PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

Review of Environmental Factors (REF)
Tamworth Hospital (World Class End of Life Program)

Tamworth Hospital

June 2025

CONTENTS

1 INTRODUCTION

The purpose of this Preliminary Construction Management Plan (PCMP) for the Tamworth Palliative Care Project (WCEoLP) is to demonstrate that the proposed works can be executed in accordance with legislated safety and environmental requirements, with minimal inconvenience to hospital users, visitors, staff, neighbours, and the public.

The works underwent a 'Safety in Design' review in February 2024, and upon appointment, the Head Contractor will prepare a comprehensive Construction Management Plan with specific strategies for managing on-site activities.

The Head Contractor, appointed as Principal Contractor in accordance with NSW WHS legislation, will adhere to the requirements detailed in this PCMP and comply with the guidelines of the Tamworth Regional Council and other governing authorities. This report has been prepared to accompany a Review of Environmental Factors (REF) under the State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP) for the facility.

1.1 PROPOSED WORKS

The Tamworth Palliative Care Project (WCEoLP) will add six (6) Palliative Care beds for Tamworth Hospital as an extension of their current six (6) bed Nioka unit which is co-located with a general medical inpatient unit on the ground level of the existing Acute Services Building (ASB) to provide a total of 12 Palliative Care beds for Hunter New England Local Health District, enhancing end-of-life care for patients.

The new footprint provides opportunity for six (6) perimeter single bedrooms to maximise outlook and views. These bedrooms, with their large sliding windows provide maximum daylight within the room and provide direct access to an outdoor space enabling the patient to be taken by bed or by chair to their balcony space.

Staff support areas have been located centrally, and a new staff station has direct oversight of a new palliative care entry to give the Nioka unit a dedicated entry.

A communal lounge is located to the northwest with access to the western courtyard.

The dining/beverage area is located centrally at the entry and heart of the unit for ease of access to existing patients within Nioka and the additional bedrooms of the new extension. The communal areas are crafted to accommodate patients, carers, and visitors of all ages, ensuring inclusivity and comfort for everyone.

Courtyards surround the new unit to provide green space for relaxation and respite. A dedicated staff courtyard has been provided for palliative care staff to enable privacy to unwind, relax and recharge given their highly stressful and emotionally demanding environment.

The palliative care extension includes an enclosed link corridor back into the ASB lift lobby within the ASB, for discreet mortuary transfer, and for use by Healthshare.

A single-story palliative care development will encompass the following areas below:

- Six (6) Bedrooms with Patio and Ensuites;
- Dining/Recreation, Lounge, Toilet;
- Laundry & Ablution Room;
- Overnight Room;
- Two (2) Staff Stations, Clinical Office;
- Staff Room, Meeting Room;
- Medication, Clean & Dirty Utility Rooms;

- Two (2) Storage Rooms; and
- Bay Areas: Beverage, Handwashing, Linen, Equipment, Trolleys.

Figure 1 – Proposed Site Location

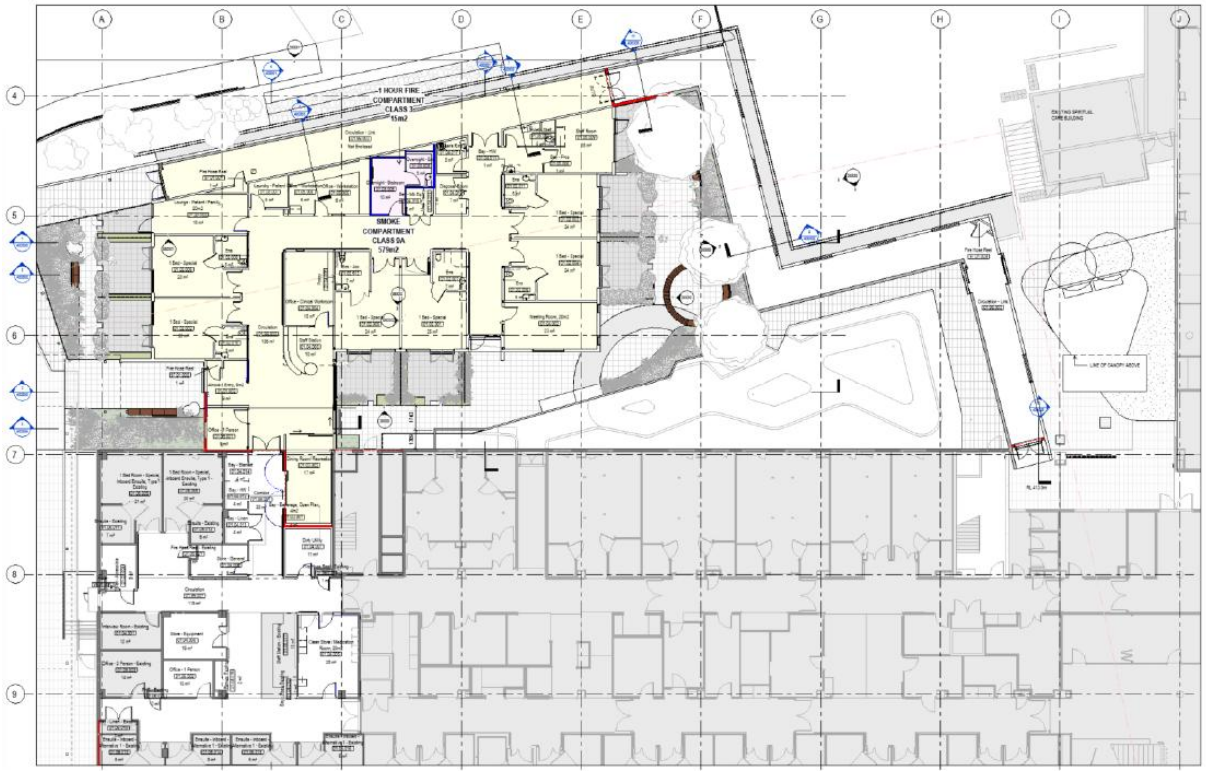

Figure 2 – Detailed Design Plan

1.2 AREAS OF MANAGEMENT

The Plan covers the following areas of management:

