

Construction Traffic and Pedestrian Management Plan



Wyong Hospital Redevelopment

State Significant Development No. 9536

Prepared for Health Infrastructure c/o Colliers International

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181457 TAAA

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Preliminary Information

This draft Construction Traffic and Pedestrian Management Plan (CTPMP) addresses the proposed construction activities associated with the construction of a new hospital building and associated works at Wyong Hospital. It discusses the management of local traffic and construction vehicles related to the project. A draft CTPMP is required to be developed for this site in accordance with the Secretary's Environmental Assessment Requirements (SEARs) for the development, specifically item 5.19 as follows:

"Secretary's Environmental Assessment Requirement 5.19: The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact..."

A detailed CTPMP cannot be developed without the involvement of a builder and consideration of all final design selections. This draft CTPMP is intended to provide a framework within which a future CTPMP can be developed and implemented, and to demonstrate the potential operation of the construction site.

A CTPMP is developed to satisfy the duties various Work Health and Safety legislation, regulations, and codes of practice regarding reducing risks to the health and safety of workers and other persons near a construction site.

Under the Safe Work NSW Construction work code of practice, a traffic management plan is considered an administrative control measure to minimise risk. As per the hierarchy of control measures, the preferred control is to eliminate risk (e.g. by using traffic lights instead of a traffic controller to control traffic at road works, to eliminate potential harm to the worker). This draft CTPMP aims to provide control measures which eliminate risk where possible. As outlined in this code of practice, workplace specific induction should cover this document.

Traffic control plans (TCPs) will also need to be developed in association with the detailed CTPMP and will have been developed in accordance with the RMS Traffic Control at Work Sites manual, and Australian Standard AS1742.3 (Manual of uniform traffic control devices – Traffic control for works on roads) to which it refers.

In addition to the development of a detailed CTPMP the builder shall be responsible for acquiring and shall acquire the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

1 Introduction

1.1 Project Information

The proposal seeks consent for the construction of a new Clinical Services Building (CSB), and associated works, comprising:

- A 6-storey Clinical Services Building (1-storey undercroft parking, 1-storey podium, 4-storey tower), including:
 - Undercroft parking for 114 cars and plant (Level 1)
 - Podium Level
 - Level 2 comprising Emergency Department (ED), ED drop-off, ambulance parking, medical imaging, Psychiatric Emergency Centre (PECC), and a public link to the existing building (Block A);
 - Building Upper Levels
 - Level 3 comprising Intensive Care Unit (ICU), Paediatrics, and a clinical link to the existing building (Block A);
 - Level 4 comprising of Inpatient Units (IPU);
 - Level 5 comprising of shell Inpatient Unit and Acute Medical Unit;
 - Level 6 comprising plant
- Minor alterations and additions to existing Block A (to facilitate the proposed bridge link)
- Formalisation of east-west road connection to Louisiana Road; and
- Associated works including landscaping, earthworks, and servicing upgrades

The new CSB and associated works will expand the existing services at the Wyong Hospital Campus, providing a contemporary, flexible healthcare facility suited to the new model of care and future healthcare needs of the catchment population.

Taylor Thomson Whitting (TTW) has been engaged by Colliers International to provide traffic advice and reporting on the proposed Hospital redevelopment. This construction traffic management plan has been developed in response to the Secretary's Environmental Assessment Requirements for the site.

A more detailed document will be prepared by the appointed builder, following planning approval and prior to commencement of construction.

1.2 Site Location

The subject site is located at 664 Pacific Highway, in Hamlyn Terrace. The parcel of land is designated as Lot 1 in DP 1147734. The extents of this lot are illustrated in Figure 1.1 below, in the context of the local major road network.

The land is currently occupied by the existing Wyong Hospital. All other land in the surrounding area is generally occupied by free-standing or townhouse-style residential dwellings. Figure 1.1 also demonstrates other key developments in the nearby area including aged care, private hospital, and school facilities.

