ORDINARY COUNCIL - 25 JANUARY 2023 Attachments

TITLE: DA0626/2022 - 237-247 Wellington Street, South Launceston - Business and Professional Services - Alterations and additions to an existing building and consolidation of three lots into one

FILE NO: DA0626/2022

AUTHOR: Duncan Payton (Town Planner)

GENERAL MANAGER: Dan Ryan (Manager Community and Place Network)

ATTACHMENT ONE:

PLANNING APPLICATION INFORMATION:

Applicant:	Commercial Project Delivery Pty Ltd
Property:	243-247 Wellington Street, South Launceston
Zoning:	Commercial
Receipt Date:	17/10/2022
Validity Date:	6/12/2022
Further Information Request:	01/11/2022
Further Information Received:	06/12/2022
Deemed Approval:	30/01/2023
Representations:	3

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

17.0 Commercial Zone

The purpose of the Commercial Zone is: 17.0.1 To provide for retailing, service industries, storage and warehousing that require: (a) large floor or outdoor areas for the sale of goods or operational requirements; and (b) high levels of vehicle access and parking for customers. 17.0.2 To provide for a mix of use and development that supports and does not compromise or distort therole of other activity centres in the activity centre hierarchy.
Consistent The proposal to demolish the existing building and to redevelop the site in conjunction with the adjoining LHH medical centre is consistent with the purpose of the zone to provide for large area uses in areas of high traffic volume and high passing visibility.

17.3.1 All uses

That uses do not cause an unreasonable loss of residential amenity to residential zones.
Consistent The proposal satisfies the applicable acceptable solutions and performance criteria.
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management,Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and publicholidays.
Relies on Performance Criteria

It is advised that the majority of the facility will operate within the prescribed hours. However, it is anticipated that some of the associated activities, such as radiology and pathology, will need to open beyond these hours and rely upon performance criteria.
P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
Complies Traffic movements to and from the facility are at the northern side and the building itself will shield the residential zoned land to the south-east from any traffic noise related to the use. Lighting visible to the nearby residences will be limited to internal office style lighting, with the majority of external lighting being concentrated in the vehicle and pedestrian areas to the north and west of the building. It is considered that the proposed operation, beyond the hours prescribed in the acceptable solution, will not cause an unreasonable loss of amenity in the adjoining residential zone and the performance criteria are satisfied.
A2 External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.
Complies The proponents advise that only baffled security lighting will be used between 11p.m and 6a.m.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.
Complies Commercial vehicles are not proposed to operate outside the prescribed hours.

17.3.2 Discretionary uses

That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.
Consistent The proposal satisfies the performance criteria.
A1 No Acceptable Solution.
Relies on Performance Criteria
P1 A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to: (a) the characteristics of the site; (b) the size and scale of the proposed use; (c) the functions of the activity centre and the surrounding activity centres; and (d) the extent that the proposed use impacts on other activity centres.
Complies Having regard to the below, the proposed extensions to the existing medical centre, within this effective health services precinct, will not compromise or distort the activity centre hierarchy.

(a) The site contains a single storey building surrounded by multi storey development for medical facilities and car parking.
(b) The proposed building will present as a five storey building against the backdrop of the LGH and multi-storey car park.
(c) The function of the broader Bathurst Street and Wellington Street activity area is provide for larger floor area commercial activities spreading from the CBD.
(d) The subject area is forming a health precinct compatible with the retail activity centre strategy.

The performance criteria are considered to be met.

17.4.1 Building height

That building height: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.
Consistent The proposal satisfies the applicable performance criteria.
A1 Building height must be not more than 12m.
Relies on Performance Criteria The maximum height of the proposed building is 20.9m and performance criteria are relied upon.
P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: (a) the topography of the site; (b) the height, bulk and form of existing building on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) the apparent height when viewed from the adjoining road and public places; and (e) any overshadowing of public places.
Complies Having regard to the following, the proposed building is considered to be compatible with the streetscape and character of development in the area: (a) The site climbs from Wellington Street and the design utilises this to minimise the impact of the proposed height. (b) The existing LHH building has a height of 12.5m and the proposed building presents 13.5m to the street with a further 7m in height setback 5m from the facade. Other surrounding buildings, such as the developing eye hospital, Bob Jane's and the Metro depot all present substantial building bulk and form. The nearby multi storey car park of the LGH, on higher ground, has a building height of 18.5m. (c) The proposed building presents an articulated facade to both Wellington and Cleveland Streets. (d) The apparent height is minimised through the changes in form and the setting back of the upper floors by some 5m from the facade. It will present as being lower than the LGH car park and the hospital back drop. (e) The building will not overshadow public places other than the street. It is considered that the performance criteria are satisfied.

17.4.2 Setbacks

That building setback: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.
Consistent The proposal complies with the acceptable solutions.
A1 Buildings must have a setback from a frontage of: (a) not less than 5.5m;

(b) not less than existing buildings on the site; or (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.
Complies The adjoining buildings on both Wellington Street and Cleveland Street are built to the property boundary. The proposal to construct the new building to the boundary complies with A1 (c).
A2 Buildings must have setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone of not less than: (a) 4m; or (b) half the wall height of the building, whichever is the greater.
Complies The proposed building is setback 20m from the Inner Residential zone to the south-east.
A3 Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone.
Complies The proposed building is setback 20m from the Inner Residential zone and any such services will be similarly located.

17.4.3 Design

That building design is compatible with the streetscape.
Consistent The proposal complies with the acceptable solution.
A1 Buildings must be designed to satisfy all the following: (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; (b) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (c) roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties; (d) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; (e) provide awnings over a public footpath if existing on the site or on adjoining properties; and (f) provide external lighting to illuminate external vehicle parking areas and pathways.
Complies The proposed building satisfies the applicable requirements: (a) Pedestrian entry to the facility, via a landscaped courtyard is clearly visible from publicly accessible areas of the site. (b) Mechanical plant will be screened or located within an appropriate plant room. (c) No roof-top plant is proposed (d) No security shutters are proposed. (e) There are no existing awnings over public footpaths. (f) Car parking and the pedestrian entrance are appropriately illuminated.

17.4.5 Outdoor storage areas

That outdoor storage areas do not detract from the appearance of the site or surrounding area.
Consistent The proposal complies with the acceptable solution.

A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.
Complies There will be no storage areas visible from a road or public open space.

17.4.6 Landscaping

That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.
Consistent The proposal satisfies the performance criteria
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 5.5m; or (b) not less than the frontage of an existing building if it is a lesser distance.
Relies on Performance Criteria The existing building is setback from the road and includes minimal landscaping. The proposed building will be setback a similar distance from Wellington Street. The setback area contains landscaping, driveway and parking, and the pedestrian entrance to the facility. Consequently, landscaping to the prescribed depth of 5.5m is not achieved and performance criteria are relied upon.
P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) the character of the streetscape and surrounding area.
Complies Having regard to the following, appropriate landscaping is provided along the frontage of the site: (a) The 16m setback includes a raised garden bed, 4m wide, on the frontage, plus access and parking. (b) The Wellington Street frontage is approximately 50m wide. (c) The site is generally level although the surrounding topography climbs from Wellington Street. (d) Only minimal landscaping vegetation exists on the site. (e) The proposed garden beds adjacent to the frontage and the pedestrian entrance present a green edge to the frontage. (f) The surrounding area is developed with large, bulky, buildings with minimal landscaping. The performance criteria are considered to be satisfied.

17.5.1 Lot design

That each lot: (a) has an area and dimensions appropriate for use and development in the zone; and (b) is provided with appropriate access to a road.
Consistent The proposed consolidation of the three lots at 237-241 Wellington Street complies with the acceptable solutions.
A1 Each lot, or a lot proposed in a plan of subdivision, must: (a) have an area of not less than 1000m^2 and: (i) be able to contain a minimum area of 15m x 20m clear of: a. all setbacks required by clause 17.4.2 A1 and A2; and

b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 17.4.2 A1 and A2; (b) be required for public use by the Crown, council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.
Complies The consolidation of the existing three titles (CT70186/2, 228901/2 and 227180/1) will result in a compliant lot with an area of 1189m2.
A2 Each lot, or a lot proposed in a plan of subdivision, must have a frontage of not less than 20m.
Complies The resultant lot will have in excess of 20m frontage to both Cleveland Street and Wellington Street.
A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.
Complies The resultant lot has vehicular access to both Cleveland Street and Wellington Street.

