

Dubbo Base Hospital Redevelopment Stage 1 & 2 Review of Environmental Factors (REF)

PRELIMINARY
CONSTRUCTION TRAFFIC
MANAGEMENT PLAN

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1 INTRODUCTION

The Preliminary Construction Traffic Management Plan (CTMP) has been prepared by Cardno for Health Infrastructure NSW in relation to the proposed Dubbo Base Hospital (DBH) redevelopment project. **Figure 1.1** presents DBH which lies in the North East sector of Dubbo, east of the Newell Highway and north of the Golden Highway. This report details preliminary construction traffic management plan for the early works for the redevelopment.

The purpose of this report is to provide an assessment of the vehicle types, volumes and access of vehicles associated with the redevelopment of Dubbo Base Hospital. It is expected that a more detailed Traffic Management Plan will be formed prior to the commencement of works detailing specific methods of safely managing traffic within and surrounding the construction site.

Figure 1.1 Dubbo Base Hospital Site Area

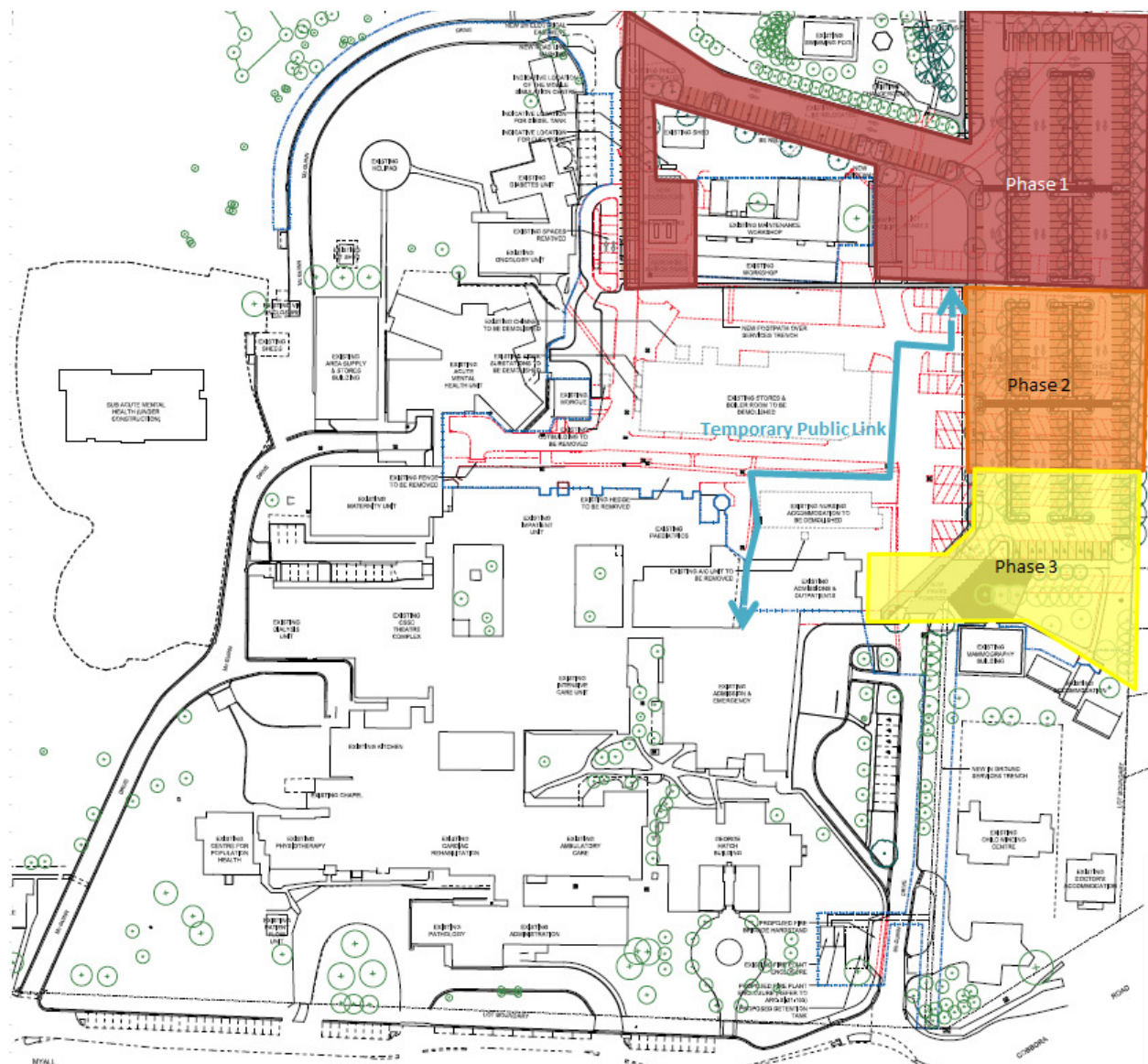


2 CONSTRUCTION

2.1 Redevelopment Site Area

The early works for the redevelopment of DBH will occur in the north-east section of the hospital which is presented in the shaded area of **Figure 2.1**. These works involve demolition of various structures, construction of new electrical substation and ICT infrastructure buildings, changes to services across the site and the existing main car park, relocation of sheds, minor reconfiguration of the main entry and front of house areas and new landscaping.

Figure 2.1 Redevelopment Site Area Construction Zones



2.2 Demolition

The following buildings will be demolished as part of the early works:

- > Existing Nurses Accommodation.
- > Boiler House Buildings.

2.3 Relocation Works

Relocation works are expected to include the following:

- > Termination and relocation of existing hydraulic, water, sewer, stormwater, gas and electrical, infrastructure services across the site.
- > Relocation of sheds to accommodate a new link road and construction access road in the northern part of the site.
- > Relocation of existing padmount substations.

2.4 Construction of Buildings

