

19th July 2013



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Johnstaff Projects (NSW) Pty Ltd
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Peter McManus – NSW Planning & Infrastructure
c/-o Wayne Gersbach
Macroplan Dimasi Australia
Level 4, 39 Martin Place
Sydney NSW 2000

Attention: Peter McManus

Dear Mr McManus,

Re: Sydney Adventist Hospital, Wahroonga (MP10_0070 MOD 5) Temporary Car Park

We write in response to your letter dated 6th June 2013 requesting additional information regarding the aforementioned project modification submission.

Please find below and attached a response to the following queries:

No.	Description of Evidence	Action
1	Submission of an intersection analysis, prepared by a traffic consultant, that assess the Fox Valley Road/ Sydney Adventist Hospital signalised intersection during the operation of both the approved Multi-deck Carpark and the Temporary Carpark.	TTW have completed an SIDRA analysis report dated 18 th July 2013, refer Attachment A.
2	Confirmation that the temporary carpark will only be used for parking by construction workers and provision of access control details demonstrating how the general public will be restricted from accessing the car park.	SAH have addressed access control, refer Attachment B.
3	Further details are requested outlining the expected parking demand generated by construction workers for development approved at the SAH Site.	SAH have addressed parking demand generated by contractors, refer Attachment B.
4	It is acknowledged that the modification request seeks retention of the temporary carpark throughout the redevelopment of SAH. However, the department requests further details relating to the expected duration of the carpark's retention and the consequential impacts that future developments, approved in concept under the Wahroonga Estate Concept Plan (ie. Wahroonga Adventist School), will have on the function and layout.	A programme of status – timing approvals has been provided for the Estate, refer Attachment C.
5	Submission of amended relevant staging plans, detailing the retention of the temporary carpark throughout the construction period of the SAH.	Amended staging plan shows the retention of the temporary carpark, refer Attachment D.



Should you have any further queries regarding the submission please contact Wayne Gersbach at wayne@macroplan.com.au.

Yours faithfully

Johnstaff Projects Pty Ltd

Ioan Morgan

Associate Director



ATTACHMENT A – SIDRA Analysis Report, TTW, 18th July 2013



Traffic



TaylorThomsonWhitting



SIDRA Analysis Results

Sydney Adventist Hospital Main Entrance

Fox Valley Road, Wahroongah

for Johnstaff

17 July 2013

TTW Job no: 111110

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Table of Contents

	Page
1.0 INTRODUCTION.....	4
1.1 SITE DESCRIPTION	5
1.2 INFORMATION/ASSUMPTIONS	5
2.0 INTERSECTION ASSESSMENT CRITERIA	6
3.0 RESULTS IMPACT.....	7
4.0 SIDRA MODELLING	8
4.1 AERIAL IMAGE	8
4.2 SIDRA LAYOUT	9
4.3 EXISTING CONDITIONS: AM PEAK	9
4.3.1 EXISTING VOLUMES	9
4.3.2 LANE SUMMARY	10
4.3.3 LEVEL OF SERVICE SUMMARY	10
4.3.4 DELAY AVERAGE	11
4.4 EXISTING CONDITIONS: PM PEAK	11
4.4.1 EXISTING VOLUMES	11
4.4.2 LANE SUMMARY	12
4.4.3 LEVEL OF SERVICE SUMMARY	12
4.4.4 DELAY AVERAGE	13
4.5 POST DEVELOPMENT CONDITIONS: AM PEAK	13
4.5.1 POST DEVELOPMENT VOLUMES	13
4.5.2 LANE SUMMARY	14
4.5.3 LEVEL OF SERVICE SUMMARY	14
4.5.4 DELAY AVERAGE	15
4.6 POST DEVELOPMENT CONDITIONS: PM PEAK	15

4.6.1	POST DEVELOPMENT VOLUMES	15
4.6.2	LANE SUMMARY	16
4.6.3	LEVEL OF SERVICE SUMMARY	16
4.6.4	DELAY AVERAGE	17

Revision Register

Rev	Date	Prepared By	Approved By	Remarks
1	17/07/13	STC	SB	For Information
2	18/3/13	STC	SB	For Submission

P:\2011\1111\111110\Reports\TTW\traffic\130718_SIDRA Analysis Summary - SB rt.doc

Prepared by:
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**

Authorised by:
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



SEAN CLARKE
Senior Engineer

STEPHEN BRAIN
Technical Director

1.0 INTRODUCTION

Taylor Thomson Whitting have been commissioned to review the current operation of the main hospital entrance into Sydney Adventist Hospital and to determine the effect of maintaining operation of the at grade temporary car park together with the new multi storey car park.

The multi-storey car park is designed as part of the hospital parking strategy to meet the parking demands of the fully developed site.



The fully developed site will not be in operation until 2020. The traffic generation of the development will be realised in incremental stages

Stage		Completion
Stage 1A	New car park structure providing 896 additional spaces including the on grade temporary car park	June 2012
Stage 1B	CSB and CCU (expansion) with an additional 12,166m ² and 124 beds	July 2014
	CSB Stage 1B additional 6,625m ² with 16 beds	June 2015
Stage 2	New Education Centre 3,500m ² replacing existing	December 2015
Stage 2	Concourse, arrival, podium and roads	May 2013
Stage 3	Shannon Wing with additional 8,762m ² , 160 beds and 206 parking spaces	December 2020

The temporary car park is proposed to remain operational to service the relocated primary school kiss and drop access, construction worker parking for the new Clinical Services Building, and construction worker parking for the Education Centre Building until 2015 to relieve parking demand in the surrounding streets.

The temporary car park does not create any additional parking demand, if left in place. Parking demand is created by the new facilities.

The data used for the intersection analysis is based on the Sydney Adventist Hospital, Proposed Staged Alterations and Additions report by Transport and Traffic Planning Associates (TTPA) dated July 2010. Any assumptions will be identified.

TTW have analysed the performance of the 2013 and 2015 traffic figures to determine and confirm the likely impact of stages 1A and 1B as assessed in the TTPA report submitted as part of the Department of Planning submission and consent for the SAN Hospital Development.

The main hospital entrance was reviewed based on AM (8am – 9am) and PM (5pm – 6pm) peak flows identified in the TTPA report.

1.1 Site Description

The intersection of Fox Valley Road and the Main Hospital Entry is signalised with pedestrian crossing facility on all three arms. Fox Valley Road is typically one lane each way with a kerb side parking lane. Within the vicinity of the main hospital entrance kerbside parking restrictions are applied to allow two lane, two way traffic movements.

The signalised intersection does not restrict any turning movements in or out of the hospital. There is a designated left and right turn lane from the hospital onto Fox Valley Road. Fox Valley Road does not have any designated turning lanes into the hospital.

Immediately south of the intersection, Fox Valley Road is within a School Zone, therefore during the AM Peak review a 40km/h speed limit was imposed, while during the PM Peak the speed limit was assessed at 50km/h. Inside the hospital grounds the speed limit is a 10km/h Shared Zone.

1.2 Information/Assumptions

- Volumes based on TTPA report. Volumes reviewed are outlined in the relevant sections within the report.
- Post development vehicles generated based on TTPA report. Volumes reviewed are outlined in the relevant sections within the report.
- The generated peak directional movements are split 40% to/from the west and 60% to/from the east as outlined in TTPA report.
- All proposed generation will enter/exit from the main hospital entrance. Although a secondary access/egress to the hospital is available approximate 170m south of the main entry an assumed “worse case” scenario was imposed by assuming all generated vehicular traffic would use the main hospital entry facility. This is also justified as the extended at grade car facility is located closer to the main entrance than the secondary access driveway.