17.5.2 Services

The subdivision of land provides services for the future use and development of the land.
Consistent The proposal complies with the acceptable solution.
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.
Complies The resultant lot will be connected to the reticulated water supply.
A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have connection to a reticulated sewerage system.
Complies The resultant lot will be connected to the reticulated sewerage system.
A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.
Complies The resultant lot will be connected to the public stormwater system.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Consistent

The proposal provides appropriate parking and access consistent with the purpose of the code.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use.
Consistent The proposal satisfies the performance criteria.
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.
Relies on Performance Criteria Whilst the number of practitioners will increase from the existing 48 to 71, this is less than the previously approved 85. Table C2.1 seeks 4 spaces per practitioner, in this case 284 car parking spaces. It is proposed to provide 119 on-site car parking spaces and 34 car parking spaces for staff have been recently approved at 213-215 Wellington Street. Performance criteria are relied upon.
P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

Complies
Having regard to the following, the number of car parking spaces provided is considered to meet the reasonable needs of the use:

(a) Off-street parking in the surrounding area is limited by the relatively fully developed nature of the area and the existing pressure for car parking spaces. The proponent and the LGH are currently looking at broader parking solutions for the surrounding health precinct. The operator of the Launceston Health Hub has purchased a nearby site, 213-215 Wellington Street, and as an interim measure gained approval to use this site for staff parking for 34 vehicles. Further, the operator has indicated the intention to further develop the site (i.e. multi storey car park) independently if a joint solution cannot be found.
(b) The Launceston Health Hub is a large medical centre providing a range of general practitioners, specialists and related services. Whilst not quantified, it is clear that a number of specialist practitioners will not be practicing from this site full time. As such the actual requirement for parking will be lessened.
(c) The Metro bus service includes a bus stop immediately outside the site in Wellington Street.
(d) Public transport through Uber and Taxis is readily available. It is noted that use of bicycles and scooters is also increasing throughout the city.
(e) The site is constrained by the existing buildings and the proposed building has a similar footprint scale as the existing building.
(f) Limited on-street parking is available in Howick and Frankland Streets, although this currently experiences high demand.
(g) The streetscape currently includes on-site parking in front of the existing building. The proposal will screen this with a concrete wall and integrated landscape beds. The visual impact will be compatible with the existing buildings and will not adversely impact on the streetscape.
(h) The Transport Impact Assessment, prepared by GHD and included with the application, This report refers to a 2020 survey of use of the car park, demonstrating the highest occupancy (8am - 2pm) was 85%, and extrapolates this to the current proposal to demonstrate that the proposed parking is considered appropriate and that the proposed parking for patients meets the anticipated demand. The TIA states:

It is considered that the proposed development is consistent with the Performance Criteria of Clause 2.5.1-P1.1 in that it provides sufficient car parking on-site to meet the reasonable needs of the use.

Noting also that the expectation of four car parking spaces per practitioner generally includes one for the practitioner and one for a nurse or other staff member, that staff parking is to be excluded from the site, and that this will be reinforced by a permit condition. The performance criteria are considered to be satisfied.

C2.5.2 Bicycle parking numbers

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Consistent The proposal complies with the acceptable solution.
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.
Complies Table C2.1 seeks the provision of one bicycle parking space per four practitioners, or 18 bicycle parks for this proposal. There are 20 bicycle parking spaces provided, 16 in the end of trip facility and 4 at two hoops outside the main entrance.

C2.5.3 Motorcycle parking numbers

That the appropriate level of motorcycle parking is provided to meet the needs of the use.
Consistent The proposal satisfies the performance criteria.
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.
Complies The proposal does not provide motorcycle parking. Notwithstanding that the TIA asserts the proposal reduces the number of motorcycle spaces required from the previous approval, the acceptable solution is not satisfied and performance criteria are relied upon.
P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Complies To satisfy the acceptable solution, three motorcycle parking spaces would be needed. Whilst these could be provided at the 213-215 Wellington Street site in addition to the approved parking, that site does not form part of this application. Having regard to the following, it is considered that the reasonable needs for motorcycle parking can be met without the provision of dedicated motorcycle parking spaces. (a) The proposed use is for an extension to the adjoining existing medical centre. (b) The site is generally level adjacent to Wellington Street and climbs towards the LGH. (c) The existing medical centre and car park are built to the boundary at Cleveland and Wellington Streets. The proposed multi storey extension will be built to the boundary of Cleveland Street and setback from Wellington Street to provide pedestrian and vehicular access plus car parking. (d) The existing and proposed development constrains the provision of parking and the parking provided has been designed for car parking, noting that motorcycles are able to use this parking, whereas cars are unable to use dedicated motorcycle parking spaces. (e) There are no dedicated on-street motorcycle parking spaces in the immediate area. The proposal is considered to satisfy the performance criteria.

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.
Consistent The proposal complies with the acceptable solution.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and

(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, besurfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.
Complies All parking, access and manoeuvring areas will be sealed and drained to the public stormwater system.

C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent The proposal complies with the acceptable solution.
A1.1 Parking, access ways, manoeuvring and circulationspaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providingfor more than 4 parking spaces; (iii) have an access width not less than therequirements in Table C2.2; (iv) have car parking space dimensions whichsatisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 wherethere are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineatedby line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6*.
Complies The TIA assessment demonstrates that the proposed design and layout of parking areas complies with the prescribed Australian Standard and satisfies A1.1 (b).
A1.2 Parking spaces provided for use by persons with adisability must satisfy the following: (a) be located as close as practicable to the mainentry point to the building; (b) be incorporated into the overall car parkdesign; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS2890.6:2009 Parking facilities, Off-street parking for people with disabilities*.
Complies The TIA assessment demonstrates that the proposed design and layout of parking areas complies with the prescribed Australian Standard and satisfies A1.2.

C2.6.3 Number of accesses for vehicles

That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclistsby minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Consistent The proposal complies with the acceptable solution.
A1 The number of accesses provided for each frontagemust: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.

Complies Four accesses to the site are currently provided and four accesses will remain.

C2.6.5 Pedestrian access

That pedestrian access within parking areas is provided in a safe and convenient manner.
Consistent The proposal satisfies the performance criteria.
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.
Relies on Performance Criteria A1.1 Pedestrian footpaths are not provided consistently throughout the proposed car parks and performance criteria are relied upon. A1.2 A compliant footpath is provided from the accessible parking in the proposed new car parking. No change is proposed to the accessible parking in the existing parking areas.
P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
Complies Having regard to the following and the advice contained in the TIA, the proposal is considered to provide safe and convenient pedestrian access within the parking areas. (a) The site is dominated by the proposed and surrounding buildings. The additional car parking proposed is a new level above the existing two level car parking and contained within the proposed building. (b) The proposed use is for a medical centre (c) 119 car parking spaces are proposed, including 10 at ground level in front of the proposed building, 73 in the existing level one car park and 36 in the proposed level 2 car park. (d) The proposed parking will be for patients and frequent vehicle movements are anticipated. (e) Accessible parking spaces are provided with compliant access paths to the building entrances. (f) Some footpaths are provided, there are no specified crossings. (g) The parking area is a shared zone and appropriate signage indicating this and requiring a low speed will be provided. (h) The parking aisles are located on either side of the trafficable lane.

(i) The previous approval included a requirement for shared and low speed zone signage. The TIA concludes that such signage should continue to be required to ensure safe and convenient pedestrian access. The performance criteria are considered to be satisfied.