- Legislative requirements;
- Hours of operation;

- Public and property protection;
- Noise;
- Dust Management;
- Odour control;
- Storage of dangerous goods;
- Water quality / stormwater runoff;
- Waste management principles;
- Hazardous materials management;
- Traffic and pedestrian management; and
- Services disconnections.

The Works will be undertaken by suitably licensed contractors holding current and appropriate licences and insurances.

It is envisaged that the Works will be undertaken under a "Principal Contractor" arrangement.

All statements and proposals documented in this Plan will be reviewed at the time of contract award for the Works to ensure alignment with proposed preferred methodologies and sequencing developments.

The Principal Contractor will adhere to the Protection of the Environment Operations Act - 1997.

1.3 METHODOLOGY AND STAGING

The project is organised around a Design Finalisation and Construction methodology and will be tendered. The successful Contractor will be required to submit a detailed program of the works to be undertaken as per outlined in the Contract.

Access to the area to commence physical works will be from September 2025, with all works required to be completed in Q4 2026.

The construction proposal is to complete works in one stage, with carefully planned decant works designed to mitigate interruption to services.

2 SITE OPERATIONS:

2.1 LEGISLATIVE REQUIREMENTS

The Works will be undertaken in accordance with the following legislative requirements:

- Protection of the Environment Operations Act and Regulations;
- Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA);
- Environmentally Hazardous Chemicals Act 1985;
- Protection of the Environment Administration Act and Regulations;
- Work Health & Safety Act 2012 and relevant codes of practice and Standards;
- WHS Regulation 2012 and relevant codes of practice and Standards;
- Australian Standard AS 2601:2001: Demolition of Structures;
- Australian Standard AS 4970:2009: Protection of Tress on Development Sites;
- Australian Standard AS 4373:2007: Pruning of Amenity Trees;
- Code of Practice for the Safe Removal of Asbestos (NOHSC:2002 (1998));
- Guide to the Control of Asbestos Hazards in Buildings and Structures (NOHSC:3002 (1988));
- Resource and Recovery Act 2001;
- Environmental Planning and Assessment Act 1979, including clause 6.28 for the compliance of the current Building Code of Australia;
- Heritage Act 1997;
- Local Government Act 1993;
- Disability Discrimination Act 1992 (DDA);
- Disability (Access to Premises – Buildings) Standards 2010 (Premises Standard);
- Applicable aviation standards e.g. CASA requirements;
- Soil Conversation Act 1938; and
- Part 4 of the Protection of the Environment Operations (Clean Air) Regulation 2002.

2.2 HOURS OF OPERATION

The following hours of operation are proposed for the Works:

- Monday to Friday 7.00AM to 6.00PM
- Saturdays 8:00AM to 1:00PM
- Sundays and Public Holidays No Work

No work will occur outside of the hours nominated unless approval has been given by Tamworth Hospital and the relevant statutory authority in line with the conditions of consent.

Deliveries of heavy machinery may be required out of the proposed hours of operation to confirm to the overriding requirements of Transport for NSW.

2.3 PUBLIC & PROPERTY PROTECTION

Appropriate hoarding/fencing (as specified in Australian Standards and WorkCover requirements) will be installed to prevent public access and to maintain security for the various areas of the Works. The Works will be planned so that access to the public car park areas will be maintained to the maximum capacity, as much as is feasible during the works. Public access to the Hospital facilities will be maintained and signed as appropriate in consultation with the Tamworth Hospital.

Vehicular access/egress gates will be erected internally as required. These gates will be manned by qualified traffic supervisors at the times of vehicular access and egress to the Site.

The Preliminary Site Access diagrams have been drafted to depict how the development site may be contained, serviced and accessed, including designated parking for construction staff so that Tamworth Hospital and visitors are not unduly inconvenienced. The site plan will be further developed in consideration of the appointed Head Contractor's methodologies prior to commencement on site.

Public Safety, Amenity and Site Security measures may be staged during the Works. At various times, different portions of the site may be fenced. These property protection measures will be reviewed at the time of contract award for the Works to ensure alignment with proposed preferred methodologies and sequencing developments and to ensure that the safety of the public is maintained at all times during the Works.

The Head Contractor will need to comply with their duty under WHS management in accordance with the legislative requirements listed in 'Legislative Requirements' of this document.

2.4 CONTRACTOR'S COMPOUND

Contractor will have the opportunity to decide the location of contractor parking and site compound locations as per indicative markup in Figure 3. The locations shown in the figure are optional and the tenderer is to propose adequate locations as part of the construction methodology, including provision of suitable barriers/protection around the site compound from pedestrians and vehicles.

Figure 3 Options for Contractor Carpark and Compound

3 ENVIRONMENTAL & AMENITY

The contractor undertaking the Works will be required to submit for approval a comprehensive Construction Environmental Management Plan (CEMP) to ensure that all elements of the plan meet all statutory requirements as well as Tamworth Hospitals' requirements.