2.0 INTERSECTION ASSESSMENT CRITERIA

The following is a summary of the criteria for the review of the SIDRA results. It compares the Average Vehicle Delay (AVD) and Degree of Saturation (DoS) with the potential Level of Service (LoS) for the intersection (Refer to **Table 1**).

The AVD should be used as a guide as in some situations (such as city conditions) longer delays are tolerated.

As the DoS approaches 1 both the queue and delay increase. It is usual to attempt to keep DoS less than 0.9, where queues may increase. Typically DoS of 0.7 generally represents satisfactory intersection operation.

LOS	Description (Traffic Signal)	AVD (secs/veh)	DoS
A	Good: Primarily free flowing operation	<14.5	<0.6
B	Good with acceptable delays and capacity: Reasonably unimpeded operation	15 to 28	0.6 to 0.7
C	Satisfactory: Stable Operation	29 to 42	0.7 to 0.8
D	Operating near Capacity: less stable condition	43 to 54	0.8 to 0.9
E	At Capacity: Unstable operation and significant delays	55 to 70	0.9 to 1.0
F	Unsatisfactory: Extreme low speeds and high congestion	>70	>1.0

Table 1: Level of Service

3.0 RESULTS IMPACT

The following **Table 2** summarises the operational performance assessment of the Main Hospital entry exiting situation and post development.

	Existing Condition		Proposed Condition	
	AM Peak	PM Peak	AM Peak	PM Peak
Level of Service	B	B	B	B
Average Vehicle Delay (sec)	21.0	16.3	22.8	16.8
DoS	0.72	0.62	0.8	0.63

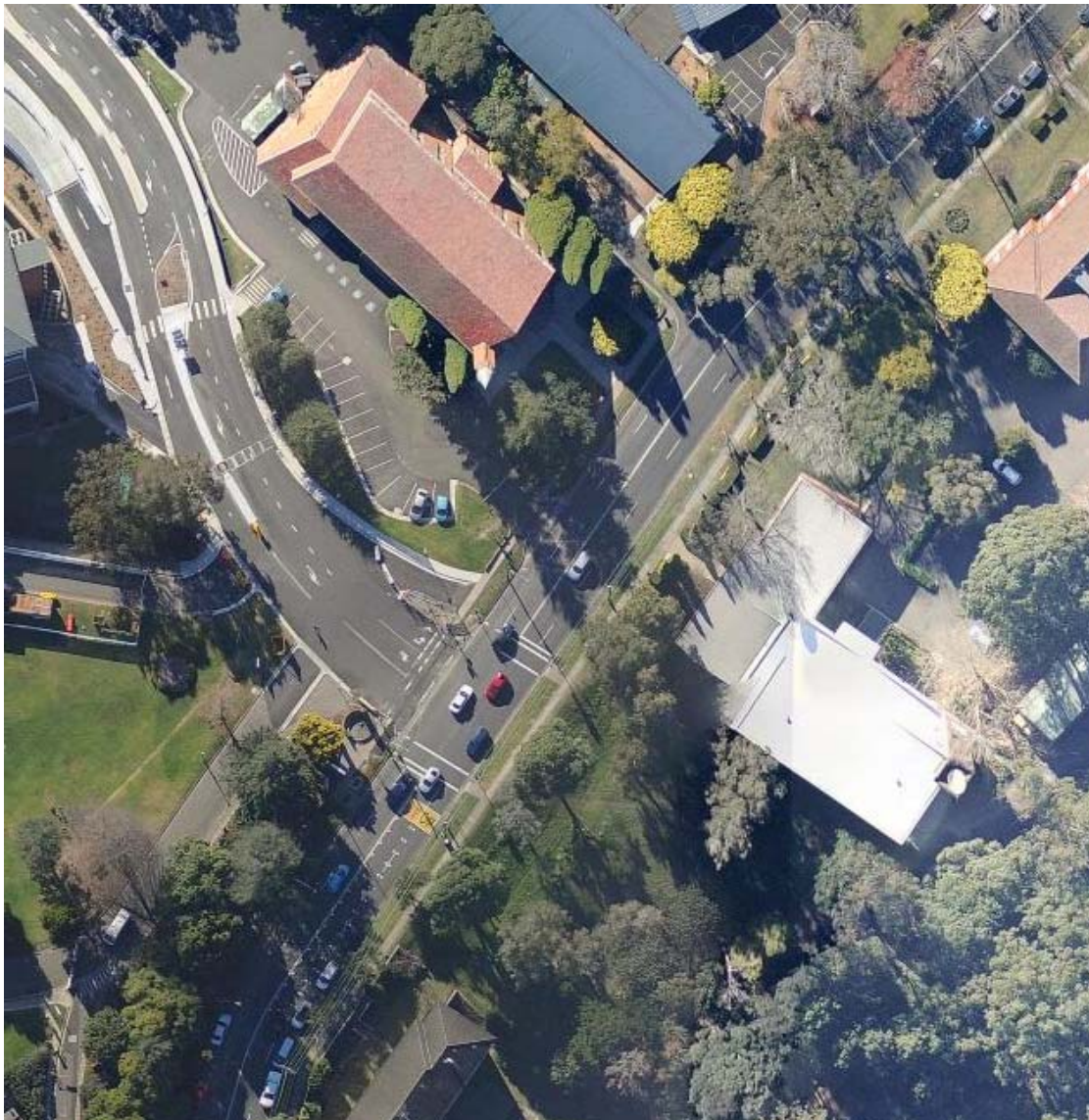
Table 2: Hospital Main Entry Intersection Analysis Results

The summary of results indicates that there is no significant change to the delay at the intersection of Fox Valley Road and Sydney Adventist Hospital Main Entry associate with the proposed works and retention of the existing at grade car park within the hospital grounds.

The performance of the intersection will further be improved when the left turn slip lane is complete. Completion of the slip lane is pending RMS approval and the slip lane is currently closed. The slip lane's opening is pending deed of agreement finalisation between RMS and the SAN Hospital.

