OPERATIONAL MANAGEMENT PLAN

Oxygen tank & Substation Maintenance for Griffith Base Hospital Redevelopment

ADCO

CONTENTS

APPENDICES

Issue	Date	Author	Reviewed
1	01/08/2024	ADCO	HI
2	26/08/2024	ADCO	HI
3	11/12/2024	ADCO	HI/BMG

1. INTRODUCTION

This Operational Management Plan (OMP) has been prepared by ADCO Constructions for Griffith Base Hospital Redevelopment on behalf of NSW Health Infrastructure to minimize traffic disruptions during the delivery of oxygen tanks and substation maintenance activities.

This OMP directly aligns with the Development Consent No. SSD-9838218, dated 14 October 2021, specifically SSDA D33 which outlines the condition and requirement to minimise potential traffic impacts associated with the oxygen tank delivery and substation maintenance.

The plan aims to ensure smooth operations while maintaining patient safety and minimizing inconvenience to hospital staff and visitors. The plan is based off the Traffic and Parking Report dated 04 June 2021 by PTC.

Objectives

- To reduce traffic congestion and delays caused by oxygen tank deliveries and substation maintenance activities.
- To ensure the safety of patients, staff, and visitors during these operations.
- To maintain hospital operations with minimal disruption.

Scope

This plan applies to all activities related to the delivery of oxygen tanks and maintenance of electrical substations at Griffith Base Hospital. It includes scheduling, communication, traffic management, and emergency response.

2. LOCATION AND SITE DESCRIPTION

The site is located at 5-39 Animoo Avenue, Griffith, also referred to as 1 Noorebar Avenue. The oxygen tanks and substations are within the hospital boundary legally described as Lot 2 in Deposited Plan 1043580 and has an area of approximately 86m2 (oxygen tank) and 25m2 (substations).

The oxygen tank delivery vehicle will be via existing service vehicle access driveway along Animoo Avenue, which is to be shared with St. Vincent's Private Community Hospital (SVPCH). A hardstand has been constructed, adjacent to the oxygen tank, to allow the vehicle to reverse into the space and exit in a forward manoeuvre. Access to the SVPCH loading dock will also be maintained.

The substation maintenance vehicles will access the site via the access roadway into the new fleet car park. Maintenance of substation is not expected to occur regularly. Furthermore, the car park is envisaged to be utilised as a fleet car park which can be managed by the hospital to ensure that the car park is vacant to allow the maintenance vehicle to enter and exit the site.

The access points for each of the service vehicles are shown in Figure 1.