C15.0 Landslip Hazard Code

The purpose of the Landslip Hazard Code is: C15.1.1 To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within a landslip hazard area.
Consistent The proposal is exempt from the provisions of the code pursuant to clause C15.4.1 (d).

C16.0 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code is: C16.1.1 To safeguard the operation of airports from incompatible use or development. C16.1.2 To provide for use and development that is compatible with the operation of airports in accordance with the appropriate future airport noise exposure patterns and with safe air navigation for aircraft approaching and departing an airport.
Consistent The proposal is exempt from the provisions of the code pursuant to clause C16.4.1 (a).

COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management

Development Application

LAUNCESTON HEALTH HUB STAGE 4 – UNION BUILDING

Client: Encompass Health Holdings
Project: Union Building Redevelopment

Contents

Version Control

Author: Chloe Lyne

Reviewer: K Tucker

Version: Rev 1

Date: 14/10/2022

1. Introduction

This report has been prepared in support of a Development Application being lodged by Commercial Project Delivery on behalf of Encompass Health Holdings for expansion of the Launceston Health Hub onto former Union Building site on the corner of Cleveland and Wellington Streets for the purposes of additional medical rooms and related services.

It is noted that this development was previously approved under permit PLN0726/2020 and again under DA0071/2022 . The reason for a third application is that given building cost pressures, the original design can no longer be delivered within the project budget so the works have had to be scaled back. The basement level (lower ground floor) is deleted in this new proposal. There are then changes that flow throughout the building to reduce costs.

The report provides an assessment against the relevant provisions of the *Launceston Interim Planning Scheme 2015* ('The Planning Scheme').

Enquiries relating to this application can be directed to:

Chloe Lyne

Planning and Development Consultant
Commercial Project Delivery
178 Charles Street
Launceston TAS 7250

0408 397 393

chloe@cpdelivery.com.au

1.1. Statutory References

1.1.1. Name of Planning Instrument

The subject of the proposed amendment is the ***Launceston Interim Planning Scheme 2015*** (hence forth referred to as the interim planning scheme).

1.1.2. Name of Planning Authority

The Planning Authority is the ***City of Launceston*** (Council).

2. Site & Surrounds

2.1. Location

The existing Launceston Health Hub (LHH) site is located at 243-247 Wellington Street, South Launceston. The application encompasses the existing site plus the former Union Building site on the corner of Cleveland and Wellington Street at 237-241 Wellington Street as shown in Figure 1 (noting the aerial underlay is outdated).

Figure 1: Site Location

2.2. Title Information

The subject site comprises four titles as shown in Table 1.

Table 1: Subject Titles

Address	Owner(s)	Title Reference
243-247 Wellington Street	Launceston Medical Centre Pty Ltd	CT178943/1
237-241 Wellington Street	Encompass Health Holdings Pty Ltd	CT70186/2
237-241 Wellington Street	Encompass Health Holdings Pty Ltd	CT228901/1
237-241 Wellington Street	Encompass Health Holdings Pty Ltd	CT227180/1

Copies of the Certificates of Title are provided at **Appendix A** to this report.

2.3. Surrounding Area

The subject site is within a commercial area along Wellington Street. Land to the south contains the Bob Jane Tyre Mart building with land to the north on the opposite site of Cleveland Street containing Jackson locksmiths. The land on the opposite side of Wellington Street contains the Metro Bus Depot. There is one residential property on the south-eastern boundary and the surrounding adjacent property is comprised of the Ockerby Gardens to the east and car parking facilities associated with the LGH on the northern side of Cleveland Street. The general area could be described as Mixed Use, noting that the site adjoining the LGH creates an expansive medical precinct.

2.4. Topography

The site falls from the east to the west towards Wellington Street.

2.5. Natural Values

The subject site is a fully developed urban lot. It therefore does not contain any significant natural values. Most of the site is sealed with runoff managed by an on-site stormwater system which discharges into the reticulated system.

2.6. Natural Hazards

The subject site is not shown on the Planning Scheme maps as being subject to a potential flooding and landslip hazard. It is not located within or near bushfire prone land.

2.7. Heritage

The subject site is not contained within either the Tasmanian Heritage Council register or the City of Launceston's local heritage register.

2.8. Infrastructure Service

The site is connected to full reticulated services

2.9. Transport Network

The existing LHH site is currently accessed via a crossover from Wellington Street and two separate crossovers onto Cleveland Street.

The Union building site has access via crossovers to both Cleveland and Wellington Streets.

3. Development Application

3.1. Applicant

The applicant is Commercial Project Delivery. The appropriate contact is:

Chloe Lyne, Town Planner

M: 0408397393

E: chloe@cpdelivery.com.au

3.2. Proposed Use & Development

3.2.1. Demolition

Demolition works will occur on the union building site. It is proposed to demolish the existing building on the site, paving, landscaping and awning as shown in drawing Apoo in **Appendix B** to this report.

3.2.2. Development

It is proposed to expand the Launceston Health Hub (LHH) in terms of range and scale of services by redeveloping the Union Building site as well as internal reconfiguration of existing LHH building

and development of an additional two storeys onto the multi-storey car park. The six storey building on the Union site (five above ground) will serve as an extension of the existing Health Hub site providing more medical consulting rooms, pathology laboratory, radiology and a day surgery. The existing multi-storey car park on the Health Hub site will be integrated into the development and have two additional storeys added, one for car parking and the fourth floor for offices or medical suites. A new car parking deck will be added to the car park in the north-eastern corner of the LHH site.

The proposed expansion will result in the LHH being able to expand their services and facilities and further cement the site as a first class medical precinct providing a range of medical services within the one facility and offering an out of hours clinic which eases pressure on the LGH emergency department.

The use of the new and extended building is described in the following table:

Floor Level	Use
Lower Ground (Drawing No Ap01)	Pathology 250m² Radiology 615m² Foyer 75m² Courtyard
Ground (Drawing No Ap02)	19 space carpark Pathology store (48m²) Entry from Wellington Street Entry/Exit to Cleveland Street Foyer area extending into existing Health Hub Landscaped garden fronting Wellington Street Relocated Pharmacy to be sited within the existing LHH building
First Floor (Drawing No. Ap03)	Medical Consulting rooms 565m² Waiting room 92m² Foyer 86m² Amenities 41m²
Second Floor (Drawing No. Ap04)	Medical suites/Day Surgery 742m² Foyer 52m² New carpark deck (19 spaces) above the existing car park in the north-eastern corner of the site
Third Floor (Drawing No. Ap05)	Medical suites 500m2 New car park deck (19 spaces) above the existing multi storey car park
Fourth Floor (Drawing No. Ap06)	Medical specialist suites (377m²) on the Union Building site New specialist suites (576m²) above the existing multistorey car park.

There will be several internal changes within the existing LHH building resulting from the relocation of the pharmacy and pathology enabling those spaces to be converted to medical suites.

The LHH currently has 48 medical practitioners and 120 car parking spaces (including 72 patient parking spaces)

The proposed expansion will result in:

- 85 medical practitioners and 147 car parking spaces all dedicated as patient parking
- Increase in GFA from 3245m² to 4514m² an increase of 1269m²
- Increase medical staff on site at any one time by 40 (7 GP's, 30 specialists and 3 others)
- Increases total car parking spaces by 38
- Increases patient/customers spaces from 72 to 147
- Decreases medical practitioner parking from 48 to 0.
- Staff will be asked to find alternate parking arrangements

It is noted that the ability for patients to readily access on site parking is an important component of the operation of the LHH. As such, much consideration has been given to the quantity of parking required on site and the number reached following on-site parking surveys looking at current demand to doctor ratio. The proponents will look to provide additional off-site parking within close proximity of the site at other locations within their ownership as demand arises.

The building will have a maximum height of 20.5 metres at the peak pf the roof to the fourth storey. The bulk of the building as it presents to Wellington and Cleveland Street has a height of 13.5 metres as shown on Drawing Ap07.