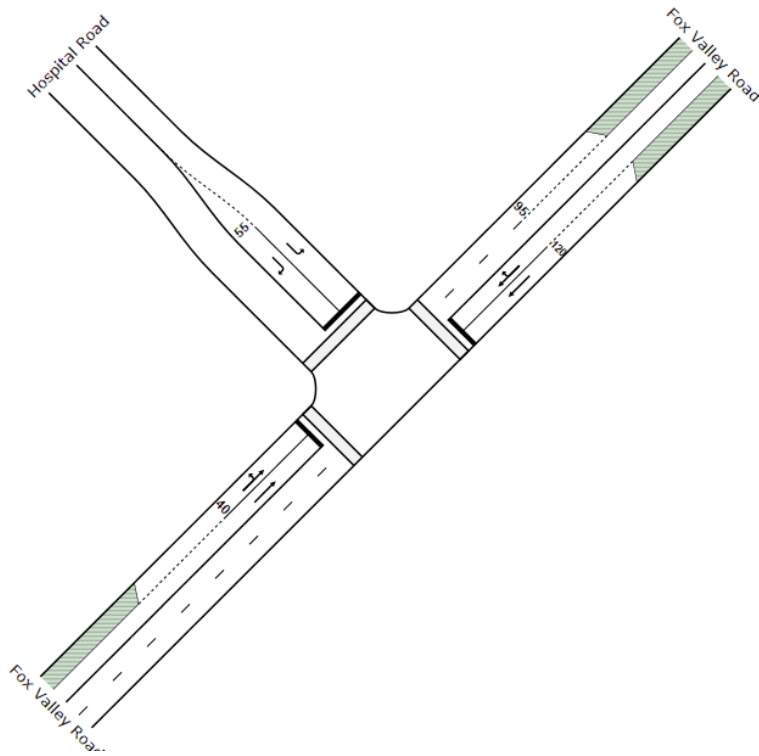
4.0 SIDRA MODELLING

4.1 Aerial Image



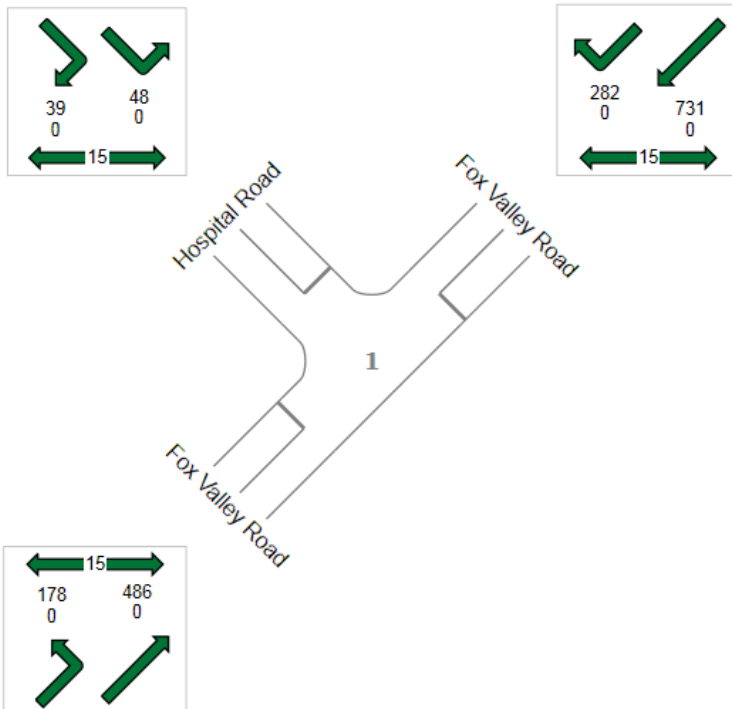
(Source: www.nearmap.com.au)

4.2 SIDRA Layout



4.3 Existing Conditions: AM Peak

4.3.1 Existing Volumes



4.3.2 Lane Summary

LANE SUMMARY

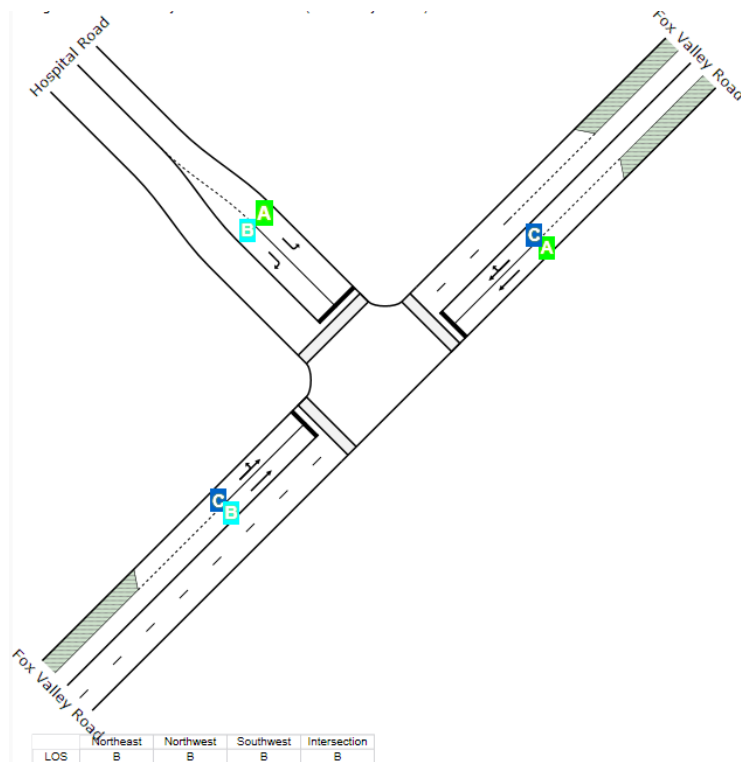
 Site: Fox Valley Road/Hospital Road - Existing Conditions: AM Peak

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist m				
NorthEast: Fox Valley Road													
Lane 1	731	0.0	1179	0.620	86 ⁵	9.0	LOS A	15.5	108.8	Short (P)	120	0.0	0.0
Lane 2	282	0.0	392	0.720	100	41.5	LOS C	15.5	108.8	Full	210	0.0	0.0
Approach	1013	0.0		0.720		18.1	LOS B	15.5	108.8				
NorthWest: Hospital Road													
Lane 1	48	0.0	1015	0.047	100	9.7	LOS A	1.1	7.8	Full	135	0.0	0.0
Lane 2	39	0.0	383	0.102	100	25.9	LOS B	1.1	7.8	Short	55	0.0	0.0
Approach	87	0.0		0.102		17.0	LOS B	1.1	7.8				
SouthWest: Fox Valley Road													
Lane 1	273	0.0	570	0.479	66 ⁶	28.7	LOS C	7.7	53.7	Short (P)	40	0.0	31.9
Lane 2	391	0.0	542 ¹	0.722	100	24.1	LOS B	12.3	85.8	Full	170	0.0	0.0
Approach	664	0.0		0.722		26.0	LOS B	12.3	85.8				
Intersection	1764	0.0		0.722		21.0	LOS B	15.5	108.8				

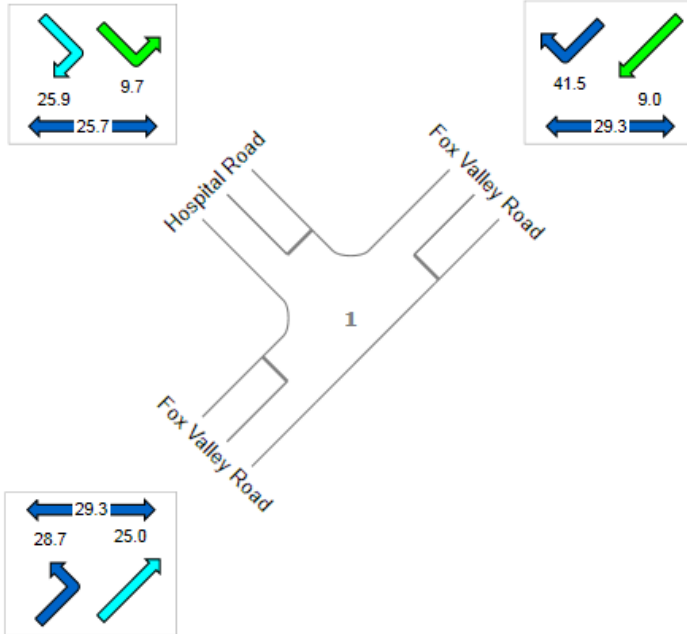
- 1 Reduced capacity due to a short lane effect
- 5 Lane underutilisation determined by program
- 6 Lane underutilisation due to downstream effects

