

Preliminary Construction Traffic Management Plan

Goulburn Hospital and Health Services Redevelopment

Prepared for Health Infrastructure c/o TSA Management / 10 / November / 2017

151636 - UT

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Revision Register

Rev	Date	Prepared By	Approved By	Remarks
0	04/09/2017	GC	PY	Preliminary Draft
1	31/10/2017	GC	PY	Final
2	10/11/2017	GC	PY	Following Comments

Preliminary Information

This Preliminary Construction Traffic Management Plan (CTMP) addresses the construction of the Goulburn Hospital and Health Services (GH&HS) Redevelopment occurring at the existing Goulburn Base Hospital ("Hospital"). It discusses the management of local traffic and construction vehicles related to the project. A Preliminary CTMP is required for this site as part of the Secretary's Environmental Assessment Requirements.

A detailed CTMP cannot be developed without the involvement of a contractor and consideration of all final design selections. This preliminary CTMP is intended to provide a framework within which a future CTMP can be developed and implemented and to demonstrate the potential operation of the construction site. A finalised CTMP will need to be prepared and approved prior to construction once a contractor has been appointed.

A CTMP is developed to satisfy the duties of various work health and safety legislation, regulations, and codes of practice. Traffic Control Plans (TCPs) will also need to be developed for the future site to demonstrate the traffic control procedures to be implemented. These must be in accordance with RMS and Australian Standards requirements.

The contractor shall be responsible for acquiring the necessary certificates, licences, consents, permits and approvals relevant to the construction on this site.

1.0 Introduction

1.1 Site Location

Goulburn Base Hospital is located in Goulburn approximately 1 hour north-east of Canberra. The site is bounded by Goldsmith Street, Albert Street, Clifford Street and Faithfull Street. To the north-west of the Hospital is Goulburn High School and to the south-west is Victoria Park.



Figure 1: Hospital Location (Source: Nearmap)

1.2 Scope of Works

The proposed redevelopment includes the construction of a new four storey building, new car parking areas, relocated gas storage, a revised ambulance access area and associated new vehicular entries and exits. As part of the works staff will be relocated from Bourke Street Hospital and accommodated within the redevelopment.

1.3 Construction Activities

This construction timeline will need to be confirmed once a Contractor has been appointed. The proposed works are anticipated to be undertaken over the following construction timeframe:

- Enabling Works from February 2018 to September 2018
- Main Works from September 2018 to July 2020
- Final Works from July 2020 to April 2021

Note that this timeframe is preliminary and will be subject to changes once a Contractor has been appointed.

1.4 Hours of Operation

It is anticipated that the site works will be undertaken during standard hours of operation as follows:

- | | |
|-------------------------------|------------|
| ▪ Monday to Friday | 7am to 6pm |
| ▪ Saturdays | 8am to 1pm |
| ▪ Sundays and Public Holidays | None |

Note that these hours have been approximated and are subject to Goulburn-Mulwaree Council's approval. Any works outside of these hours will require approval from Goulburn-Mulwaree Council.

2.0 Traffic Environment

2.1 Road Network

The Hospital is bounded by Goldsmith Street, Albert Street, Clifford Street and Faithfull Street. Vehicular access points are located along all four boundary streets.

Goldsmith Street is a state road with one travelling lane in each direction and parking on each kerbside. Its southern kerbside has 45 degree angled parking while its northern kerbside has a combination of 45 degree and parallel parking. A median is provided to separate the two travelling lanes.

Faithfull Street is a local road with one travelling lane in each direction and 45 degree angled parking on each kerbside. Spaces along the western kerbside are formally linemarked.

Clifford Street is a local road with one travelling lane in each direction and angled parking on each kerbside. Parking on the northern kerbside is formally linemarked as 45 degrees.

Albert Street is a one-way local road with one travelling lane northbound. Parallel parking is located along its eastern and western kerbsides. Parking on the western kerbside is largely restricted due to the use of Albert Street as a bus route for Goulburn High School.

The site is connected to the arterial road network via Goldsmith Street which is a state road. The nearest national road is the Hume Highway. Refer to Figure 2 for the site's context within the classified road network.

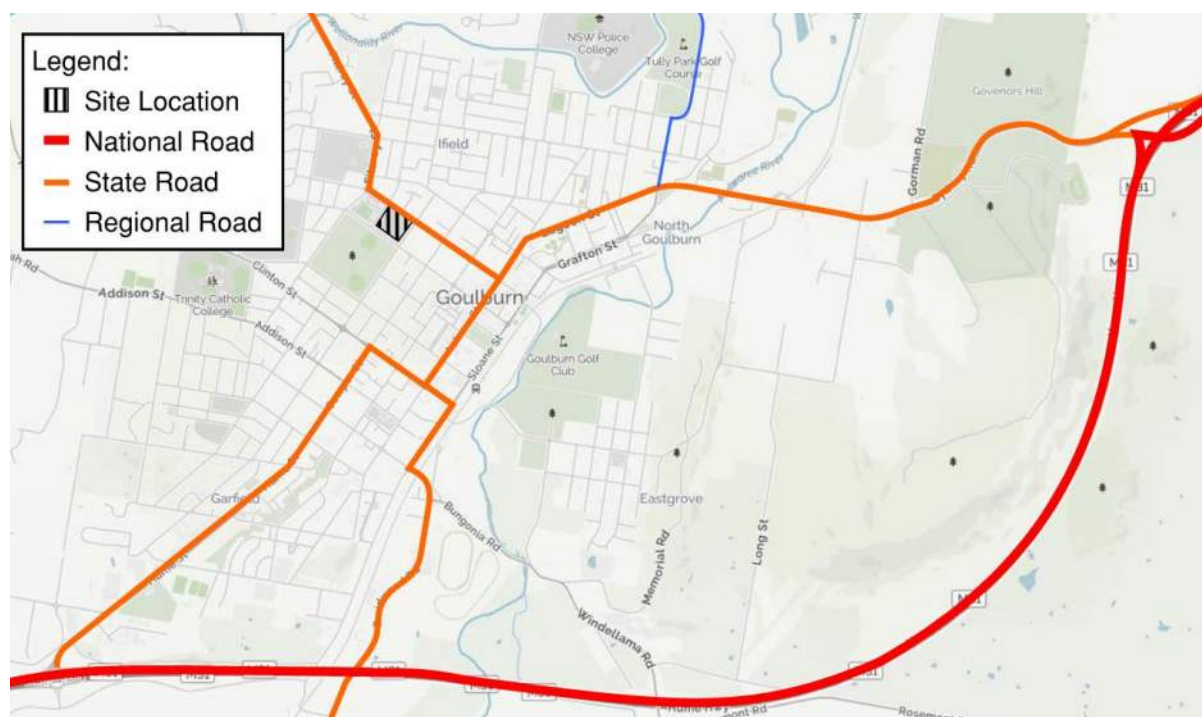


Figure 2: Classified Roads Near to the Site

2.2 Transport Facilities

2.2.1 Public Transport

The Hospital is serviced by three bus routes via Goldsmith Street at the north-west corner of the site. These bus routes are infrequent, operating three times a day only during the morning and afternoon peak hours and are operated by PBC buses. These services are summarised in Table 1.

