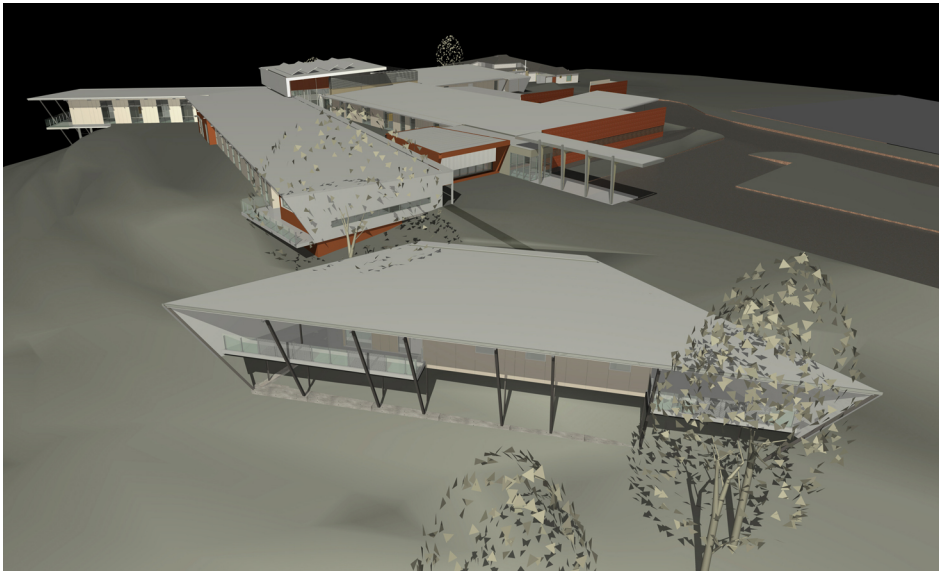


Preferred Project Report for Manilla Combined Multi Purpose Service and HealthOne Redevelopment of Manilla Hospital



September 2009

Prepared by Environmental Planning Pty Ltd



for Rice Daubney Architects



Coffey Projects

projects
SPECIALIST LEADERS AND MANAGERS

and Hunter New England Area Health Service

HUNTER NEW ENGLAND
NSW HEALTH

Preferred Project Report for Manilla Combined Multi Purpose Service and HealthOne Redevelopment of Manilla Hospital

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Attachment 2	<i>Remediation Action Plan, Manilla Hospital Combined MPS Health One Centre, Court St, Manilla NSW, 25 September 2009, Coffey Environments Pty Ltd.</i>
Attachment 3	<i>Waste Management Plan, Manilla Combined MPS/Health One, 23 September 2009, Coffey Projects (Australia) Pty Ltd.</i>
Attachment 4	<i>Archaeological Test Excavation Report, Manilla District Hospital, Court St, Manilla NSW, July 2009, AMAC Archaeological.</i>
Attachment 5	<i>Heritage Assessment & Statement of Heritage Impact, Manilla District Hospital, 14 August 2009, NSW Department of Commerce.</i>

1. Background

Manilla District Hospital was established in 1905 at the eastern end of Court Street in Manilla. The hospital has had various additions over the decades and currently provides 29 beds (13 high care aged care and 16 acute/sub-acute) in buildings covering approximately 1920 m². The hospital provides a range of services including medical, obstetric, nursery, paediatric, long stay, respite and palliative care, a 24 hour emergency/outpatient department, community health services and specialised visiting services. Manilla Hospital operates 24 hours a day and 365 days a year.

Major project application No. 08/0231 is for the demolition of the existing Manilla District Hospital and construction and operations of single storey buildings including a combined hospital and community health centre, staff accommodation, services compound, on-site car parking area, associated landscaping and site works. The programme for the redevelopment has been revised to span from early 2010 to early 2012.

The new facility will be a Multi Purpose Service Hospital and HealthOne Service and cover 3372 m² including 32 beds (20 high care/aged care and 12 acute/sub-acute). The project will be delivered in two stages of demolition and construction so that a portion of the existing hospital can remain in operation during the first stage of the redevelopment.

The existing stand alone aged care facility Manellae Lodge located to the south-east of the existing hospital will remain in operation during the entire redevelopment. Currently this facility is operated by Tamworth Regional Council on land owned by Hunter New England Area Health Service and leased to Council. The ownership of Manellae Lodge is expected to be transferred to Hunter New England Area Health Service on completion of the redevelopment. The new hospital facility will be connected to the existing Manellae Lodge via a covered link way.

The project will transform the existing hospital into a high quality 'state-of-the-art' health facility responding to the needs of a modern day health service in combination with a new level of integration between acute inpatient, sub-acute, community health and aged care services. In summary, the project involves the development of a new 'state of the art' facility that will provide new facilities to replace outdated facilities currently on the site.

2. Public Exhibition and Response to Submissions

The *Manilla Combined Multi Purpose Service and HealthOne Redevelopment of Manilla Hospital Environmental Assessment for Project Application* (Environmental Planning Pty Ltd, June 2009) was put on public exhibition by the NSW Department of Planning from 5 August 2009 to 4 September 2009. Three submissions were received from the Ministry of Transport, Roads and Traffic Authority and Tamworth Regional Council. Copies of the three submissions are provided in Appendix 1.

2.1 Response to Ministry of Transport Submission

Appendix 2 provides a *Response to Transport and Traffic Issues Raised in Submissions for Proposed Redevelopment of Manilla Hospital, Manilla, September 2009*, McLaren Traffic Engineering, which includes a response to the Ministry of Transport submission.

2.2 Response to Roads and Traffic Authority Submission

Appendix 2 provides a *Response to Transport and Traffic Issues Raised in Submissions for Proposed Redevelopment of Manilla Hospital, Manilla*, September 2009, McLaren Traffic Engineering, which includes a response to the Roads and Traffic Authority submission.

2.3 Response to Tamworth Regional Council Submission

Tamworth Regional Council's submission covered the issues of Heritage Assessment, Waste Management, External Lighting, Contamination, Traffic Impacts and Impact on Council Property with responses for each issue below.

Heritage Assessment

A letter dated 16 September 2009 from NSW Public Works to Coffey Projects (see Appendix 3) provides a response to this issue as justification for the approach taken. In addition, Attachment 5 *Heritage Assessment & Statement of Heritage Impact, Manilla District Hospital* provides the final heritage assessment for the project.

Waste Management

All demolition and construction waste will be separated on-site for recycling then transported to Forest Road Landfill in Tamworth for reuse and disposal. Waste from the project during operations will continue as per the Hunter New England Area Health Service existing arrangements. The *Waste Management Plan* for the project has been revised as shown in Attachment 3.

External Lighting

The lighting design generally complies with clause 7.2 of Development Control Plan No. 9 - Guidelines for Outdoor Lighting taking into account the following features.

35W metal halide in-ground uplights will be used to illuminate a feature external wall at the hospital entrance. This will comply with the requirement of clause 7.2.2 regarding directional illumination. The design has also taken into consideration ambient light in the surrounding areas. These 35W metal halide uplighters have an asymmetric distribution and will be positioned to eliminate any waste light beyond the wall.

Directional uplights/spotlights mounted on ground will be used for highlighting a heritage chimney stack and the associated design will comply with the requirement of clause 7.2.3. 3W LED lamps have been specified to minimize energy usage and intensity of lighting. These spotlights will be positioned close to the chimney and pointed towards the chimney stack to illuminate the chimney only. Due to positioning of the fittings and selection of lamp, no upward spill is anticipated.

The other landscape/external lighting consists of bollards which have no upward light throw and pole top luminaires with a downward lighting component only. The bollards will be 0.5m, 1m or 3m high bollards (with 26W compact fluorescent lamps and 70W metal halide lamps for the 3m pole). External car park lighting will consist of 5m high pole top luminaires with full cut off above 90 degrees. These luminaires will be 70W metal halide.

Contamination

A *Phase 2 Environmental Site Assessment* has been completed and is provided in Attachment 1. A *Remediation Action Plan* has been completed and is provided in Attachment 2.

Additional civil engineering assessments using computer generated modelling during design development have determined that there will be approximately 3,000 to 4,000 m³ (4,500 to 6,000 tonnes) of excess clean material spoil to be disposed off-site at Forest Road Landfill in Tamworth. As a result the *Waste Management Plan* has been revised (see Attachment 3). Previously the *Waste Management Plan* identified that approximately 1300 to 1450 m³ of asbestos containing material being excavated from the existing northern land batter to allow for the new hospital structure was to be disposed off-site at Forest Road Landfill in Tamworth. Through the development of the civil design and the *Remediation Action Plan* it has been determined that this material will now be treated on-site as per the recommendations made in the *Remediation Action Plan* (see Attachment 2 and Appendix 4 for details).

The *Remediation Action Plan* also identifies that there may be some localised contamination associated with the existing unused underground storage tank. Environmental testing in the vicinity of this infrastructure does not identify any contamination. However, as this type of infrastructure is prone to localised contamination an allowance of 100 – 250m³ of contaminated material has been identified in the *Waste Management Plan*. This allowance also includes some very minor contaminated material associated with the existing workshop as identified in the *Remediation Action Plan*.

Appendix 4 provides location plans and sections for the on-site disposal of contaminated spoil being excavated from the existing northern land batter. At the two locations (top half of Lot 13 and north-west corner of Lot 14 DP 814059) a low profile landscaped embankment will be provided to minimise any visual impact. The contaminated spoil will be capped in the two locations shown using clean material excavated from the site. Four trees (one Citrus species tree 2 metres high and three Juniper species trees 8 to 10 metres high) will be removed for the embankments to allow bulk filling. The same number and species of trees will be replaced within the landscaped grounds of the hospital as well as landscape finishes being applied to the areas of bulk filling (see Appendix 5).

Traffic Impacts

Appendix 2 provides a *Response to Transport and Traffic Issues Raised in Submissions for Proposed Redevelopment of Manilla Hospital, Manilla, September 2009*, McLaren Traffic Engineering, which includes a response in relation to transport and traffic matters to Tamworth Regional Council submission.

Impact on Council Property - Boundary Realignment and Temporary Easement

During the design and project approval phase the project team has been liaising with Tamworth Regional Council with the aim of rectifying existing issues associated with boundary encroachments and rising main pipelines (feeding Manilla's water treatment facility) that run under Manellae Lodge. A brief summary of the issues and subsequent proposals are provided below.

As part of the project's initial feasibility planning an existing boundary issue associated with Manellae Lodge and the adjacent land occupied by Manilla's water treatment facility (owned and operated by Tamworth Regional Council) was identified.

A small portion of Manellae Lodge (owned and operated by Tamworth Regional Council and sited on land owned by Hunter New England Area Health Service) encroaches the north-eastern boundary line of the adjacent water treatment facility. This encroachment has existed since the building was constructed by the former Manilla Shire Council (now part of Tamworth Regional Council) in 1994.

The ownership and operation of Manellae Lodge will be handed over to Hunter New England Area Health Service on completion of the Manilla Hospital redevelopment. A proposal has been lodged with Tamworth Regional Council to realign the existing boundary so that all of the new hospital facility will exist on one lot and Manellae Lodge on a separate lot. This proposal will also rectify the existing boundary encroachment by Manellae Lodge on land to be retained by Tamworth Regional Council (water treatment facility).

The boundary realignment as described has been issued to Tamworth Regional Council on several occasions during the design development stage. As a result Tamworth Regional Council have made several requests regarding the issue of rising main pipelines running below Manellae Lodge that feed Manilla's water treatment facility.

To ensure the continuity of water services Tamworth Regional Council has requested that a temporary easement be included in the project planning on land owned by Hunter New England Area Health Service. This easement is intended to allow for temporary re-routing of the rising mains in the case of a pipeline failure occurring under Manellae Lodge which is founded on concrete slab on ground. The design of the requested temporary easement has been developed in close consultation with Tamworth Regional Council who have identified the current planning as being both appropriate and in alignment with their operational needs.

To demonstrate the boundary realignment a marked up survey plan has been included in Appendix 6. Further to this drawings are provided in Appendix 6 to demonstrate both the proposed boundary realignment and temporary easement.

The revised boundary realignment and temporary easement proposal was re-issued to Tamworth Regional Council on the 9th September 2009. This proposal meets all of Council's requirements which have been progressively raised during the design development phase. The revised proposal will be tabled at Tamworth Regional Council's ordinary meeting on the 22nd October 2009 for final review and approval.

Impact on Council Property – Construction Storage and Parking Compound

In relation to the approval to use the land next to Louis Johnson House (Lot 16 and part Lot 15 DP 238644) as a construction storage and parking compound Tamworth Regional Council have agreed in principle with Hunter New England Area Health Service for this use of the land during the construction period. Continued consultation with Tamworth Regional Council regarding the use of this land as a construction storage and parking compound will continue to ensure all of Tamworth Regional Council's requirements are met. It is noted that the head contractor will be responsible for preparing a dilapidation report in association with this land. Furthermore the head contractor will be required to reinstate any damaged ground to its former condition during the demobilisation of the construction storage and parking compound.

3. Project Changes

As a result of the further information obtained for the project and design development no changes are required for the project apart from the need to dispose of clean material spoil at Forest Road Landfill in Tamworth and to treat asbestos containing material from the existing northern land batter on-site. This has resulted in the need to revise the *Remediation Action Plan*, the *Waste Management Plan* and some drawings. The changes to the amended drawings in Appendices 4 and 5 are shown within “red cloud” icons.

4. Revised Statement of Commitments

4.1 Additional Project Information

Since public exhibition of the project the following additional information has become available as a result of progressing draft commitments made in the *Environmental Assessment for Project Application*.

See Attachment 1 *Phase 2 Environmental Site Assessment, Manilla MPS/Health One*, Court St, Manilla NSW, 15 July 2009, Coffey Environments Pty Ltd.

See Attachment 2 *Remediation Action Plan, Manilla Hospital Combined MPS Health One Centre, Court St, Manilla NSW*, 31 July 2009, Coffey Environments Pty Ltd.

See Attachment 3 *Waste Management Plan, Manilla Combined MPS/Health One*, 23 September 2009, Coffey Projects (Australia) Pty Ltd.

See Attachment 4 *Archaeological Test Excavation Report, Manilla District Hospital, Court St, Manilla NSW*, July 2009, AMAC Archaeological.

See Attachment 5 *Heritage Assessment & Statement of Heritage Impact, Manilla District Hospital*, 14 August 2009, NSW Department of Commerce.

Manilla District Hospital, Archival Photographic Record, July 2009, Department of Commerce (now NSW Public Works). Copies have been provided to Tamworth Regional Council and Hunter New England Area Health Service.

4.2 Completed Commitments

Since public exhibition of the *Manilla Combined Multi Purpose Service and HealthOne Redevelopment of Manilla Hospital Environmental Assessment for Project Application* the following draft commitments made in that document have been completed.

- P2. A stage 2 environmental site investigation will be completed to DECC&W requirements prior to demolition and construction. The stage 2 environmental site investigation will define the extent and degree of contamination, assess potential risk posed by contaminants to health and the environment and obtain sufficient information for the development of a remediation action plan (if required). The findings of the stage 2 environmental site investigation will be submitted for approval to the Director-General of Planning and then implemented to ensure the project is constructed on a “clean site” to DECC&W standards and is suitable for hospital and health services use.

See Attachment 1 *Phase 2 Environmental Site Assessment, Manilla MPS/Health One, Court St, Manilla NSW, 15 July 2009, Coffey Environments Pty Ltd.*

- P3. If the stage 2 environmental site investigation recommends a remediation action plan that involves extensive cut and fill earthworks to remove any contaminants from the site then the demolition phase of the waste management plan for the project will be amended. If fill is required for the site then only verified virgin excavated natural material will be accepted as clean fill into the site.

See Attachment 2 *Remediation Action Plan, Manilla Hospital Combined MPS Health One Centre, Court St, Manilla NSW, 31 July 2009, Coffey Environments Pty Ltd* and Attachment 3 *Waste Management Plan, Manilla Combined MPS/Health One, 23 September 2009, Coffey Projects (Australia) Pty Ltd.*

- P6. A photographic record will be undertaken by the Department of Commerce prior to the demolition works to Heritage Office requirements and copies of the portfolio supplied to HNEAHS and Tamworth Regional Council.