4.3.3 Level of Service Summary



4.3.4 Delay Average

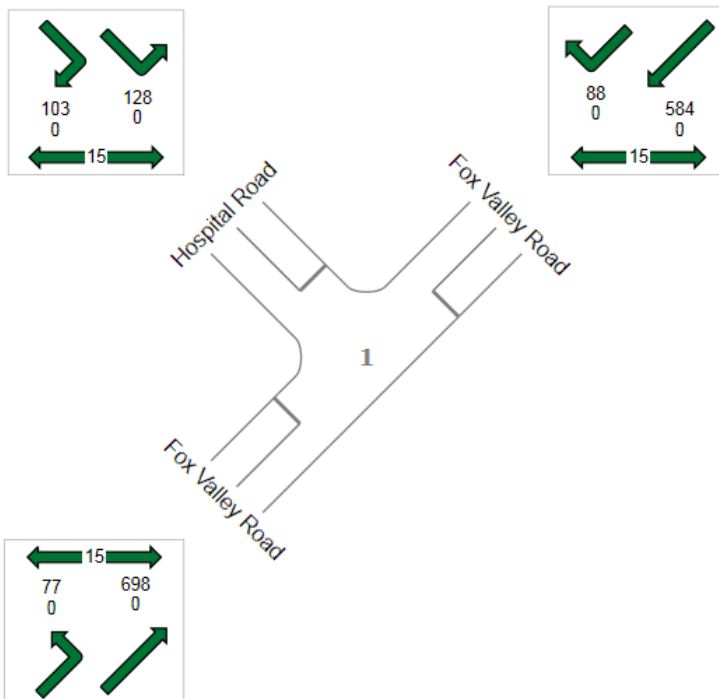
	Northeast	Northwest	Southwest	Intersection
Delay (Average)	18.1	17.0	26.0	21.0
LOS	B	B	B	B



Colour code based on Level of Service
 LOS A (Green) LOS B (Cyan) LOS C (Blue) LOS D (Purple) LOS E (Orange) LOS F (Red) Continuous (Grey)

4.4 Existing Conditions: PM Peak

4.4.1 Existing Volumes



4.4.2 Lane Summary

LANE SUMMARY

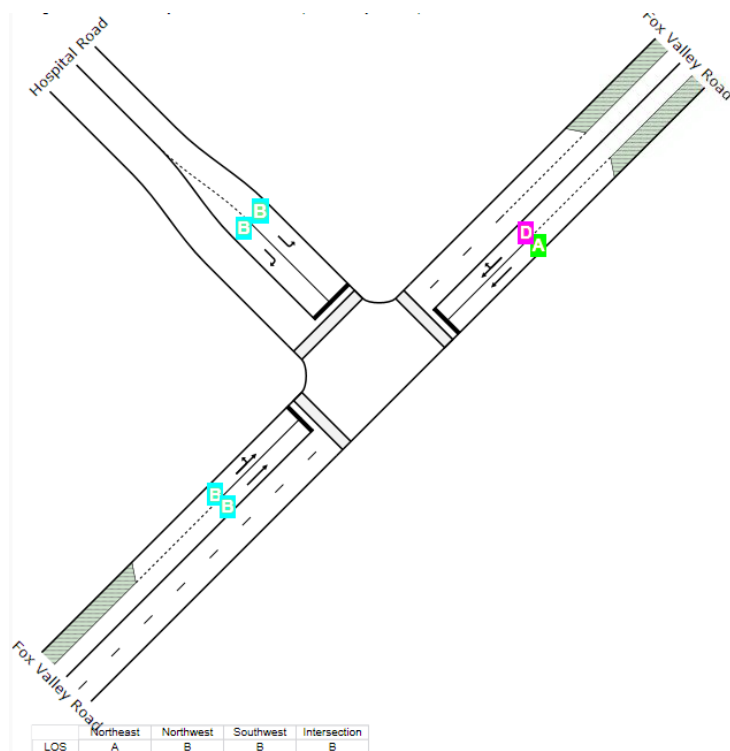
 Site: Fox Valley Road/Hospital Road - Existing Conditions: PM Peak

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist m				
NorthEast: Fox Valley Road													
Lane 1	584	0.0	1179	0.495	88 ⁵	8.0	LOS A	11.0	77.2	Short (P)	120	0.0	0.0
Lane 2	88	0.0	157	0.562	100	54.0	LOS D	11.0	77.2	Full	210	0.0	0.0
Approach	672	0.0		0.562		14.1	LOS A	11.0	77.2				
NorthWest: Hospital Road													
Lane 1	128	0.0	761	0.168	100	16.2	LOS B	3.1	21.5	Full	135	0.0	0.0
Lane 2	103	0.0	383	0.269	100	27.3	LOS B	3.1	21.5	Short	55	0.0	0.0
Approach	231	0.0		0.269		21.2	LOS B	3.1	21.5				
SouthWest: Fox Valley Road													
Lane 1	304	0.0	834	0.364	59 ⁶	18.6	LOS B	6.9	48.6	Short (P)	40	0.0	22.6
Lane 2	471	0.0	756 ¹	0.623	100	15.6	LOS B	12.0	83.8	Full	170	0.0	0.0
Approach	775	0.0		0.623		16.8	LOS B	12.0	83.8				
Intersection	1678	0.0		0.623		16.3	LOS B	12.0	83.8				

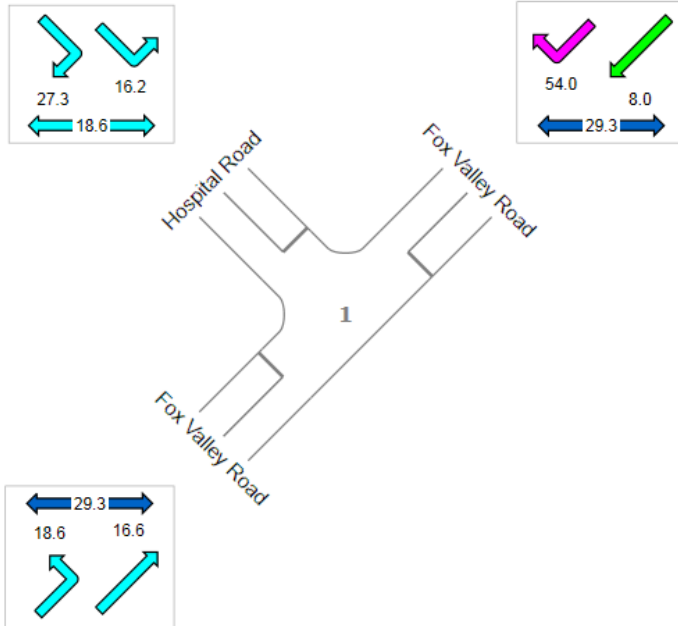
- 1 Reduced capacity due to a short lane effect
- 5 Lane underutilisation determined by program
- 6 Lane underutilisation due to downstream effects

4.4.3 Level of Service Summary



4.4.4 Delay Average

	Northeast	Northwest	Southwest	Intersection
Delay (Average)	14.1	21.2	16.8	16.3
LOS	A	B	B	B

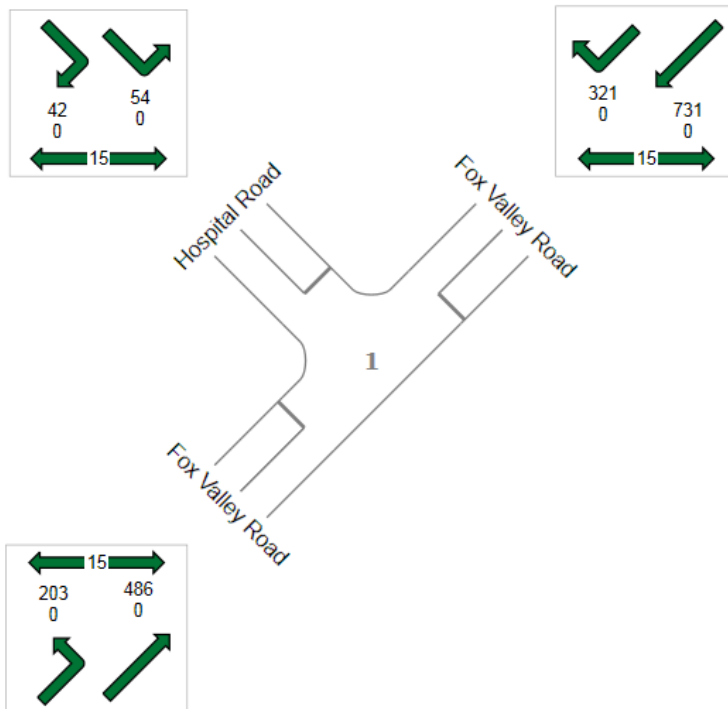


Colour code based on Level of Service

█ LOS A	█ LOS B	█ LOS C	█ LOS D	█ LOS E	█ LOS F	█ Continuous
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4.5 Post Development Conditions: AM Peak