Table 1: Bus Routes Servicing Goulburn Base Hospital (Source: PBC Buses)

Route Number	Locations Served	Frequency
824	Goulburn CBD and Ifield	Monday to Friday three times daily
821A, 821B	Goulburn CBD, Crestwood, Kenmore, Bradfordville and North Goulburn	Monday to Friday three times daily Saturday three times daily

2.2.2 Cycling Facilities

A dedicated cycleway is located on Fitzroy Street approximately 200 metres to the north-west of the Hospital. While there is no other bicycle infrastructure near to the site, the surrounding streets are largely bicycle friendly with wide carriageways and kerbside parking.

2.2.3 Pedestrian Movements

Currently pedestrian footpaths such as covered walkways and marked foot crossings are provided at certain locations within the Hospital. These are mainly located between car parking and main activity areas.

The Hospital is well serviced by pedestrian footpaths and facilities along the surrounding streets.

Pedestrian refuges are provided across Goldsmith Street, Faithfull Street and Clifford Street. There are no line-marked pedestrian zebra crossings within the vicinity of the site.

2.3 Car Parking

2.3.1 Off Street Parking

There are approximately 142 car parking spaces within the Hospital Campus (refer to Figure 3 for the location of these spaces). The majority of these spaces have been restricted for evening staff, fleet parking, service vehicles or accessible spaces.



Figure 3: Off Street Car Parking Locations

2.3.2 On Street Parking

It is estimated that over 1,000 on street parking spaces are provided within 300 metres walking distance. The road network immediately adjacent to the Hospital has the following parking provision:

- Goldsmith Street contains angled parking along its southern kerbside and a

combination of angled and parallel parking along its northern kerbside. Some spaces are formally linemarked.

- Faithfull Street contains angled parking along its eastern and western kerbsides. Spaces along the western kerbside are formally linemarked.
- Clifford Street contains angled parking along its northern and southern kerbsides. The northern side is formally linemarked.
- Albert Street contains parallel parking along its eastern and western kerbsides. Parking on the western kerbside is largely restricted due to the use of Albert Street by school buses for Goulburn High School.

Parking immediately adjacent to the site experiences demands from the Hospital users, Goulburn High School and Victoria Park.

3.0 Management of Construction Vehicles

3.1 Truck Routes to/from Site

It is expected that the main site access will occur via Faithfull Street. This will need to be confirmed once a Contractor has been appointed. Following this, access to the site will be via the following routes (refer to Figure 4):

From/To the North

- Follow Hume Highway towards Goulburn
- Take the Goulburn exit onto Sydney Road
- Continue onto Lagoon Street
- Continue onto Auburn Street
- Turn right onto Goldsmith Street
- Turn left onto Faithfull Street
- Turn right into the site
- Turn around within the site
- Turn left onto Faithfull Street
- Turn right onto Goldsmith Street
- Turn left onto Auburn Street
- Continue onto Lagoon Street
- Continue onto Sydney Road
- Follow Sydney Road onto Hume Highway towards Sydney

From/To the South

- Follow Hume Highway towards Goulburn
- Take the Goulburn exit onto Hume Street
- Continue onto Cowper Street
- Turn left onto Clinton Street
- Turn right onto Faithfull Street
- Turn left into the site

- Turn around within the site
- Turn right onto Faithfull Street
- Turn left onto Clinton Street
- Turn right onto Cowper Street
- Continue onto Hume Street
- Turn right onto Hume Highway towards Yass and Canberra

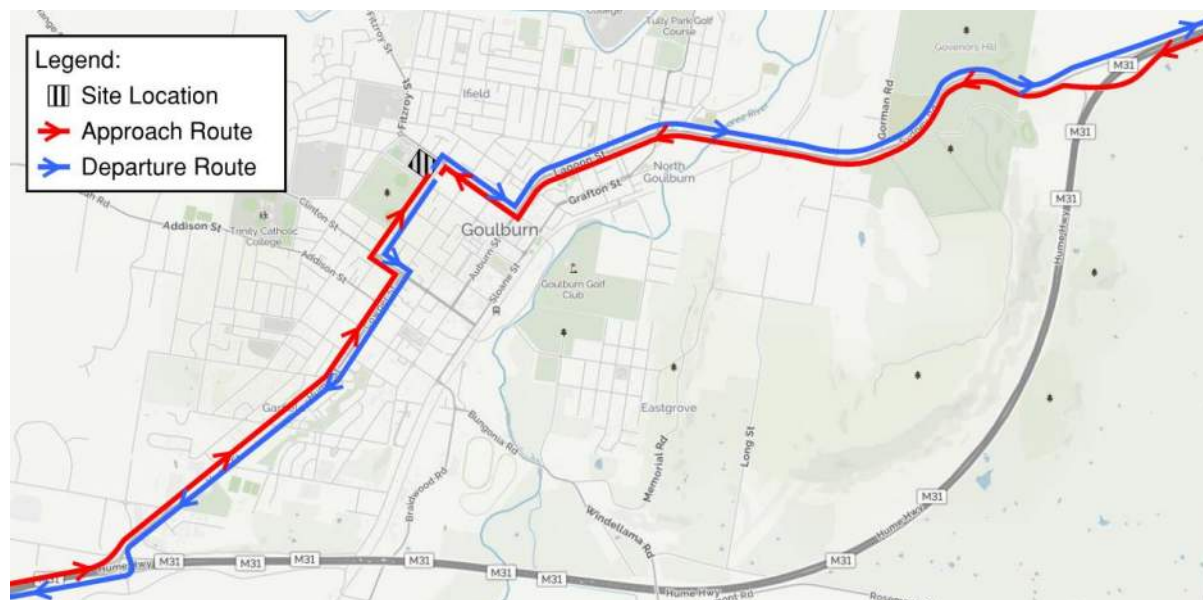


Figure 4: Construction Vehicle Access Routes

During the main works phase of the project, secondary accesses may be required from Goldsmith Street and Clifford Street. Vehicle routes to these sites will follow the majority of Figure 4; however access immediately near to the site will be varied. The difference between the immediate site access has been detailed in Figure 5.

When construction access occurs via Goldsmith Street, vehicles will be required to enter the site through a left in and left out manoeuvre only due to presence of a median preventing right turns at the driveway location.