Copies of *Manilla District Hospital, Archival Photographic Record, July 2009, Department of Commerce* have been provided to Tamworth Regional Council and Hunter New England Area Health Service.

- P10. The feasibility of reusing the existing red bricks in the hospital within the three feature walls in the project will be assessed by HNEAHS.

See Appendix 3 a letter dated 16 September 2009 from NSW Public Works to Coffey Projects.

- P11. An archaeological investigation of the unidentified former out building at the site will be completed.

Completed see Attachment 4 *Archaeological Test Excavation Report, Manilla District Hospital, Court St, Manilla NSW, July 2009, AMAC Archaeological.*

- C69. Existing furniture will be assessed for heritage significance by the Department of Commerce prior to decommissioning of any section of the hospital and listed items recorded and securely stored for re-use.

See Attachment 5 *Heritage Assessment & Statement of Heritage Impact, Manilla District Hospital, 14 August 2009, NSW Department of Commerce.*

All the revised statement of commitments listed below in Sections 4.3, 4.4 and 4.5 will be the responsibility of and will be implemented by the project team on behalf of the HNEAHS. The statement of commitments will be included as a separate component in the contractor's EMP before demolition and construction commences to minimise any adverse environmental impacts.

4.3 Prior to Demolition and Construction

- P1. A contractor's EMP will be prepared by the contractor and endorsed by the HNEAHS before demolition and construction commences. It will indicate the names, responsibilities and authority of site management personnel who will have primary responsibility for implementing all environmental commitments, monitoring effectiveness, rectifying environmental deficiencies, controlling further demolition and construction activities until deficiencies were rectified and the keeping of environmental records. The contractor's EMP will include provision for hold points where environmental damage may occur, regular reports and audits on the environmental management of the project, details of non-conformances, verification activities and emergency responses. The contractor's EMP will be prepared to minimise all adverse demolition and construction impacts including, inter alia, provision for storage of heritage items and the bird cage, management of contaminants and hazardous materials, erosion and sediment control, storm water discharge, noise and vibration, air quality and air pollution, waste management, complaints management, landscaping, traffic management (including pedestrian and cyclist circulation and safety and car parking for construction workers) and site clean-up. The contractor's EMP will be issued to the Department of Planning for information.
- P4. A comprehensive digital photographic survey of the site for the construction compound and immediate surrounds including potentially affected areas of Court Street, Tamworth Regional Council public assets in the area, all utility services and Louis Johnson House will be completed prior to demolition.
- P5. HNEAHS will liaise with Tamworth Regional Council to determine their reasonable requirements for use of the construction compound area and Louis Johnson House.
- P7. The moveable heritage items and metal bird cage located within the hospital will be relocated to a safe off-site location supplied by HNEAHS then re-installed after completion of the project.
- P8. The buildings design will comply with the deemed to satisfy provisions of the Building Code of Australia. If compliance with the deemed-to-satisfy provisions of the BCA cannot be achieved an alternate solution in accordance with the BCA will be prepared by a suitably qualified person illustrating how the relevant performance requirements of the BCA will be satisfied during design.
- P9. During design development a 4 green star rating incorporating ESD principles will be aimed for and assessed for the project.

4.4 During Demolition and Construction

General Requirements

- C1. The project plans provided in Attachments 2, 3, 4 and 5 of the *Environmental Assessment for Project Application* will be implemented by the contractor.
- C2. The contractor's EMP will be implemented.

- C3. All structures will be demolished in accordance with AS 2601-2001 *The demolition of structures*.
- C4. The demolition and construction site including the construction compound will be operated to minimise any adverse impacts on neighbours and the surrounding area.
- C5. Any property damage or damage to public assets resulting from demolition and construction activities including the construction compound will be rectified during construction at no cost to the owner.
- C6. The construction compound and staff parking areas will be rehabilitated after use and completion of the project to a condition similar to that before construction commences.
- C7. Construction hold points will be enforced in the following circumstances:
- prior to submission of the contractor's EMP;
 - failure to comply with environmental requirements;
 - failure to secure all relevant approvals, licences and permits prior to commencement of any work relating to that approval; licence or permit;
 - discovery of suspected or potentially contaminated ground.
 - the hospital is put on emergency alert.
- C8. Concrete will be transported from legally operating established batching plants located within or near Manilla.
- C9. The requirements of all relevant legislation will be met.
- C10. Appropriate OH&S procedures and protective equipment will be in place during demolition and construction.
- C11. Spill response kits and other spill absorbent and containment products will be available on site to contain any spill events.

Construction Areas

- C12. The demolition and construction area for the project will be maintained in a clean and tidy state at all times.
- C13. No plant and equipment storage areas or bunded areas for storage of petroleum, distillate and other chemicals will be permitted within the hospital grounds.

Hours of Work

- C14. Construction hours will generally be from 7 am to 6 pm Monday to Friday and 7 am to 1 pm on Saturdays. From 7 am to 8 am on Saturdays only work that is not audible at residential premises will be allowed. Work will not be permitted on Sundays and public holidays except in emergencies.
- C15. Night-time work will only be permitted if nearby potentially affected residents were informed at least 3 days prior to the works taking place and noise levels will not exceed 40 dB(A) during the evening and 36 dB(A) during night-time for residents.

Plant and Equipment

- C16. Construction plant and equipment will be maintained to meet DECC&W air and noise requirements.
- C17. All internal combustion engines will be maintained and in proper working order to ensure air and noise emissions were minimised.
- C18. No blasting will be permitted during demolition and construction.
- C19. No vehicle maintenance will be permitted in the demolition and construction areas except in emergencies.
- C20. Mufflers will be fitted to all construction plant and equipment to meet DECC&W air and noise requirements.
- C21. All plant and equipment will be inspected daily to avoid leakage of fuel, oil or hydraulic fluid to the work sites. Machinery found to be leaking will be repaired or replaced.
- C22. All machinery will be secured against vandalism outside working hours or stored in the construction compound.
- C23. No batching plant will be permitted on site.

Traffic Management and Access

- C24. Truck routes will be restricted to Court Street and Arthur Street – Manilla Road except when 40km/hour school zones are in use. The 40km/hour school zones along the main transport route (involving Court Street – MR63 – Bligh Street) will be avoided by using the following alternate routes on school days between the hours of 8.00am to 9.30am and 2.30pm to 4.00pm. In the township of Manilla: Court Street - Macleod Street - Mimosa Street - Merindah Avenue - Nioka Street - Kanangra Road - MR63. In the township of Oxley Vale: MR63 - Glengarvin Drive - Higgins Lane - MR63.
- C25. Inconvenience to Court Street users and the nearby residential community will be minimised through best construction and traffic management practices and include the requirement for safe and efficient access for all local vehicles and pedestrians.
- C26. Access will be maintained at all times to any affected public and private properties and businesses.
- C27. Traffic during construction will be managed in accordance with the requirements of AS 1742.3 - 1996 *Manual of Uniform Traffic Control Devices Part 3: Traffic Control Devices for Works on Roads*.

Waste Management

- C28. Waste management practices for the proposal will follow the resource management hierarchy principles (in priority order, avoidance, reuse, recycle, treatment and disposal) embodied in the *Waste Avoidance and Resource Recovery Act 2001*.

- C29. The revised *Waste Management Plan* and *Remediation Action Plan* will be implemented for the project.
- C30. Disposal of wastes by the contractor at any DECC&W licensed landfill facility for reuse and recycling other than Forest Road Landfill in Tamworth will need the approval of HNEAHS.
- C31. Where possible non-contaminated excavated material will be incorporated in the earthworks for the proposal.
- C32. No burning or burying of wastes will be permitted on site except as per the revised *Waste Management Plan* and *Remediation Action Plan*.
- C33. Waste bins with lids will be provided within the construction compound. The waste bin lids will be kept closed outside working hours and bins emptied when they are three quarters full.
- C34. Cleaning out of batched concrete mixing plant would only be permitted at an approved on-site bunded area located away from all mature vegetation.
- C35. The workforce will use portable toilet facilities located within the construction compound.

Contamination

- C36. No contaminated or hazardous materials will be used in any earthworks.
- C37. Safe work method statements and appropriate documented practices will be implemented for any hazardous materials (for example, asbestos, synthetic mineral fibre, paint containing lead and lead dusts) encountered during demolition and construction activities.
- C38. Any contaminated or hazardous materials will be classified first, removed under controlled conditions and then stored, transported and disposed of in accordance with DECC&W requirements at a DECC&W licensed waste facility.
- C39. Any select fill used for the northern batter of the site will be validated virgin excavated natural materials and engineered fill.

Erosion and Sediment Control

- C40. Temporary erosion and sedimentation controls as provided for in the Erosion and Sediment Control Plan (Attachment 8 of the *Environmental Assessment for Project Application*) will be implemented during demolition and construction.
- C41. Regular monitoring and maintenance of the erosion and sedimentation controls will be implemented to ensure they perform in a fully functioning condition at all times.
- C42. Controls will be implemented on-site prior to commencement of demolition and construction works and will be inspected at a minimum of weekly intervals and within 24 hours of all rainfall events sufficient to cause runoff. Any problems will be rectified without delay.

- C43. Any loose material stockpiles will be located within the construction compound and be protected from possible erosion.
- C44. Exposed earthworks areas will be stabilised as quickly as possible.
- C45. Mud and dusts deposited on the road network due to truck movements to and from the site will be either prevented or cleaned up immediately.
- C46. At completion of construction and stabilisation of the land surface all temporary stormwater control devices will be removed.

Air Quality

- C47. Best management practices will be implemented for minimising off-site dust impacts from construction of the project.
- C48. Loose materials transported in trucks travelling on public roads will be covered.
- C49. Tailgates of all vehicles transporting materials on public roads will be securely fixed.
- C50. Construction work will be regularly monitored and hand held hoses, directional sprinklers and water carts will be used to suppress dust as required.

Noise and Vibration

- C51. The contractor will use the best available techniques not entailing excessive cost to meet DECC&W construction noise and vibration requirements as far as practicable.
- C52. Construction noise will conform as far as possible to AS 2436-1981 *Guide to Noise Control on Construction, Maintenance and Demolition Sites*.
- C53. Where possible, construction noise will be attenuated with the use of screening, acoustic enclosures, engine silencing and substitution by alternative processes to reduce noise emission levels from typical demolition and construction equipment. In addition to these physical noise controls, the following general noise management measures will be followed.
 - Plant and equipment will be properly maintained.
 - Equipment will be checked and calibrated to the appropriate design requirements and to ensure that maximum sound power levels are not exceeded.
 - Plant will be strategically positioned on site to reduce the emission of noise to the surrounding neighbourhood and to site personnel.
 - Unnecessary noise will be avoided when carrying out manual operations and operating plant.
 - Any equipment not in use for extended periods during construction work will be switched off.
 - Community representation on the HNEAHS planning and development committee for the project will continue.
 - Any complaints will be registered, then addressed seriously and expeditiously.
 - If any short term night-time work were required nearby residents will be informed prior to the works taking place.

C54. No heavy vibratory rollers will be used within 25 metres of residential properties.

Landscape

C55. The loss of 14 White Box trees will be compensated for by replanting of 28 trees (minimum 45 litre containers) of the same species in the hospital grounds as per the Landscape Plans. Four trees (one Citrus tree and three Juniper trees) to be removed for the fill embankments will be replaced within the landscaped grounds of the hospital.

C56. Footings for the buildings will be placed outside of the drip line of retained trees. In limited areas where this is not possible due to the size of the trees other appropriate measures will be implemented to ensure the longevity of the retained trees.

C57. During the demolition and construction phases, retained trees will be protected from mechanical damage by the erection of temporary barriers or fences.

C58. Compacted soil within the drip line of retained trees will be aerated when construction of the building structures are complete.

C59. Non-contaminated site spoil and topsoil will be reused on site in landscaping works.

C60. Any suitable vegetation will be reused as mulch as a first priority or provided to community groups as firewood.

C61. Trees with limbs overhanging the site will not be removed unless absolutely necessary for safety or construction reasons. Any overhanging limbs will be cut back where possible.

C62. Parking of vehicles or storage of materials will not be permitted beneath the canopy of trees to be retained.

Community Consultation

C63. Procedures for monitoring community complaints and taking appropriate actions will be implemented.

C64. A complaints register will be maintained.

C65. A sign will be erected on the Court Street boundary with the contractor's name and telephone number for enquiries.

C66. All nearby residents potentially affected by the demolition and construction works will be notified by letter box drop advising the contractor's name and telephone number for enquiries and the likely duration of the works.

Heritage

C67. All plaques, opening and foundation stones will be carefully removed from the buildings, recorded and stored for re-use.

C68. A photographic record (digital colour only) will be undertaken by the contractor during the demolition works to record any hidden original building fabric.

- C69. A second phase of archaeological works will be implemented during the demolition or construction phase of the project.
- C70. The proposed new buildings will incorporate some of the distinctive character of the local red brick.
- C71. The landscape design will incorporate the decorative brick chimney cap and shaft from the 1909 Nurses home in the gardens for display of early twentieth century cement rendering techniques.
- C72. If any Aboriginal archaeological sites were found during demolition and construction then work will cease in the immediate vicinity and the NSW National Parks and Wildlife Service and Local Aboriginal Land Council will be contacted for further advice and action.
- C73. If European relics greater than 50 years old were unearthed during demolition and construction then work will cease in the immediate vicinity and the Heritage Branch of the Department of Planning will be contacted for advice and/or a permit to remove or destroy the item.

Special Requirements

- C74. Bicycle access within the existing tight road space of Court Street east of Carinya Avenue will be improved with signposting.
- C75. Improved directional signage will be provided at the intersection of Arthur Street/Court Street and on the approaches to identify the direction to the hospital.
- C76. Proposed minor boundary realignments will be completed to reflect the location of the project, Manellae Lodge and adjacent Tamworth Regional Council property to ensure all buildings and associated facilities are contained within their respective lots.

4.5 During Operation

- O1. An interpretation panel of photographs and historical information together with the plaques and medical instruments from the former hospital will form the basis of a public display in the new hospital buildings.
- O2. The lease for Manellae Lodge will be extinguished as soon as possible on completion of the project.
- O3. HNEAHS will work with Tamworth Regional Council to resolve the need for any temporary water supply easement on Lot 13 DP 814059 (Manellae Lodge). A proposed easement for water supply across a portion of Lot 13 DP 814059 is shown on the plans.
- O4. The illumination of the car park at night-time will meet the requirements of AS 4282-1997.

Appendix 1

Copy of Submissions

Wil Nino
DK 7/9

File No: 425.5351/N014473
Your reference MO_08_0251
Greg Sciffer



Director
Government Lands and Social Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Government Lands and Social
Projects Assessments
RECEIVED

- 4 SEP 2009

NSW Department of Planning

Environmental Assessment Exhibition. Major Project 08_0231. Manilla Hospital.

Dear Sir

I refer to your letter received by the Roads and Traffic Authority (RTA) on 5 August 2009 concerning the proposed development.

The RTA would not have any objection to the proposed development. The following advice is provided for your consideration in the determination of the application.

One of the consistent traffic related issues that arise with hospitals is the provision of adequate parking for staff and visitors. This is more evident where there is a lack of public transport and the community is dependant on private transport. The planning and development of hospitals needs to identify and preserve sufficient land for the future development of adequate off-street car parking. This should take into account the additional spaces that would be required to cater for shift changes when there is an overlap in demand.

Consideration will also need to be given to the impact of road traffic noise and management in the future on the existing residents as the site is further developed and traffic generation increases.

If there are any further enquiries regarding this matter please contact Greg Sciffer on 6640 1300 or email land_use_northern@rta.nsw.gov.au.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'D Bell', written over a horizontal line.