4.5.1 Post Development Volumes



4.5.2 Lane Summary

LANE SUMMARY

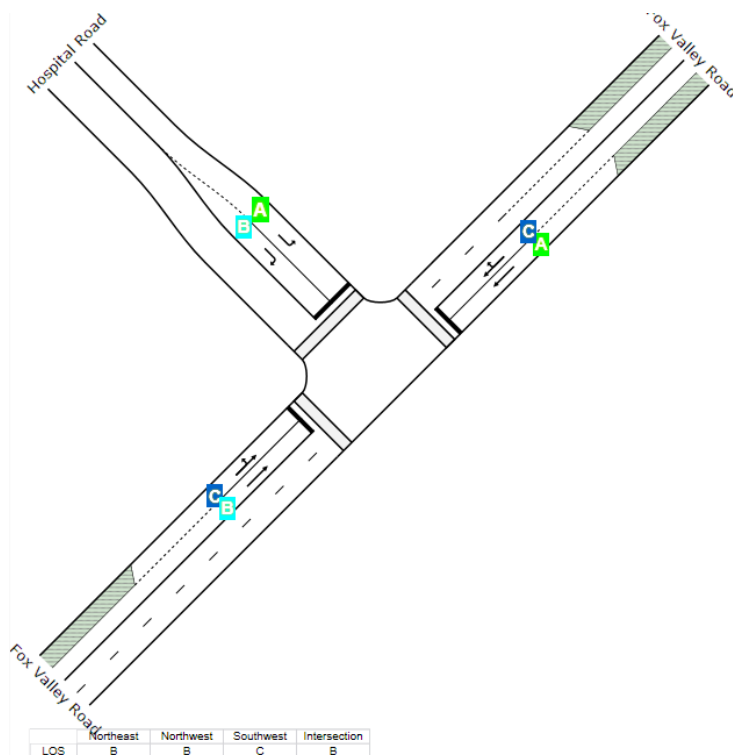
 Site: Fox Valley Road/Hospital Road - Proposed Conditions: AM Peak

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist m				
NorthEast: Fox Valley Road													
Lane 1	731	0.0	1179	0.620	81 ⁵	9.0	LOS A	15.5	108.8	Short (P)	120	0.0	0.0
Lane 2	321	0.0	418	0.768	100	42.3	LOS C	15.5	108.8	Full	210	0.0	0.0
Approach	1052	0.0		0.768		19.2	LOS B	15.5	108.8				
NorthWest: Hospital Road													
Lane 1	54	0.0	1043	0.052	100	9.2	LOS A	1.2	8.4	Full	135	0.0	0.0
Lane 2	42	0.0	383	0.110	100	26.0	LOS B	1.2	8.4	Short	55	0.0	0.0
Approach	96	0.0		0.110		16.6	LOS B	1.2	8.4				
SouthWest: Fox Valley Road													
Lane 1	291	0.0	541	0.538	68 ⁶	30.5	LOS C	8.5	59.5	Short (P)	40	0.0	41.3
Lane 2	398	0.0	500 ¹	0.797	100	28.0	LOS B	13.6	95.3	Full	170	0.0	0.0
Approach	689	0.0		0.797		29.1	LOS C	13.6	95.3				
Intersection	1837	0.0		0.797		22.8	LOS B	15.5	108.8				

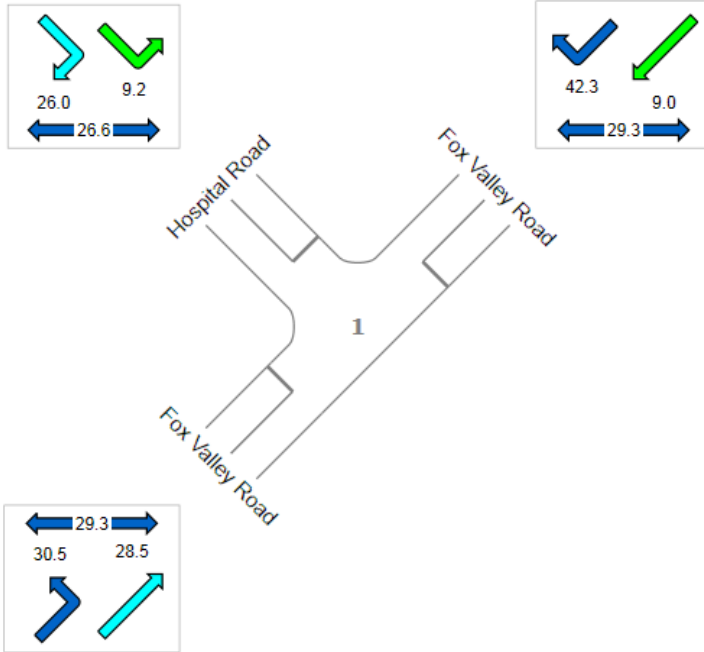
- 1 Reduced capacity due to a short lane effect
- 5 Lane underutilisation determined by program
- 6 Lane underutilisation due to downstream effects

4.5.3 Level of Service Summary



4.5.4 Delay Average

	Northeast	Northwest	Southwest	Intersection
Delay (Average)	19.2	16.6	29.1	22.8
LOS	B	B	C	B

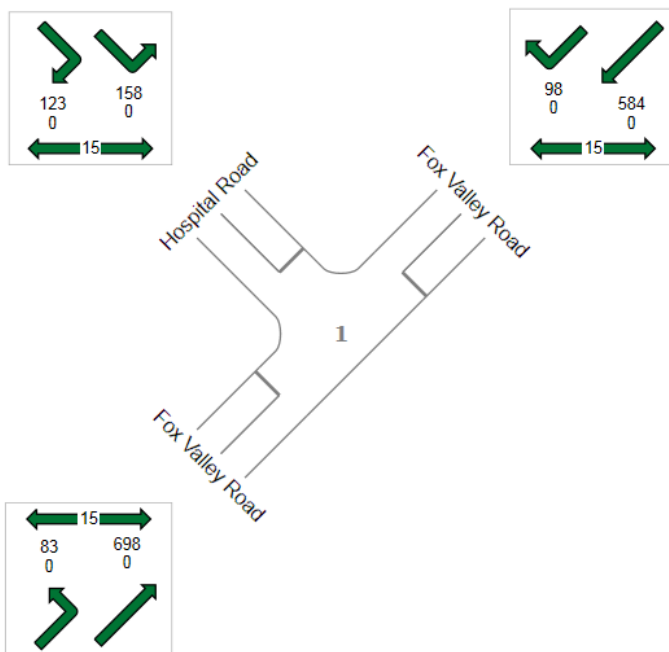


Colour code based on Level of Service

█ LOS A	█ LOS B	█ LOS C	█ LOS D	█ LOS E	█ LOS F	█ Continuous
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4.6 Post Development Conditions: PM Peak