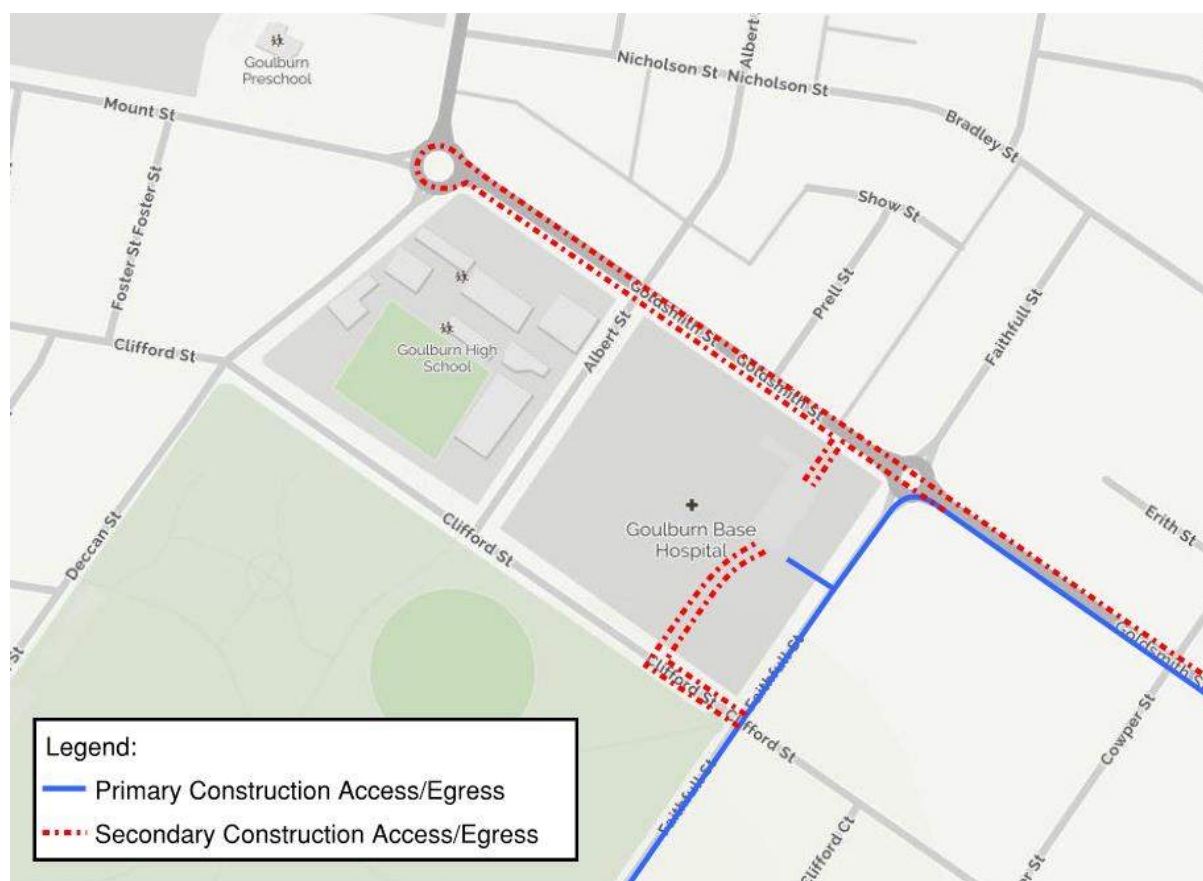


Figure 5: Main and Secondary Access Routes

3.2 Construction Vehicles

Proposed truck times to be used during the works are expected to be various small delivery trucks, concrete trucks, truck and trailers, and semi-trailers. It is anticipated that the majority of construction vehicles will be 12.5m heavy rigid vehicles (HRV) with 19m semi-trailers required for larger deliveries. These vehicle sizes will need to be confirmed and finalised once a Contractor has been appointed.

During days of high estimated vehicle movements it is expected that communication between the site, concrete batching plant and/or vehicles will be maintained to stagger vehicle arrivals. This will allow for vehicles to be accommodated within the worksite and for traffic disruptions to be minimised.

Truck loading and unloading shall occur wholly within the site. All deliveries will be made within the approved work hours, with emphasis made on deliveries outside of peak periods where possible to reduce impact on traffic flows.

3.3 Site Layout

The site layout will need to be finalised once a Contractor has been appointed.

3.4 Site Movements

Vehicles will likely enter the site from the existing access driveway on Faithfull Street adjacent to the works. Secondary construction accesses may be required during the main works stage of the project from Clifford Street and Goldsmith Street.

Construction vehicle movements and turning paths within the site should be investigated once a Contractor has been appointed and the staging of works finalised. Refer to Appendix A for the preliminary staging plans as prepared by Billard Leece Partnership.

If a vehicle is required to enter the site via a reverse manoeuvre, fully manned traffic control procedures shall be implemented. These reversing manoeuvres should be arranged during quiet traffic periods where possible to avoid disruption to the local road network.

3.5 Work Zones

It is not anticipated that a Work Zone will be required for this site as all deliveries should be accommodated within the site boundary. However, this will be finalised once a Contractor is appointed.

A Work Zone will likely be required during the construction of the gas storage layby.

4.0 Impact of the Redevelopment

4.1 Local Traffic

4.1.1 Traffic Flow

Traffic impacts from the construction works are expected to be limited to the truck routes detailed in this report. These routes are likely to experience only minor impacts due to the presence of additional truck movements. These truck movements are not expected to cause delays on local roads or to create flow on impacts to other streets.

Local traffic patterns during construction are expected to remain consistent with the existing conditions.

The majority of deliveries and construction works are likely to take place on site. A Work Zone will likely be required during construction of the gas storage layby. It is not expected that lane closures or other traffic impacts will be required. The number of daily construction vehicles is likely to be minimal in comparison to the total volumes of daily traffic on local roads.

It is unlikely that there will be changes to local public transport routes and services as a result of this construction.

Access to all adjoining properties will be maintained throughout the works.

4.1.2 Parking Impacts

As the works will likely use the existing driveways on Faithfull Street, it is not anticipated that street parking other than spaces affected by the proposed gas layby will be impacted.

There may be an increase in local parking congestion during construction as a result of construction workers accessing the site. These workers will be encouraged to carpool or use more sustainable methods of transport to decrease reliance on single occupancy vehicle trips.

The site workers will be encouraged to utilise carpooling to decrease the number of employee vehicles. Site employees will be encouraged to make use of carpooling options and will be advised on the active and public transport options available (refer to Section 2.2).

During the site induction these employees will be instructed not to park within off street facilities at the Hospital and will be advised of the other transport modes discussed in this report.

As the Hospital will remain in operation during construction and due to affects to the existing off street car parking, on street parking will experience additional demand during

construction. It is recommended that workers are advised to avoid on street parking within 400 metres' walking distance of the Hospital to allow for Hospital staff, outpatients and visitors to park closer to the Hospital.

4.1.3 Traffic Safety

As the majority of construction works and operations are expected to be contained within the site, there should be no concerns for passing traffic adjacent to the site. While a Work Zone may be required for the construction of the gas storage layby, it is expected that this zone would affect the on street parking along Faithfull Street as opposed to the northbound travelling lane.

