

Dubbo Base Hospital Redevelopment Stage 1 & 2 State Significant Development DA

PRELIMINARY
CONSTRUCTION TRAFFIC
MANAGEMENT PLAN

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Table of Contents

1	INTRODUCTION	4
2	CONSTRUCTION	5
2.1	Stage 1 and 2 Redevelopment Site Area	5
2.2	State Significant Development (SSD)	5
2.3	Hours of Construction	6
2.4	Construction Program and Construction Traffic	6
2.5	Staging of Construction Works	7
3	TRAFFIC IMPACT OF PROPOSED CONSTRUCTION	8
3.1	Existing Traffic	8
3.2	Impact of Construction Traffic	8
3.3	Parking Provision for Construction Purposes	8
3.4	Driver Code of Conduct	9
4	MITIGATION OF TRAFFIC IMPACTS	10
5	CONCLUSION	10

List of Figures

Figure 1.1	Dubbo Base Hospital Site Area	4
Figure 2.1	Stage 1 & 2 Redevelopment of Dubbo Base Hospital	5
Figure 2.2	Construction Traffic Routing	6
Figure 2.3	Construction of Main Build	7
Figure 3.1	Construction Site Parking Area	8

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. **Figure 1** presents DBH which lies in the North East sector of Dubbo, east of the Newell Highway and north of the Golden Highway. The redevelopment will be separated into 6 stages with this report detailing the construction of Stage 1 and 2 of the redevelopment. A CTMP as part of the Review of Environmental Factors (REF) has been produced.

The purpose of this report is to provide a preliminary 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.

The relevant Director General Requirements are noted below and have been addressed as part of this report:

Provide a draft Construction Traffic Management Plan including details of access arrangements and construction traffic impacts at all stages of construction.

Figure 1.1 Dubbo Base Hospital Site Area



2 CONSTRUCTION

2.1 Stage 1 and 2 Redevelopment Site Area

Stage 1 and 2 of the redevelopment of DBH involves primarily the reconfiguration of the north-east section of the hospital which is presented in **Figure 2.1**. These stages involve the construction of new buildings to accommodate a new Maternity Unit, Operating Theatre suite, Central Sterilising Department and Day Surgery Unit.

Figure 2.1 Stage 1 and 2 Development of Dubbo Base Hospital



2.2 State Significant Development (SSD)

The scope of works for the Dubbo Base Hospital State Significant Development (SSD) is as follows:

- > Bulk excavation.
- > Construction of a new 1 and 2 storey building to accommodate a new Maternity unit, Operating Theatre suite, Central Sterilising Department and Day Surgery Unit with future flexibility to expand to a 3 storey building.
- > Refurbishment of existing Admissions/Outpatients and Medical records building to accommodate a new front of house area.

- > Refurbishment of existing Theatres building to accommodate an expanded Renal Dialysis Unit.
- > Demolition of the existing Maternity building and construction of new car parking spaces on the footprint of the existing Maternity building.
- > Provision of new landscaping to Renal outlook.

2.3 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 10:00PM
- > Saturday: 8:00AM to 10:00PM
- > 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 8:00AM 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 Works Program shall be primarily in relation to bulk excavation, construction of the new building and demolition of the Maternity building. It is anticipated that subject to planning approval the period of works will commence in July 2012.