02 SEP 2009

David Bell
Regional Manager, Northern Region

Cc: RSTO Tamworth - Terry Orvad

Roads and Traffic Authority ABN 64 480 155 255

31 Victoria Street, Grafton NSW 2460
PO Box 576 Grafton NSW 2460
www.rta.nsw.gov.au | **02 6640 1300**



MINISTRY OF TRANSPORT

Level 21, 227 Elizabeth Street Sydney 2000
GPO Box 1620 Sydney 2001

Telephone 9268 2800 Facsimile 9268 2900
Internet www.transport.nsw.gov.au

ABN 25 765 807 817

26 AUG 2009

Mr Daniel Keary
Director
Government Lands and Social Projects Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

ATTENTION: Wilfred Nino

Dear Mr Keary,

**ENVIRONMENTAL ASSESSMENT EXHIBITION – MAJOR PROJECT
(08_0231) – MANILLA HOSPITAL**

I refer to your letter dated 3 August 2009 seeking advice on the Major Project Application for the above proposal. New South Wales Transport and Infrastructure (NSWTI), formerly the Ministry of Transport, appreciates the opportunity to provide input to this application.

The Traffic and Parking Report prepared by McLaren Traffic Engineering does not appear to adequately address the condition in the Director-General's Requirements (DGRs) for a Transport and Accessibility Report. NSWTI would like to see a broader analysis of all transportation modes including public transport, walking and cycling, as well as a greater incorporation of measures to influence travel behaviour.

If the application is to be approved, NSWTI requests that conditions be imposed regarding:

1. Pedestrian and cycle accessibility and the provision of related facilities such as pathways, signage, lighting and other end of trip facilities; and
2. Travel demand management measures such as the preparation of a Workplace Travel Plan (WTP) and/or a Travel Access Guide (TAG).

If you would like to discuss this matter further, please contact Naomi Brissett on 9268 2280 or email naomi.brissett@transport.nsw.gov.au.

Yours sincerely,

Brendan Bruce
Director, Transport Planning

The Director
Lands and Social Projects Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir

Ref: 08_0231

Environmental Assessment Exhibition – Major Project 08_0231 – Manilla Hospital

Thank you for the opportunity to provide comment in relation to the subject project.

As noted in the documentation prepared by Environmental Planning Pty Ltd, Council has previously supplied comments to the Department outlining certain matters that should be addressed in the assessment of this proposal. From a review of the Environmental Assessment and accompanying specialist reports, Council considers that these matters have been satisfactorily addressed.

There are a number of further matters that Council would like to be considered in the determination of the application.

Heritage Assessment

While concluding that demolition of the heritage listed Manilla Hospital will have no significant impact, one of the recommendations of the Heritage Assessment Report is that the new buildings should incorporate some of the distinctive character of the local red brick (Page 27, Attachment 15). This recommendation is restated in a number of locations within the Environmental Assessment Report.

From examination of the architects drawings ZZ.AR.DA 1500-1503 Revision A – there is a very small component of red brick usage. The only elevation that appears to include any red brick is the western side, including the main entry. All other elevations are predominantly constructed of fibrous cement panels. The heritage architect's intention is to retain the use of red brick in recognition of its predominance as a local building material in the early development of Manilla. The current plans include only a token gesture towards this recommendation.

Consideration should be given to additional use of red brick, particularly on the northern elevation viewed from Kanangra Road.

All correspondence should be addressed to the General Manager:

Telephone: 6767 5555

PO Box 555 (DX 6125)

trc@tamworth.nsw.gov.au

Facsimile: 6767 5499

Tamworth NSW 2340

www.tamworth.nsw.gov.au

Waste Management

The documentation contains contradictory statements concerning which landfill facility will be used for disposal of demolition waste and recyclables. The Waste Management Plan (Attachment 9) refers to the use of Council's Forest Road landfill whereas the Environmental Assessment Report (Page 43) states that the Manilla landfill will be used to dispose of demolition excavation and construction wastes. Council has previously advised Coffey Projects that all waste should be transported to the Forest Road landfill, with all waste to be separated for recycling in accordance with State Government guidelines.

External Lighting

In addition to consideration of the impacts of external lighting on adjoining properties, Council would also request that all external lighting fixtures be designed and installed to avoid contribution to "sky glow". These principles are contained in Council's Development Control Plan No. 9 – Guidelines for Outdoor Lighting.

Contamination

It is noted that the Preliminary Site Investigation has recommended that a Stage 2 Detailed Environmental Site Investigation be carried out. Council requests it be supplied with a copy of the remediation plan (if any) and that Council be advised as to the proposed destination of any contaminated material being removed from the site.

Traffic Impacts

The Traffic Impact Assessment (Attachment 11) refers to the expected number of heavy vehicles associated with demolition, excavation and construction activities but does not recognise the considerable number of trips to the Forest Road landfill in Tamworth and the resultant impacts on Main Road 63 and on Tamworth streets. These impacts need to be assessed as part of the traffic impacts of the development.

Impact on Council Property

Water Treatment Plant – There have been on-going communications between Council and Coffey Projects concerning a draft boundary re-alignment, easements and works in relation to rectification of certain encroachments related to the operation of Council's Water Treatment Plan.

This matter is the subject of a report to Council's Ordinary Meeting to be held on 22 September, 2009.

Construction Compound - Approval from the relevant Council Department is required for the use of Council land for the construction compound.

Again, Council would like to state its general support for the Manilla Hospital redevelopment.

If you have any questions regarding the above matters please contact the author on 67 675 550.

Yours faithfully



David Lewis
Development and Approvals Manager

Contact: David Lewis (02) 6767 5550

LF3628/DL:ct/

14 September 2009

Appendix 2

Response to Transport and Traffic Issues Raised in Submissions for Proposed Redevelopment of Manilla Hospital, Manilla, September 2009, McLaren Traffic Engineering



SEPTEMBER 2009



**RESPONSE TO TRANSPORT AND TRAFFIC ISSUES RAISED IN
SUBMISSIONS FOR PROPOSED REDEVELOPMENT OF MANILLA
HOSPITAL, MANILLA**

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1. INTRODUCTION

This report is prepared in response to transport and traffic issues raised in submissions for the proposed redevelopment of Manilla Hospital, Manilla. This report supplements the detailed Traffic and Parking Report dated April 2009, which should be read in conjunction with this supplementary report.

This supplementary report responds to the transport and traffic issues raised by the following correspondence:

- Ministry of Transport (dated 26 August 2009)
- Roads & Traffic Authority (dated 2 September 2009)
- Tamworth Regional Council (dated 14 September 2009)

2. RESPONSE TO MOT ISSUES

A copy of the Ministry of Transport letter is presented in **Annexure A** to this report. In essence the issues raised are as follows:

- Identify how the Traffic and Parking report addresses the Director-General's Requirements (DGR's).
- Explanation as to why a broader analysis of all transportation modes including public transport, walking, cycling has either been previously addressed or deemed not appropriate.
- Design measures included to influence travel behaviour.
- Pedestrian / cycling accessibility and the provision of related facilities.
- Appropriates of a "*Workplace Travel Plan*" (WTP) and / or "*Transport Access Guide*" (TAG) in relation to this specific project.

2.1 Director General's Requirements

The Director-General's Requirements are addressed in the report, as summarised in the table contained within Section 1.2 of the April 2009 report on page 3.

It appears that where this dispute may arise relates to the need (if considered necessary) for Travel Demand Management (TDM) techniques related to the transport modes of workers and visitors associated with the hospital, given the context of the existing and proposed increase in intensity of use of the site. The TDM techniques may also extend to the construction vehicle effects, given the change in the destination of transported waste from the site.

It is highly questionable that the proposed development application that involves a 3 bed increase above 29 existing beds plus some 2 extra staff warrants a detailed Workplace Travel Plan or indeed should be delayed by the need for such a plan given the low staff numbers and existing low traffic use of Court Street (if it is deemed to be necessary to reduce impacts on that street).



Some Councils have provided a land use scale of activity that determines when WTP's are necessary.

In relation to the Transport Access Guide, these guide maps are useful in busy metropolitan areas where there is existing public transport infrastructure that can be readily utilised in order to reduce the amount of car trips in a network. These guides are particularly desirable in major centres such as the Sydney CBD, North Sydney, Parramatta, Blacktown, Chatswood as well as in secondary centres such as Ashfield, St Leonards and Liverpool where traffic impacts will add to localised congestion on roads that are already burdened by high traffic flows with the associated adverse side effect on local residential communities (i.e. reducing residential amenity) by traffic infiltrating those areas to avoid congested areas (e.g. "rat-running").

In comparison, it is relevant to note that Manilla is a small community town that is located approximately 45 kilometres by road northwest of Tamworth. It has a population of some 2,100 people, it has low traffic flow activity and has no internal public transport services, apart from one taxi service. Given these characteristics / circumstances, it is arguable whether there is a real need to provide either a WTP or TAG, however there would be some merit in providing a localised TAG at community locations (e.g. Council / library / post office / hotels / motels / local pool) to assist visitors to Manilla who are unfamiliar with the location of the hospital within the town of Manilla.

A preliminary TAG is contained in **Annexure B** to this supplementary report that should be reviewed annually with local community and council to incorporate new facilities and transport services within Manilla as they arise. The April 2009 traffic report also recommended the installation of a new directional sign at the corner of Court Street and Arthur Street to direct those unfamiliar with Manilla to the hospital location.

In relation to WTP, a discussion of typical measures is presented in **Annexure C**, which will need to be canvassed with the existing hospital staff and reviewed every 3 years to incorporate new transport services within Manilla as they arise. The current and expanded staff numbers are too low to warrant (in economic feasibility terms) the inclusion of a new bus service for the transport of staff to and from the hospital unless it is provided as part of a salary sacrifice scheme for a staff shuttle bus.

In relation to cycling and pedestrian provision, these were discussed in the April 2009 traffic report. A separated 1.2m wide concrete footpath links the Manilla town centre to the subject hospital along the southern side of Court Street. A 1.2m wide footpath is also provided along the frontage of the hospital (north side of Court Street). There is little pedestrian and bicycle activity along Court Street.

The design measures included to influence travel behaviour includes bicycle parking provision for 8 bikes and 3 motorbike spaces. Shower facilities are provided for staff use of the component staff bicycle spaces.



In addition to the above, the following action plans that are not part of the project application were raised in the April 2009 traffic report to identify areas / items to improve public transport usage and service that can be further explored as commitments once the upgraded hospital plans are approved:

- Ensuring that patients / others of the hospital are aware of the availability of assistance programs including the Isolated Patients Travel and Accommodation Assistance Scheme (IPTAAS), Health Related Transport Program (HRTP), inter-facility transport, State Wide Infant Screening-Hearing (SWISH) Travel and other services funded under the former Transport for Health Program.
- Establishing a HNE Health Transport Unit (HTU) to co-ordinate and manage all non-emergency health related transport and travel subsidy schemes.
- Reviewing current Health Transport Networks and where appropriate establishing new networks to better meet need.
- Petitioning the Minister of Transport to attract a Taxi Transport Subsidy for people requiring centre-based renal dialysis.
- Formally requesting the extension of eligibility criteria by NSW Ambulance Services with special consideration of the increased age and acuity of people who require health services in rural and remote areas.



3. RESPONSE TO RTA ISSUES

A copy of the Roads & Traffic Authority's letter is presented in **Annexure D** to this report. In essence the issue raised is as follows:

- Off-street car parking supply for staff & visitors and adequate provision at staff changeover periods.

3.1 Off-Street Car Parking Supply

The proposed off-street car parking supply exceeds the requirements determined by using the RTA rates as the local Council does not specify rates for hospitals.

The proposed off-street parking supply for staff, visitors, ambulance and service vehicles is superior to that which exists currently in terms of quantum and compliance with AS2890.1-2004.

The proposed off-street car parking supply of 35 spaces (comprising 31 in the main / front parking area and 4 spaces in the authorised staff parking area at the end of the cul-de-sac) plus an on-site ambulance bay and provision for 3 motorcycles and 8 bicycle spaces represents a higher proportion compared to existing on-site supply of 23 car parking spaces.

The forecast parking demand based upon current statistics with the majority of staff driving to work plus visitor levels equates to 37 car parking spaces, which is 2 car spaces more than proposed. This is more than off-set by the increased on-site supply of 8 bicycle and 3 motorbike spaces. Also the plans also allow for a dedicated community bus parking bay within the main car park, which further encourages community bus use.

The number of staff involved at staff changeover is moderately low and the historic use of kerbside parking within the immediate vicinity of the site is reasonable in the circumstances for the constrained site. The use of kerbside parking is expected to reduce under the proposed scheme and no nearby residents would be adversely affected.

Further, a greater off-street parking supply within the hospital grounds to accommodate any overflow at staff changeover periods is contrary to encouraging other transport modes such as walking, cycling, car-pooling and possibly a staff shuttle bus.

In the circumstances, the proposed off-street parking supply is reasonable and sustainable while allowing for a future shift in less car trips being generated if action plans are developed to encourage the use of other transport modes. The current design allows for this change in transport mode to occur by the increased supply of on-site bicycle and motorbike spaces, which can be further encouraged by notices to staff and other action plans.



4. RESPONSE TO COUNCIL ISSUES

A copy of the Tamworth Regional Council letter is presented in **Annexure E** to this report. In essence the transport / traffic issue raised is as follows:

“The Traffic Impact Assessment (Attachment 11) refers to the expected number of heavy vehicles associated with demolition, excavation and construction activities but does not recognise the considerable number of trips to the Forest Road landfill in Tamworth and the resultant impacts on Main Road 63 and on Tamworth streets. These impacts need to be assessed as part of the traffic impacts of the development.”

4.1 Construction / Waste Traffic Impacts

A detailed “Waste Management Plan” dated 23 September 2009 (Revision 5) has been developed by *Coffey Projects* that outlines the estimated loads of waste / recycled material that will be transported to the Forest Road landfill site in Tamworth. Due to the extent of cut and fill proposed on-site, *Coffey Projects* advise that no imported fill will be brought to the site. Thus the only material brought to the site will be for building construction purposes (including the external car parking areas).

A construction traffic management compound is proposed as detailed in the April 2009 traffic report. It is expected that there will be up to 40 workers on-site during peak periods with transport arrangements to be identified within the construction management plan. The peak parking of construction employee vehicles will be identified within the construction management plan, with construction staff either park on-street or within dedicated fenced areas opposite the site as presented in the April 2009 traffic report.

The construction compound will be used to store plant, equipment and materials and will be locked each day / evening after construction hours.

The April 2009 traffic report considered the earlier (and now superseded) waste management plan that transported waste locally within Manilla. This report addresses the impact of transporting waste / recycled material to the Forest Road landfill site, which is located some 45 kilometres to the south of the site. Transport trucks will use Main Road 63 and a limited length of a local street (i.e. Bligh Street) that serves as the primary route to and from the existing Forest Road landfill site.

The “Waste Management Plan” dated 23 September 2009 (Revision 5) developed by *Coffey Projects* also specifies waste management during the following three stages:

1. Demolition.
2. Construction.
3. Operational (i.e. post construction hospital day-to-day operational waste).



The primary objectives / principles for the cartage of waste and recycled material from the site as well as during the construction stage (i.e. Stages 1 & 2) are generally as follows:

- Utilise a range of truck sizes for the transport task including Small Rigid Vehicles (6.4m in length), Medium Rigid Vehicles (8.8m in length), 10 tonne trucks (typically up to 9m in length) and 25 tonne truck and dog combinations (typically up to 17m in length).
- RTA Accredited Traffic Controllers to be employed at the hospital frontage road to control construction traffic, hospital traffic and general traffic as well as pedestrians.
- Site access for trucks & construction staff to be located to minimise the effects on local residents and other neighbouring properties. Adequate control of soil / mud from being dropped from the wheels of construction vehicles onto adjacent public streets when those vehicles leave the construction site.
- Identified construction staff parking zones / compound and dedicated kerbside construction zones for trucks / work vehicles that minimises impacts on local residents.
- Comply with the principles, work sequence and safe work practices outlined in the “*Waste Management Plan*” dated 23 September 2009 (Revision 5) prepared by *Coffey Projects*.
- Truck Routes: Cartage of waste / recycled material to the Forest Road landfill site to avoid using roads affected by the 40km/h school zone periods on school days (i.e. 8.00am to 9.30am and 2.30pm to 4.00pm hours on Mondays to Fridays). There is a route that could be utilised involving Court Street, Macleod Street, Mimosa Street, Merindah Avenue, Nioka Street, Kanangra Road and MR63 during the 40km/hr school zone periods.
- An average of 20 tonne truck loads is adopted for the cartage of waste / recycled material from the site (ranging from 10 tonne to 25 tonne trucks).
- The waste transport task will operate during the following hours with no waste transfer on Sundays or public holidays:
 - 7.00am to 5.00pm Monday to Friday.
 - 7.00am to 1.00pm on Saturdays.