The enabling construction works involve the following:

- > Construction of a new electrical substation building (including switchboard and generators).
- > Construction of a new building for ICT (Information and Communication Technology) infrastructure.

2.5 Construction of Parking

The existing car park will be upgraded and expanded. This is completed to cater for staff, patient and visitor parking as well as providing parking for construction vehicles during the construction phase.

2.6 Landscaping

New landscaping will be provided throughout the expansion of the existing car park.

2.7 Hours of Construction

The hours of construction throughout the duration of the project are proposed as per Dubbo City Council standard conditions as follows:

- > Monday to Friday: 7:00AM to 7:00PM.
- > Saturday: 7:00AM to 7:00PM.
- > No work permitted on Sundays or Public Holidays.
- > No deliveries or pick-ups shall occur outside of the standard construction hours of 7:00AM to 6:00PM, Monday to Friday and 7:00AM to 1:00PM on Saturdays.
- > Excavating works and the use of any noise generating machinery is strictly prohibited after 6:00PM on weekdays and 1:00PM on Saturdays.

Within these hours, the following is a preliminary summary of the Works Program for the enabling construction works:

- > Demolition of structures.
- > Relocation of utilities.
- > Construction of Buildings.
- > Upgrade of existing parking.

Some work activities noted above will be occurring concurrently, it is anticipated that subject to planning approval the period of works will commence in July 2012.

2.8 Construction Program and Construction Traffic

Construction activities generate traffic around the site consisting of working staff accessing the site, to heavy construction vehicles (HRV's – Heavy Rigid Vehicles and MRV's – Medium Rigid Vehicles) such as concrete trucks. The peak number of trucks accessing the site has been estimated based upon the gross excavation volume and assumptions on the building traffic requirements. It is estimated that peak construction traffic activity could require up to 50 heavy vehicle movements per day, or at peak times up to 10 trips per hour, between 7:00AM and 7:00PM based on the construction activity underway.