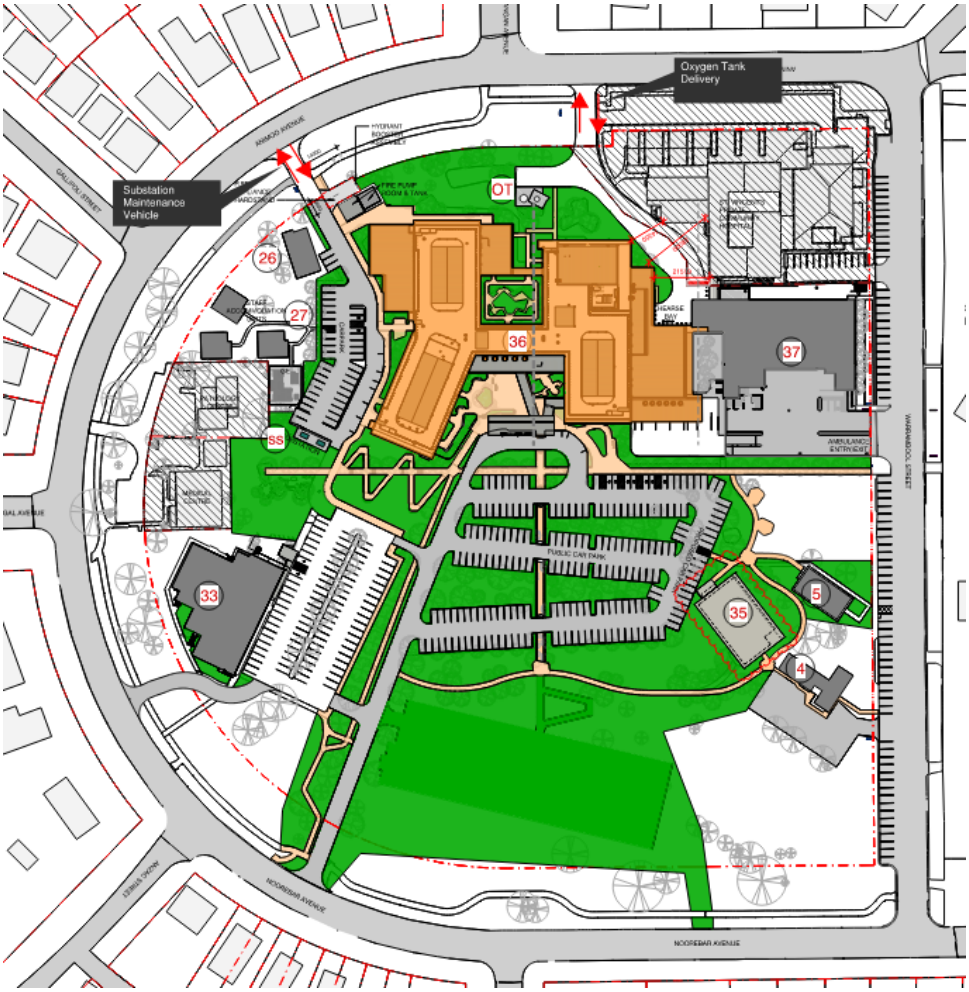


Figure 1 - Substation maintenance & Oxygen Tank Delivery Access points

3. STAKEHOLDERS

This section outlines the specific requirements and responsibilities of each stakeholder involved in the operational management plan. By clearly defining these requirements, we aim to foster collaboration, streamline communication, and ensure that all parties are aligned in their efforts to mitigate traffic impacts. Addressing stakeholder needs not only helps in executing the plan smoothly but also enhances overall efficiency and minimizes disruptions to hospital services and the local community.

Stakeholders involved in this plan include:

- **Hospital Administration**: Responsible for overseeing the overall plan.
- **Facilities Management Team**: Coordinates delivery and maintenance schedules, manages logistics.
- **Maintenance Contractors**: Conducts substation maintenance and manages associated traffic impacts.

4. DELIVERY OF OXYGEN TANKS

Oxygen tank deliveries are typically scheduled to occur once a month. The oxygen levels in the tank are continuously monitored via a remote system. When the oxygen level drops below a specified threshold, an automatic notification is triggered and sent to Coregas, (Griffith Base Hospital's current supplier). Upon receiving this alert, Coregas arranges for a truck to refill the tank. The delivery truck services multiple locations before arriving at Griffith Base Hospital, which means the exact delivery time can vary and is not predetermined.

Given that these deliveries are infrequent, the overall impact on traffic is generally minimal. Consequently, there is no requirement for additional measures to further mitigate traffic disruptions at this time.

In the assessment of the delivery process, a 19-meter articulated vehicle was considered. The swept path analysis indicates that this vehicle would not be able to navigate the left turn into or out of the current driveway without modifications to widen it. However, the vehicle can successfully make right turns in and out of the driveway (refer to Appendix A for swept path analysis).

Should the frequency of oxygen tank deliveries increase, the hospital will implement strategies to minimize or manage any potential disruptions to hospital operations and the surrounding community. These strategies may include enhanced coordination with Coregas, adjustments to delivery schedules, and modifications to traffic management plans to ensure smooth and efficient operations while minimizing impact. These strategies are outlined in the section below.

4.1 Scheduling and Coordination

- **Advance Planning:**
    - Supplier Coordination: Collaborate with the oxygen tank supplier to finalize delivery schedules well in advance. Aim for delivery slots that avoid peak traffic times and hospital activity periods.

4.2 Safety Measures

- **Staffing:** Assign hospital staff to manage the delivery process, ensuring that the area is monitored and that any issues are addressed promptly.
- **Emergency Procedures:** Develop and communicate emergency procedures in accordance with those adopted by the Local Health District (LHD).