As a minimum, the erosion and sediment controls for the Works shall be designed, installed and maintained in accordance with the requirements of Managing Urban Stormwater: Soils and Construction "The Blue Book" 2004 (4th edition).

The environmental performance of the contractor will be monitored and reported monthly under the Performance Evaluation Record from the GC21 Contract, throughout the Works.

The following specific environmental management principles will be implemented on site.

3.1 NOISE AND VIBRATION

All practicable measures will be taken to reduce the noise arising from the Works. Noise from the site shall not exceed the limits set out in the Interim Construction Noise Guidelines (ICNG) and Environmental Protection Authority (EPA). No machine work will occur outside approved working hours (refer item 2.2) unless approval has been given by the consent authority.

The following measures are proposed with reference to the ICNG:

- Use Noise Management Levels (NML's) to identify demolition, excavation and construction noise sources or scenarios that require engineering controls or administrative management;
- Promote clear understanding of ways to identify and minimise noise from construction works;
- Focus on applying all feasible and reasonable work practices to minimise construction noise impacts;
- Provide flexibility in the selection of site-specific and reasonable work practices to minimise noise impacts;
- Encourage construction/ demolition work to be undertaken within approved standard hours where reasonably practicable with noise that is audible to other premises. Approval is required for Works undertaken outside standard hours; and
- The use of noise reduction techniques including, but not limited to, barriers, enclosures and silencers shall be employed to ensure compliance with construction and demolition noise criteria.

Demolition work shall comply with Australian Standard 2436-2010 "Guide to Noise Control on Construction, Demolition and Maintenance Sites".

As part of the noise mitigation treatment for the project, the Head Contractor will be responsible for the checking of compliant maintenance regimes and statutory supervision of all equipment, such as making sure all trucks and machinery involved in the Works are checked for defective exhaust systems and general servicing.

The benchmarks used to assess vibration impacts due to the construction Works are documented in the Acoustic Assessment Report prepared by 'Pulse White Noise Acoustics ' These acoustic documents provide recommendations and requirements for mitigation of noise and vibration during construction.

The following regulations, standards, and guidelines have been referred to in relation to the noise and vibration impact assessment performed:

- National Construction Code 2022 - sound insulation requirements (Class 2 and 3);

- NSW EPA Noise Policy for Industry (NPI);
- NSW EPA Environment Protection Authority;
- NSW EPA Assessing Vibration – A Technical Guideline" (AVTG;
- NSW Health – Engineering Services Guidelines 2022;
- Australian/New Zealand Standard AS/NZS 2107: 2016 Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors (AS 2107);
- The State Environmental Planning Policy (Transport & Infrastructure) 2021 - "Developments Near Rail Corridors and Busy Roads – Interim Guideline" (DNRC & BR-IG).

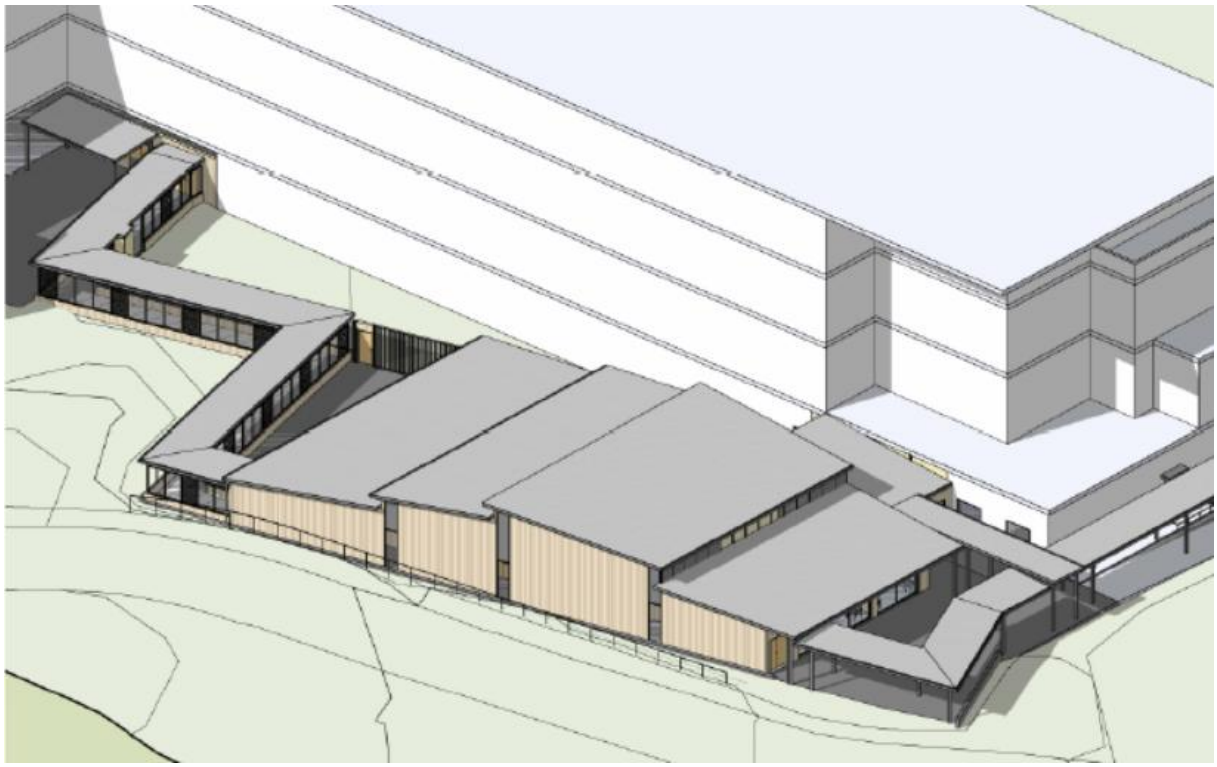

Figure 4 – Location of the new PCU on the ground floor adjacent to existing ASB at Tamworth Hospital