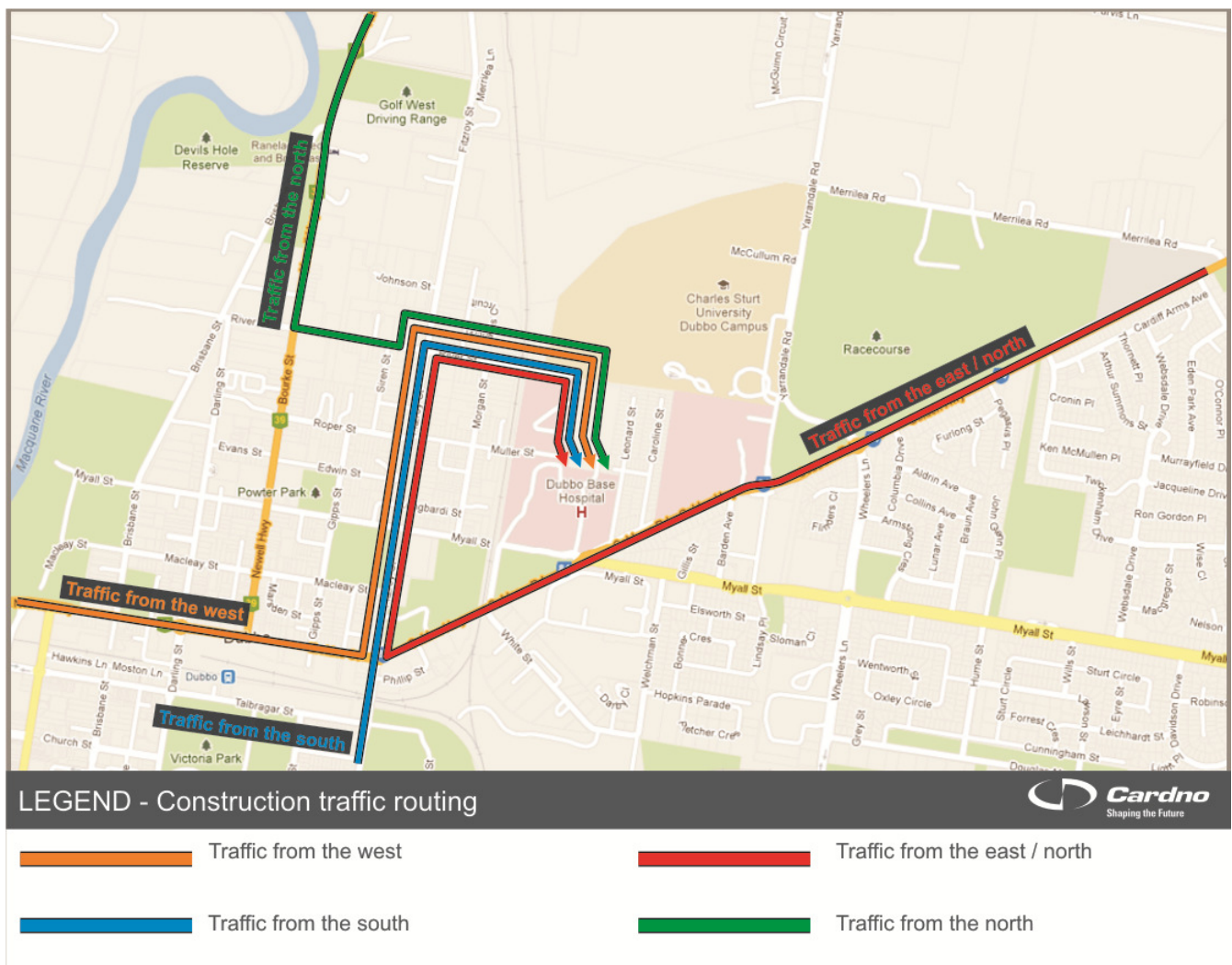
Figure 2.2 Construction Traffic Routing

Figure 2.2 above presents the construction traffic routes available for vehicles accessing the site. It is proposed that access for construction vehicles will be provided off River Street, with a vehicle access way constructed between River Street and the hospital site. Construction traffic will arrive via the routes as follows:

- > Construction traffic arriving from the Golden Highway (traffic from the East and North of the site) will use Fitzroy Street to access River Street.
- > Construction traffic arriving from the South will use Fitzroy Street to access River Street.
- > Construction traffic arriving from the west will use the Golden Highway via Fitzroy Street to access River Street.
- > Construction traffic arriving from the North will use The Newell Highway or Fitzroy Street to access River Street.