5. SUBSTATION MAINTENANCE

Substation maintenance is scheduled approximately once every three years. Essential Energy will provide advance notice to the Griffith Base Hospital Facilities Management Team by telephone if any maintenance is needed for the substation. During

such maintenance activities, Essential Energy vehicles will utilize the fleet vehicle carpark, which is specifically designated for hospital vehicles and ensures no interference with public traffic. To facilitate this, the Facilities Management Team at Griffith Base Hospital can reserve designated parking spots for Essential Energy vehicles upon request.

Given the infrequent occurrence of substation maintenance—approximately once every three years—the overall traffic impact is minimal. The maintenance activities do not affect public roads, and the assessment indicates that further reduction in traffic impact is not practical or necessary.

For the purposes of this assessment, a 10.3-meter long vehicle was considered. This vehicle size is based on the Underground Distribution Construction Standards Manual, as provided by Steensen Varming on November 18, 2019. The vehicle's dimensions have been evaluated to ensure compatibility with the existing infrastructure and to confirm that its operation does not result in significant traffic disruption or safety concerns (Refer to Appendix B).

If the frequency of maintenance activities were to increase, additional strategies would be implemented to manage and mitigate any potential disruptions to hospital operations and public traffic. These strategies would involve enhanced coordination with Essential Energy, improved scheduling practices, and potential adjustments to parking and traffic management plans to ensure minimal impact on both hospital staff and the community. These strategies are outlined in the report.

5.1 Scheduling and Coordination

- **Maintenance Planning:** Schedule maintenance work during off-peak hours to minimize impact
- **Advance Notification:** Inform hospital departments of maintenance schedules well in advance.

5.2 Traffic Management

- **Traffic Control:** Use traffic control personnel to direct traffic around the maintenance area.

5.3 Communication

- **Internal Communications:** Notify relevant hospital departments about maintenance activities and expected disruptions. Provide updates on progress and any changes.
- **External Communications:** Keep community informed about maintenance schedules and potential impacts on traffic flow on an as needs basis.

5.4 Safety Measures

- **Site Safety:** Ensure the maintenance site is clearly marked with warning signs and barriers. Use reflective vests and safety gear for all personnel.

6. CONCLUSION

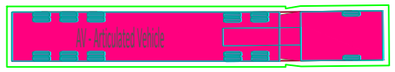
The successful implementation of this operational management plan will help minimize traffic impacts associated with oxygen tank deliveries and substation maintenance at Griffith Base Hospital. By coordinating schedules, managing traffic effectively, and ensuring clear communication, the hospital can maintain its operations smoothly while prioritizing safety and minimizing disruptions.