Manoeuvring and merging of heavy vehicles exiting the site is to be managed carefully such that traffic safety is maintained. Due to the relatively quiet nature of the streets surrounding the Hospital, it is expected that vehicles exiting the site will be able to use suitable gaps of traffic.

4.1.4 Communication of Works

Prior to any site works taking place, notification of commencement of works shall be distributed to the neighbourhood. Notification is to include information on the type of works, hours of operation and contact numbers for further information or comment. Community notification will be undertaken as per a Construction Management Plan that will be prepared once the Contractor has been appointed.

Traffic control advance warning signage in accordance with Roads and Maritime Services guidelines and Australian Standards is to be in place to notify motorists of roadwork and when traffic controllers are present. Sign size is to be size "A" and is to be monitored throughout the works to ensure they are clearly visible.

As part of the site induction procedures, all contractors will be made aware of the finalised Construction Traffic Management Plan, the Traffic Control Plans and their responsibility to adhere to these plans.

4.1.5 Public Infrastructure Impacts

While it is anticipated that the site will utilise permanent driveway crossovers, it is possible that some mounting or crossing of adjacent kerbs may be necessary. The builder will be required to repair any damage to this infrastructure as a result of vehicles driving over kerbs.

The developer may be held liable for any damage to public infrastructure in the vicinity of the site occurring as a result of the works.

4.1.6 Cumulative Local Impacts

According to NSW Major Projects there are no State Significant Developments (SSD) that would impact the construction of the site.

Once the construction phasing has been finalised and during the preparation of the finalised Construction Traffic Management Plan, review of any development applications near to the site should be conducted to determine if any other local developments may have an impact.

4.2 Pedestrians

Public pedestrian movements through the site shall be prohibited at all times during construction. The site will need to be secured from pedestrian access with site fencing provided.

Appropriate pedestrian traffic measures will be in place such as signage, traffic controllers and barriers to control access. This will be detailed in a Traffic Control Plan that will be prepared for the site once a Contractor has been appointed.

It is anticipated that pedestrian access to the site will be restricted by site fencing and boarding. Directional signage will be provided to guide pedestrians around the site and access will be maintained to adjacent operational buildings. Designated access points will be further discussed and reviewed by the Hospital during development of the finalised Construction Traffic Management Plan.

4.3 Cyclists

No dedicated cycleways are within the vicinity of the site or along the proposed construction vehicle routes. As cycling activity is expected to be limited, any cyclists on the roadway will likely continue to follow the same routes.

4.4 Emergency Services

Emergency access to the Hospital will be maintained during the works during all stages.

Emergency services access to all local properties will be retained, with no road closures or major lane changes anticipated.

4.5 Construction Workers Transport

The number of daily construction workers will be finalised once a Contractor has been appointed. Preliminary estimates are that the number of workers at each stage will be:

- Approximately 20 workers during the early works stage.
- Approximately 200 to 250 workers during peak times during the main works stage.
- Approximately 20 workers during the final works stage.

Due to site constraints, it is expected that there will be no provision of parking within the site. To minimise required parking, contractors will be encouraged to assist in the transportation of workers to the site.

5.0 Construction Requirements

5.1 Cranes

It is expected that cranes will be required to facilitate construction. This will be further developed once a Contractor has been appointed.

5.2 Traffic Control Plans and Signage

Temporary construction traffic related signposting will need to be developed in accordance with AS 1742.3 – Traffic Control Devices for Works on Roads. These Traffic Control Plans will need to be developed once a Contractor has been appointed and further construction details are known.

During construction the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TCP and is clearly visible. Each evening, upon completion of work, the contractor is to ensure relevant signage is removed as required. A review of the TCPs can be undertaken as required to determine any need for future amendments.

5.3 Certificates and Approvals

Approval may need to be obtained from Roads and Maritime Services, Goulburn-Mulwaree Council and other relevant authorities. Approval may be required for items including, but not limited to:

- Road occupancy approvals
- Hoarding/fencing approvals
- Oversized vehicle use on local roads

Only certified personnel will be used on site to implement, monitor and carry out the Traffic Control Plan.

Responsibility for acquiring the necessary certificates, permits and/or approvals rests with the Contractor and must be completed prior to commencement of the associated works.

5.4 Environmental Control

Vehicle inspection and wash areas in accordance with industry standards will be provided. Construction vehicle wheels shall be cleaned prior to leaving the site to prevent transport of dust, dirt or gravel from the worksite onto the road network or pedestrian footpaths.

All loads are to be sealed or covered when entering or leaving the site. Loading of disposable material into vehicles leaving the site is to occur only within the site.

6.0 Further Information

6.1 Construction Traffic Management Plan

Once a Contractor has been engaged a finalised Construction Traffic Management Plan shall be prepared. This will include, but is not limited to, the following:

- Details on the construction staging and the length of each stage.
- Expected vehicle volumes during each stage of works.
- Expected number of workers during each construction stage.
- Site establishment plan showing vehicle entry and exit points and any areas for manoeuvring.
- Traffic control plans.

6.2 Emergency Services

In the event of an incident related to construction traffic on the public road network it will be the responsibility of the Site Manager to ensure that emergency services are notified. Contact "000" in cases of emergency to advise the relevant emergency service.

Furthermore, it is the responsibility of the Site Manager to advise the emergency services of any restriction of vehicular access to the public and private areas a minimum of one week prior to its implementation.

6.3 Responsibilities

The Site Manager is responsible for, but not limited to:

- Implementing the Construction Traffic Management Plan and TCPs

- Informing contractors of the requirements of the Construction Traffic Management Plan
- Undertaking site inspections to ensure all signage is clearly visible and not damaged
- Monitoring the Construction Traffic Management Plan
- Reporting on incidents
- Obtaining permits