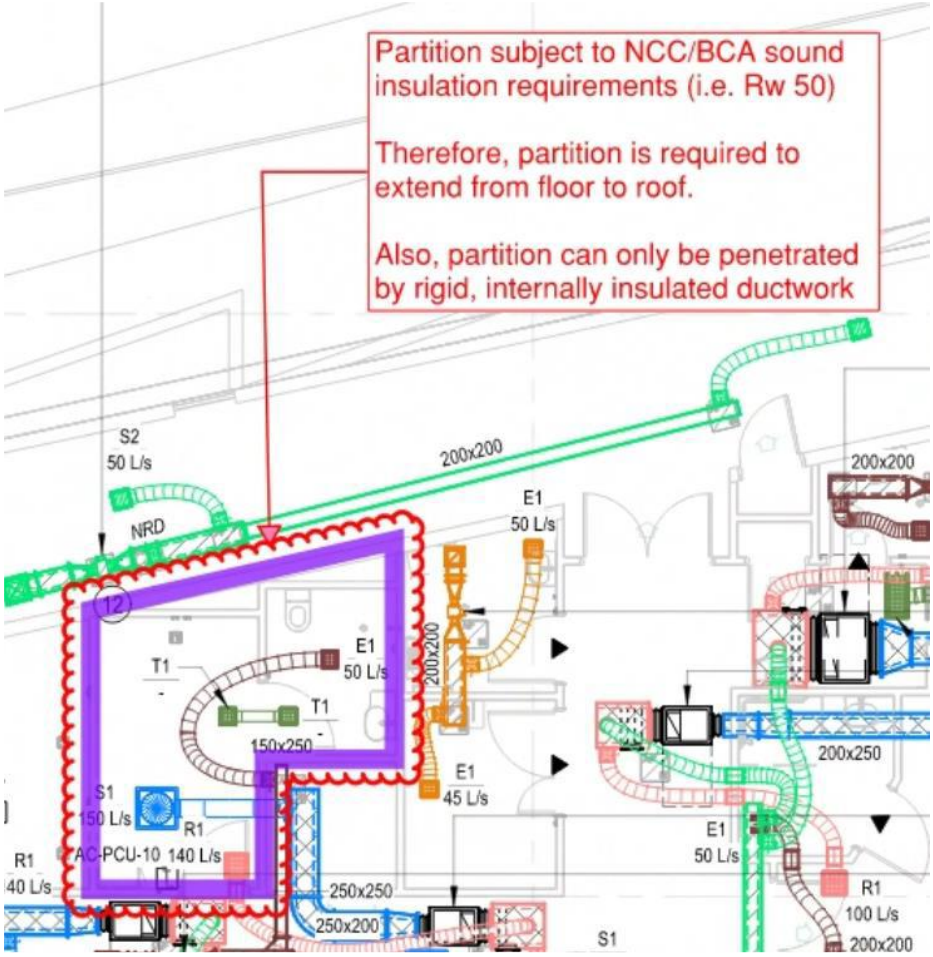

Figure 5– Partitions sound insulation requirements

Acoustic design review and recommendations are provided to achieve the relevant acoustic and vibration criteria for this project. Partitions that are subject to sound insulation requirements as per NCC/BCA 2022; should only be penetrated by rigid, internally lined ductwork (refer to Figure 4). Penetrations by flexible ductwork, are not acceptable. It is anticipated that, upon implementation of the design recommendations, the proposed development will meet the relevant noise criteria.

This report forms part of the Review of Environmental Factors (REF) submission for planning approval. The noise mitigation treatment proposed by the Head Contractor will be included in the detailed Construction Management Plan. Vibration will be constantly reviewed to minimise impacts on the Hospital and surrounding stakeholders, residents and commercial properties.

3.2 AIR QUALITY AND DUST MANAGEMENT

An Air Quality and Dust Management Plan (AQDMP) has been completed to support the REF and planning pathway for WCEoLP Tamworth Main Works. The Contractor will be committed to achieving the mitigation measures set out below and further detailed in the AQDMP.

3.2.1 Compliance Management

All employees, contractors, and staff working on site will undergo site induction training relating to air quality management and dust suppression. The training will include;

- Locations of sensitive receivers;
- Stockpile management;

- Truck load coverage;
- On site speed limits
- Maintenance of equipment and vehicles to reduce emissions; and
- Health effects of the contaminants of concern.

Targeted training will also be provided to personnel with a key role in air quality management. Example training topics include;

- Erosion control methodology and maintenance;
- Planning for high wind events; and
- Planning for shutdown periods and weekends.

Regular monitoring and inspections will be undertaken during demolition and crushing activities. Monitoring and inspections will include but not be limited to:

- Daily visual monitoring during works in order to proactively manage any uncontrolled dust emissions;
- Weather data at the premises, including rainfall measured and recorded in millimetres per 24 hour period at the same time each day, as well as real time wind speed;
- Constant air monitoring during demolition and crushing activities, specifically PM2.5 PM 10 and Silica; and
- Asbestos Air Monitoring during asbestos removal works.

Both internal and external audits will be undertaken to assess the effectiveness of environmental controls, compliance with this plan, REF and other relevant approvals, licences and guidelines.