4.6.1 Post Development Volumes



4.6.2 Lane Summary

LANE SUMMARY

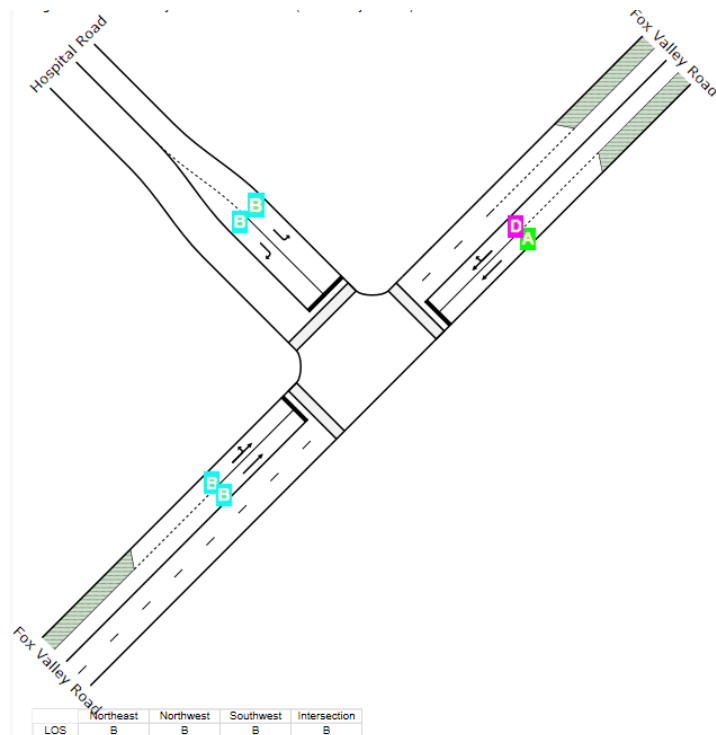
 **Site: Fox Valley Road/Hospital Road - Proposed Conditions: PM Peak**

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist m				
NorthEast: Fox Valley Road													
Lane 1	584	0.0	1179	0.495	79 ⁵	8.0	LOS A	11.0	77.2	Short (P)	120	0.0	0.0
Lane 2	98	0.0	157	0.625	100	54.6	LOS D	11.0	77.2	Full	210	0.0	0.0
Approach	682	0.0		0.625		14.7	LOS B	11.0	77.2				
NorthWest: Hospital Road													
Lane 1	158	0.0	761	0.208	100	16.5	LOS B	3.7	26.0	Full	135	0.0	0.0
Lane 2	123	0.0	383	0.321	100	27.7	LOS B	3.7	26.0	Short	55	0.0	0.0
Approach	281	0.0		0.321		21.4	LOS B	3.7	26.0				
SouthWest: Fox Valley Road													
Lane 1	308	0.0	833	0.370	59 ⁶	18.9	LOS B	7.1	49.4	Short (P)	40	0.0	24.1
Lane 2	473	0.0	752 ¹	0.629	100	15.6	LOS B	12.0	84.3	Full	170	0.0	0.0
Approach	781	0.0		0.629		16.9	LOS B	12.0	84.3				
Intersection	1744	0.0		0.629		16.8	LOS B	12.0	84.3				

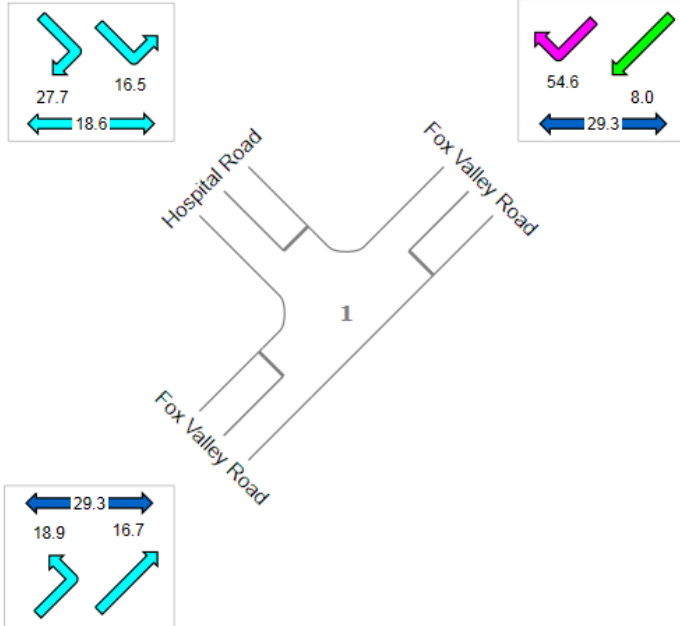
- 1 Reduced capacity due to a short lane effect
- 5 Lane underutilisation determined by program
- 6 Lane underutilisation due to downstream effects

4.6.3 Level of Service Summary

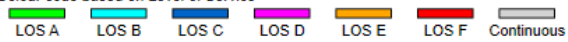


4.6.4 Delay Average

	Northeast	Northwest	Southwest	Intersection
Delay (Average)	14.7	21.4	16.9	16.8
LOS	B	B	B	B



Colour code based on Level of Service





ATTACHMENT B – SAH Letter addressing Access Control & Contractor Parking Demand



Adventist HealthCare
yours for life

19th July, 2013.

Mr. Peter McManus,
NSW Planning Infrastructure,
C/- Wayne Gersbach,
Macroplan Dimasi Australia,
Level 4, 39 Martin Place,
Sydney N.S.W. 2000.

Dear Mr. McManus,

The following requests for additional information regarding the MP10_0070 Mod 5 are responded to within this letter.

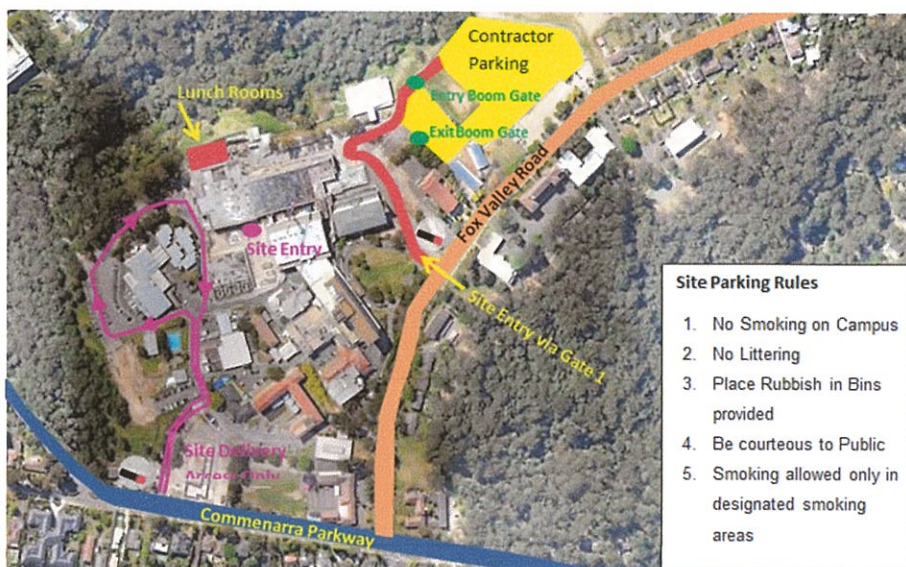
'Confirmation that the temporary car park will only be used for parking by construction workers and provision of access control details demonstrating how the general public will be restricted from accessing the car park.'

Sydney Adventist Hospital can confirm that the temporary car park is and will be used for all day parking by Contractors only for the duration of the SAH works.

Currently the Wahroonga School kiss and drop is accessed through the temporary construction car park and parents are given 15 minutes free parking for this purpose only. Due to safety and other restrictions, accessing the School off Fox Valley Road directly is not possible, therefore this kiss and drop arrangement is likely to remain in place for the duration of the Hospital works.

To ensure parents and public are discouraged from parking or spending longer than 15 minutes within the car park, 'Contractor Only' signage is in place. In addition SAH have imposed a \$50 per hour parking rate for non-contractors.