The façade treatments have been designed to blend the existing and new building whilst creating a statement at the corner of Cleveland and Wellington Streets and provide the LHH with a clear street presence. New timber cladding is proposed along the existing Wellington street façade which will assist in integrating the buildings across the site from a visual perspective.

The appearance of the building is best seen in the renders which accompany the drawings **(Appendix B),** specifically Ap08, Ap09, Ap10.

3.2.3. Landscaping

A key element of the design has been the incorporation of landscaping both within the building curtilage and along the streetscape edges.

A landscaped area (Drawing No Ap02) will be created between the existing LHH site and the union building site along Wellington Street which will enable the two sites to blend seamlessly together as currently there is a solid wall along the common boundary.

A rooftop garden is to be develop on top of the lower ground floor of the new building (Drawing No AP02) and has sufficient area to enable planting of larger trees which will soften the building to the streetscape.

A courtyard is located at the lower ground level between the new building and the existing car park to the east (former dip n strip site). This will include a number of plantings and a green wall along the eastern side (Drawing No Ap01).

A second courtyard will be created at the rear of the existing LHH building (Drawing No Ap02).

3.2.4. Design Philosophy

The following design philosophy statement was prepared by the project architect 6ty° in response to the architectural design competition for which they were the successful entrant with the proposed design:

A thoughtful building design has the capacity to say and do several things and through the consideration of the context, past forms and uses of the Union site and functionality and interconnectivity of the old and new we have created a design that responds to the objectives set out in the competition brief dated May 2020.

Buildings can evoke emotion in the people that use them through the inter-relationship of the materials, light and shade, volume and dimension. It is here at the Launceston Health Hub that we can say that the full extent of Architectural language should be employed to not only represent the vision of the Health Hub and evoke a feeling of health and wellbeing but to create a building that accommodates the various functional areas through flexibility and adaptability. The vision for the new building is one that promotes community, support, connectivity with medical professionals for physical wellbeing and good mental health.

The Health Hub's vision for the new Building must embody:

- *An impressive main façade that connects and unifies the main elements of the Health Hub and incorporates an innovative use of construction technology and materials.*
- *A main entrance that accommodates good pedestrian and vehicular flow.*
- *A functional layout that connects the new with the existing, connectivity into the existing complex.*
- *Providing natural light into as much of the new building as possible.*
- *Flexibility in its planning.*
- *The Launceston context incorporating easy access and convenient parking.*

The existing facility is made up of several components including:

- *The Wellington Street block which sits behind a 2-storey rendered façade.*
- *The main entrance which is accessed off Wellington Street and incorporating linkages to tenancies within and carparking to the rear*
- *The multi storey block which is set back from the Wellington Street frontage and provides connection through the site between the medical facilities and carparking.*
- *Drive thru access between the main entrance and the rear carpark.*

The existing multi storey façade facing Wellington Street was designed as a backdrop for the Health Hub and the building was developed to maintain the functionality of the site that existed at the time. With the inclusion of the Union Site into the complex it now gives us the opportunity to add to and complete this façade. Currently the Complex is concealed from the Wellington Street commuter, blending into the non-descript fabric of the existing Union building.

This new design has drawn on the lines and connections established by the multi storey block to generate the forms for the Union site. The angle of the glass facade has been drawn through the Union Site to meet at the boundary junction of Wellington and Cleveland Streets. This feature was created

so that the front/main entrance into the Health Hub would reveal itself much sooner to the Wellington Street commuter and be highlighted along Wellington Street as the approach is made from either direction. The drive through component of the site has been redirected and the main entrance and the area under the existing Health Hub block has been redeveloped.

The corner of Cleveland and Wellington Street has been defined and reinforced by the vertical place marker which anchors the complex to the site around which the new main block revolves. The Wellington and Cleveland Street corner facades are reflective of the adjoining Hub glass façade with a louvred addition. This treatment has been added to liven up the corner element, provide sun protection treatment from the northern and western sun; the pattern for the louvre additions has been carried out to reflect an unknown DNA sequence.

The place marker has been drawn along Wellington Street and developed into a podium and street level façade. The podium accommodates the mid-level basement in which the pathology and radiology have been located, access to these areas is via the new main entrance located up the entrance forecourt off Wellington Street. Vehicle entrance to the complex is off Wellington Street located to the south of the new podium. The entry point takes vehicles up onto the podium where pedestrian access can be made into the main entry foyer, pharmacy, allied health retail space, blood collection rooms, the adjoining medical centre and into the specialist medical suites above via a new stair and lift core located in the eastern corner on the Union site between the new and existing Health Hub wings. Short and long-term parking will be available on the level along with access for ambulance pick up and small van deliveries. Traffic is one way on the level with the flow taking vehicles out onto Cleveland street via an existing access point. This gives patients and visitors to the Hub the ability to travel up Cleveland Street to the long-term parking at the back of the site if no parking is available on the podium.

The main pedestrian entrance into the Hub is via a landscaped paved forecourt of accessible grade off Wellington Street up and into a newly developed foyer space. This has been so positioned to connect the existing and new Hub components at ground level and to provide a focal/meeting point for the facility. Located within this area is a directory service as well as a larger and more central café with comfortable seating and relaxing décor. The interior design for the main entry and foyer has been drawn from the idea of connecting the existing medical centre and the new tenancy on the Ground Floor and hence the use of the inter locking and over lapping features as seen in the developed 3d images.

Adjacent to this area is a meeting/training room that will cater for the complex and provide space that professional groups can gather. Pathology has also been relocated into the podium and free up the existing valuable pathology space for additional GP consult rooms. To provide a sense of connection to the exterior of the building a landscaped courtyard will be developed between the new meeting room, pharmacy and the existing consulting rooms. With suitable lighting the space it will create a sense of connection to the outdoors.

The podium will be developed with a landscaped roof terrace that sits over the western edge of the radiology and pathology. The placement of radiology has been arranged so that large and heavy imaging equipment can be delivered of the adjoining streets and lowered directly into the basement.

The entry level façade of the new complex has been designed to link into and wrap around the facade of the old hotel; this is achieved by the façade of the new ground floor intersecting the new timber screen façade at the main entrance.

The new façade around the old hotel has been located to create a private landscaped courtyard for the GP consult rooms on the northern side of this building. This give a separation between the entrance forecourt and the consulting rooms.

The new first floor is a large open plan floor plate that links into the specialist suites within the exiting complex and the carparking located on the old 'Dip and Strip' site. Specialist tenancy space will also be available in the old pharmacy. The second floor is also a large open plan floor plate that may be suited to a day surgery given its standalone location. There is provision for discrete staff access to the childcare centre from the remainder of the facility and from carparking located on the old 'Dip and Strip' site. Fire stairs from these floors have been included on the north eastern boundary to give direct access from all floors within the new development directly to ground level and out of the building. The roof of this block provides carparking which is connected into the multi-tiered carparking located in the north east corner of the adjoining health hub site.

Set back from the main façade and over the rooftop carpark is one level of lettable office space. This floor has been set back from the main medical centre facades to assist in reducing the bulk of the building, to preserve the streetscape along Wellington and Cleveland Streets and to provide the upper level with a suitable level of privacy. A light court has been located between in the middle of the office space and positioned to drop down between the 'Strip and Dip' carpark and the new medical tenancies. This has been designed to allow natural light into all the tenancies including ground floor so that we can maximise light penetration as deep as possible into the floor plates.

3.2.5. Consolidation of Titles

It is proposed to consolidate the three titles that form the Union Building site (237-241 Wellington Street).

However, it is requested that Council does NOT require that the Union Building site (237-241 Wellington Street) be adhered to the LHH site (243-247 Wellington Street). The reason for this request is that for the project to obtain funding, the separate title needs to be retained.

The main issue with retaining separate titles is that of fire risk. To that end, the proponents have been in discussions with the project's Building Surveyor Greg Green and Fire Safety Engineer Ross Murphy to ensure the building can be designed to achieve required fire separation between the titles.

The correspondence at **Appendix C** provides this detail.