Asbestos clearance reports will be delivered upon completion of any removal works, on as needs basis in order for demolition works to proceed in a timely manner.

Monthly reports will be provided for the duration of the demolition works to the client. Non-conformances/exceedances of real time dust monitors will be reported to the site manager and implementation of further control measures will be considered.

Upon completion of the demolition a final report summarising findings throughout the duration of the project will be prepared.

Daily air monitoring results will be provided at pre-starts and toolbox talks. All results will be provided to the client, the contractor and other stakeholders as agreed. On-site air monitoring results will be published in the contractor's lunchroom and be available for other stakeholders that visit site.

3.2.2 Mitigation Measures

As per the EnviroScience Air Quality Dust Management Plan the mitigation measures relevant to this site and demolition works are as follows:

- Implement Air Quality and Dust Management Plan, to include:
  - Potential sources of air pollution, hazardous materials and contaminants of concern that may become airborne during demolition and crushing activities;
  - Air quality management objectives consistent with any relevant published EPA guidelines and Safework Australia;
  - Mitigation and suppression measures need to be implemented;
  - Methods to manage work during strong winds or other adverse weather conditions;
  - A progressive rehabilitation strategy for exposed surfaces;

- Shadow watering strategies will be employed adjacent to operating plant.

- Due to the rural location of the site, it is recommended that background Real Time Dust Monitoring for PM10 and PM2.5 is undertaken prior to site establishment to gain an understanding of background dusts in the area;
- All plant and equipment will be ensured to comply with Part 4 of the *Protection of the Environment Operations (Clean Air) Regulation 2002;*
- All delivery vehicles will be covered and appropriately sealed during transportation;
- Dust suppression techniques will be utilised in response to visible dust, such as watering dusty work area and stockpiles;
- If stockpiles are intending to remain on-site for an extended period of time application of dust suppressants maybe required to minimise airborne dust.

3.2.3 Environmental Mitigation and Management

Processes to be implemented to mitigate adverse impacts on air quality are outlined below:

- Training will be provided to all project personnel, including relevant sub-contractors on best air quality control practices and the requirements from the AQDMP;
- Training of on-site personnel about the health effects of the hazardous materials likely to be encountered on site.(main contaminants of concern are asbestos silica and dust);
- All demolition activities will be planned and undertaken to avoid, where practicable, the generation of dust and vehicle emissions;
- Concerning weather forecasts for the duration of the project to be emailed/discussed with Project Manager, highlighting any potential risks, including high wind speeds and extended periods of dry weather;
- All delivery vehicles will have covered loads during transportation;
- Vegetation or other materials will not be burnt on site;
- Any paint, emulsion or spraying works will be rescheduled if planned to occur during periods of high winds;
- Shadow watering will be implemented, following the arm of the excavators and keep materials moistened and minimise the generation of dust particles;
- All stockpiles to be wetted down, covered, or dust suppression application applied;
- Due to the rural location of the site, it is recommended that background Real Time Dust Monitoring for PM10 and PM2.5 is undertaken prior to site establishment to gain an understanding of background dusts in the area;
- Dust suppression techniques will be utilise to visible dust, such as watering dustry work areas and stockpiles;
- Sequencing of works will be managed to reduce the time of exposure of disturbed surfaces, as far as practicable;
- During dry and windy conditions, demolition and crushing activities will be monitored for the generation of wind-blown dust and modified or stopped as necessary as per the Beaumont Scale and through real time anemometer monitoring;
- Where required and possible, utilise erosion prevention products such as Dustbloc on access roads to reduct dust from travelling vehicles and plant;
- A water cart/truck will be available for dust suppression purposes during demolition, crushing and during any other times necessary;

- Loader and excavator operators to minimise the drop heights of loads into trucks and stockpiles;
- Cover unsealed site access roads with densely graded road base where practicable if dust is excessive;
- Vehicles will adhere to speed limites when driving on site and construction traffic will be restricted to designated roadways as per the contractors construction management plan;
- Should excessive dust be observed anywhere on or near the project site, actions to minimise the generation of dust will be implemented. This may include, but not limited to, increasing groundcover or watering;
- All plant and equipment will be ensured to comply with Part 4 of the *Protection of the Environment Operations (Clean Air) Regulation 2002;*
- Smoky emissions will be kept within the standards and regulations under the *Protection of the Environment Operations Act 1997;*
- Maintain all vehicles and construction equipment in good working order to prevent excessive exhaust emissions in accordance with the manufacturer's specification to comply with all relevant legislation;
- Turn machinery and vehicles off when not in use;
- Mobile plant pre-start inspection forms will include checks for emissions; and
- If vehicle or equipment emissions are visible for greater than 10 continuous seconds, plant will be repaired/maintained prior to reuse on site.

3.3 ODOUR CONTROL

In terms of demolition activity for the Site, odour problems will be minimal. All plant and machinery involved in the Works will be regularly serviced and checked for exhaust emissions.

Stormwater gully pits will preferably be hand cleaned with shovels and collected debris bagged to minimise odour and disposed of prior to pipes being cleaned.

3.4 STORAGE OF DANGEROUS GOODS

The Works may involve the use of flammable fuels such as petrol, diesel, Oxy-acetylene, oils, etc. Storage of such items will be in a lockable compound with sufficient ventilation in accordance with relevant codes of practice and Standards. Material safety data sheets on all of these flammable and potentially harmful liquids will be provided by the contractor undertaking the Works.