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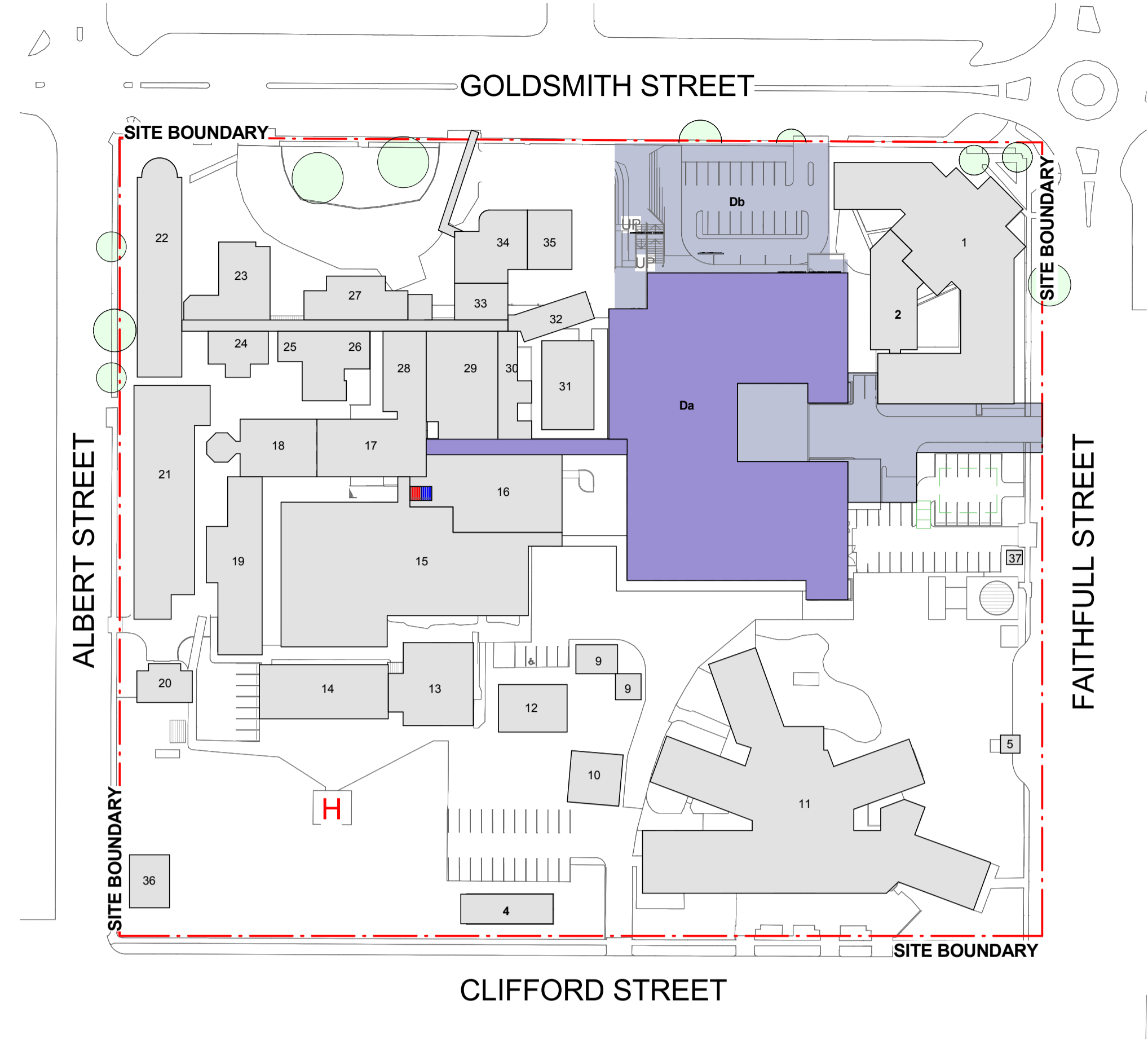
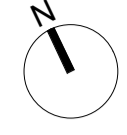


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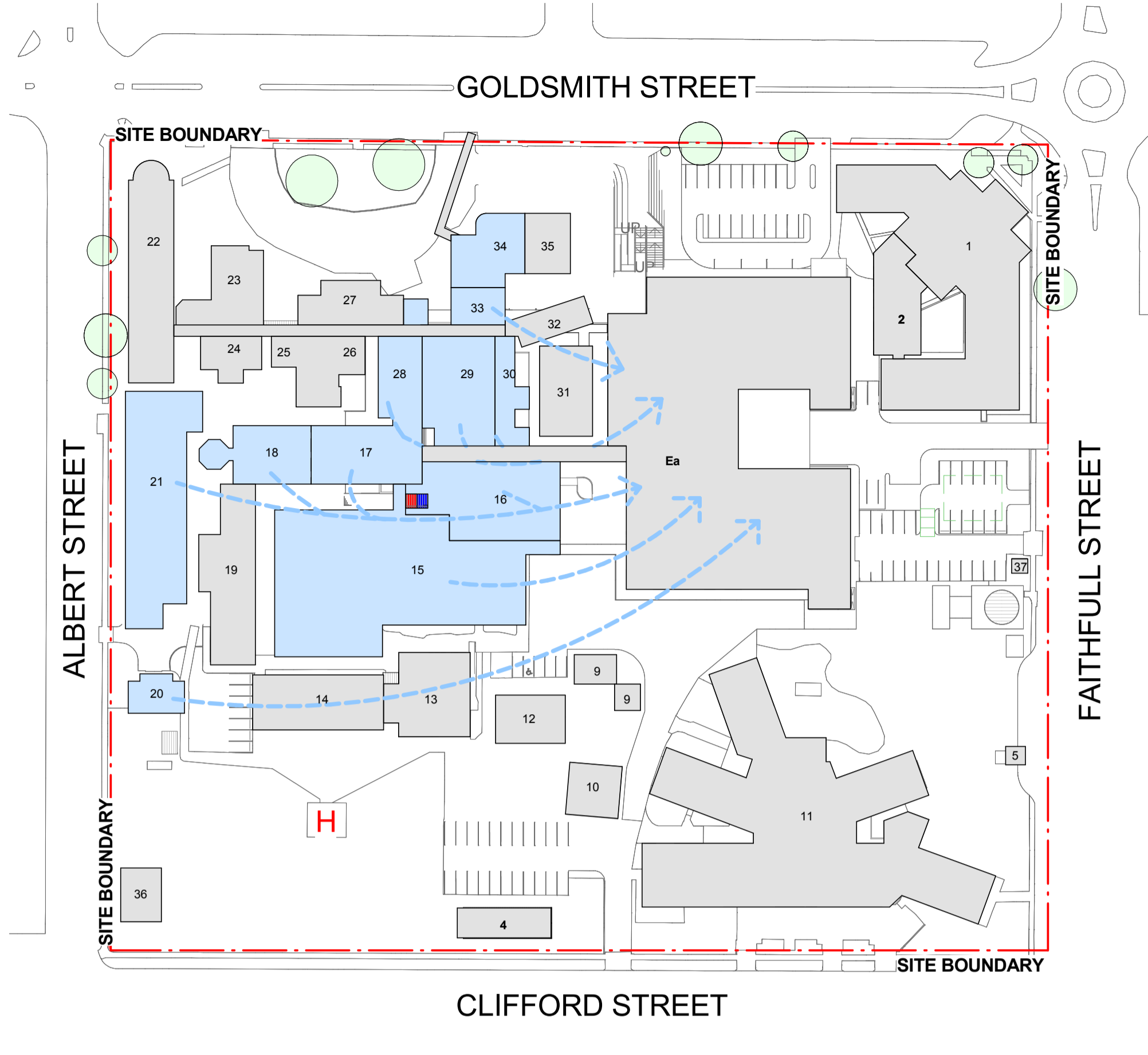
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Appendix A