A more detailed construction traffic management plan will be prepared for the proposed development by the contractor as part of their Service Delivery Methodology report, taking into account the objectives / principles discussed above.



In order to estimate the forecast number of daily trucks associated with the demolition and construction phases of the project, reference is made to Table 2 (Section 3.1) and Table 3 (Section 3.2) of the “Waste Management Plan” dated 23 September 2009 (Revision 5) prepared by Coffey Projects.

The demolition / excavation component of the construction phase will involve an estimated period of 6 months with a total of 348 truck loads, estimated as follows:

- Demolition (Table 2, page 5) 397 tonnes = 20 x 20t truckloads.
- Demolition (Table 2, page 6) 150 tonnes = 8 x 20t truckloads.
- Construction (Table 3, page 7) up to 6000 tonnes of spoil = 300 x 20t truckloads.
- Construction (Table 3, page 7) up to 375 tonnes of contaminated spoil = 19 x 20t truckloads.
- Construction (Table 3, page 7) up to 20 tonnes of other material = 1 x 20t truckload.
- Total = 348 x 20 tonne truckloads (28 for demolition; 320 for construction).

The number of truck trips over the 6 month demolition and excavation / import period equates to 696 truck trips (348 inbound; 348 outbound). For a period of 24 weeks with 5.5 days per week equates to approximately 5 to 6 truck trips (3 in; 3 out) per day on average. During the demolition & excavation period it is anticipated that there will be less than 10 workers.

For the residual 18 month construction period, the anticipated truck activity associated with the delivery of building materials is expected to be variable ranging from 2 to 10 movements per day (i.e. 1 to 5 inbound trips; 1 to 5 outbound trips). During this period it is anticipated that there will be between 20 to 40 workers on-site.

The following table summarises the expected worst case construction traffic activity over the 2 year construction period, based upon the construction program and comparisons with other similar hospital upgrades. The figures also consider shorter periods for demolition & excavation based upon advice received from Coffey Projects.

Action	Time Required	Daily Construction Workers	Anticipated Daily Truck Movements (in & out)
Demolition	8 weeks	< 10	2 (1 in; 1 out) [i.e. 28/8/5.5]
Excavation	12 weeks	< 10	10 (5 in; 5 out) [i.e. 320/1/5.52]
Construction	18 months	20 to 40	Variable 2 to 10 (up to 5 in; 5 out)

The worst case construction traffic generation effect of up to 70 vehicles per day, comprising 30 arriving worker’s (cars, utes and vans), 30 departing worker’s (cars, utes and vans), 5 arriving trucks and 5 departing trucks will be readily accommodated by the surrounding road network.

In peak hourly terms, 30 arriving or departing worker vehicles equates to 1 arriving or departing vehicle every 2 minutes during the peak hour of traffic arrival or departure. This level of traffic generation is moderately low to have a



minor impact on Court Street or on Arthur Street – Manilla Road. The environmental capacity of Court Street (the more sensitive street) is not exceeded by the anticipated peak hourly construction vehicle effect. The existing and forecast minor increase in peak hourly traffic flows along Court Street are well below both the RTA's environmental goal limit of 200 vehicles per hour and maximum goal limit of 300 vehicles per hour for a local street.

In terms of the impact on MR63, the forecast maximum daily truck trips are expected to be 10 trips per day (i.e. 5 in; 5 out). For a typical weekday period from 7.00am to 5.00pm, this equates to 1 arriving or departing truck per hour, which is a low traffic volume. This cartage volume can be readily accommodated by the transport route with minimal impact in terms of traffic flow efficiency, road safety and residential amenity considerations.

The 40km/h school zones along the main transport route (involving Court St – MR63 – Bligh Street) can be avoided by using the following alternate routes on school days between the hours of 8.00am to 9.30am and 2.30pm to 4.00pm:

- Township of Manilla: Court Street - Macleod Street - Mimosa Street - Merindah Avenue - Nioka Street - Kanangra Road - MR63.
- Township of Oxley Vale: MR63 - Glengarvin Drive - Higgins Lane - MR63.

Detailed construction traffic management plans will be prepared by the successful construction company that maintains the above mentioned construction traffic routes. In addition, partial closure of Court Street may occur at times in line with delivery of steel by large trucks / semi-trailers and kerbside construction zones may also temporarily reduce the quantum of kerbside parking available, however, it is intended that construction staff and plant / equipment be stored within the previously identified designated construction compound areas.



ANNEXURE A: MoT LETTER (26 August 2009)

26 AUG 2009

Mr Daniel Keary
Director
Government Lands and Social Projects Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

ATTENTION: Wilfred Nino

Dear Mr Keary,

**ENVIRONMENTAL ASSESSMENT EXHIBITION – MAJOR PROJECT
(08_0231) – MANILLA HOSPITAL**

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The Traffic and Parking Report prepared by McLaren Traffic Engineering does not appear to adequately address the condition in the Director-General's Requirements (DGRs) for a Transport and Accessibility Report. NSWTI would like to see a broader analysis of all transportation modes including public transport, walking and cycling, as well as a greater incorporation of measures to influence travel behaviour.

If the application is to be approved, NSWTI requests that conditions be imposed regarding:

1. Pedestrian and cycle accessibility and the provision of related facilities such as pathways, signage, lighting and other end of trip facilities; and
2. Travel demand management measures such as the preparation of a Workplace Travel Plan (WTP) and/or a Travel Access Guide (TAG).

If you would like to discuss this matter further, please contact Naomi Brissett on 9268 2280 or email naomi.brissett@transport.nsw.gov.au.

Yours sincerely,

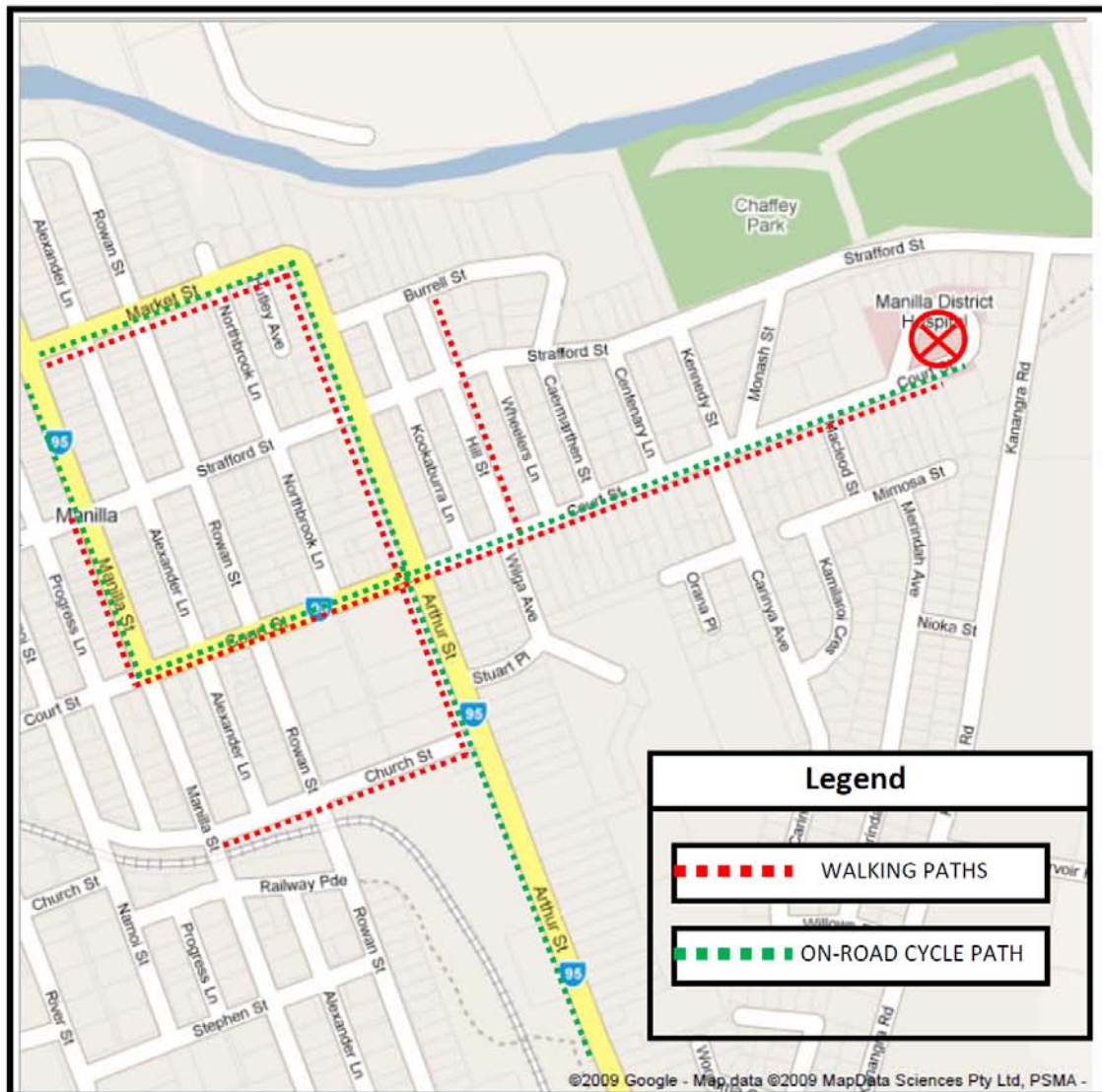
A handwritten signature in blue ink, appearing to read 'B. Bruce', is located below the 'Yours sincerely,' text.

Brendan Bruce
Director, Transport Planning

TP09/05610



ANNEXURE B: Manilla Hospital Travel Access Guide



Rail services are accessed from Tamworth. There is a *CountryLink* bus that provides a connection to the rail service in Tamworth. Air services are accessed from Tamworth, which has at least two flights daily to Sydney with a flight time of 50 minutes. There is no direct flight to Newcastle.

There is a one-vehicle taxi service in Manilla, which operates on a booking system and is subsidised to daily take people to and from the hospital and Day Centre (Oxley Community Transport Service). There is no town bus service. A Health Care Bus owned and operated by volunteer drivers is used to collect people in Manilla for appointments in Manilla and Tamworth.

The Oxley Community Transport Service is a rural community transport service based in Tamworth but servicing other areas including Manilla. A fortnightly bus service to Tamworth is provided. Manilla HACC arranges transport to assist residents in need. The school bus will also pick up members of the community along the route.

The catchment area of the Ambulance Service at Manilla covers an area of approximately 500 square kilometres radiating out from Manilla incorporating the areas of Keepit, Tamworth, Barraba and Attunga.



ANNEXURE C: DISCUSSION OF TYPICAL MEASURES FOR A WTP

A Workplace Travel Plan (WTP) or Green Travel Plan (GTP) provides a series of voluntary travel behaviour change initiatives aimed at encouraging the use of more sustainable transport such as walking, cycling, car pooling and public transport.

The Travel Plan aims to achieve travel behaviour change through raising awareness of alternatives to motor vehicle use. The development of a WTP or GTP focuses on providing better information, offering incentives and mode specific actions to optimise the use of sustainable travel (public transport, cycling, walking and car pooling) by staff.

The Travel Plan specifically looks at how people are travelling to, from and during work and what can be done to replace single occupancy motor vehicle trips with sustainable trips.

As a trip attractor and employer, hospitals can enhance the choices available to employees and visitors in a way that promotes health, safety and environmentally sustainable outcomes.

The potential to change work related travel is affected by several factors, including work shifts, the accessibility of the workplace by more sustainable modes, car parking provision, employee interest in changing and organisational support for change.

The WTP or GTP is not anti-car, some trips cannot be made by any other mode; however, one of the key aspects of changing travel behaviour is that we only need to change a few of our weekly single occupancy motor vehicle trips to sustainable forms of transport in order to reduce greenhouse gas emissions, traffic congestion and parking problems and gain from the social, economic, environmental and health benefits of walking, cycling, car pooling and catching public transport. If you currently drive to and from work every day, and meet the challenge of using a more environmentally friendly mode of transport for just one day a week, you can reduce your vehicle kilometres travelled (VKT) by up to 20%.

Benefits of WTP or GTP

The Green Travel Plan provides a wide range of benefits to staff, employers, the community and the environment. Benefits of the Travel Plan include:

- Decrease in greenhouse gas emissions
- Promoting the Hospital as an innovative and environmentally aware organisation
- Improvement to health and fitness of Hospital staff through increased cycling and walking activity
- Improved staff moral and social interaction
- Reduced traffic congestion and car parking problems
- More people walking and cycling fosters a sense of community
- Cost savings to the Hospital and staff



Before & After Surveys

Workplace travel audits and staff surveys are primarily undertaken at sites where there is a need to reduce car trips in order to reduce localised problems such as traffic congestion, high traffic flows in sensitive areas and parking overspill effects.

Defining Objectives and Targets

Following the audit, objectives are developed with target goals that can then be evaluated as “after” studies by audits of staff and visitors after a reasonable time has elapsed.

The actions in the plan need to be both realistic and challenging in their scope for the service.

A typical example of a WTP may result in the following objectives and targets.

1. Increase public transport use by developing targeted information and incentives for potential public transport users.
2. Increase cycling and walking by staff who live within 5km from work through improved end-of trip facilities and other targeted strategies.
3. Improve parking management at the hospital.
4. Investigate feasibility of implementing carpool and shuttle-bus programs.

The actions in WTP's or GTP's are typically implemented over a three year period. Progress is typically evaluated by repeat survey and audit at the end of the three year implementation period.

Action plans are then developed for each objective (with a stated target / goal) and monitored over a specified period.

An example Action Plan is presented on the next two pages.



Example Action Plan

	2010	2011	2012
1. PUBLIC TRANSPORT			
<i>Increase public transport use by developing targeted information and incentives for potential public transport users</i>			
1.1 Promote public transport and provide information			
1.1A. Develop a transport access guide for Manilla hospital showing safe walking routes to local facilities, such as shops and bus stops.	•		
1.1B. Provide information about public transport to new staff in their orientation kits.	•		
1.2 Establish new services and improve existing services			•
2. WALKING and CYCLING			
<i>Increase cycling and walking by staff who live within 5km from work through improved end-of-trip facilities and other targeted strategies. Incorporate walking and cycling infrastructure in the planning of the Frenchs Forest hospital development.</i>			
2.1 Promote and support cycling and walking			
2.1A. Disseminate resources to encourage higher rates of walking and cycling.	•	•	•
2.1B. Establish links with local Bicycle Users Groups (BUGs) to encourage cycling.		•	
2.1C. Promote <i>National Walk to Work Day, National Ride to Work Day</i> and <i>NSW Bike Week</i>	•	•	•
2.1D. Initiate practical activities such as 'Get Back on Your Bike' workshops, training in cycle skills and cycle maintenance and in partnership with local bicycle retailers provide an accessible cycle maintenance service.		•	•
2.2 Facilities and infrastructure support			
2.2A. Ensure there are enough lockers at the hospital to cater for demands of current staff numbers (5 percent of full time equivalents).	•		
2.2B. Audit current shower and changing facilities at the hospital to ensure facilities are clean, accessible and in working order.	•		
2.2C. Ensure there is enough bicycle parking at the hospital to meet demands of current staff numbers (5 percent of FTEs) and for visitors		•	
2.2D. Provide a fleet bicycle for short work trips during the day and integrate into pool vehicle booking system.		•	
2.3E. Audit existing footpaths on both sites and upgrade to meet staff needs, if necessary.		•	
2.3F. Plan for adequate end of trip facilities.	•		



3. CAR POOLING <i>Investigate and, if feasible, develop and implement a carpool program</i>	2010	2011	2012
3A. Investigate the scope of setting up and maintaining an internal car pooling program and investigate liability issues.		•	
3B. If feasible, set up a car pooling database, management and promotion system or link with an existing carpooling system.		•	
3C. Provide preferential spaces for staff who participate in car pooling.		•	
3D. Investigate the feasibility of providing alternative transport home for staff who car pool (if required).		•	
4. FLEET MANAGEMENT <i>Develop a hospital fleet management plan to increase use of alternative transport modes for work-related travel</i>			
4A. Implement a feasibility study of a staff & visitor shuttle bus service		•	
5. REPEAT STAFF SURVEY & SITE AUDITS	2013		



ANNEXURE D: RTA LETTER (2 September 2009)

DLK 7/9

File No: 425.5351/N014473
Your reference MO_08_0251
Greg Sciffer



Director
Government Lands and Social Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Government Lands and Social
Projects Assessments
RECEIVED
- 4 SEP 2009
NSW Department of Planning

Environmental Assessment Exhibition, Major Project 08_0231, Manilla Hospital.