3.5 STORMWATER RUN OFF

Drainage of surface run-off will be allowed to flow along existing contours with the existing drainage system on-site of kerbs, gutters, gully pits, pipes and stormwater runoff passing through installed filtration systems prior to being discharged off-site.

The site will be continually cleaned of rubble to minimise possible sediment flow during rainfall periods.

Stormwater kerbs and drainage lines will have sediment controls in the form of hay bales or sedimentation socks.

Should external surface run-off flow into areas of construction work, it may need to be diverted (using hay bales) to reduce sediment transportation. All drainage control devices will be regularly checked particularly during heavy rainfall periods.

The Head Contractor will be required to prepare a detailed Stormwater Management Plan which will cover all aspects of stormwater and sediment management and control during construction.

4 WASTE MANAGEMENT / RECYCLING PRINCIPLES

The contractor will be committed to achieving compliance with the EPA guidelines.

All hazardous materials will be removed and disposed of at licensed waste facilities.

As part of the contractual requirements for the Works, the contractor will be required to provide all trucking and disposal documentation for all waste materials.

The key to maximising recycling and minimising waste going to landfills is to effectively separate the individual materials during the demolition phase, not after.

All material generated from the Works will be recycled apart from selected soft demolition materials and hazardous materials such as asbestos, SMF, PCB'S and the like.

The following table sets out the materials likely to be encountered during the Works and the general waste management principles that will be adopted through the contracting process.

Material	Source	Recyclable	End Usage - %
Asbestos	Lagged steam reticulation pipe work	No	EPA Approved Landfill – 100%
Timber	Vegetation	Yes	Mulch or offsite recovery 100%
Timber	Frames, doors, architraves, framework	Yes	Second hand sales 50% or landfill 50%
Metal	Bulkhead framing, galvanised steel and copper piping	Yes	Metal recycler 100%
Brick - commons	Internal walls	Yes	SUEZ recovery centre or similar

There is expected to be little waste generated. All waste and excess materials will be removed from site at the end of installation.

5 HAZARDOUS MATERIALS MANAGEMENT

5.1 IDENTIFICATION

Possible locations of hazardous materials will be identified in building and on site (EnviroScience Pty Ltd will be preparing a Hazardous Materials Survey to be included in the Contractor's contract documents). The management and site removal of these products will be done in accordance with Australian Standards.

These reports will be used as the basis for identifying and managing the removal of hazardous materials during the Works. 'Unexpected finds' protocols and secure isolation of the site from the public will also reduce the risk of potential harm to the general public.

5.2 AIR MONITORING

As an integral component of the Works and in accordance with all codes and standards, air monitoring will be undertaken by a registered occupational hygienist if asbestos removal works are being undertaken.

The daily monitoring results will be assessed by an Occupational Hygienist and distributed daily to the principal and the client.

5.3 REMOVAL

All asbestos and hazardous material works will be undertaken by WorkCover licensed contractors supervised and monitored by registered occupational hygienists.

The Works will comply with all relevant codes and Standards.

5.4 DISPOSAL

Asbestos and other hazardous materials will be loaded and transported in accordance with all relevant codes and Standards.

All asbestos materials will be bagged and wrapped and placed in plastic lined disposal containers.

All asbestos and hazardous materials will be disposed of at a registered EPA landfill with full accountability and traceability of transport and disposal monitoring enforced and monitored throughout the Works contract.

6 TRAFFIC MANAGEMENT

As part of the Construction Management Plan (CMP), the Head Contractor is required to submit a Construction Traffic Management Plan (CTMP) for approval prior to commencement of the Tamworth Palliative Care Works. The CTMP will detail site access, pedestrian protection measures and all associated vehicle movements which will be restricted to the permitted working hours of the site.

- During construction, the following equipment may be used:
- bulldozers, backhoes and excavators;
- articulated and fixed trucks;
- mobile cranes;
- concrete delivery trucks;
- concrete pumps;
- man and material hoists;
- scissor and boom lifts, and
- fork lifts

It is anticipated that the Works may involve varying vehicle movements each day – refer Transport Assessment by 'Stantec Australia Pty Ltd' (subject to confirmation of the contractor's program and sequencing activities being undertaken on site).

Figure 6 – Site View

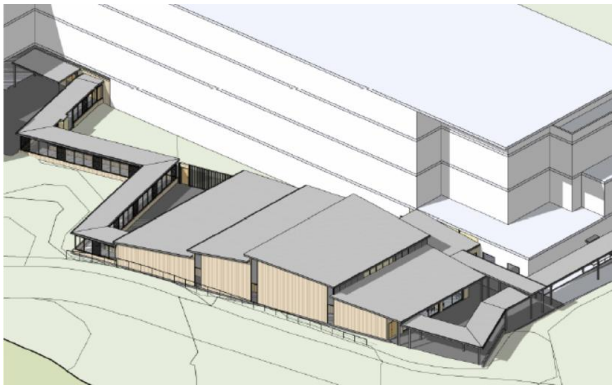

Figure 7 – Site - Proposed Works

6.1 GENERAL REQUIREMENTS

In accordance with Transport for NSW requirements, all vehicles transporting loose materials will be required to have the entire load covered and/ or secured to prevent any large items, excess dust or debris being deposited onto the roadway during travel to and from the site. The Head Contractor will induct all subcontractors and suppliers to ensure that the procedures are met for all vehicles entering and exiting the construction sites. The Head Contractor will monitor the internal and immediate external roads leading to and from the site and take all necessary steps to clean any debris deposited by construction vehicles.