Architectural Staging Plans



1 STAGING PLANS - MAIN WORKS - PHASE D
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2 STAGING PLANS - MAIN WORKS - PHASE E
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- EXISTING BUILDINGS**
- 1 - Community Health
 - 2 - Community Mental Health
 - 3 - Lady Grose House
 - 4 - Nurse Accommodation
 - 5 - Demountable
 - 6 - Bulk Oxygen Tanks / Medical Gases
 - 7 - Child & Family
 - 8 - Workshop
 - 9 - Asset Management (Old Boiler House)
 - 10 - Store - Medical Records / Loan Equipment
 - 11 - W.D.C
 - 12 - Chisholm Ross Centre
 - 13 - Bio Med
 - 14 - Physio
 - 15 - Renal
 - 16 - Sub Acute
 - 17 - Theatres
 - 18 - Procedure Unit
 - 19 - Paediatric Unit
 - 20 - Education
 - 21 - Antenatal Clinic
 - 22 - Maternity
 - 23 - West Wing / Office / Clinical Library
 - 24 - CT / Eye
 - 25 - Critical Care Offices
 - 26 - Chapel
 - 27 - Pharmacy
 - 28 - Facility & Nursing Management / Radiology Film, Offices & Waiting Room
 - 29 - Imaging
 - 30 - E. C. U.
 - 31 - I. C. U.
 - 32 - Pathology / Specimen Collection
 - 33 - Reception
 - 34 - Admin / Admissions
 - 35 - H. I. M. / Wound & Preadmission Clinics
 - 36 - Substation Generator
 - 37 - Fire Hydrant to be relocated

- PHASES**
- Existing Building Remain No Work
 - Demolition
 - New Build
 - Refurbishment
 - Relocation
 - New Site Works

SEQUENCING - MAIN WORKS

PHASE D - NEW BUILD

- Da - LGF - L2
- Db - ED Ambulance Entry & Car Parking

PHASE E - RELOCATIONS / COMMISSIONING TO NEW BUILD

- Ea - ED
- Imaging
- Maternity / Paeds
- SARU/GEM
- Intensive Care
- Peroperative
- IPU - Med / Surg
- IPU - Med. Pall.
- Front of House

PHASE F - REFURBISH / RELOCATIONS

- Fa - Light Refurb to exist sub-acute
- Physio and Pathology Specimen Collection relocated to Ambulatory zone
- Ambulatory service coming offsite to Ambulatory zone to Ambulatory zone

B	FINAL SD ISSUE	21.07.17
A	FROZEN PLAN	13.07.17
	ISSUE	

REV

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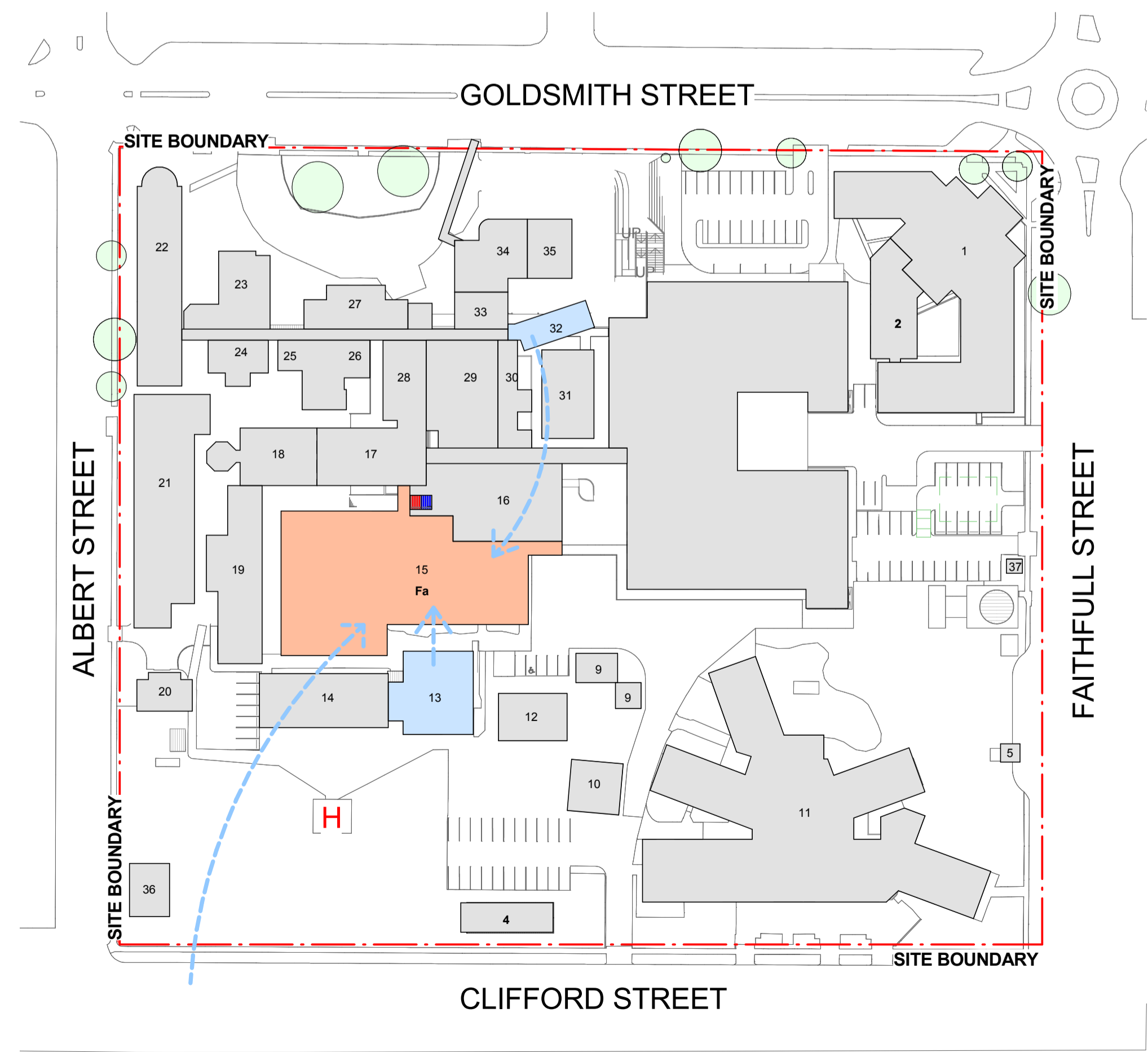
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PROJECT
GOULBURN HOSPITAL & HOSPITAL SERVICES REDEVELOPMENT