3.2.6. Signage

The design includes three lasercut signs cut into powdercoated aluminium panelling. One is located on the corner of the building at Wellington and Cleveland Street and the other two are along the Wellington Street frontage and provide details of parking and pharmacy locations.

4. Planning Assessment

4.1. Zoning and Overlay

The subject site is zoned Commercial under the *Tasmanian Planning Scheme - Launceston* as identified in Figure 2 below. It is subject to a mix of medium and low landslip hazard bands and the Safeguarding of Airports limitation area overlays and a site specific qualification that allows the site to be utilised for a the purposes of a hospital.

Figure 2: Zoning Plan

4.2. Use Categorisation

4.2.1. Business and Professional Services' use class

The broad use classification for the proposed use is 'Business and Professional Services' which is defined as follows in Table 6.2 of the Planning Scheme.

> *'use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, travel agency and veterinary centre.'*

In accordance with Clause 3.1, a medical centre is defined as follows:

> *'means use of land to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to out-patients only'*

It is submitted that the proposed development for the LHH expansion is best assessed under the Business and Professional Use Class – medical centre. The proposed pharmacy is also ancillary to the medical centre as per the approval under DA0635/2018.

4.2.2. Approval Status

Business and Professional Services' is identified in the Use Table at Clause 17.2 as being a discretionary use class in the Commercial Zone. The application also requires a permit as it does not comply with the acceptable solutions identified below. It relies on an assessment against the associated performance criteria.

- Clause 17.3.2 Emissions impacting sensitive use P1
- Clause 17.3.2 Discretionary uses P1
- Clause 17.4.1 Building height P1
- Clause 17.4.6 Landscaping P1
- Clause C1.6.1 Design and siting of signs P3
- Clause C1.6.2 illuminated signs P1
- Clause C2.5.1 P1.1
- Clause C2.6.5 P1

4.3. Commercial Zone Provisions

4.3.1. Zone Purpose

17.1	*Zone Purpose*
17.1.1	*To provide for retailing, service industries, storage and warehousing that require:* *(a) Large floor or outdoor areas for sale of goods or operational requirements; and* *(b) High level of vehicle access and parking for customers*
17.1.2	*To provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.*

The Zone Purpose statements are relevant to the exercise of the general discretion which applies to the 'business and professional services' use class in accordance with Clause 8.10.2 of the Interim Planning Scheme. They are considered individually below.

17.1.1 Consistent. Whilst the proposal to expand the medical related offerings of the LHH does not provide large floor area retailing and service industries, it is submitted that the use of the site for Medical Centre is already approved and the proposal to expand the site to include more practitioner suites, specialised radiology and pathology and additional car parking to enable an increase in practitioners at the site will further strengthen the site and general area as a 'health precinct.'

17.1.2 Consistent. The use of the site for a Medical Centre and associated car park which includes an ancillary pharmacy will not threaten the established activity centre hierarchy. It is submitted that the ongoing expansion of the LHH with new rooms for specialist doctors, GP's a day surgery and purpose building pathology and radiology practices at this location adjacent to the LGH is entirely appropriate. Specialist doctors regularly have patients in care and/or operate at the LGH so the side is ideally located to provide additional consulting rooms. There is no large-scale retailing proposed that will threaten the centres identified in the established activity centre hierarchy. This type of facility needs a location that has on-site parking by virtue of the fact it caters for sick people therefore a CBD location would be inappropriate. It is submitted that the location of this facility in either of the second order activity centres of Kings Meadows or Mowbray would not be appropriate given they are not centrally located

Use Standards

17.3.1 All uses	
Objective	*That uses do not cause and unreasonable loss of residential amenity to residential zones.*

Acceptable Solution		***Performance Criteria***	
A1		P1	*Storage of goods, materials, other than for retail sale, or waste must located or screened to minimise its impact on views into the site from any road or public open space adjoining the site, having regard to:* *a) the nature of the use;* *b) the type of goods, materials or waste proposed to be stored;* *c) the topography of the site;* *d) the landscaping or the site; and* *e) any screening proposed.*

Complies with A1

There will be no external storage of goods, materials or waste visible from public view or a road.

17.3.2 Emissions impacting sensitive use	
Objective	*To ensure that emissions to air, land and water are not detrimental to the amenity of sensitive uses.*

Acceptable Solution		***Performance Criteria***	
A1	*Hours of operation of a use, excluding Emergency Services, Natural and Cultural*	*P1*	*Hours of operation of a use, excluding Emergency Services, Natural and*

	Values Management, Passive Recreation or Utilities, on a site within 50 of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays*		*Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:* *(a) the timing, duration or extent of vehicle movements; and* *(b) noise, lighting or other emissions.*

Complies with P1

Whilst typical hours of operation will be within the permitted range, given the nature of the use as medical consulting suites radiology etc there will be instances where the business needs to remain open for longer hours. The additional opening hours will not cause disturbance to the residential properties along Wellington Street, many of which whilst zoned residential are used for medical purposes. The vehicle movements to the new development will be in excess of 50 metres from the nearest residential property and will be contained within the car park within the building extension so noise will be minimal. The lighting from the new building will primarily be internal with external security lighting and again the distance to the residential properties on Wellington Street at 40-50 metres means there will be minimal impact.

Acceptable Solution		***Performance Criteria***	
A2	*External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must:* *(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and* *(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.*	P2	*External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:* *(a) the level of illumination and duration of lighting; and* *(b) the distance to habitable rooms of an adjacent dwelling.*

Complies with A1

As the site is within 50m of land zoned Inner Residential, external lighting excluding security lighting will not operate between 11.00pm and 6.00am and any security lighting will be baffled so it does not extend into the adjoining zones.

Acceptable Solution		*Performance Criteria*	
A3	*Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	*P1*	*Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:* *(a) the time and duration of commercial vehicle movements;* *(b) the number and frequency of commercial vehicle movements;* *(c) the size of commercial vehicles involved;* *(d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;* *(e) any noise mitigation measures between the vehicle movement areas and the adjoining residential area; and* *potential conflicts with other traffic.*

Complies with A1

Commercial vehicle movement will occur within the designated hours.

17.3.2 Discretionary uses	
Objective	*That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.*

Acceptable Solution		*Performance Criteria*	
A1	*No acceptable solution*	P1	*A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:* *(a) the characteristics of the site;* *(b) the size and scale of the proposed use;* *(c) the functions of the activity centre and the surrounding activity centres; and* (d) *the extent that the proposed use impacts on other activity centres.*

Complies with P1

Business and Professional services is discretionary use class within the zone therefore the application must be assessed against P1.

As discussed in the assessment against the zone purpose statements, the proposed extension of an existing Medical Centre will not impact the viability of the activity centre hierarchy. There is no large-scale retailing proposed that will threaten the centres identified in the established activity centre hierarchy. This type of facility needs a location that has on-site parking by virtue of the fact it caters for sick people therefore a CBD location would be inappropriate. It is submitted that the location of this facility in either of the second order activity centres of Kings Meadows or Mowbray would not be appropriate given they are not centrally located. The establishment of this facility adjacent to the LGH enables synergies between the two facilities and strengthens the LGH location as a medical hub. The site is located on Wellington Street, a major road that provides linkages between all three major activity centres.

Development Standards

17.4.1	*Building height*
Objective	*The building height:* *(a) is compatible with the streetscape; and* (b) *does not cause unreasonable loss of amenity to adjoining residential zones.*

Acceptable Solution	*Performance Criteria*

A1	*Building height must not be more than 12m.*	*P1*	*Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:* *(a) the topography of the site;* *(b) the height, bulk and form of existing building on the site and adjacent properties;* *(c) the bulk and form of proposed buildings;* *(d) the apparent height when viewed from the adjoining road and public places; and* (e) *any overshadowing of public places.*

Complies with P1

The proposed works result in a building with a maximum height of 20.9 metres from natural ground level to the peak of the roof of the fourth floor therefore the application must be assessed against the performance criteria.

