363 CROWN STREET AND 2-4 GLADSTONE AVENUE, WOLLONGONG
PROPOSED MIXED-USE DEVELOPMENT
TRAFFIC GUIDANCE SCHEME - TRUCK ACCESS DURING DEMOLITION & EXCAVATION
DRAWING REF NO. 22022-V1.7-TGS SHEET NO. 01 OF 01 ISSUE DATE 30 January 2026

DESIGNED BY
N.BORJA, L.MRKONJA
REVIEWED BY
B.LO
SCALE
A3 0 20.0 40.0 1:2000

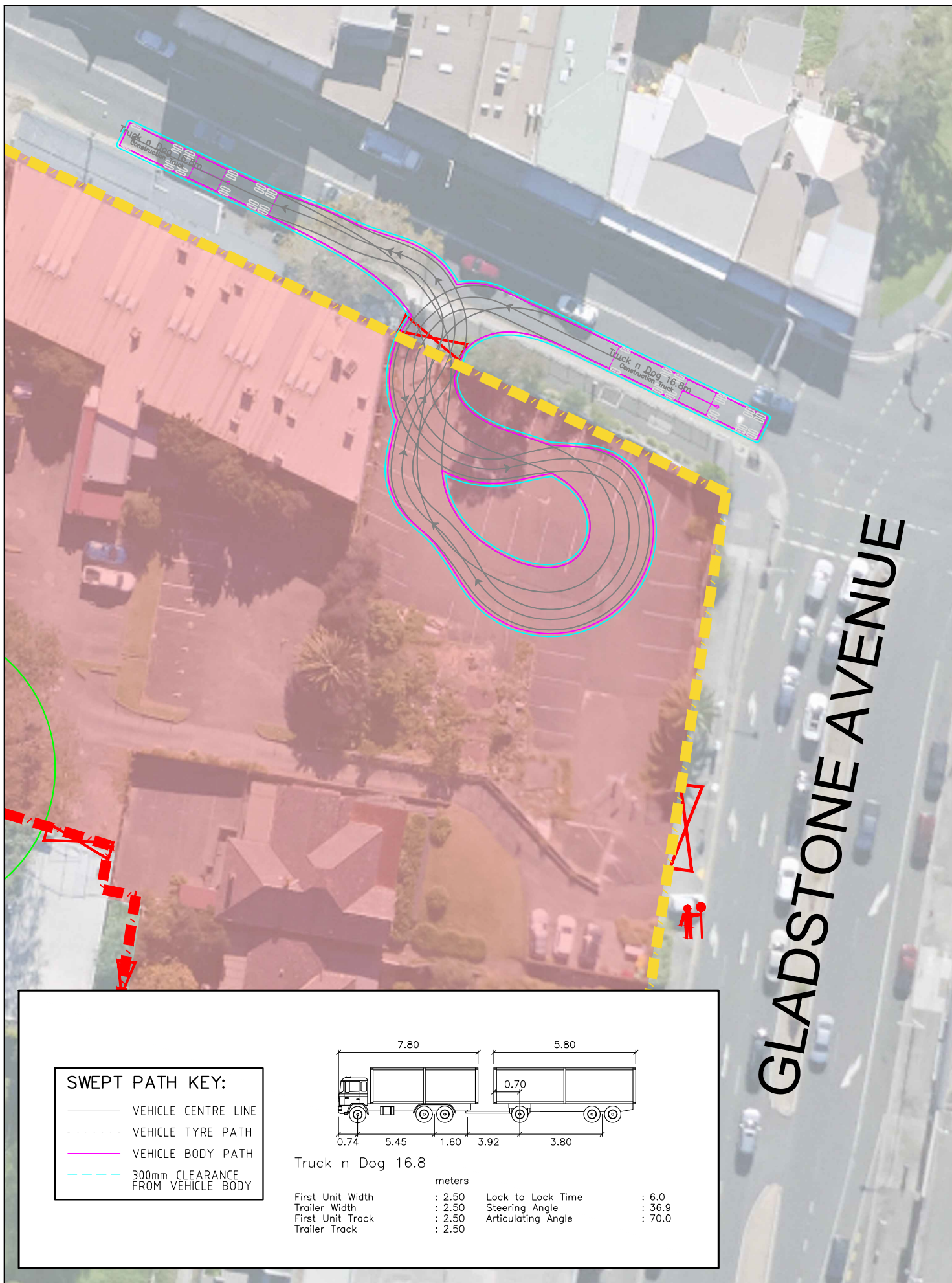




Attachment 3

Swept Path Analysis

G:\2022\2022 - 2-4 Gladstone Avenue, Wollongong\Drawings\CTMP\2022-V1.5-SP - CTMP.dwg
 Plotted by Liam Mirkonja



GLADSTONE AVENUE

GLADSTONE AVENUE

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Truck n Dog 16.8

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

357-363 CROWN STREET AND 2-4 GLADSTONE AVENUE, WOLLONGONG
 PROPOSED MIXED-USE DEVELOPMENT - DEMOLITION & EXCAVATION
 SWEPT PATH ASSESSMENT - TRUCK ENTERING AND EXITING THE SITE

DRAWING REF NO. 22022-V1.5-SP - CTMP

SHEET NO. 01 OF 04

ISSUE DATE 25 June 2025

DESIGNED BY
L.MRKONJA

REVIEWED BY
B.LO

SCALE
A3



1:500

DRAWING REFERENCE (SOURCE):
G:\2022\2022 - 2-4 GLADSTONE AVENUE,
WOLLONGONG\DRAWINGS



Genesis Traffic



Better Developments with
Genesis Traffic