Dear Sir

I refer to your letter received by the Roads and Traffic Authority (RTA) on 5 August 2009 concerning the proposed development.

The RTA would not have any objection to the proposed development. The following advice is provided for your consideration in the determination of the application.

One of the consistent traffic related issues that arise with hospitals is the provision of adequate parking for staff and visitors. This is more evident where there is a lack of public transport and the community is dependant on private transport. The planning and development of hospitals needs to identify and preserve sufficient land for the future development of adequate off-street car parking. This should take into account the additional spaces that would be required to cater for shift changes when there is an overlap in demand.

Consideration will also need to be given to the impact of road traffic noise and management in the future on the existing residents as the site is further developed and traffic generation increases.

If there are any further enquiries regarding this matter please contact Greg Sciffer on 6640 1300 or email land_use_northern@rta.nsw.gov.au.

Yours faithfully

02 SEP 2009

David Bell
Regional Manager, Northern Region

pr

Cc: RSTO Tamworth - Terry Orvad

Roads and Traffic Authority ABN 64 480 155 255

31 Victoria Street, Grafton NSW 2460
PO Box 576 Grafton NSW 2460
www.rta.nsw.gov.au | 02 6640 1300



**ANNEXURE E: EXTRACT FROM TAMWORTH REGIONAL COUNCIL
LETTER (14 September 2009)**



The Director
Lands and Social Projects Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir

Ref: 08_0231

Environmental Assessment Exhibition – Major Project 08_0231 – Manilla Hospital

Thank you for the opportunity to provide comment in relation to the subject project.

As noted in the documentation prepared by Environmental Planning Pty Ltd, Council has previously supplied comments to the Department outlining certain matters that should be addressed in the assessment of this proposal. From a review of the Environmental Assessment and accompanying specialist reports, Council considers that these matters have been satisfactorily addressed.

There are a number of further matters that Council would like to be considered in the determination of the application.

Traffic Impacts

The Traffic Impact Assessment (Attachment 11) refers to the expected number of heavy vehicles associated with demolition, excavation and construction activities but does not recognise the considerable number of trips to the Forest Road landfill in Tamworth and the resultant impacts on Main Road 63 and on Tamworth streets. These impacts need to be assessed as part of the traffic impacts of the development.

Yours faithfully

David Lewis
Development and Approvals Manager

Contact: David Lewis (02) 6767 5550
LF3628/DL:ct/

14 September 2009

Appendix 3
Letter Dated 16 September 2009 from NSW Public Works
to Coffey Projects

16 September 2009

Mr Dominic Clifton
Coffey Projects
213 Darby Street
COOKS HILL NSW 2300

RE: MANILLA HOSPITAL – COUNCIL COMMENTS

Dear Dominic,

Tamworth Regional Council's comments regarding the lack of red brickwork in the overall building design based on my recommendations in the Heritage Assessment Report (June 2008) does not represent all the recommendations made, which also included the following:

- Proposed new buildings should reflect the domestic scale of the existing hospital and the residential surrounds, however a modern design should be encouraged to reflect the twenty first century. A design reflecting groupings of small linked buildings reflecting the growth of the original hospital should also be considered.

In my opinion the proposal includes sufficient red brick to reflect the use of the material in the town, while at the same time allowing the construction of a modern single storey hospital building which doesn't dominate the streetscape. The use of red brick screen walls to the Service Courtyard adjacent to the Court Street entrance to the new building, together with the use of red brick on the wall to the western elevation provides a substantial proportion of masonry to the approach and entrance to the building.

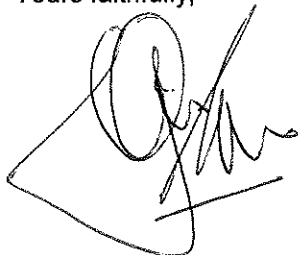
Council's concerns regarding the aspect of the site from the north is diminished by the following:

- The surrounding land is considerably lower than the subject site;
- The northern side of the site retains existing trees to filter views of the site;
- The surrounding development to the north and east is modern and predominately uses light coloured bricks.

The proposed design satisfies the recommendation for the inclusion of the distinctive character of the local red brick.

Should you have any further enquiries please contact me on (02) 4908 4902.

Yours faithfully,



John Carr
Heritage Architect
(Reg. No. 4128)

Appendix 4
**Location Plans and Sections for On-Site Disposal of
Contaminated Spoil**

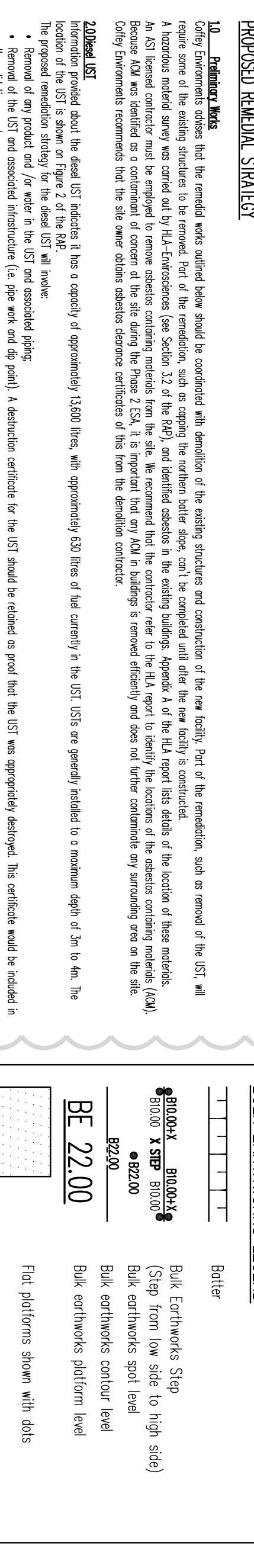
Drawing No. C11 Revision D

Drawing No. C12 Revision D

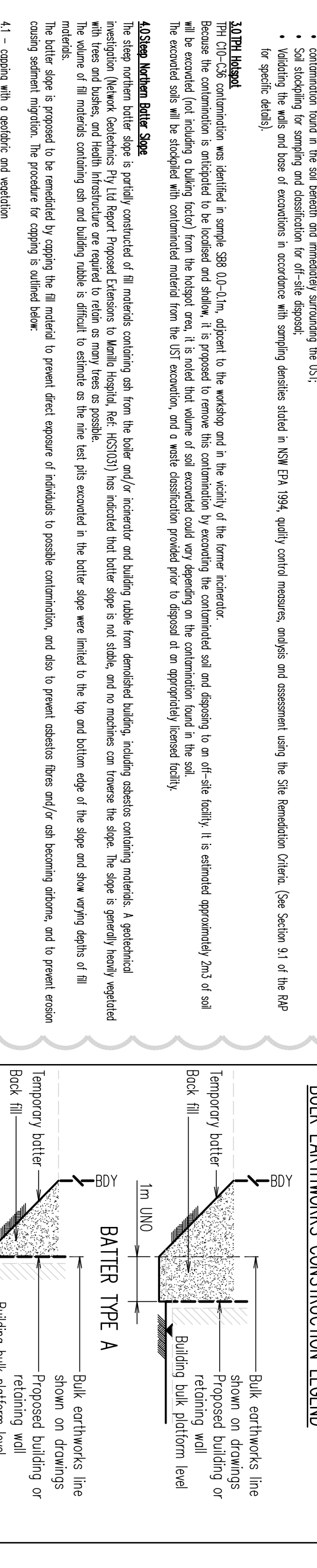
Drawing No. C19 Revision B

Drawing No. C20 Revision B

BULK EARTHWORKS LEGEND



BULK EARTHWORKS CONSTRUCTION LEGEND



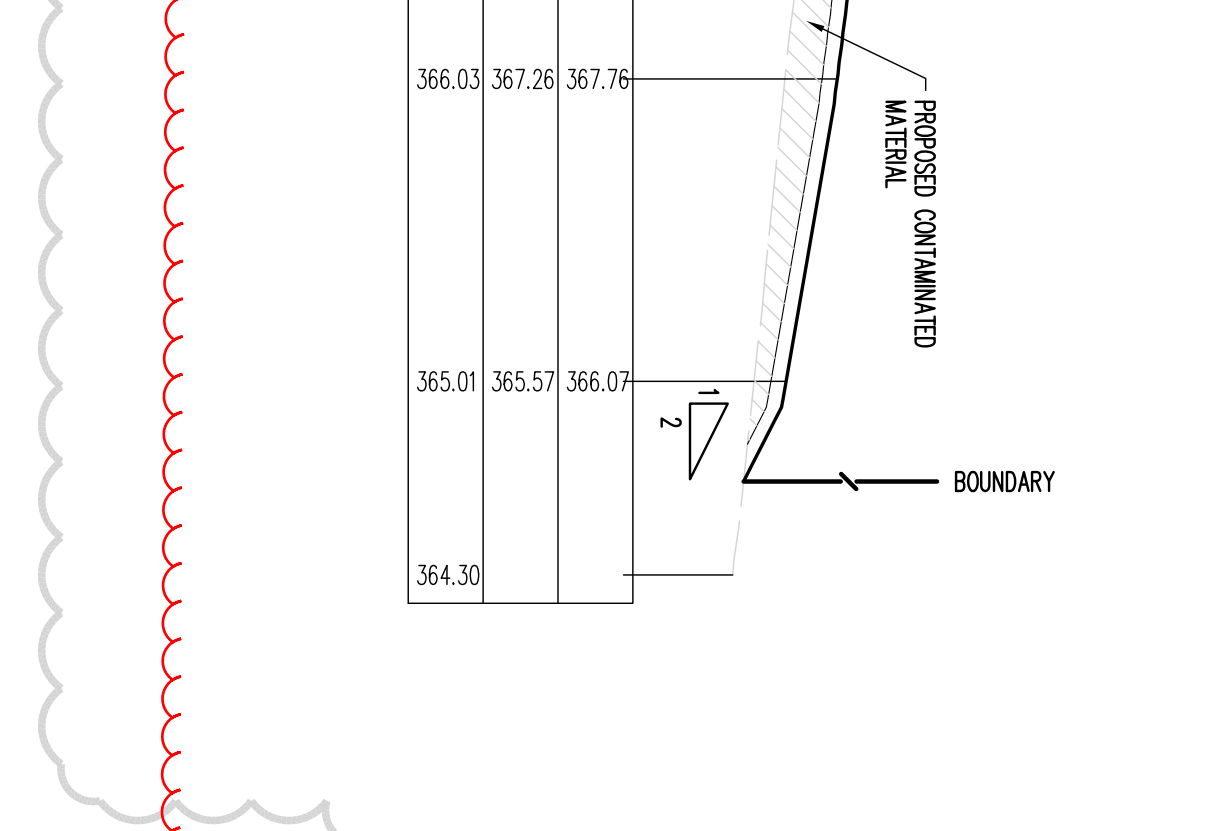
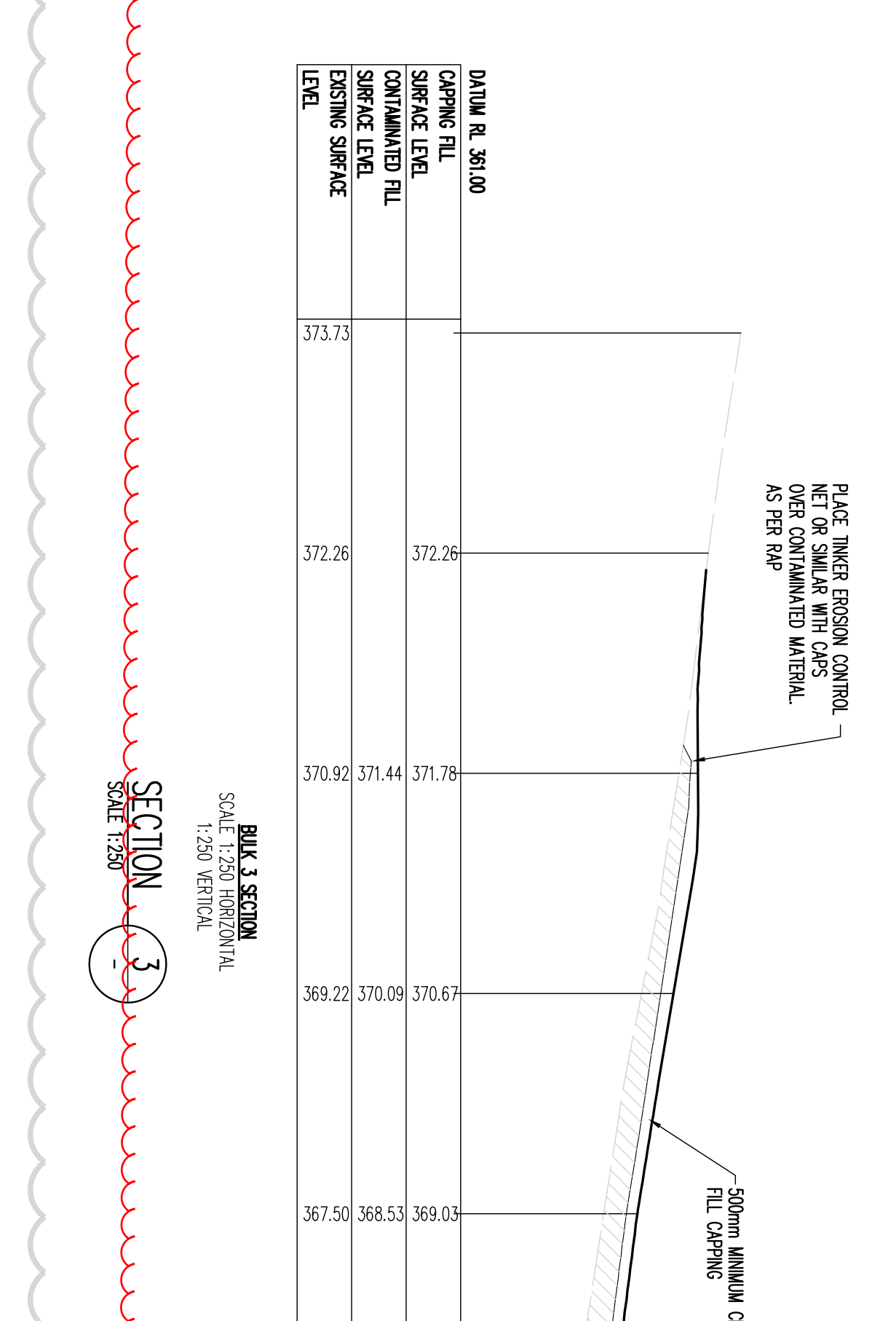
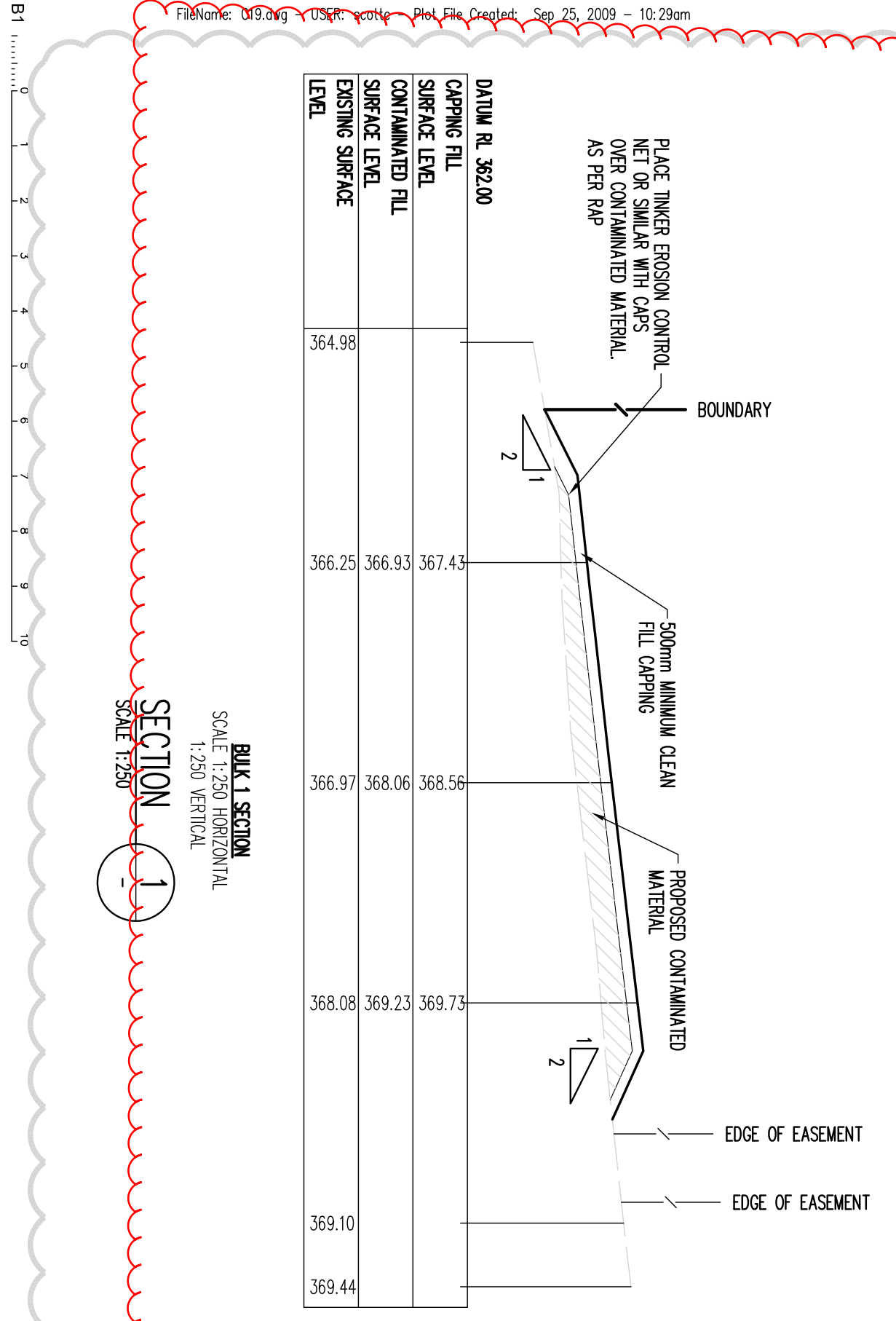
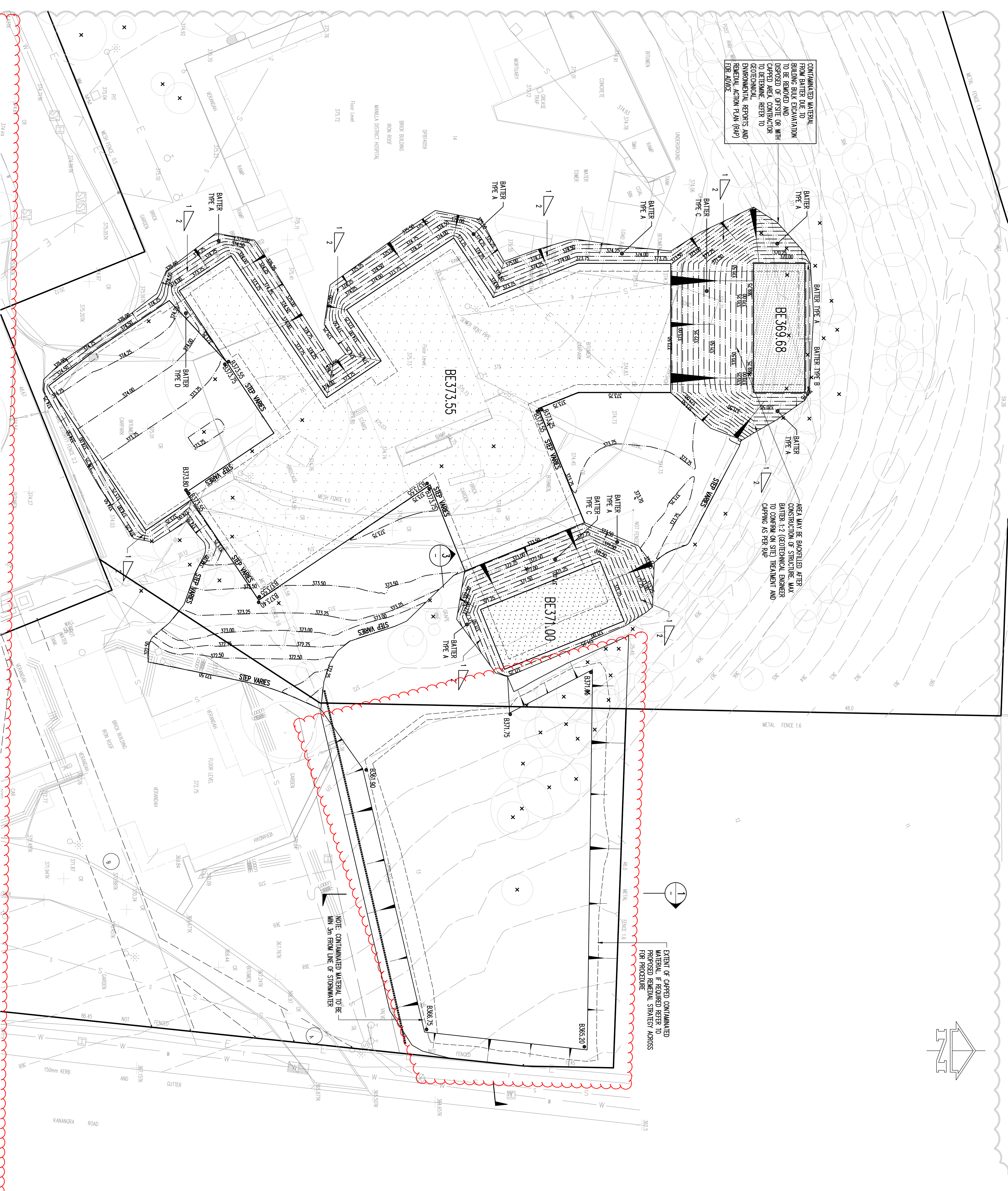
NOTE