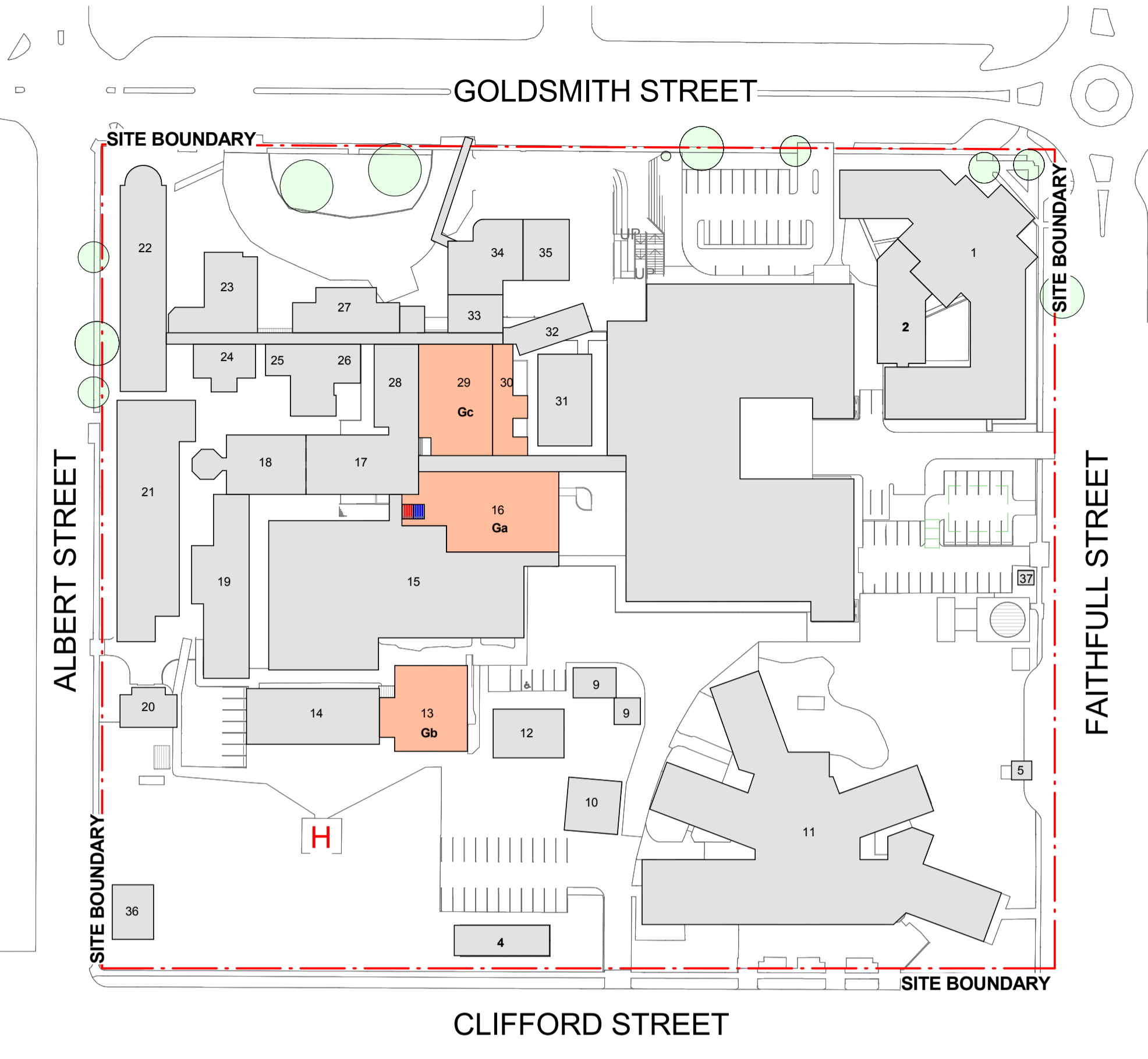
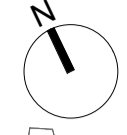
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Date	21/07/2017
Drawn By	PJ
Checked By	LG
Drawing No	Revision
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SCHEMATIC DESIGN