Whilst the maximum height of the building is 20.9 metres, the building has been designed so that the upper floor levels are recessed from street level to reduce the dominance of the height at street level and the overall bulk of the building. At the street frontages, the building has a maximum height of 13.6 metres which is consistent with the balance of the LHH development.

The surrounding streetscape is an eclectic mix of buildings with no dominant defining character as shown in the photos below:

Photo 1: View south along Wellington Street adjacent to union building site

Photo 2: View north along Wellington Street adjacent to union building site

Photo 3: View east along Cleveland Street near the intersection with Wellington Street

The buildings in the nearby streetscape range from 2 storeys up to 7 storeys for the LGH multi-storey car park visible in the left side of photo 3. This building has an approximate height of 18.5 metres so it commensurate in height with the proposed building without the benefit of architectural treatments to the façade to break up the bulk and mass of the building. The matters to be considered under the performance criteria are addressed below:

(a) the topography of the site;

The architects have used the sloping topography of the site to ensure the tallest part of the structure is located at the point with the lowest ground level.

(b) the height, bulk and form of existing building on the site and adjacent lots.

The existing LHH building has a maximum height of 12.5 metres whilst the surrounding buildings vary from approximately 8 metres (Bob Jane T Mart) through to 18.5 metres (LGH car park). The proposed building as it presents to the street will have a height of 13.6 metres which is commensurate with the scale of surrounding buildings.

(c) the bulk and form of proposed buildings;

The predominant pattern of development in the surrounding streetscape is for solid walls built to the boundary. The proposed building uses articulation, recessing and landscaping to soften the appearance and bulk of the building to the streetscape and to ensure that maximum light penetrates the building.

(d) the apparent height when viewed from roads and public places; and

The upper floor of the building where the 20.6 metre height is reached is recessed from both street frontages which will reduce the apparent height when viewed from those streets. Ockerby gardens is the most proximate public place and it sits higher in elevation than the subject site so the building will not block views from the gardens.

(f) any overshadowing of adjoining lots or public places.

The proposed building will not overshadow any adjoining lots (except the LHH) or public places.

Acceptable Solution		***Performance Criteria***	
A1	*(a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or* *(b) within 10m of an Inner Residential Zone must be not more than 9.5m.*	*P1*	*Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be consistent with building height on adjoining properties and not cause an unreasonable loss of residential amenity, having regard to:* *(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;* *(b) overlooking and reduction of privacy; and* *(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.*

Complies with A1

The new development does not occur within 10 of the Inner Residential Zone.

17.4.2 Setbacks	
Objective	*The building setback:* *(a) is compatible with the streetscape; and* *(b) does not cause unreasonable loss of amenity to adjoining residential zones.*

Acceptable Solution		Performance Criteria	
A1	Buildings must have a setback from a frontage of: (a) not less than 5.5m; (b) not less than existing buildings on the site; or (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	P1	Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and (c) the safety of road users.

Complies with A1

The existing building on the LHH site is constructed to the Wellington Street boundary as is the car park to the Cleveland Street boundary. Therefore, the proposal to construct the new building on the Union site to the boundary along Cleveland Street and for a small section of Wellington Street accords with A1 (b).

It is noted that the design incorporates a roof top garden along the Wellington Street frontage which will soften the appearance from the street. Further, the two upper most storeys (third and fourth) are recessed further back into the site which will reduce the visual bulk of the building when viewed from Wellington Street.

Acceptable Solution		Performance Criteria	
A2	Buildings must have setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone of not less than: (a) 4m; or (b) half the wall height of the building, whichever is the greater.	P2	Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to the adjoining property; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.

Complies with A2

The proposed extension is setback in excess of 4m to the Inner Residential zone to the south east of the site.

Acceptable Solution		*Performance Criteria*	
A3	*Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone.1*	*P3*	. Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: (a) the characteristics and frequency of emissions generated; (b) the nature of the proposed use; the topography of the site and location of the

Complies with A1

The new works are setback a minimum of 20 metres from the boundary of the Inner Residential Zone.

17.4.3 Design	
Objective	*The building design is compatible with the streetscape.*

Acceptable Solution		*Performance Criteria*	
A1	*Buildings must be designed to satisfy all the following:* *(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;* *(b) mechanical plant and other service infrastructure, such as heat pumps, air conditioning*	*P1*	*Buildings must be designed to be compatible with the streetscape, having regard to:* *a) how the main pedestrian access to the building addresses the street or other public places;* *b) minimising the visual impact of mechanical plant and other service infrastructure, such as*

	units, switchboards, hot water units and the like, must be screened from the street and other public places; *(c) roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties;* (d) *not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places;* *(e) provide awnings over a public footpath if existing on the site or on adjoining properties; and* (f) *provide external lighting to illuminate external vehicle parking areas and pathways.*		*heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places;* *c) minimising the visual impact of roof-top service infrastructure, excluding lift structures;* *d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and other alternatives are not practical;* *e) the need for provision of awnings over a public footpath; and* *f) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.*

Complies with A1

The proposed works satisfy the requirements of A1 as follows:

(a) The extension of LHH onto the adjoining Union building site has presented an opportunity to create a clear pedestrian entry into the site from Wellington Street via a landscaped courtyard.
(b) Mechanical plant and other service infrastructure will be screened from the street and other public places. Mechanical plant will be located in the plant rooms. If future tenants require additional mechanical plan they will be required to site it out of public view.
(c) There is no rooftop mechanical plant proposed.
(d) There are no security shutters or grilles over windows or doors fronting the street.
(e) N/A
(f) There will be lighting to illuminate the pedestrian entrance from Wellington Street and car parking areas are all internal to the building and will be appropriately lit.

17.4.4 Fencing	
Objective	*That fencing:* *(a) is compatible with the streetscape; and*

	(b) does not cause an unreasonable loss of residential amenity to adjoining residential zones..

Acceptable Solution		Performance Criteria	
A1	*.No acceptable solution*	*P1*	*. A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:* *(a) its height, design, location and extent;* *(b) its degree of transparency; and* *(c) the proposed materials and construction.*

Not applicable

No new fencing is proposed.

17.4.6 Outdoor storage areas	
Objective	That outdoor storage areas do not detract from the appearance of the site or surrounding area.

Acceptable Solution		Performance Criteria	
A1	*. Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site*	*P1*	*. Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.*

Complies with A1

There will be no outdoor storage areas visible from any road or public open space adjoining the site.

17.4.6 Landscaping	
Objective	*That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.*

Acceptable Solution		*Performance Criteria*	
A1	*If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:* (a) *to a depth of not less than 5.5m; or* (b) *not less than the frontage of an existing building if it is a lesser distance.*	*P1*	*If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:* (a) *the width of the setback;* (b) *the width of the frontage;* (c) *the topography of the site;* (d) *existing vegetation on the site;* (e) *the location, type and growth of the proposed vegetation; and* (f) *the character of the streetscape and surrounding area.*

Complies with P1

The area within the front setback to Wellington Street is landscape to a depth of 4.5 metres through to 11.2 metres at the pedestrian entrance. Given there is no landscaping on site between the existing building and the frontage, compliance with A1 (b) is achieved.

It is submitted that the proposed extensive landscaping is appropriate for the site and will create a sense of a green edge to Welling ton Street as shown in the render at Ap08.

No existing vegetation is to be removed to facilitate the development therefore the overall level of landscaping across the site will increase as a result of the development. The car parking areas are largely shaded by virtue of being undercover.

4.4. Codes

4.4.1. Signs Code C1.0

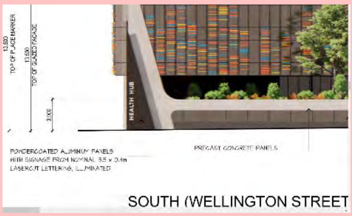
As signage forms part of this application the proposal must be assessed against the signs code.