Buildcorp have implemented tool box talks and induction packages for contractors to promote the free off-street parking within the temporary car park, now known as the Contractor Car Park. Below is a sample of the map provided to contractors during induction.



'Further details are requested outlining the expected parking demand generated by construction workers for development approved at the SAH Site.'

SAH can confirm the following average numbers of contractors working within the Estate boundary over the next 12 months:

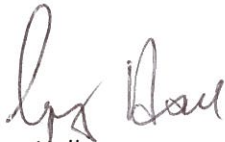
- Education Centre Stage 2 - 50 workers per month
- Clinical Services Building – 150 workers per month
- Entry Building & Hub – 25 workers per month
- Residential & Commercial (subject to Council/ DoP approval) – 50 workers per month

Further to the parking demand generated by contractors as per the above figures, the Contractor Car Park is an essential element to reducing congestion and residential concern.

As per the Estate development programme, works will continue once the Stage 1 Redevelopment is complete and the ability to provide off street car parking for Contractors is an important community service.

Should you have any queries please do not hesitate to contact me.

Yours sincerely,



Gray Hall,
General Manager, Group Commercial Services/
Commercial Services Executive Officer.



ATTACHMENT C – Estate Works Programme Approvals Status and Estimated Delivery

SAH Estate Projects – Approvals - Timing, Delivery and Implications

NB . Some projects not planned till after 2020. E.G Aged Care

SAH Stage 1 Redevelopment
Planning: Complete.
Impacts: Supporting 2,000 jobs, 300 Doctors & 800 Nurses. Dependent on related educational, residential & commercial suites to support investment
Funding: SAH/ACA
Value: \$200mil
 Est. construction programme end: 2014

SAH Stage 2 Redevelopment
Planning: Jan-15 to Dec-20 (Indicative)
Impacts: Future Hospital expansion & additional services. Dependant on the full utilisation of the SAH complex, which is dependent on full provision of related development.
Funding: SAH/ACA
Value: \$80-100mil
 Est. construction programme end: 2020+

SAH Education Centre Stage 1
Planning: Complete.
Impacts: 500 Medical Students, 30 Teachers. Inadequate accommodation facilities onsite if SPD Residential does not proceed therefore reducing potential student numbers.
Funding: Health Workforce Australia, NSW State Government, Private Philanthropy
Value: \$15mil
 Est. construction programme end: 2013

SAH Education Centre Stage 2
Planning: Modification requests lodged with DP&I Feb 13
Impacts: Supports SAH Stage 1 additional students & staff.
Funding: Private Philanthropy
Value: \$19mil
 Est. construction programme end: 2014

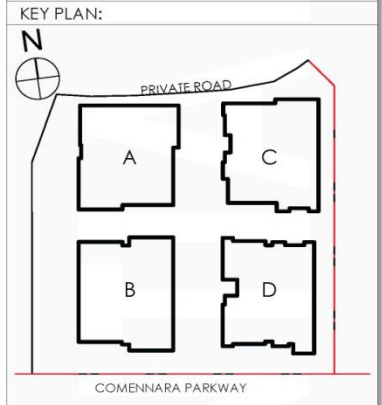
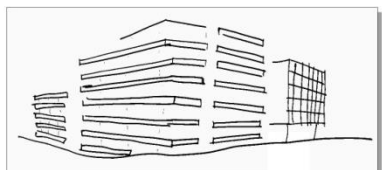
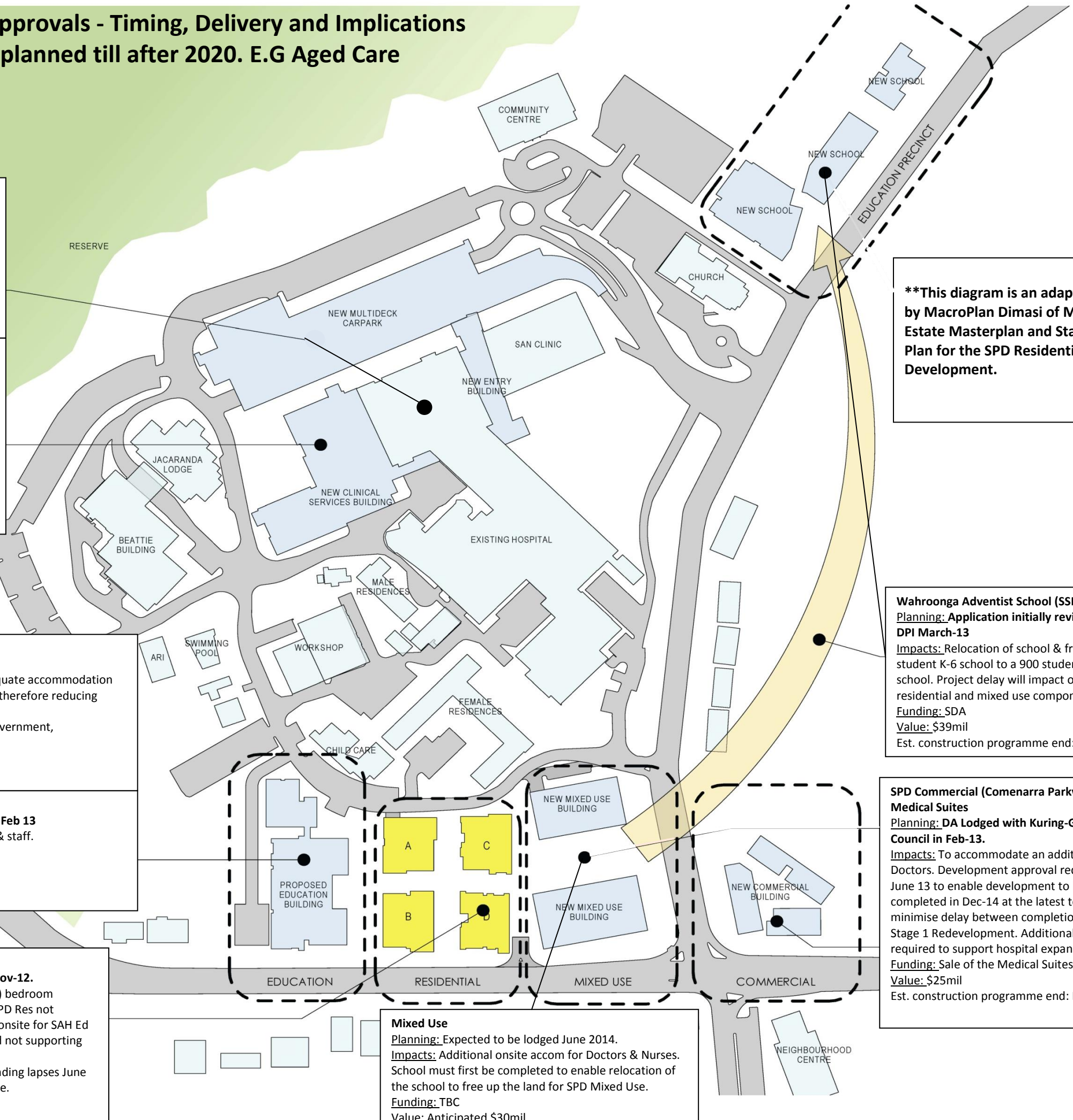
SPD Residential (Comenarra Parkway)
Planning: DA Lodged with Kuring-Gai Council in Nov-12.
Impacts: Additional 140 student & 60 one (1) & (2) bedroom apartments for nurses & student accom. Should SPD Res not proceed there will be inadequate accom facilities onsite for SAH Ed Centre, therefore not meeting student targets and not supporting hospital investment.
Funding: Profit from SPD Commercial & NRAS. Funding lapses June 2014. Construction must be completed by this time.
Value: \$35mil
 Est. construction programme end: 2014