3 STAGING PLANS - MAIN WORKS - PHASE F
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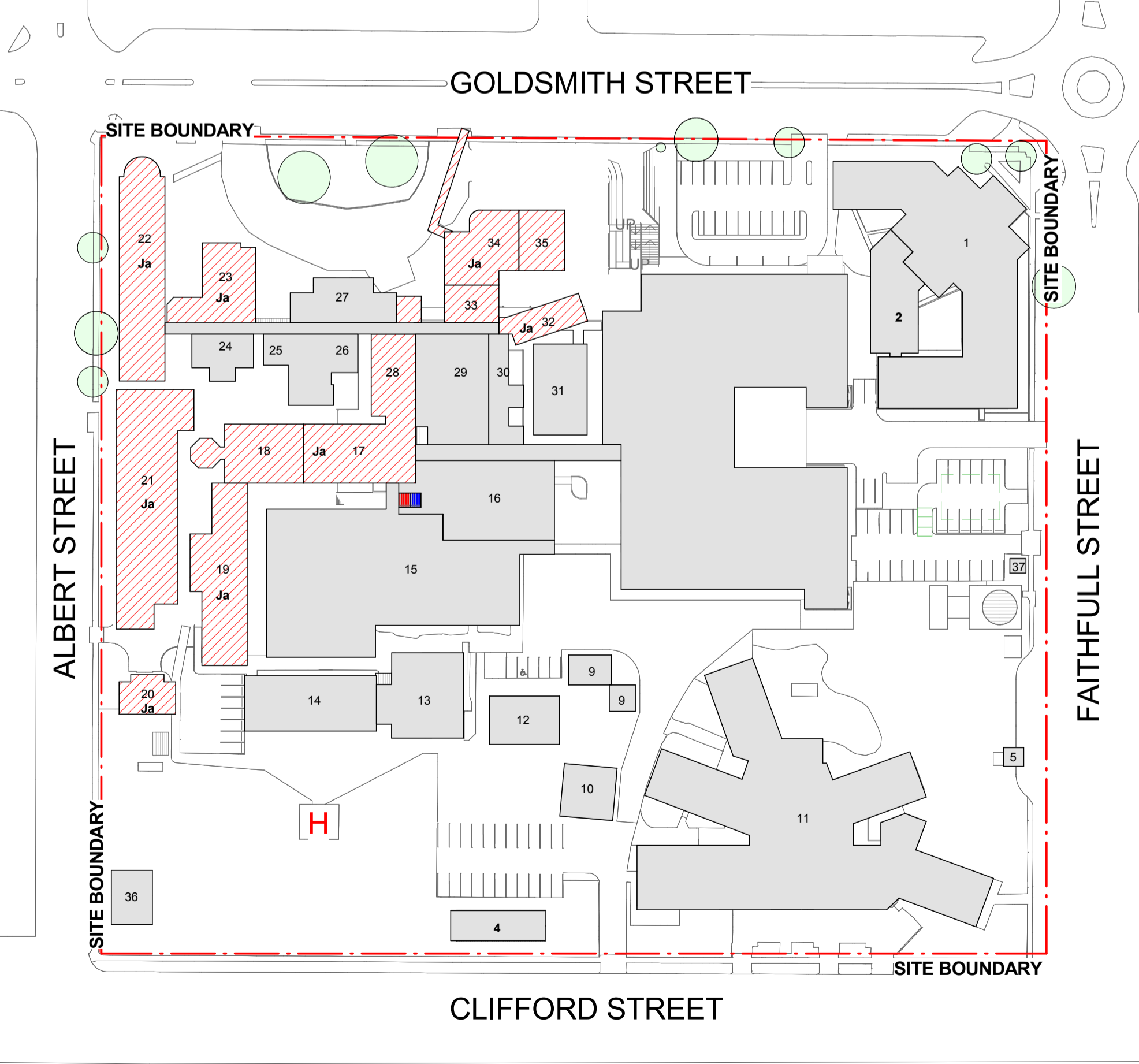
1 STAGING PLANS - FINAL WORKS - PHASE G
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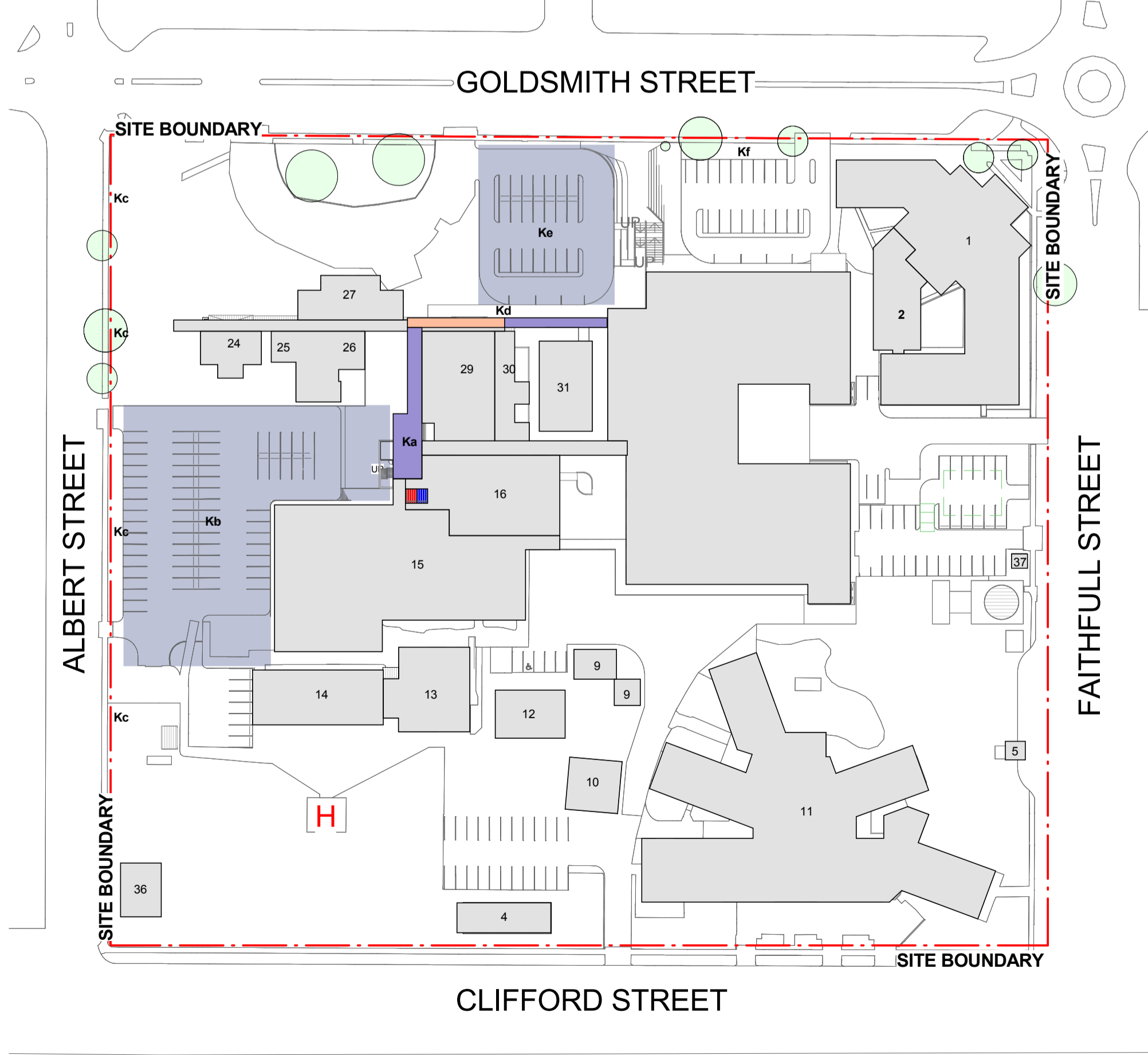
2 STAGING PLANS - FINAL WORKS - PHASE H
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3 STAGING PLANS - FINAL WORKS - PHASE I
1:1000



4 STAGING PLANS - FINAL WORKS - PHASE J
1:1000



5 STAGING PLANS - FINAL WORKS - PHASE K
1:1000

- EXISTING BUILDINGS**
- 1 - Community Health
 - 2 - Community Mental Health
 - 3 - Lady Gross House
 - 4 - Nurse Accommodation
 - 5 - Bulk Oxygen Tanks / Medical Gases
 - 6 - Child & Family
 - 7 - Workshop
 - 8 - Asset Management (Old Boiler House)
 - 9 - Store - Medical Records / Loan Equipment
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 - 36 - Substation Generator
 - 37 - Fire Hydrant to be relocated

- PHASES**
- Existing Building Remain No Work
 - Demolition
 - New Build
 - Refurbishment
 - Relocation
 - New Site Works

- SEQUENCING - FINAL WORKS**
- PHASE G - REFURBISH**
- Ga - Light refurbishment exist. SARU
 - Gb - Refurbish exist. Physio
 - Gc - Refurbish exist ED & I.C.U.
- PHASE H - RELOCATION**
- Ha - Oncology coming offsite to exist. Physio
 - Hb - Pharmacy, Cafe/Kiosk relocated to exist. ED & I.C.U.
- PHASE I - REFURBISH/RELOCATION**
- Ia - Refurbish exist. Pharmacy
 - Ib - Relocate Medical Records to Exist. Pharmacy.
- PHASE J - DEMOLITION**
- Ja - Demolish Front Entry / Medical Records / Blood/ West Wing, Maternity, Bed Tower, Education, Antenatal Clinic and Child & Family.
- PHASE K - ENTRY / PARKING / LANDSCAPING**
- Ka - Construct new entry and stair to new Ambulatory (Albert St.) and west part of link
 - Kb - Construct new Parking off Albert St.
 - Kc - Landscaping to Albert St.
 - Kd - Construct new main entry connection (Goldsmith St.), north part of link and refurbish existing link.
 - Ke - Construct remainder of new Parking off Goldsmith St.
 - Kf - Remainder landscaping to Goldsmith St.

B	FINAL SD ISSUE	21.07.17
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GOULBURN HOSPITAL & HOSPITAL SERVICES REDEVELOPMENT

STAGING PLANS - FINAL WORKS

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