Vehicles operating to, from and within the site shall do so in a manner which does not create unreasonable or unnecessary noise or vibration.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

6.2 TRAFFIC IMPACT ASSESSMENT:

The WCEoL Tamworth project, located adjacent to the existing ASB building, will house six (6) new palliative care unit beds. The project proposal is expected to result in a very minor uplift in traffic likely less than 10 vehicles in a peak hour. The addition is projected to generate parking demand for 10 car parking spaces, which can be readily accommodated within the existing parking supply both on-site and in nearby areas As such, the overall traffic impact is expected to be negligible and is expected to not have any adverse impact on the function, operation, or safety of the surrounding road network. Therefore, the project is not expected to exacerbate existing traffic conditions.

Overall traffic impact of the World Class End of Life (WCEoL) Tamworth project is expected to be minimal, with no significant adverse effects on the broader road network.

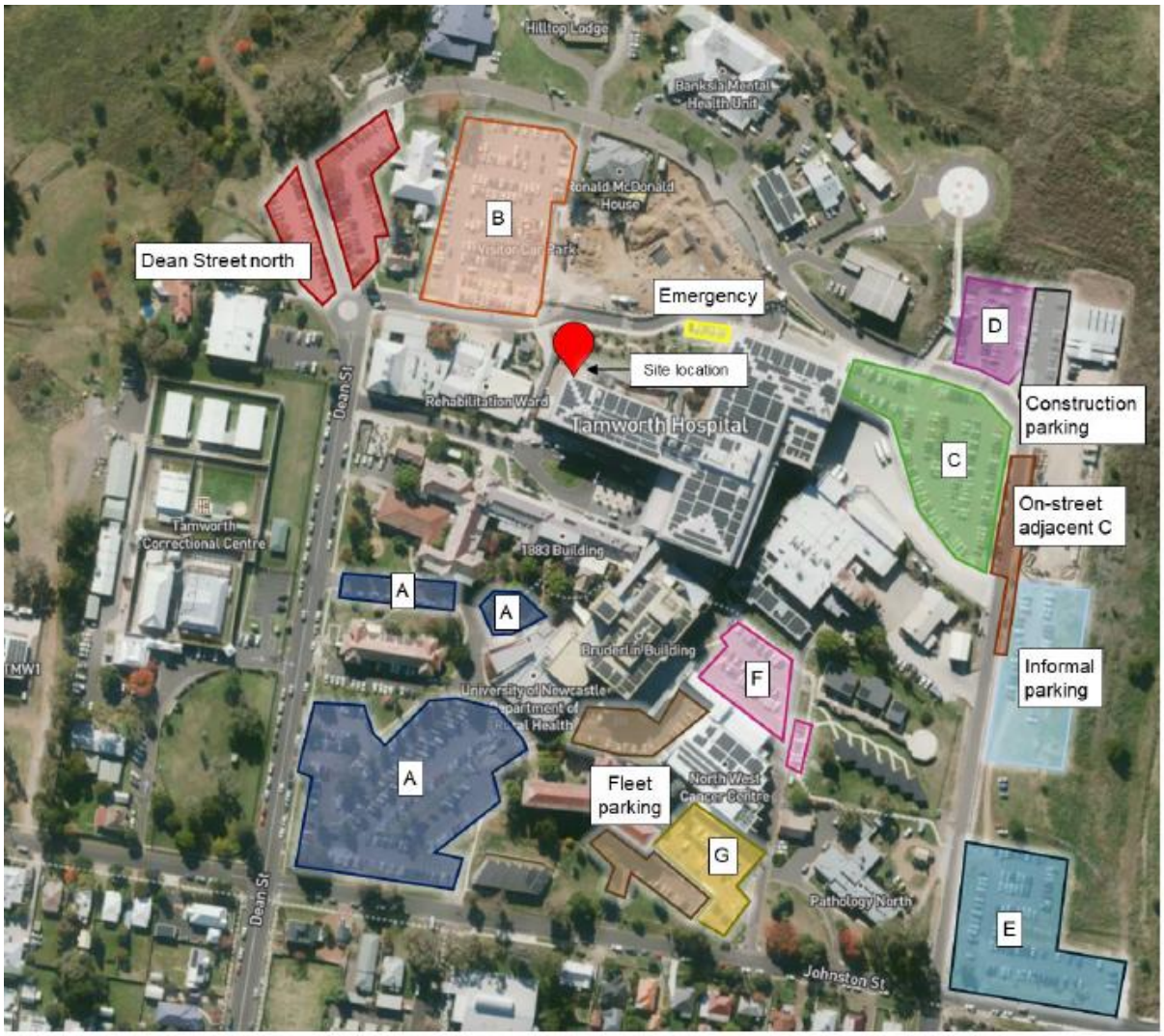

Figure 8- Tamworth Health Precinct car parking facilities

6.3 CONSTRUCTION TRAFFIC & ENTRY/EXIT:

Construction traffic for the Tamworth Hospital WCEoL Project will be managed to minimise disruption to hospital operations and the surrounding community. Temporary traffic control measures will ensure safe and efficient entry and exit for vehicles. Construction schedules will be planned around off-peak hours to reduce congestion on key roads, such as Dean Street.
A dedicated construction vehicle staging area will be located within the existing contractor's compound (refer to below Figure 9 & 10) in the northwest of the site. Dedicated construction vehicle routes have been developed with the aim to provide the shortest distances to/from the arterial road network and therefore minimising the impact of construction traffic on surrounding local roads.
The Principal Contractor will be responsible for preparing a detailed Construction Traffic Management Plan, including Traffic Guidance Schemes, to mitigate any impacts on traffic, pedestrians, cyclists, public transport, and emergency vehicles. Construction traffic will be routed away from high-traffic areas, with specific access points and staging areas designed to minimise disruption to hospital activities. Entry and exit points are planned to prevent additional stress on the surrounding road network.