- Bulk Earthworks line = Finish surface - Permanent/Asph thickness
- Refer earthworks drawings for building setout
- Bulk Earthworks drawings are for bulk excavation only. They are not to be used for detailed excavation such as fill, shafts, basins, etc. etc.
- Refer to the relevant drawings for details of retaining walls, etc. etc. to be used for building, kerb or any other detail.

PROPOSED REMOVAL STRATEGY

10. **Removal Strategy**

The removal strategy for the site is to be determined by the geotechnical engineer in consultation with the Council. The removal strategy for the site is to be determined by the geotechnical engineer in consultation with the Council. The removal strategy for the site is to be determined by the geotechnical engineer in consultation with the Council.



CONTAMINATED MATERIAL FROM BULK EXCAVATION TO BE REMOVED AND DISPOSED OF OFFSITE SPILL AREAS, REFER TO GEO-TECHNICAL ENVIRONMENTAL REPORTS AND REMEDIAL ACTION PLAN (RAP) FOR ADVICE

TaylorThomsonWhitting
 Environmental Engineers
 110 WALKER STREET
 NORTH SYDNEY
 T: 02 9956 2666 F: 02 9959 2015

PROJECT
 RICE DAUBNEY
 110 WALKER STREET
 NORTH SYDNEY
 T: 02 9956 2666 F: 02 9959 2015

SCALE 1:250
 ORIGINAL SIZE 1:250 HORIZONTAL
 1:250 VERTICAL

DATE
 08/13/2010

PROJECT NO
 C19

REVISION
 B

ISSUE FOR TENDER ONLY
NOT TO BE USED FOR CONSTRUCTION

Appendix 5

Revised Landscape Plan Drawings

Drawing No. 001 (B1) Issue J (two sheets)

Drawing No. 101 Issue I

Drawing No. 102 Issue B



Eucalyptus albens & blakelyi



Fraxinus oxycarpa Raywood'



Callistemon 'Little John'



Acacia cognata 'Green Mist'



Poa labillardieri & Dianella caerulea



Anigozanthos 'Bush Gem'



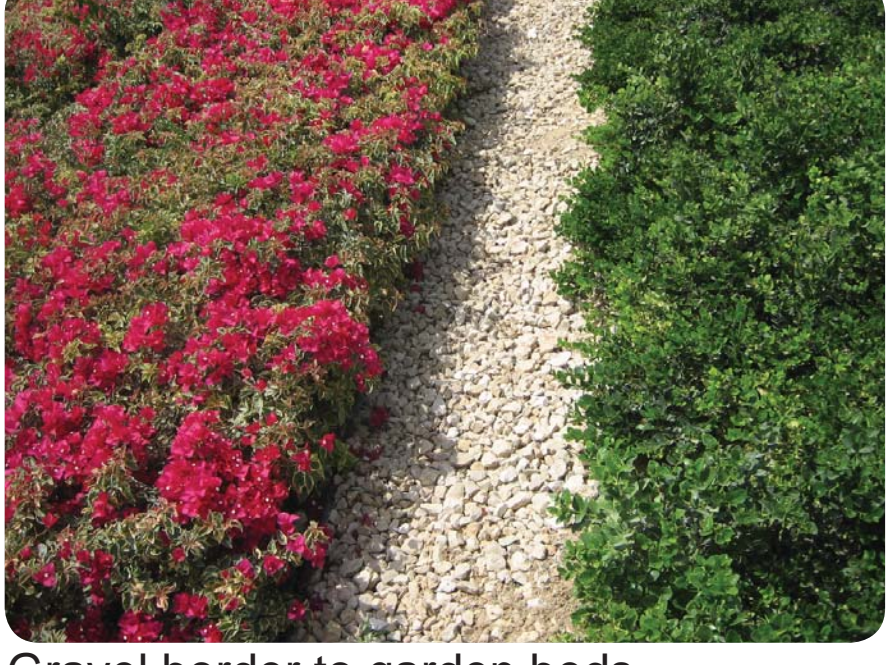
Coloured in-situ concrete pathway



Coloured in-situ concrete paving



Gravel border to garden beds



Gravel border to garden beds



Largerstroemia 'Natchez'



Goodenia 'Gold Cover' & Westringia

SITE IMAGE

DRAWING NO: 001 (B1)
ISSUE: J
DATE: September 2009

CLIENT: NSW Health
ARCHITECT: Rice Daubney
SI JOB NO: SS08-1781

MANILLA COMBINED MPS

LANDSCAPE MASTERPLAN



Areas to be bulk filled will incorporate landscape finishes (grass seeding)



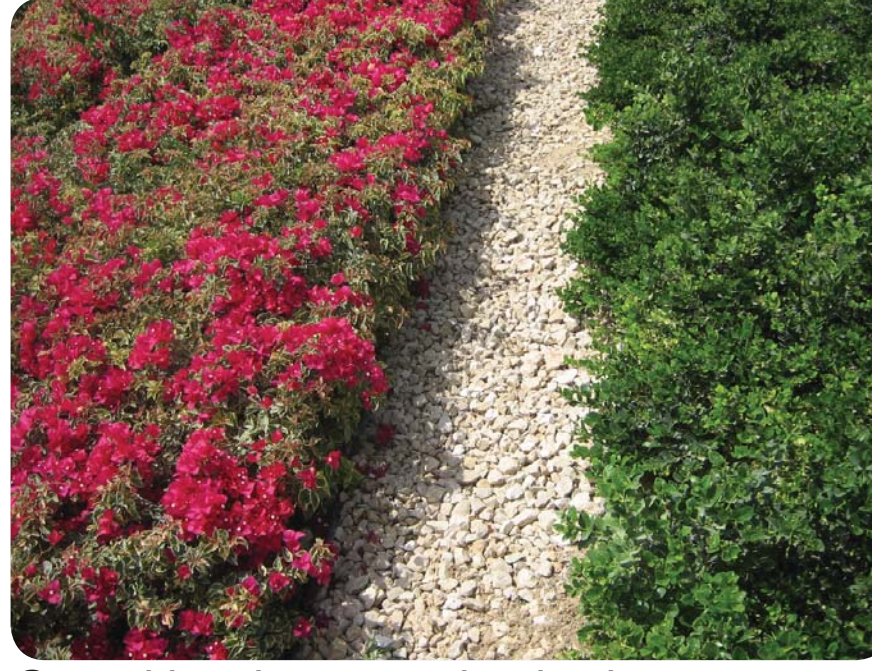
Callistemon 'Little John'



Acacia cognata 'Green Mist'