C1.6.1 Design and siting of signs	
Objective	*That:* (a) *Signage is well designed and sited; and* (b) *Signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.*

Acceptable Solution		Performance Criteria	
A1	A sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, for which there is no Acceptable Solution: (i) roof sign; (ii) sky sign; and (iii) billboard.	P1	A sign must: (a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and (b) be compatible with the streetscape or landscape, having regard to: (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; (iii) the amenity of surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs on the site and on adjacent properties; and (vi) the impact on the safe and efficient movement of vehicles and pedestrians.

Complies with A1

Façade/Location	Sign Type	Dimensions	Planning Scheme compliance
Corner of Wellington and Cleveland Streets			

	Wall sign	3.5m (h) x 0.5m (w)	The sign complies with the requirements of Table C1.6 which states that permitted wall signs must have an overall area of 4.5m² and not occupy more than 25% of the wall.
Wellington Street signs			
	Wall signs	Parking: 1.2m (h) x 0.2m (w) Chemist: 1.8m (h) x 0.3m (w)	

Acceptable Solution		*Performance Criteria*	
A2	*A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.*	*P2*	*A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:* *(a) the topography of the site and the surrounding area;* *(b) the relative location of buildings, habitable rooms of dwellings and private open space;* *(c) any overshadowing; and* *(d) the nature and type of the sign.*

Complies with A1

The signs are all setback greater than 2m from the identified zones.

Acceptable Solution		*Performance Criteria*	
A3	*The number of signs for each business or tenancy on a road frontage of a building must be no more than:* *(a) 1 of each sign type, unless*	*P3*	*The number of signs for each business or tenancy on a street frontage must:* *(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing*

	otherwise stated in Table C1.6; *(b) 1 window sign for each window;* *(c) 3 if the street frontage is less than 20m in length; and* *(d) 6 if the street frontage is 20m or more,* *excluding the following sign types, for which there is no limit:* *(i) name plate; and* *(ii) temporary sign*		*visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and* (b) *not involve the repetition of messages or information*

Complies with P3

The proposal does not comply with A3 (b) as there will be more than 3 individual signs on the LHH site. It is submitted that (a) is met as there are more than 3 tenancies within the new development.

The new signs are subdued in design and fit well with the overall design of the building. The messaging they convey is important to ensure that vehicles travelling along Wellington Street know where the site is located and where the parking entrance is and chemist is located. The proposed signs do not duplicate messages.

C1.6.2 Illuminated signs			
Objective	*That:* *(a) illuminated signs are compatible with the streetscape;* *(b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and* *(c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.* *(d)*		
Acceptable Solution		*Performance Criteria*	
A1	*No acceptable solution*	*P1*	*An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:* *(a) the location of the sign;* *(b) the size of the sign;* *(c) the intensity of the lighting;*

			(d) *the hours of operation of the sign;* (e) *the purpose of the sign;* (f) *the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;* (g) *the intended purpose of the changing message of the sign;* (h) *the percentage of the sign that is illuminated with changing messages;* (i) *proposed dwell time; and* (j) *whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.*

Complies with P1

The small scale, size and number of the illuminated signs will not have an impact to adjoining properties or use of the road.

Acceptable Solution		*Performance Criteria*	
A2	*An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.*	P2	*No performance criteria*

Complies with A2.

The illuminated signs will not have any flashing or animation components and are solely for site identification purposes.

4.4.1. Car Parking & Sustainable Transport Code C2.0

A Traffic Impact Assessment has been prepared by CMT and provides an assessment against the relevant standards. Refer to section 6.4 of the TIA at **Appendix E**.

4.4.2. Road & Railway Assets

A Traffic Impact Assessment has been prepared by Traffic and Civil Services and provides an assessment against the relevant standards. Refer to section 6.3 of the TIA at **Appendix E**.

It is noted that whilst this TIA was prepared in relation to the existing approved building DA0726/2020 – the TIA was prepared on the basis of 19 additional car parking spaces on site so therefore the estimation of traffic movements is greater than what is now proposed.

4.4.3. Potentially Contaminated Land C14.0

The Code applies on the basis that excavation works greater than 0.5m2 will occur on the subject site which is listed as potentially contaminated on Council's register of potentially contaminated sites.

A copy of the Preliminary Site Assessment undertaken by ES&D for the site is included as **Appendix D.**

The PSI includes a certificate confirming that it meets exemption E2.4.5 in the use and development result in insufficient increase in risk to require any mitigation measures.

4.4.4. Landslip Code C15.0

As the site is mapped a mix of medium and low landslip the exemption under C15.4.1 applies.

5. Conclusion

The proposed use (Business and Professional Services – medical centre) is generally discretionary in the Commercial Zone, and additional discretions arise from Planning Scheme standards which

deal with the use, height, use emissions, landscaping, signage and new access points and car parking numbers.

It is submitted that the proposal to expand the LHH with a thoughtfully designed building that will create a statement on the corner of Wellington and Cleveland Streets whilst rounding out the site as an all encompassing health precinct.

The TIA has confirmed that the surrounding road network has capacity to absorb the extra traffic generated and the car park meets all required Australian Standards in terms of design. The number of car parking spaces proposed per practitioner is commensurate with the current demand per practitioner at the site and will enable efficient operation.

The application is therefore considered to include sufficient information to enable Council to consider the proposed use and development and make a determination in accordance with Clause 8.10 of the Interim Planning Scheme.

6. Appendix A — Certificate of Title

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
70186	2
EDITION	DATE OF ISSUE
6	05-Aug-2020

SEARCH DATE : 14-Oct-2020
SEARCH TIME : 12.49 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 2 on Diagram 70186 (formerly being 87-12NS)
Derivation : Part of 0A-3R-34Ps. Gtd. to J. Carter
Prior CT 2900/28

SCHEDULE 1

M822663 TRANSFER to ENCOMPASS HEALTH HOLDINGS PTY LTD
Registered 05-Aug-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E226928 MORTGAGE to Bank of Queensland Limited Registered
05-Aug-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

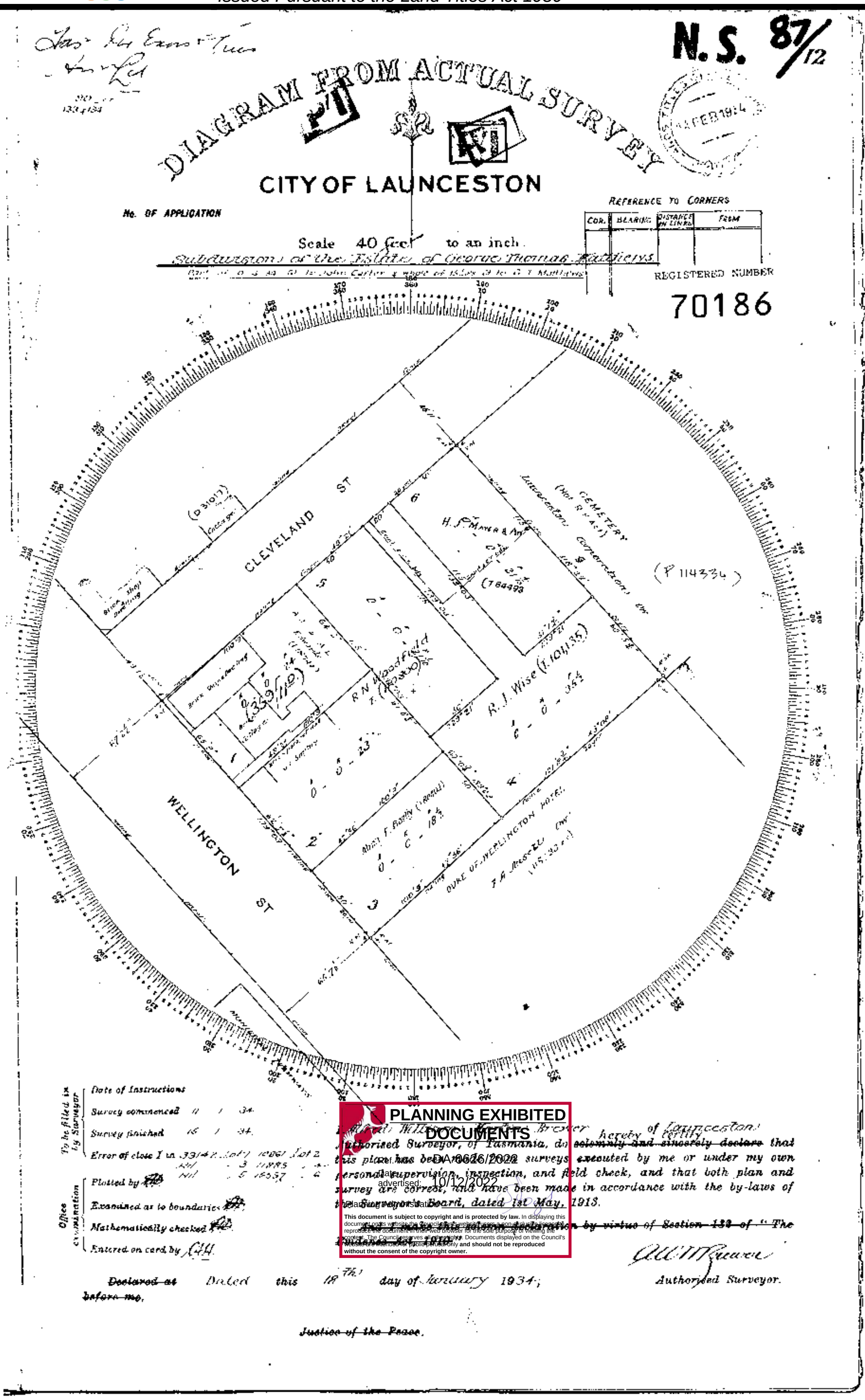
No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government