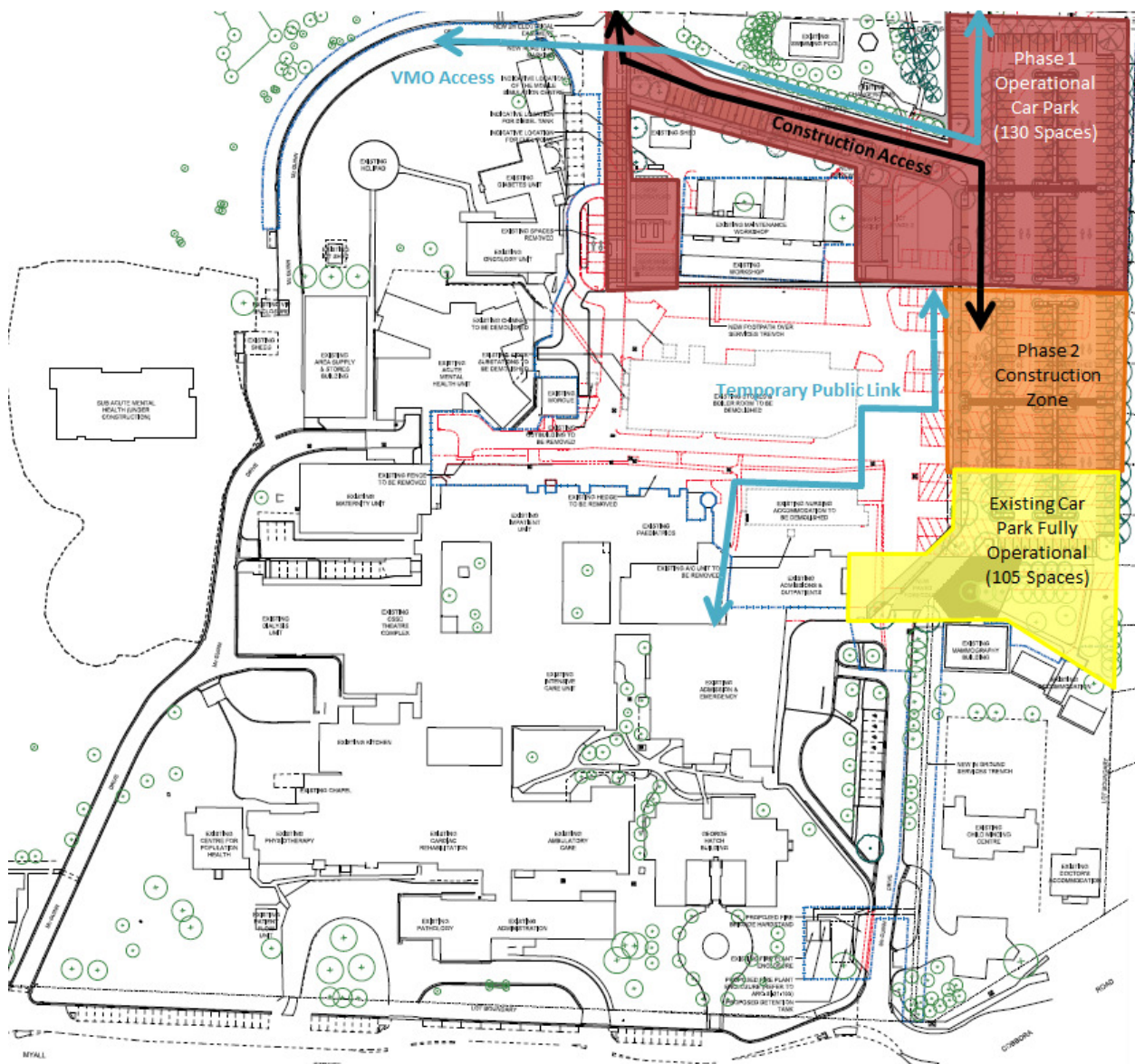
These routes have been selected to provide minimal impact to residential areas and allow for the easiest access for heavy vehicle manoeuvres.

It is noted that a temporary site access road to the REF works area will be constructed from River Street to enable access.

2.9 Staging of Construction Works

The construction of the car park will be staged to ensure that at a minimum, the existing levels of parking in this area are maintained (approximately 235 spaces) and the availability of parking is not impacted whilst the new parking layout is constructed.