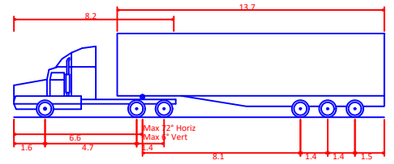
APPENDIX A

Oxygen Tank Vehicle Swept Path Assessment

comments

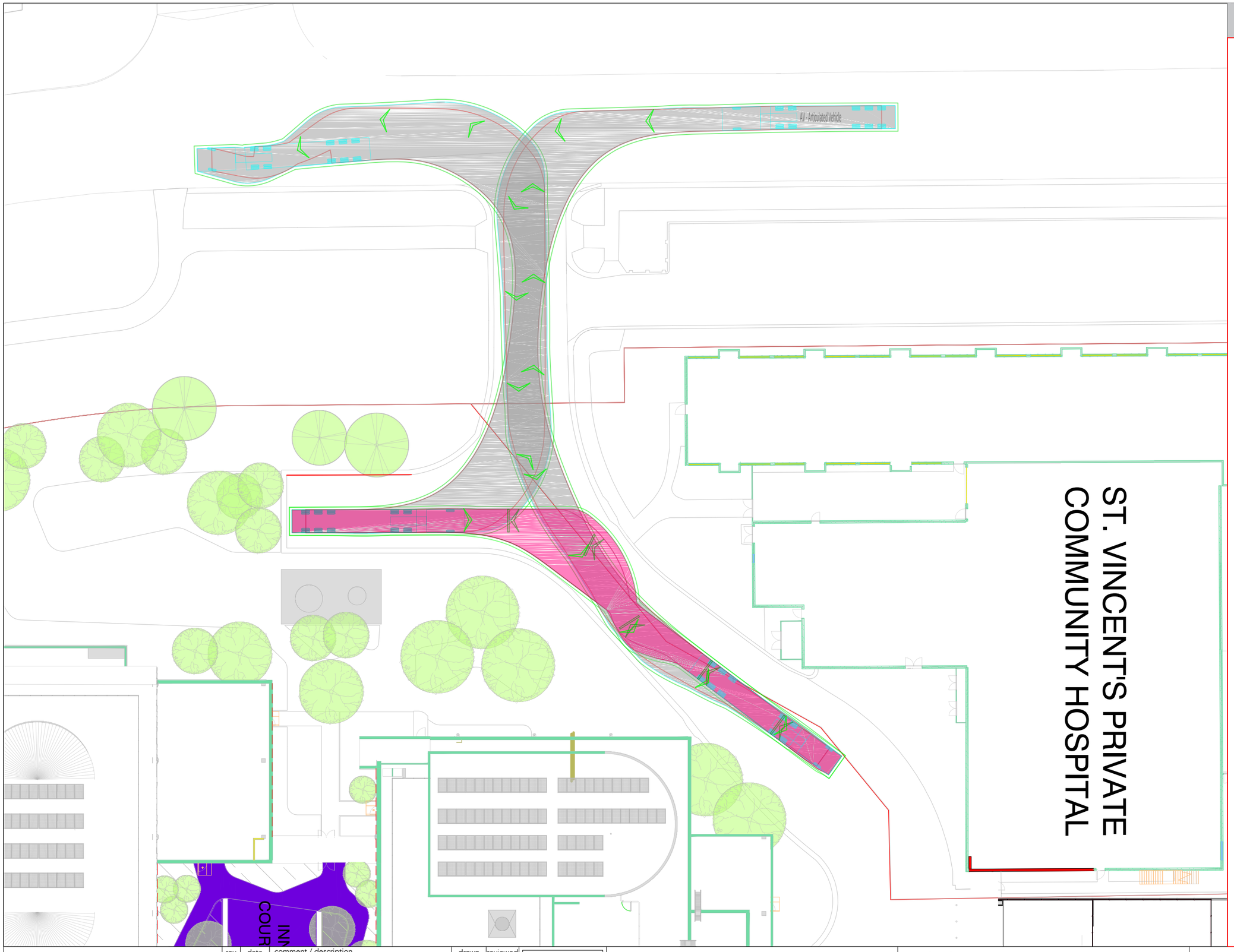
A3





AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



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rev	date	comment / description	drawn	reviewed
3	**02.02.21**	**For Information**	**AP**	**–**
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project
Griffith Hospital Redevelopment - SSDA