2.4 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

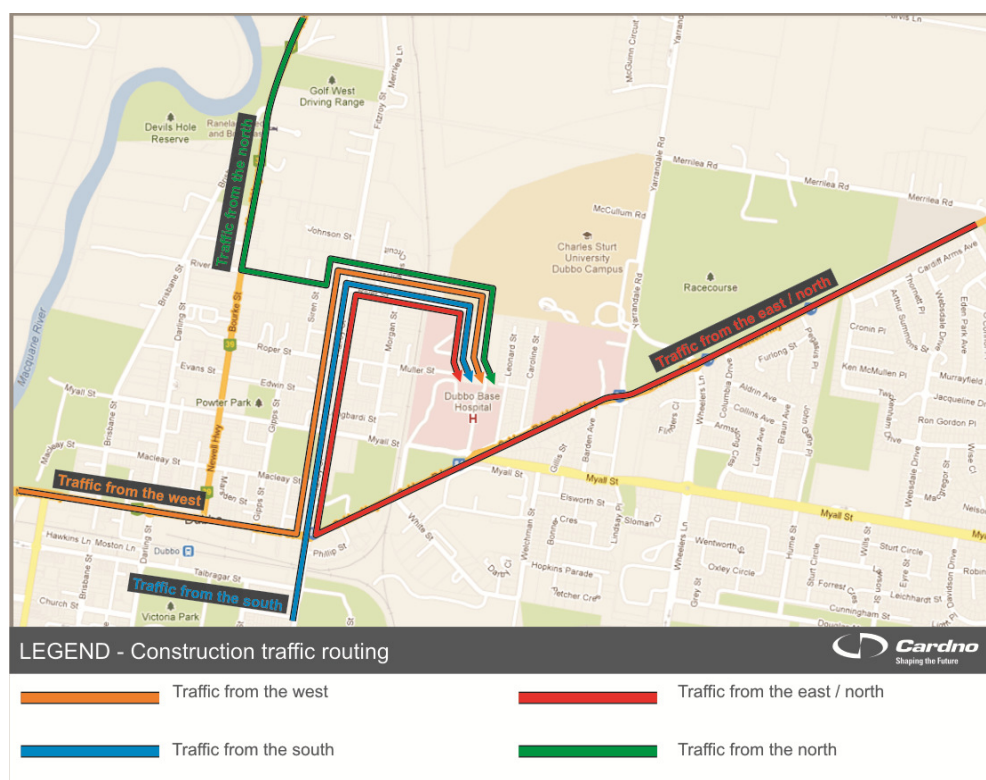


Figure 2.2 presents the construction traffic routes available for vehicles accessing the site. It is proposed that access for construction vehicles will be provided off River Street, with a vehicle access way constructed between River Street and the hospital site. Construction traffic will arrive via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

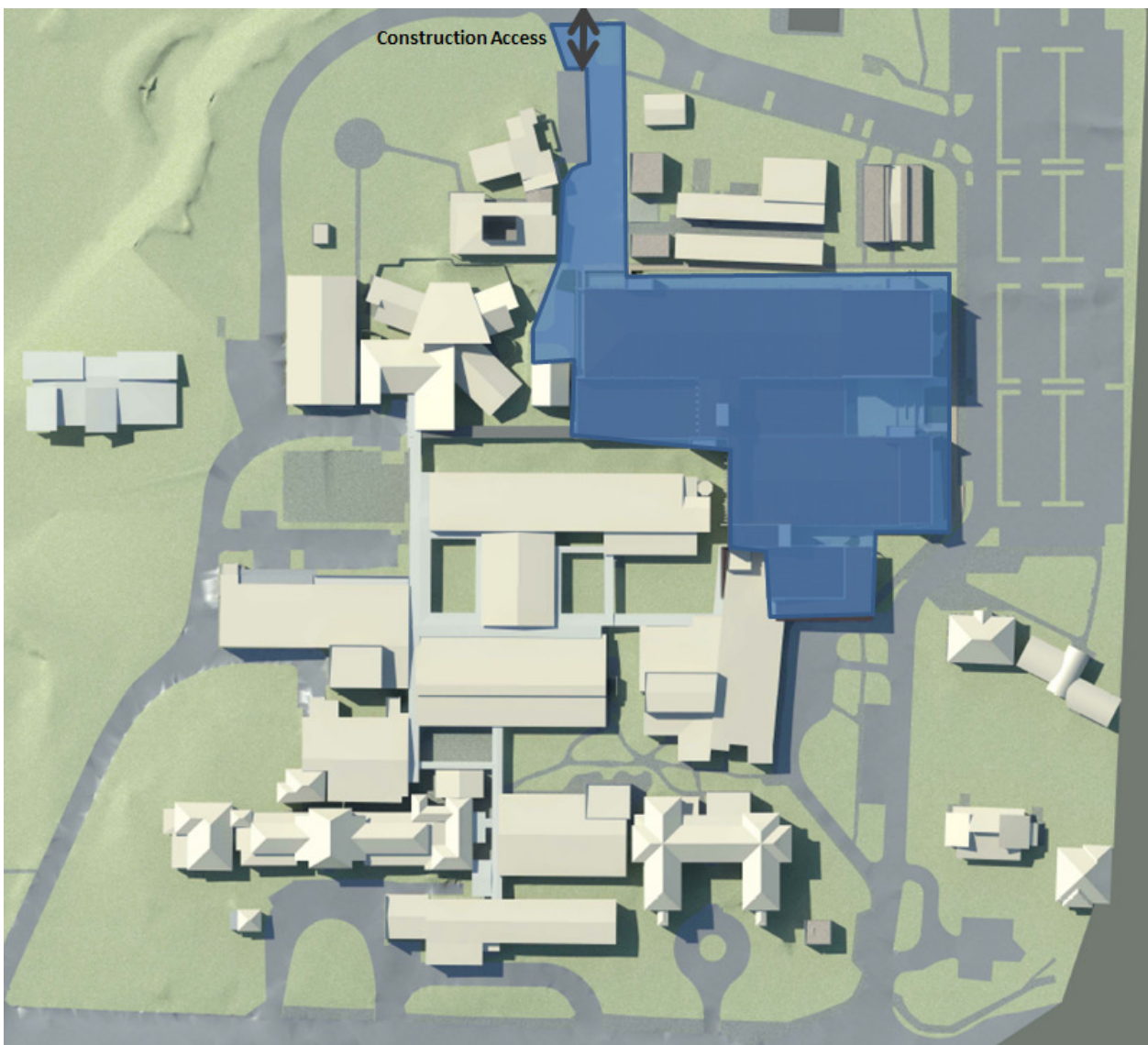
- > Construction traffic arriving from the Golden Highway (traffic from the East and North of the site) will use Fitzroy Street to access River Street
- > Construction traffic arriving from the South will use Fitzroy Street to access River Street
- > Construction traffic arriving from the west will use 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 easiest access for heavy vehicle manoeuvres.