Figure 2.4 Stage 2 of Car Park Construction



2.9.3 Stage 3

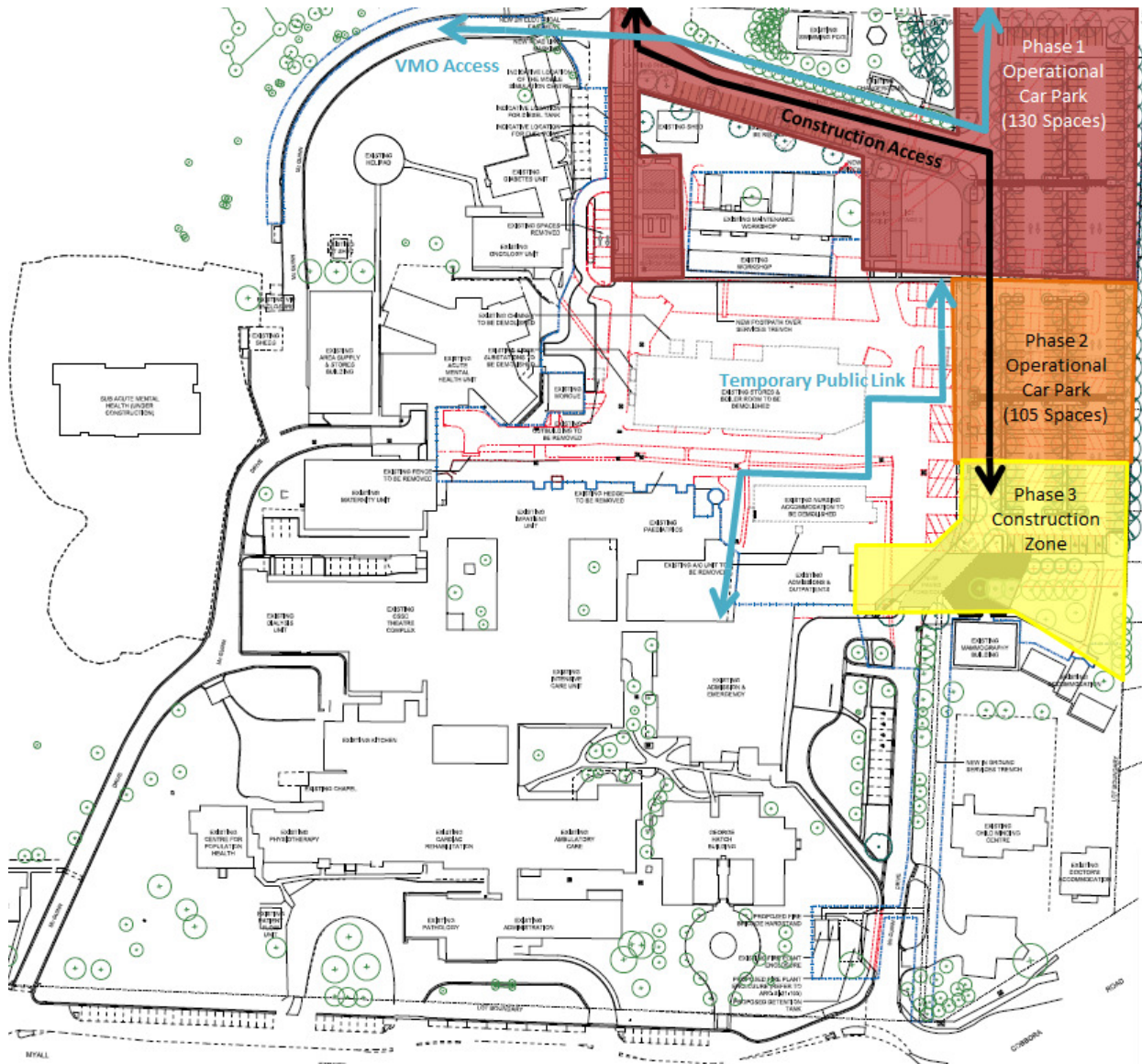
The final stage of construction will involve construction of the access road, and southern component of the new carpark.

During this time, the newly constructed area of carpark from Stages 1 and 2 will be utilised to ensure that existing levels of parking are maintained.

Access will be achieved via the ring road to these components as access via the frontage will be unavailable during construction.

This is shown schematically in Figure 2.5 below.

Figure 2.5 Stage 3 of Car Park Construction



- > Construction vehicle movements are to abide by schedules stated by Dubbo City Council (Detailed in Section 2.8 of the report).
- > Site parking guidelines will be developed as part of a final CTMP to ensure that construction traffic parks only in appropriate and designated locations.

4 MITIGATION OF TRAFFIC IMPACTS

The contractor will be required to prepare a Traffic Management Plan (TMP) prior to the commencement of works. Traffic will generally be managed at the site in the following way:

- > Designated transport routes shall be communicated to all personnel.
- > Strict scheduling of vehicle movements is to occur to minimise vehicles waiting off the site.

The following issues will be considered in more detail in the completed TMP:

- > Traffic Impact.
- > Parking Impact.
- > Pedestrian Activity at/near the Site.
- > Impact of Adjacent Businesses/Properties.
- > Construction Traffic Management, Signage and Devices.
- > Construction Traffic in the vicinity of the Site.

5 CONCLUSION

The construction traffic impact during the enabling works stage of the redevelopment will be minimal in comparison to the construction works stage. Dubbo Hospital Site will be accessed from the north using River Street and an access way built specifically for construction vehicles.

Parking will be provided on-site to accommodate construction vehicles and the labour force to ensure the most efficient construction process.

The construction process will also be staged to ensure existing levels of carparking are maintained throughout the carpark construction.