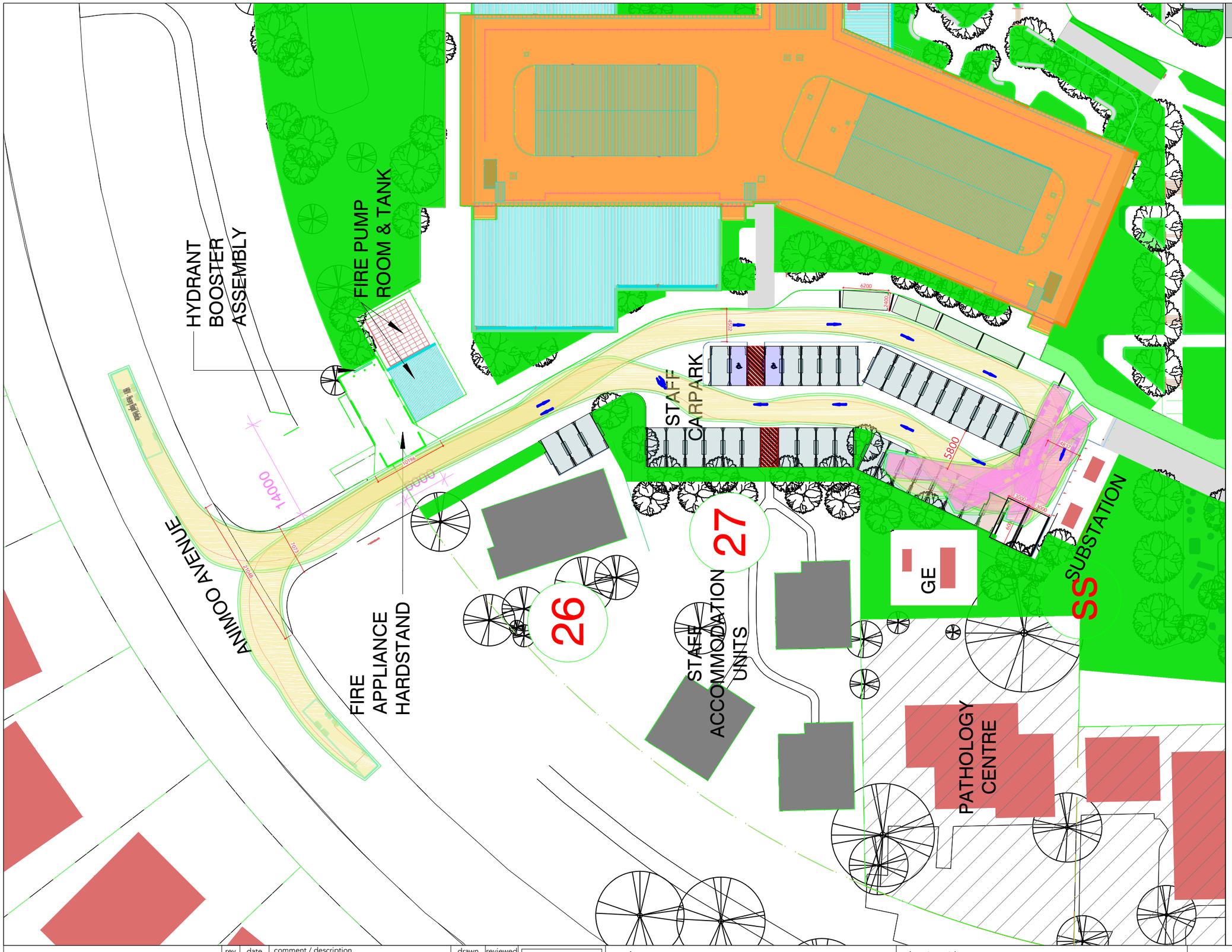
drawing title
Oxygen Tank (AV)

client	Health Infrastructure
drawing #	PTC-006
project #	2384A
scale	1 : 500

rev 3

APPENDIX B

Substation Maintenance Vehicle Swept Path Assessment



comments A3

VEHICLE SPECIFICATIONS

ENTER SITE

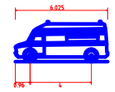
EXIT SITE

ENTER SITE

EXIT SITE

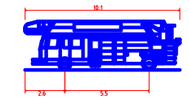
ENTER/EXIT SITE

ENTER/EXIT SITE



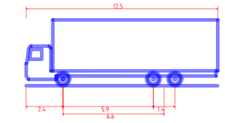
Mercedes Sprinter 316

Overall Length	6.025m
Overall Width	2.380m
Overall Body Height	2.630m
Min Body Ground Clearance	0.311m
Track Width	2.350m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	7.650m



NSW Fire Truck 10.1m

Overall Length	10.100m
Overall Width	2.500m
Overall Body Height	3.164m
Min Body Ground Clearance	0.247m
Max Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.300m



HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

PARKING TEMPLATE

TYPICAL CLASS 3 FACILITY

SPACE WIDTH 2.6M
SPACE LENGTH 5.4M

ACCESSIBLE SPACE

SPACE WIDTH 2.4M
SPACE LENGTH 5.4M

SHARED BAY

SPACE WIDTH 2.4M
SPACE LENGTH 5.4M

SMALL CAR SPACE

SPACE WIDTH 2.3M
SPACE LENGTH 5M

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rev	date	comment / description	drawn	reviewed
5	12/09/23	FOR SUBMISSION	CP	AM
2	04/10/22	FOR INFORMATION	JAJ	DB
1	08/04/22	For Coordination	JJ	DB

project
Griffith Hospital Stage 2 Works

drawing title
12.5m HRV
NOTE: Insufficient circulation space for parking. (Uses all car spaces as Required for special event)

client	Health Infrastructure
drawing #	ptc-006
project #	22-0065
scale	1 : 400

rev 5