2.5 Staging of Construction Works

The construction of the building will be undertaken in one stage as the main car park has already been constructed ensuring minimum disruption to on-site parking provision (presented in Figure 2.3).

Figure 2.3 Construction of main build



3 TRAFFIC IMPACT OF PROPOSED CONSTRUCTION

3.1 Existing Traffic

Dubbo Base Hospital is bounded by Myall Street and within close proximity to the Golden Highway (Cobbora Road). The Myall Street/Golden Highway intersection contains a majority of traffic entering and exit the site. Myall Street provides the main access to the hospital and operates as a sub-arterial road east of the intersection with the Golden Highway. The Golden Highway also operates as sub-arterial road within the vicinity of the site. Existing traffic on the Golden Highway is predominantly through traffic, with the greatest traffic levels occurring during the AM Peak period.

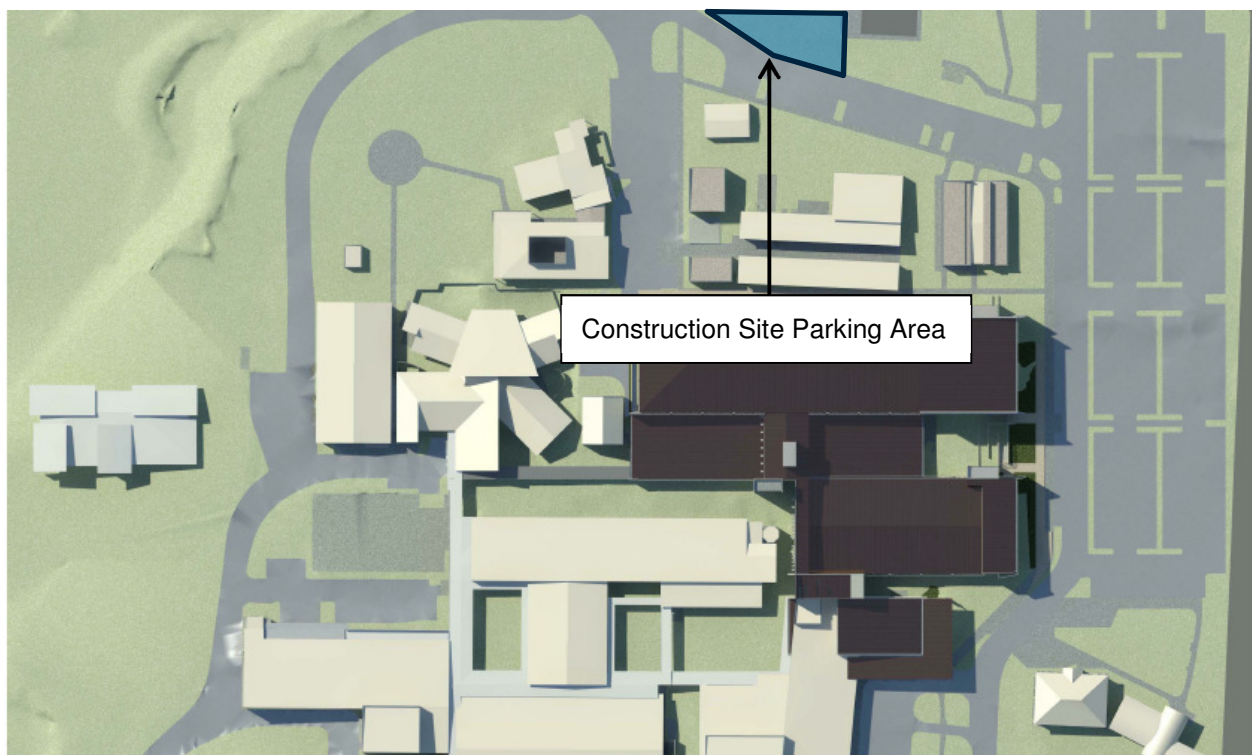
3.2 Impact of Construction Traffic

The impact of construction traffic will be discussed once specific construction details are provided however volumes are expected to be low, in the order of 50 vehicles per day. With this low level of traffic, no material impacts are expected.

3.3 Parking Provision for Construction Purposes

Onsite parking will be provided for construction traffic as shown in **Figure 3.1**. These traffic movements are not expected to have a significant effect on the external network as most movements will occur outside of peak periods.

Figure 3.1 Construction Site Parking Area



3.4 Driver Code of Conduct

Management of vehicular access to and from the site is essential to maintain the safety of the general public as well as the labour force. The following code is recommended as a preliminary measure to maintain safety within the site;

- > Utilisation of only the designated transport routes
- > Construction vehicle movements are to abide 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 are to be communicated to all personnel
- > Only approved signs and devices shall be used to direct vehicular and pedestrian traffic
- > Strict scheduling of vehicle movements is to occur to minimise vehicles waiting off the site
- > Fixed work areas shall be marked by barrier boards or delineation devices spaced appropriately

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
- > Construction Traffic in the vicinity of the Site

5 CONCLUSION

The construction traffic is anticipated to have no material impact during the main construction works stage. Dubbo Hospital Site will be accessed from the north using River Street and an access way which would have been 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.