Poa labillardieri & Dianella caerulea



Gravel border to garden beds



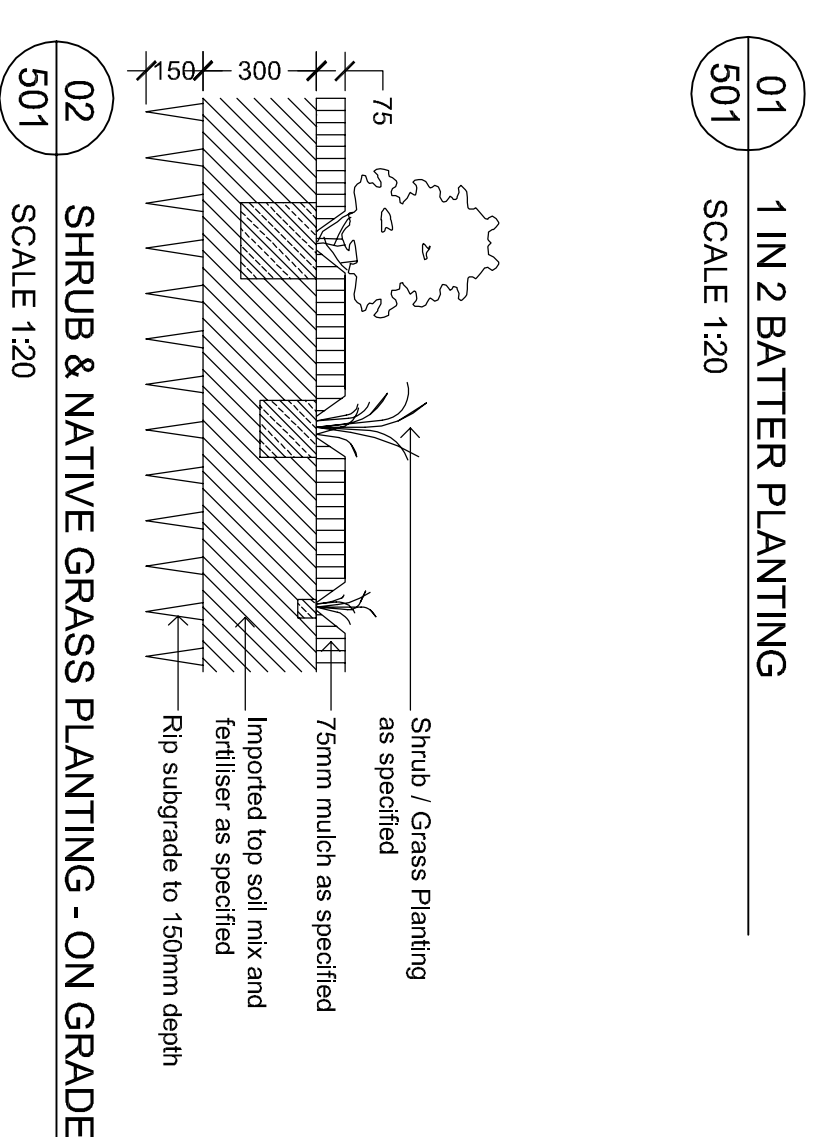
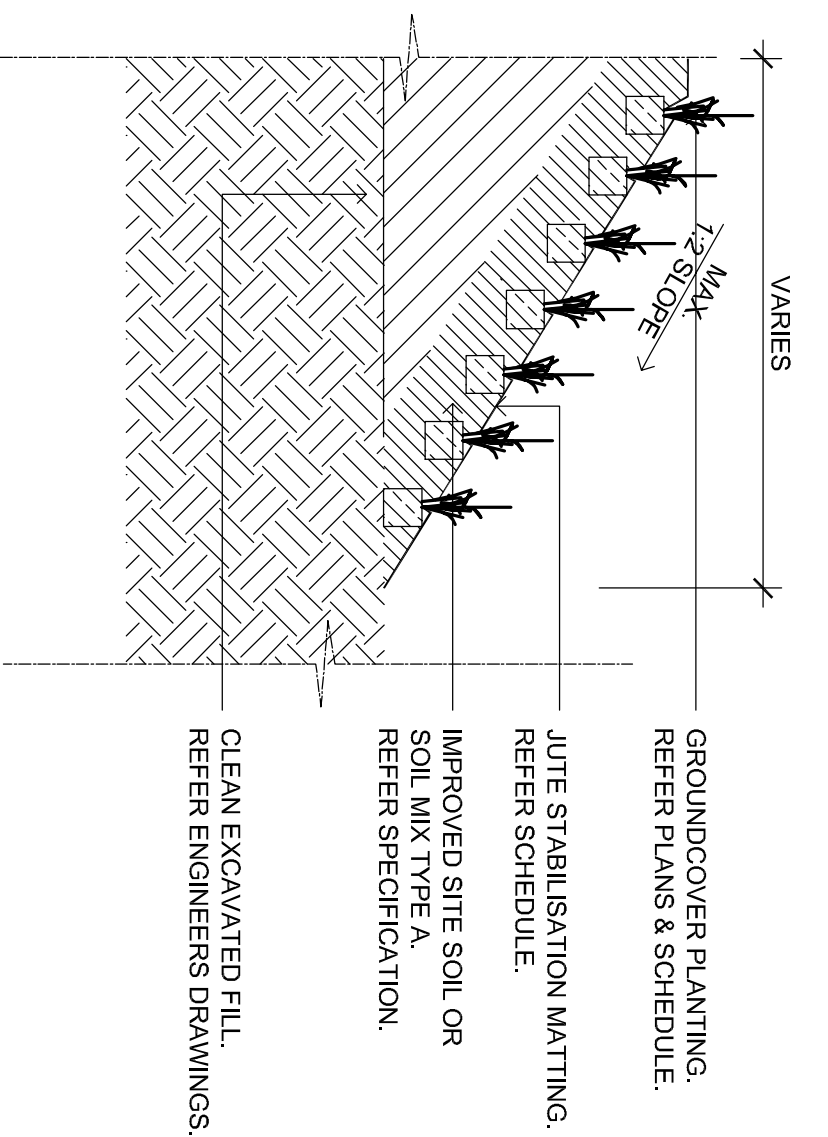
Goodenia 'Gold Cover' & Westringia



Areas to be bulk filled will incorporate landscape finishes (grass seeding)

SITE IMAGE

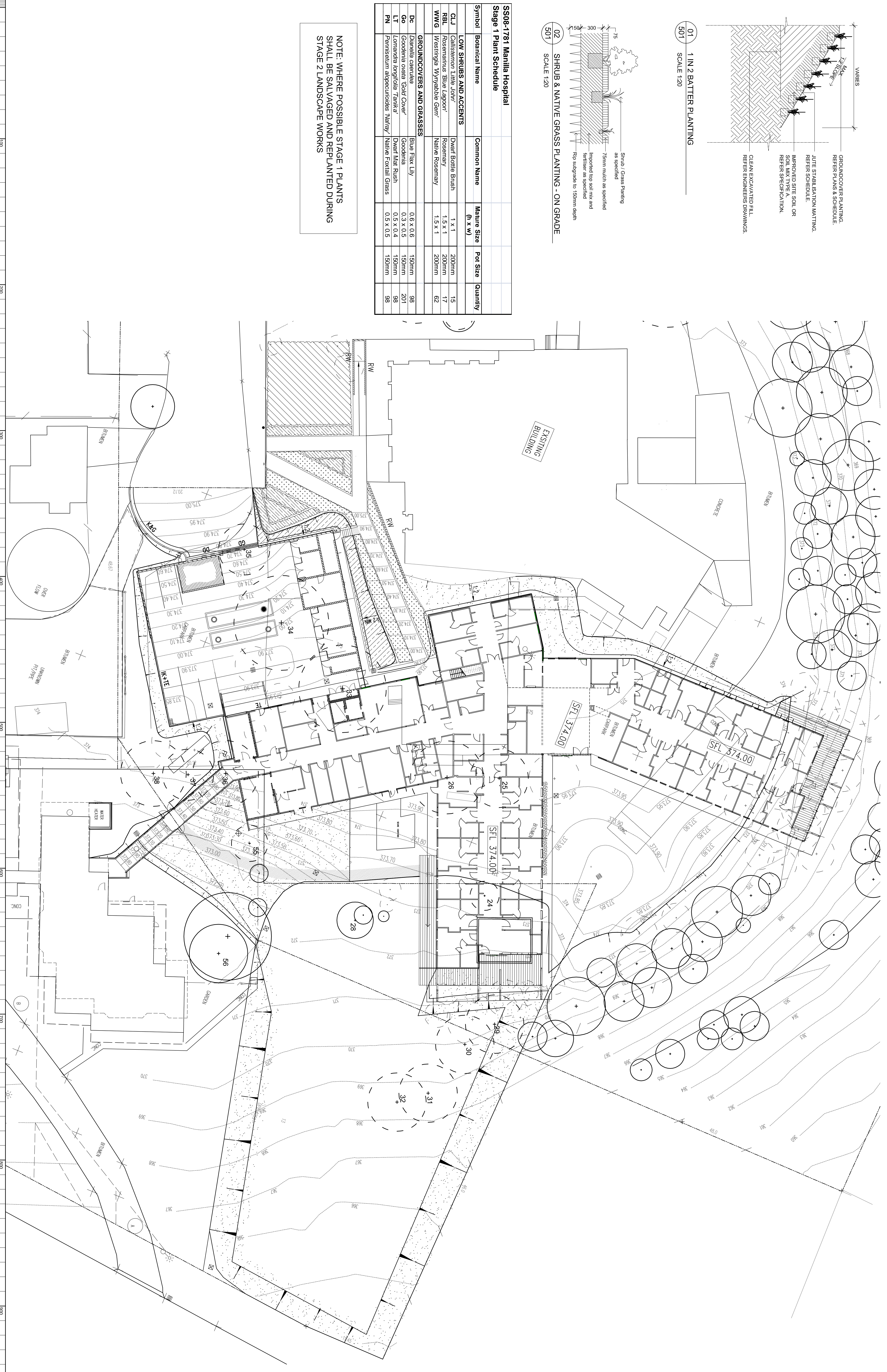




**SS08-1781 Manila Hospital
Stage 1 Plant Schedule**

Symbol	Botanical Name	Common Name	Mature Size (h x w)	Pot Size	Quantity
LOW SHRUBS AND ACCENTS					
CLJ	<i>Callistemon luteo-lobus</i>	Dwarf Bottle Brush	1 x 1	200mm	15
RBL	<i>Rosa rostrata</i>	Rosemary	1.5 x 1	200mm	17
WVG	<i>Westringia myrsinoides</i>	Native Rosemary	1.5 x 1	200mm	62
GROUNDCOVERS AND GRASSES					
Dc	<i>Dianella caerulea</i>	Blue Flax Lily	0.6 x 0.6	150mm	98
Go	<i>Goodenia ovalis</i>	Goodenia	0.3 x 0.5	150mm	201
Lt	<i>Lomandra longifolia</i>	Dwarf Mat Rush	0.5 x 0.4	150mm	98
PN	<i>Pennisetum alopecuroides</i>	Native Foxtail Grass	0.5 x 0.5	150mm	98

NOTE: WHERE POSSIBLE STAGE 1 PLANTS SHALL BE SALVAGED AND REPLANTED DURING STAGE 2 LANDSCAPE WORKS



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Revised	Revised By	Revised For	Date
0	AW	FOR TENDER SUBMISSION	17.07.2009
1	AW	FOR TENDER	17.07.2009

LEGEND

- Existing Trees to be Retained (Circle with dot)
- Existing Trees to be Removed (Circle with cross)
- Proposed Low Shrub (Circle with star)
- Proposed Native Grasses (Circle with dots)
- Proposed Batter Planting (Circle with diagonal lines)
- Existing Landscape to be Retained (Circle with horizontal lines)
- Grass Seeding (Circle with vertical lines)

SITE IMAGE

FOR TENDER

Client: **Hunter New England NSW Health**

Project: **Manilla Combined MPS**

Drawing Name: **Landscape Plan Stage 1**

Scale: **1:200 @ B1**

Date: **17.07.2009**

Drawn: **AW** Approved: **NM**

Drawn Number: **SS08-1781** Issue: **102 B**

Appendix 6
Plans Identifying the Proposed Boundary Re-alignment and
Temporary Easement

Marked Up Drawing No. 138C0102 Sheet 1 of 3 Ver. C

Drawing No. ZZ.AR.DD.0302

Drawing No. ZZ.AR.DD.0303 Issue B

Existing Boundary

Proposed Boundary Re-alignment

223
DP654222

DP814059

DP814059

DP701637

DP 595749

DP 617589

DP 238644

LEGEND

- o WATER TAP
- o ELECTRIC LIGHT POLE
- o TELECOMMUNICATIONS PITS
- FENCE (TYPE AND HEIGHT)
- TELEPHONE CABLES (INCLUDING OPTIC FIBRE) (APPROXIMATE POSITION)
- OVERHEAD ELECTRICITY (APPROX. POSITION)(POLE)
- UNDERGROUND ELECTRICITY
- WATER
- STORMWATER PIPE
- SEWER
- o TREE - DRIP LINE
- o TREE - SPREAD INDICATIVE SEE TABLE FOR HEIGHTS, DIAMETERS AND LEVELS
- o SHRUB
- o SIP SURFACE INLET PIT
- o HYDRANT
- o SEWER MANHOLE
- SIL o SEWER INSPECTION LID
- K.I. PIT KERB INLET PIT
- WM WATER METER
- TOP OF KERB LEVEL
- CROWN OF ROAD LEVEL
- o SSM 11188
RL 373.256
E. 282648.045
N. 6596314.054

CHECKED	AS	REGISTERED SURVEYOR
DRAWN	RB	26 SEP 2008
DESIGN		
INITIALS	DATE	

VERIFICATION SCHEDULE

DATE	REVISION	REMARKS
4.11.08	C	TREE ATTRIBUTES, AWNING(HOSPITAL)
3.10.08	B	SERVICES UPDATE
26.9.08	A	INITIAL ISSUE

REFERENCE L1394.1
DATE 26 SEP 2008
DATUM AHD LEVEL BOOK
SHIRE/CITY TAMWORTH REGIONAL
LOCALITY MANILLA
PARISH MANILLA
COUNTY DARLING
SCALE 1:500

PROJECT
PLAN OF SELECTED DETAIL AND LEVELS OVER PORTIONS OF LOTS 13,14 DP814059
CLIENT HUNTER NE HEALTH

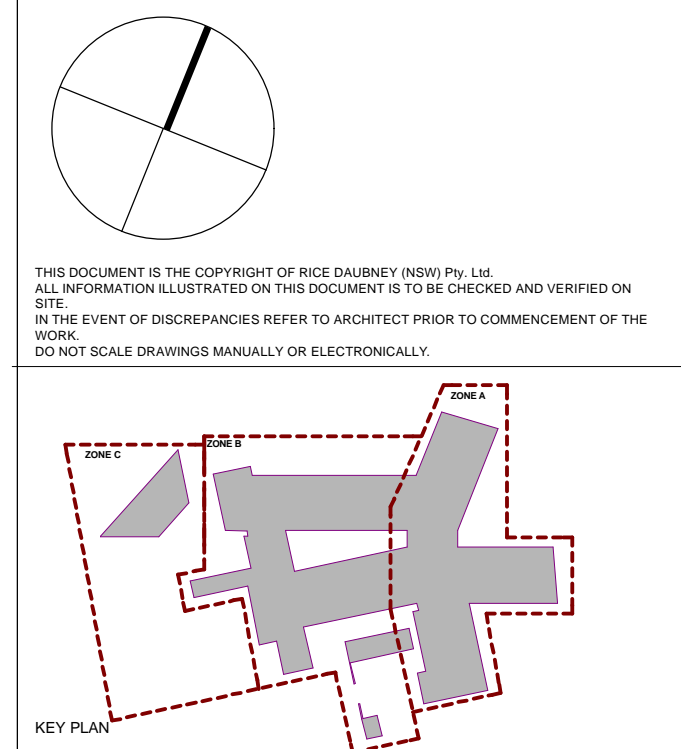
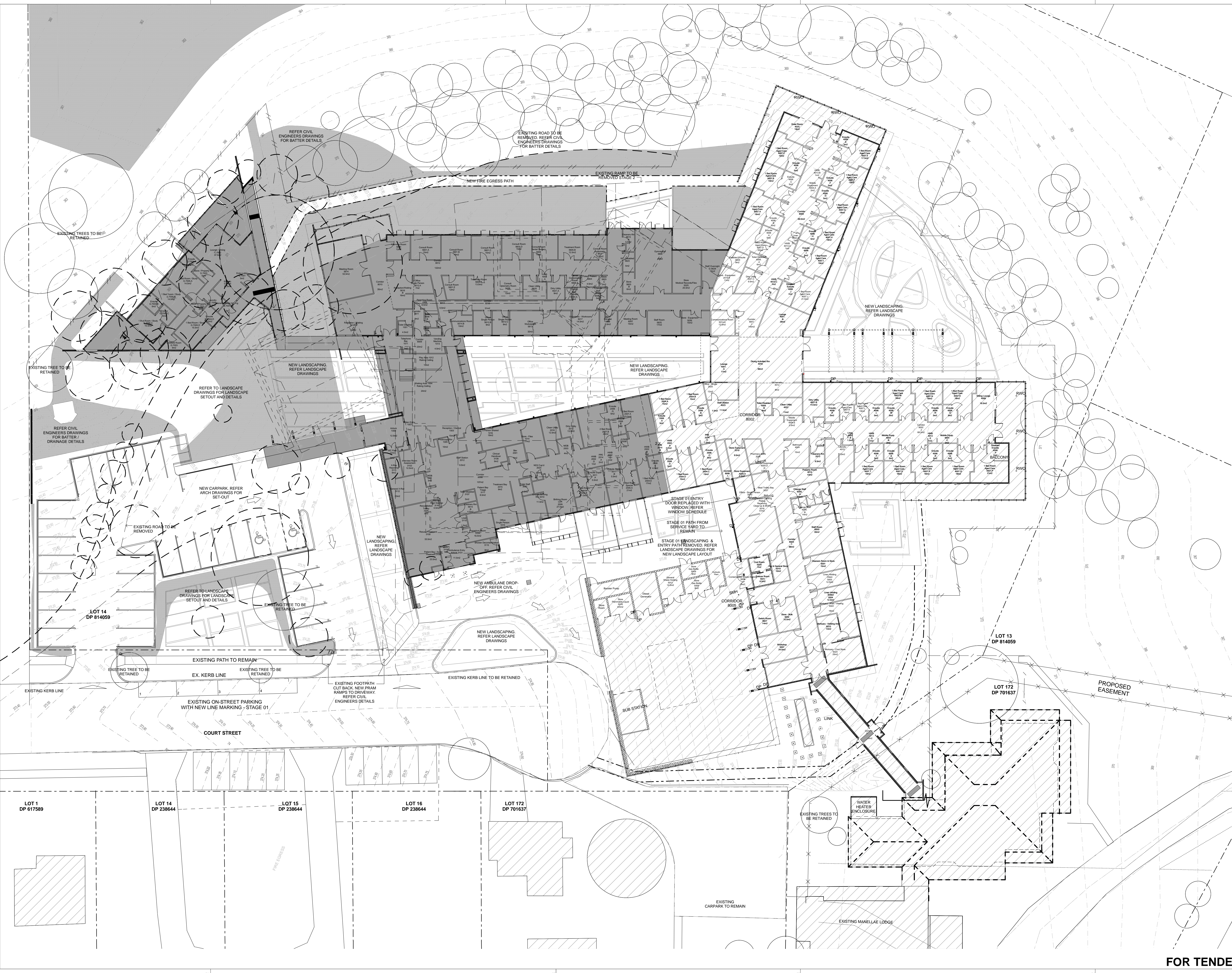
TREE ATTRIBUTES				TREE ATTRIBUTES			
NO	RL	TRUNK DIAMETER	HEIGHT	NO	RL	TRUNK DIAMETER	HEIGHT
1	373.96	0.3	3	34	373.21	0.8	8
2	374.43	0.8	4	35	373.22	0.5	8
3	374.76	0.5	11	36	374.34	0.4	10
4	374.48	0.3	9	37	374.24	0.4	10
5	374.52	0.8	11	38	374.22	0.4	10
6	374.82	0.8	10	39	373.79	0.3	8
7	374.18	0.3	3	40	373.58	0.3	8
8	374.44	0.8	9	41	373.81	0.4	11
9	374.74	0.3	9	42	373.47	0.4	10
10	373.52	0.4	7	43	373.45	0.3	8
11	363.05	0.5	18	44	373.33	0.4	10
12	367.14	0.5	18	45	372.74	0.4	10
13	367.03	0.5	18	46	373.05	0.1	3
14	377.43	0.1	18	47	374.10	0.2	8
15	376.00	0.5	18	48	373.34	0.1	1
16	370.53	0.5	18	49	373.58	0.3	1
17	370.12	0.5	18	50	373.78	0.1	8
18	371.03	0.5	18	51	373.82	0.3	8
19	368.75	0.5	18	52	374.20	0.1	4
20	374.06	0.8	18	53	374.12	0.2	8
21	372.88	0.8	18	54	374.15	0.1	4
22	364.49	0.4	10	55	373.27	0.3	3
23	365.58	1.0	22	56	372.56	0.5	12
24	374.88	0.3	8	57	368.15	0.2	5
25	374.71	0.5	8	58	368.31	0.7	3
26	374.83	0.4	8	59	368.95	0.3	3
27	373.87	0.1	2	60	370.53	0.2	5
28	373.57	0.1	2	61	370.26	0.2	3
29	370.02	0.5	10	62	370.55	0.4	8
30	368.74	0.5	10	63	368.85	0.2	5
31	368.56	0.3	10	64	368.83	0.4	8
32	368.37	0.3	8				
33	374.87	0.5	18				