Mixed Use
Planning: Expected to be lodged June 2014.
Impacts: Additional onsite accom for Doctors & Nurses. School must first be completed to enable relocation of the school to free up the land for SPD Mixed Use.
Funding: TBC
Value: Anticipated \$30mil
 Est. construction programme end: After 2015

****This diagram is an adaptation by MacroPlan Dimasi of MBMO's Estate Masterplan and Staging Plan for the SPD Residential Development.**

Wahroonga Adventist School (SSD: 5535)
Planning: Application initially reviewed by DPI March-13
Impacts: Relocation of school & from a 200 student K-6 school to a 900 student K-12 school. Project delay will impact other residential and mixed use components
Funding: SDA
Value: \$39mil
 Est. construction programme end: Dec 2015

SPD Commercial (Comenarra Parkway) - Medical Suites
Planning: DA Lodged with Kuring-Gai Council in Feb-13.
Impacts: To accommodate an additional 150 Doctors. Development approval required by June 13 to enable development to be completed in Dec-14 at the latest to minimise delay between completion of SAH Stage 1 Redevelopment. Additional services required to support hospital expansion.
Funding: Sale of the Medical Suites
Value: \$25mil
 Est. construction programme end: Dec 2014



LEGEND:
 **



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PROJECT
SPD RESIDENTIAL
 185 Fox Valley Road
 Wahroonga
 DEVELOPMENT MANAGER/CLIENT
SEVENTH DAY ADVENTIST CHURCH

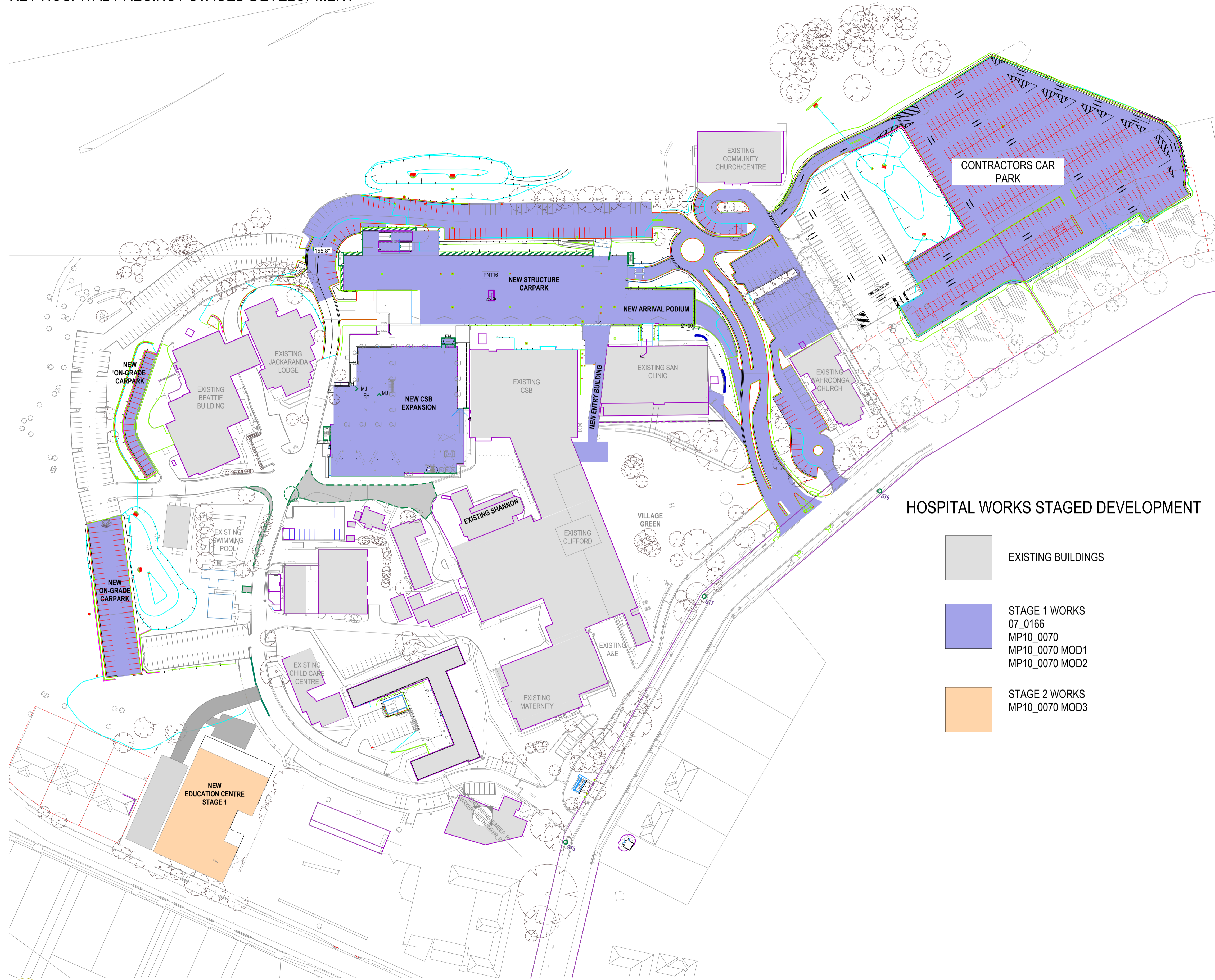
DRAWING NAME:
ESTATE MASTERPLAN & STAGING

SCALE 1:2000 @A3
 DRAWN MB
 QA
 PLOT DATE 23/10/2012
 ISSUE A
11042 DA-32
 11042 DA LAY 01f.pln



ATTACHMENT D – SAH Stage 1 Redevelopment Staging Plan, MBMO, 18th July 2013

KEY HOSPITAL PRECINCT STAGED DEVELOPMENT

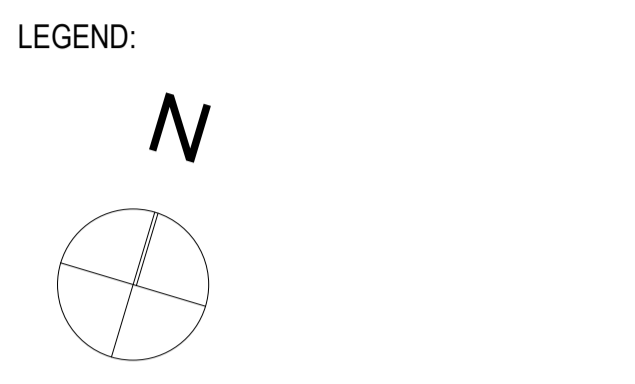


HOSPITAL WORKS STAGED DEVELOPMENT

- EXISTING BUILDINGS
- STAGE 1 WORKS
07_0166
MP10_0070
MP10_0070 MOD1
MP10_0070 MOD2
- STAGE 2 WORKS
MP10_0070 MOD3

1 Proposed MasterPlan Stage 2
SCALE 1:1000

NOTES:
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No.	Initial	DATE	REVISION / ISSUE DETAILS
[04]	gpm	18/07/13	Contractors Car Park note added
[03]	gpm	12/1/13	education Centre site plan updated
[02]	AY	14.03.12	Part Of New On-Grade Carpark Deleted.
[01]	FR	07.11.11	Information

CLIENT

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PROJECT: **STAGE 1 REDEVELOPMENT**

DRAWING TITLE: **Site MasterPlan - Stage 2**

DRAWN BY: PR	PLOT DATE: 18/07/2013	CHECKED: CM
PROJECT NUMBER: 11100	SCALE: 1:1000 @A1	ISSUE: [04]
DRAWING NUMBER: A-A-013		