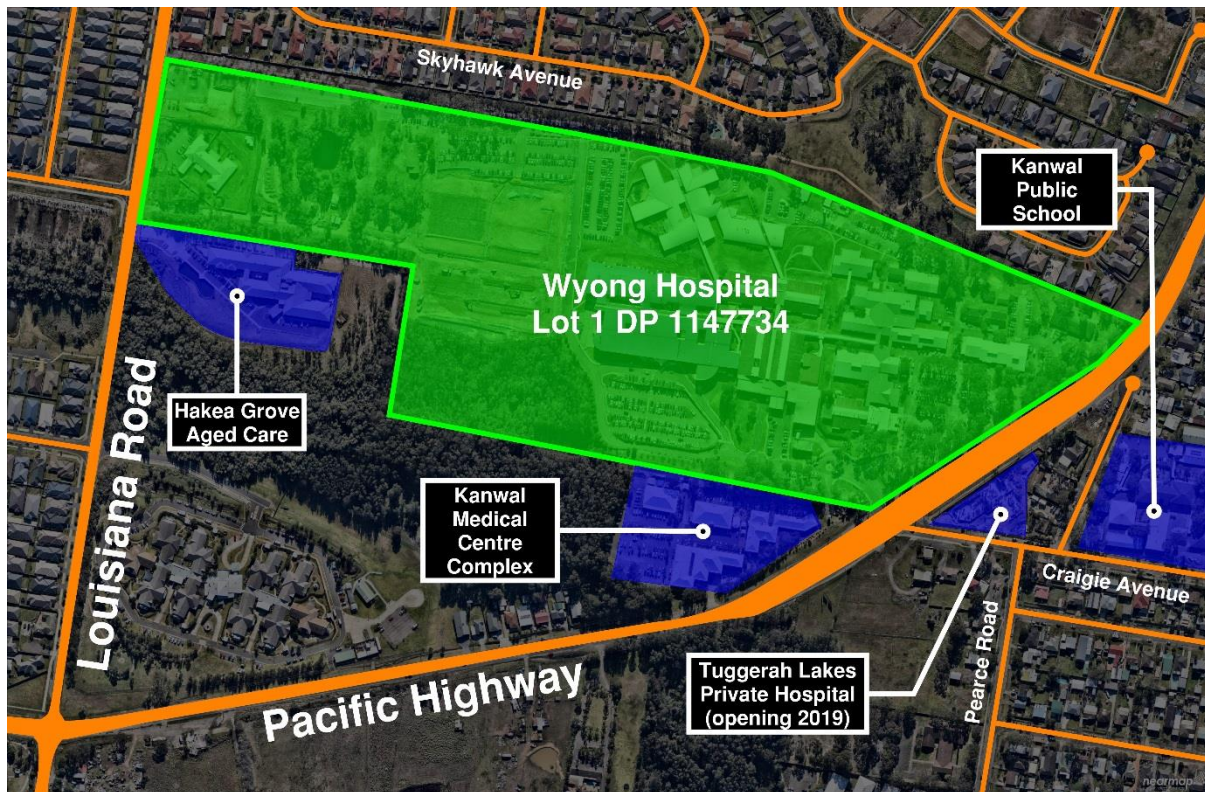


Figure 1.1: Site location
Image source: Nearmap (dated 15th July 2018)

1.3 Hours of Operation

Construction work hours are subject to planning approval. Typically the hours of work at sites will be:

- Monday to Friday: 7am to 6pm
- Saturday: 8am to 1pm
- Sunday / public holidays: Nil

Works undertaken outside the approved hours may be required to take place and shall be subject to separate approval.

2 Traffic Environment

2.1 Road Network

The site is located immediately adjacent to the NSW state road network. Pacific Highway acts as the main frontage to the site via the signalised intersection with Craigie Avenue. Louisiana Road is a local collector for the area, connecting both Wahroonga Road and Warnervale Road with Pacific Highway. Sparks Road is a state road that runs in the east-west direction and serves to connect M1 Pacific Motorway to Pacific Highway. Figure 2.1 illustrates the state and regional roads in the vicinity of the site.



Figure 2.1: State road network
Image source: Nearmap (dated 15th July 2018)

2.2 Transport Facilities

2.2.1 Public Transport

Public bus services operate along Pacific Highway and within the Hospital site.

Bus routes 21 and 29 (servicing areas north of the site) and routes 19 and 26 (servicing areas south of the site) stop within the site at the existing main building entry. Bus routes 80, 82, 93, and 94 service the region from northbound and southbound bus stops along the Pacific Highway. These stops are each located within less than 100 metres of the main site entry intersection. Figure 2.2 shows these routes in the context of the local area and other transport routes in the region.



Figure 2.2: Local public transport

Image source: Busways Wyong Network Map 2010 (accessed: 18th September 2018)

The nearest train stations to the site are Warnervale Station (3.0 km) and Wyong Station (5.7km). Walking distances are approximately 49 minutes and 1 hour 30 minutes respectively. Bus services are available connecting to Wyong Station.

2.2.2 Pedestrian Movements

The local area is well-served by pedestrian facilities. Nearby roads generally provide concrete footpaths on both sides of the road, and many local residential streets also provide footpaths. Signalised pedestrian crossings at the intersection of Pacific Highway with Craigie Avenue are provided.

2.3 Car Parking

The site currently provides off-street parking within the site for up to 1,121 car spaces. The capacity for on-street parking opportunities around the site is estimated at 159 car spaces within 400m walk of the main entry.

3 Management of Construction Vehicles

3.1 Construction Activities

It is proposed that access for all construction activities take place via the existing unformed access road off Louisiana Road. This shall include demolition and removal of material, delivery of new materials, and all provision of equipment and machinery.

Access to the adjacent properties including the Kanwal Medical Centre complex, and the Hakea Aged Facility, and all residential properties, shall be maintained throughout the construction of the site.

3.2 Site Access

Incoming construction vehicles are expected to be travelling along Louisiana Road and Pacific Highway as shown in Figure 3.1.