- (A) EXISTING EASEMENT FOR RISING MAIN AND OVERFLOW PIPE (VDE DP 186472)
- (B) EASEMENT FOR RISING MAIN AND OVERFLOW PIPE 5 WIDE
- (C) EASEMENT FOR OVERFLOW PIPE 3 WIDE
- (D) EASEMENT TO DRAIN WATER 3 WIDE

NOTES:-
1. KNOWN SERVICES HAVE BEEN LOCATED WHERE VISIBLE AND/OR BY SERVICE AUTHORITY PLANS WHERE AVAILABLE AND/OR BY SERVICE LOCATOR WHERE POSSIBLE. BEFORE ANY CONSTRUCTION OR DEMOLITION TAKES PLACE AN UP TO DATE INVESTIGATION OF SERVICES SHOULD BE CARRIED OUT.
2. ORIGIN OF AHD LEVELS AND MGA COORDINATES SSM11188.
3. FOR ROOF, WINDOW AND GUTTER DETAILS REFER SHEET 2.
4. FOR EXTRA DETAILS OF SERVICES REFER SHEET 3.

BROWN & KRIPPNER PTY LTD
CONSULTANTS IN SURVEYING, TOWN PLANNING CIVIL ENGINEERING DESIGN AND PROJECT MANAGEMENT
24 BRISBANE STREET, TAMWORTH 2340
P.O. BOX 200, D.R. 6118 TAMWORTH
TELEPHONE (02) 6765 5155 FAX (02) 6766 7143
EMAIL: bkr@brownandkrippner.com.au

DRAWING No. 1384C0102 SHEET 1 OF 3 SHEETS VER. C



- KEY**
- EXISTING STRUCTURES INCLUDING NEW HOSPITAL STAGE 01
 - STAGE 02 HOSPITAL BUILDINGS TO BE CONSTRUCTED
 - CIVIL LANDSCAPE BATTER. REFER CIVIL DRAWINGS
 - CONSTRUCTION & SITE ZONE
 - DEMOLITION - STAGE 02
 - FIRE EGRESS PATH
 - BOUNDARY LINE
 - PROPOSED EASEMENT FOR FUTURE USE CONSTRUCTED STAGE 01

No.	DATE	REVISION / ISSUE DETAILS	CHECKED
B	25.09.09	ISSUED FOR TENDER	SA
A	15.07.09	ISSUED FOR TENDER	SA
F	30.03.09	PRELIMINARY (TO ISSUE AFTER DA APPLICATION)	DD
		DRAWING NUMBER	

MECHANICAL ENGINEER
 NORMAN DISNEY & YOUNG
 LEVEL 160 MILLER STREET NORTH SYDNEY
 NSW AUSTRALIA 2060
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 F: 02 9655 9900
 www.ndy.com

PROJECT MANAGER - NSW HEALTH
 HEALTH INFRASTRUCTURE
 NSW@HEALTH

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 821 PACIFIC HIGHWAY CHATSWOOD
 NSW AUSTRALIA 2067
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 F: 02 8644 2240
 health@health.nsw.gov.au

STRUCTURAL ENGINEER
 TAYLOR THOMSON WHITING (TTW)
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 F: 02 9439 3146
 ttw@ttw.com.au

HYDRAULIC ENGINEER
 NORMAN DISNEY & YOUNG
 LEVEL 160 MILLER STREET NORTH SYDNEY
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 P: 02 9628 6900
 F: 02 9655 9900
 www.ndy.com

PROJECT MANAGER
 COFFEY PROJECTS
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 SPECIALIZING IN
 HEALTHCARE
 213 DARBY STREET COOKS HILL
 NSW AUSTRALIA 2205
 P: 02 4924 8480
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 www.coffey.com

CLIENT
 HUNTER NEW ENGLAND
 NSW HEALTH
 HUNTER NEW ENGLAND
 NSW@HEALTH

LOOKOUT ROAD NEW LAMBTON
 NSW AUSTRALIA 2305
 P: 02 4921 4996
 health@health.nsw.gov.au

ARCHITECTS
 RICE DAUBNEY
 ANALYSING, CREATING AND
 IMPLEMENTING ARCHITECTURE
 110 WALKER STREET NORTH SYDNEY 2060
 T: 02 9596 2666 | F: 02 9599 3015
 info@ricedaubney.com.au | www.ricedaubney.com.au
 the rice daubney group (pvt) ltd. abn: 77 001 292 793
 the rice daubney group (pvt) ltd. abn: 68 001 292 793

PROJECT:
 MANILLA COMBINED MPS / HEALTH ONE
 COURT STREET
 MANILLA, NSW.

DRAWING TITLE:
 CONSTRUCTION - STAGE 02

SCALE: 1:200 @ B1

DATE: JANUARY 09

ISSUE: NOVEMBER 08

PROJECT NUMBER: 08508

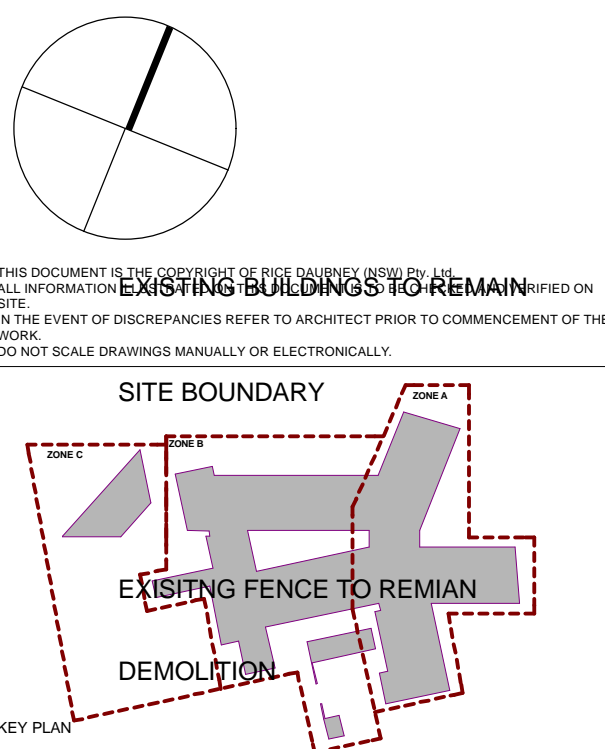
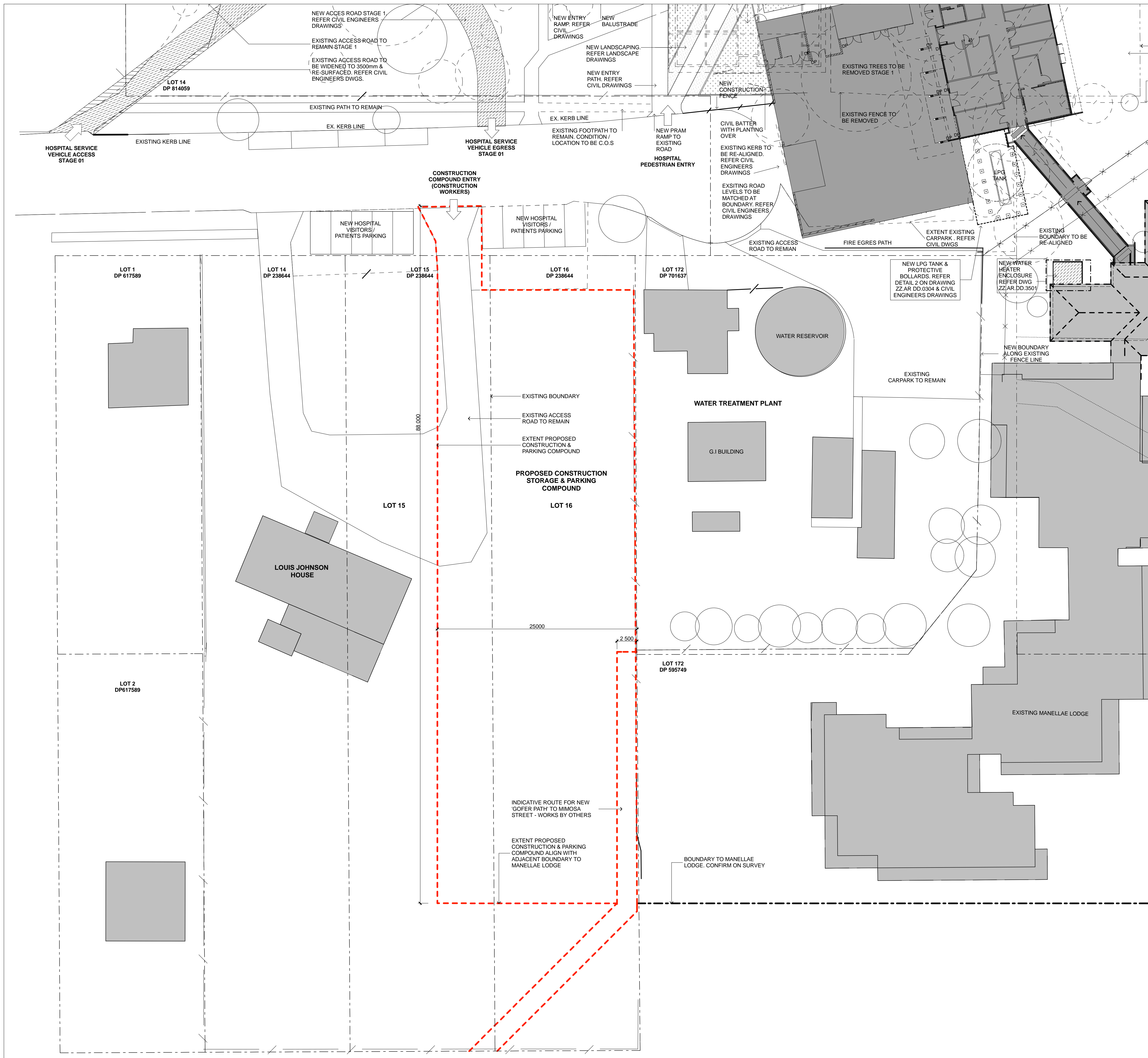
DRAWING NUMBER: ZZ.AR.DD.0302

CHECKED: CY

ISSUE: B

FOR TENDER

NOT FOR CONSTRUCTION



- KEY**
- EXISTING STRUCTURES
 - EXTENT PROPOSED CONSTRUCTION & PARKING COMPOUND
 - DEMOLITION
 - BOUNDARY LINE
 - FIRE EGRESS PATH
 - PROPOSED EASEMENT FOR FUTURE USE CONSTRUCTED STAGE 01
 - NEW PEDESTRIAN ACCESS PATH - STAGE 01
 - NEW LANDSCAPING - PLANTING & LOW LEVEL GROUND COVER
 - CONSTRUCTED DURING EARLY WORKS PROGRAMME

No.	DATE	REVISION / ISSUE DETAILS	CHECKED
B	25.09.09	ISSUED FOR TENDER	SA
A	15.07.09	ISSUED FOR TENDER	SA
F	30.03.09	PRELIMINARY ISSUE AFTER DA APPLICATION, DD DRAWING NUMBER	-

MECHANICAL ENGINEER NORMAN DISNEY & YOUNG LEVEL 1, 80 MILLER STREET NORTH SYDNEY NSW AUSTRALIA 2060 P: 02 9529 6800 F: 02 9555 6900 www.nfy.com
PROJECT MANAGER - NSW HEALTH HEALTH INFRASTRUCTURE NSW@HEALTH
LEVEL 16 TOWER A ZENITH CENTRE 821 PACIFIC HIGHWAY CHATSWOOD NSW AUSTRALIA 2067 P: 02 8644 2207 F: 02 8444 2240 health@health.nsw.gov.au
STRUCTURAL ENGINEER TAYLOR THOMSON WHITTING (TTW) 48 CHANDOS STREET ST LEONARDS NSW AUSTRALIA 2055 P: 02 9439 7288 F: 02 9439 5145 ttw@ttw.com.au
HYDRAULIC ENGINEER NORMAN DISNEY & YOUNG LEVEL 1, 80 MILLER STREET NORTH SYDNEY NSW AUSTRALIA 2060 P: 02 9529 6800 F: 02 9555 6900 www.nfy.com
PROJECT MANAGER COFFEY PROJECTS coffey projects SPECIALISTS 405 HARRIS ST 213 DARBY STREET COOKS HILL NSW AUSTRALIA 2305 P: 02 4824 8480 F: 02 4827 9903 www.coffey.com
CLIENT HEATHER NEW ENGLAND NSW HEALTH HUNTER NEW ENGLAND NSW@HEALTH
LOOKOUT ROAD NEW LAMBERTON NSW AUSTRALIA 2305 P: 02 4921 6996 F: 02 4921 6999 health@health.nsw.gov.au

ARCHITECTS
RICE DAUBNEY
ANALYSING, CREATING AND IMPLEMENTING ARCHITECTURE
110 WALKER STREET (NORTH SYDNEY) 2060
T: 02 9559 2666 | F: 02 9559 3015
info@ricedaubney.com.au | www.ricedaubney.com.au
100% sustainable green group (PwC) Ltd. also: FT 2011 2012 2013
the sustainable building leader. also: GB 2013 2014

PROJECT:
MANILLA COMBINED MPS / HEALTH ONE
COURT STREET
MANILLA, NSW.

DRAWING TITLE:
CONSTRUCTION STORAGE & PARKING COMPOUND

SCALE: 1:200 @ B1

DATE: NOVEMBER 08

CHECKED: CY

PROJECT NUMBER: 08508

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FOR TENDER

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