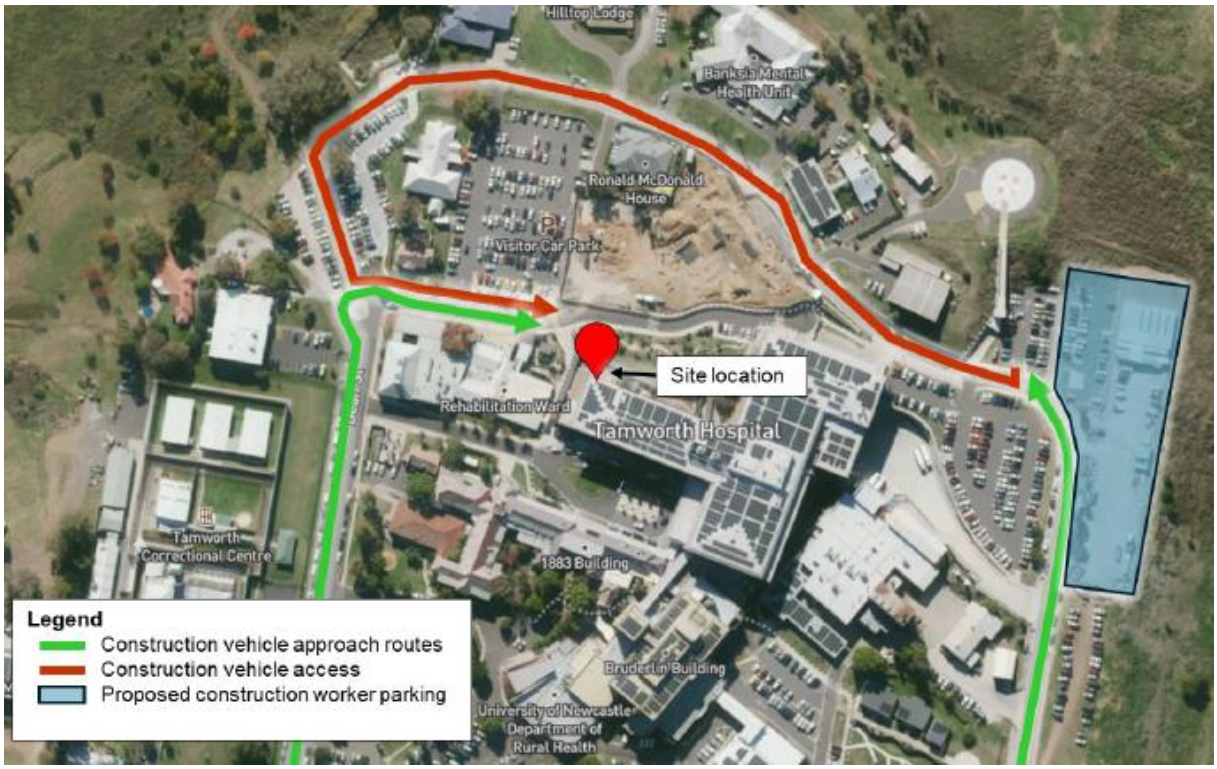

Figure 9: Construction Vehicle Access and Vehicle Staging Area

Figure 10: Construction vehicle routes

6.4 PEDESTRIAN PROTECTION

During the construction period, pedestrian and cyclist movements throughout are to be maintained as much as feasible. There is not expected to be any impact to existing pedestrian or cyclist paths by the proposed construction works.

Pedestrian, cyclists and vehicular passage to and around the site will be maintained, or alternate routes determined where necessary, and are to be defined by clear signage.

Temporary hoarding appropriate to the interaction between pedestrians (and cyclists where relevant) and construction works will be constructed to prevent unauthorised access to the Site (as per WorkCover requirements and Australian Standards). These hoardings and fences will be staged to allow access to in-use areas during the Works.

6.5 HEAVY VEHICLE MOVEMENTS

Heavy vehicle movements during the Tamworth Hospital redevelopment will be carefully managed to minimise their impact on the surrounding road network and hospital operations. A variety of construction vehicles will access the site as shown in Figure 10, with the largest being 20-metre semi-trailers. At peak times, up to 10 trucks will access the site daily, resulting in a maximum of 20 two-way heavy vehicle movements. These movements will be spread throughout the day to ensure minimal impact on existing traffic, both within the Tamworth Hospital and on surrounding roads.

Construction deliveries will be pre-scheduled to avoid conflicts with hospital shift changes and patient transport. Dedicated construction vehicle routes have been developed to ensure the shortest possible travel distances to and from major arterial roads, thus reducing the impact of heavy vehicle traffic on local roads.

7 SERVICES DISCONNECTION

The Project Manager will notify the management of Tamworth Hospital if there is an anticipated services disruption and coordinate its shutdown to suit operational needs.

Such site services include:

- Wastewater;
- Water;
- Electricity;
- Stormwater;
- Telecommunications; and
- Gas

In general terms the following principles will be adopted when disconnecting services:

- All Service authorities will be consulted prior to the Works commencing to ascertain lead times and correct termination locations;
- All termination works will be undertaken in accordance with design engineers' specifications and instructions;
- All termination works will be undertaken by suitably licensed contractors; and
- Any termination works that impact on adjoining owners/departments will be notified and will be undertaken out of hours to minimise impact.