North/East Approach

- Approach from Pacific Highway
- Turn right onto Louisiana Road
- Turn right onto access road

OR (Alternate Route)

- Approach from Pacific Highway
- Turn right onto Wyong Hospital Entry via intersection with Craigie Avenue

South/West Approach

- Approach from Pacific Highway
- Turn left onto Louisiana Road
- Turn right onto access road

OR (Alternate Route)

- Approach from Pacific Highway
- Turn left onto Wyong Hospital Entry via intersection with Craigie Avenue

Outbound vehicles will exit the site via the same route in the opposite direction, then turning left or right depending on their destination.



Figure 3.1: Recommended construction vehicle routes
Image source: Nearmap (dated 15th July 2018)

3.3 Vehicle Management

During days of high estimated vehicle movements, communication between the site, concrete batching plant and/or vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions.

It is anticipated that truck loading and unloading will occur wholly within the site. All deliveries are to be made within the approved work hours. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the local road network which includes busy town centre areas and high pedestrian volumes.

4 Project Impact

4.1 Traffic Flow

Local traffic patterns during construction are expected to remain consistent with the existing conditions. Traffic impacts from the construction works are expected to be limited to the volume of construction vehicles only, with minimal contractor traffic, given the good availability of public transport in the area.

The number of daily vehicles is expected to be minimal in comparison to the total volumes of traffic on local roads. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the area which includes busy pedestrian areas.

All deliveries and construction works are to take place within the site with no impacts to passing traffic. Existing travel lanes along Pacific Highway and Louisiana Road will remain in operation at full capacity.

4.2 Traffic Safety

All construction work and operations are to be contained within the site. B-class hoarding, and scaffolding are to be implemented on all construction site boundaries, including full hoarding protection. Safety for passing traffic including pedestrians shall be maintained at all times.

Manoeuvring and merging of heavy vehicles on Pacific Highway and Louisiana Road and other internal roads is to be managed carefully, such that traffic safety is maintained. Traffic is not to be held up in advance to allow vehicles to exit the site, and vehicles are to use suitable gaps in traffic (as per normal right-of-way scenario)

If the relevant loading area is found to be full at the time of vehicle arrival, vehicles are not to queue on the roadway. In this instance, vehicles shall store appropriately within other areas of the site (and shall not reverse out of the site) or be turned away and rescheduled if necessary.

4.3 Parking

It is recommended that on-site parking be provided for construction workers to limit the impact on local streets. These will be located in a suitable location without impact to other construction movements or local traffic. The capacity of the on-site parking will be determined once a builder has been appointed.

There may be an increase in local parking congestion during construction as a result of workers accessing the site. Site employees will be encouraged to make use of carpooling options and nearby public transport facilities as part of being inducted into the site to minimise the impact of construction employee vehicles.

4.4 Cumulative Local Impacts

No nearby construction sites are anticipated to create a cumulative impact on local traffic. The volume of construction traffic generated by the site is within normal daily traffic variations and can be catered for within the capacity of the local network.

4.5 Public Transport

There shall be no changes to local public transport routes and services because of construction. Access to all adjoining properties will be maintained throughout the works.

4.6 Public Infrastructure

On infrequent occasions when particularly large vehicles are required to access the site, some mounting or crossing of public kerbs and medians may be necessary. The builder shall repair any damage to this infrastructure if large vehicles are required to mount the devices. Any other road markings damaged as a result of vehicles associated with the construction shall be repaired as a responsibility of the builder.

4.7 Pedestrians and Cyclists

The proposed works will not impede access to any operational hospital buildings. The site is to remain secured from pedestrian access with site fencing.

There are no changes to dedicated cycleways in the area. Cyclists on public roads will be required to follow direction from traffic controllers as per standard vehicles.

Appropriate traffic measures will be in place such as signage, traffic controllers, and barriers to control access.

4.8 Emergency Services

Emergency vehicles accessing the operational hospital emergency department and other critical areas will be unimpeded by construction works. Where works are operating across internal roadways, movements will be under full traffic control with the ability to give priority to emergency vehicles as required.

Emergency access to the construction site itself shall be operated as necessary. In the event of an emergency, the Site Manager is to coordinate access with emergency services as required.

Emergency services access to local properties will be retained, with no road closures or major lane changes required for these works.

5 Operational Information

5.1 Construction Traffic Management

A detailed Construction Traffic and Pedestrian Management Plan must be completed prior to occupation of the site or any site works taking place.

5.2 Communication and Consultation

Prior to any site works taking place, notification of commencement of the works shall be distributed to the neighbourhood. Community notifications will be undertaken as per a Construction Environmental Management Plan or similar to be prepared by the appointed builder.

5.3 Overall Impacts

The construction traffic impacts and requirements of this project are deemed to be manageable within the site constraints. Impact is expected to remain limited to within the site, with vehicle access and loading areas to be in place as necessary. Full access will be retained for all vehicles to the remainder of the hospital campus and other adjacent properties. Appropriate hoarding and protection measures will be implemented to ensure safety of all users of the area at all times.

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