Search Date: 14 Oct 2020 Search Time: 12:49 PM Volume Number: 70186 Revision Number: 02 Page 1 of 1

Department of Primary Industries, Parks, Water and Environment www.thelist.tas.gov.au

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
228901	1
EDITION	DATE OF ISSUE
5	05-Aug-2020

SEARCH DATE : 14-Oct-2020
SEARCH TIME : 12.50 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 228901
Derivation : Part of 0A-3R-34Ps. - Gtd. to J. Carter
Prior CT 2949/15

SCHEDULE 1

M822663 TRANSFER to ENCOMPASS HEALTH HOLDINGS PTY LTD
Registered 05-Aug-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E226928 MORTGAGE to Bank of Queensland Limited Registered
05-Aug-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended
NOTE – REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

CERTIFICATE OF TITLE

Register Book
Vol. 2949 Fol. 15

Cert. of Title Vol. 895 Fol. 43.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

DESCRIPTION OF LAND

CITY OF LAUNCESTON
TWENTY PERCHES AND EIGHT TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

ROLAND BOYER RALPH of Launceston, Estate Agent and

IRENE ELIZABETH GUY of Launceston, Married Woman.

SECOND SCHEDULE (continued overleaf)

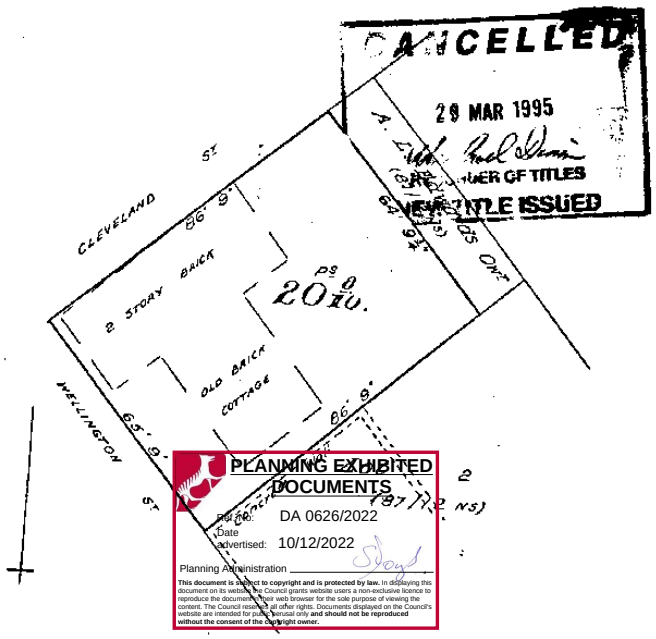
NO. A108677 MORTGAGE to Robert John Foot, Frank Foxford Parkin and Cecil Hobart Webster. Produced 8th June, 1959 at 2.40p.m.
(Sgd.) A. IMLACH (L.S.)
Recorder of Titles.

DISCHARGED A947920 22.12.1976
Recorder of Titles.

CANCELLED
29 MAR 1995
RECORDER OF TITLES
NEW TITLE ISSUED

REGISTERED NUMBER 228901

Lot 1 on this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.



Part of 0A-3R-34Ps. - Gtd. to J. Carter - Meas. in ft. & ins. 359/11D.
FIRST Edition. Registered 19 FEB 1971
Derived from C.T. Vol. 895.Fol.43. Transfer A87202 A.L. Edwards.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
227180	1
EDITION	DATE OF ISSUE
5	05-Aug-2020

SEARCH DATE : 03-Dec-2020
SEARCH TIME : 09.22 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 227180
Derivation : Part of 0A-3R-34Ps. - Gtd. to J. Carter.
Prior CT 2908/47

SCHEDULE 1

M822663 TRANSFER to ENCOMPASS HEALTH HOLDINGS PTY LTD
Registered 05-Aug-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E226928 MORTGAGE to Bank of Queensland Limited Registered
05-Aug-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 145a

TASMANIA

REAL PROPERTY ACT, 1862, as amended

NOTE—REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

Cert. of Title Vol. 950 Fol. 10

CERTIFICATE OF TITLE

Register Book Vol. 2908 Fol. 47

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

DESCRIPTION OF LAND

CITY OF LAUNCESTON
THREE PERCHES AND TWO TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

COOGANS PROPRIETARY LIMITED

SECOND SCHEDULE (continued overleaf)

NO. A133764 MORTGAGE TO The Commercial Bank of Australia Limited Registered 29th September 1960 at Noon (Sgd.) A. IMLACH Recorder of Titles

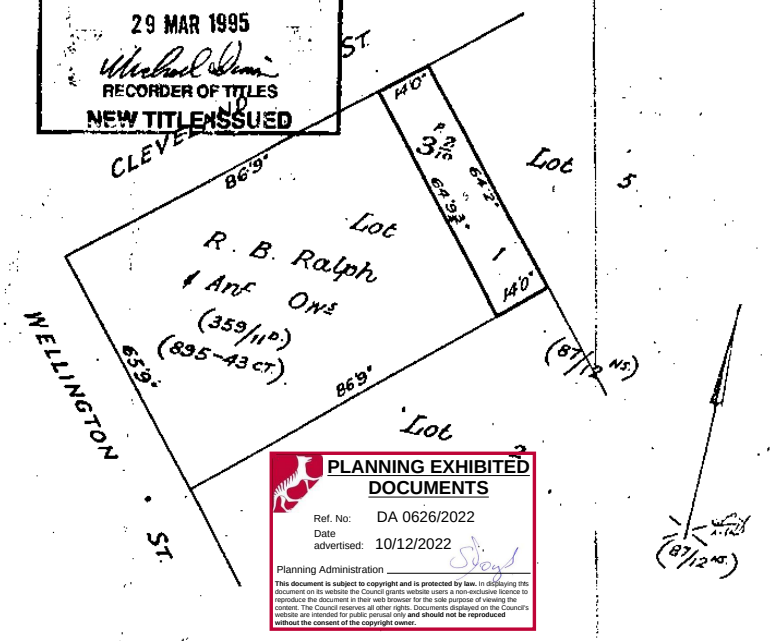
DISCHARGED A547747 21.12.1976 Recorder of Titles

CANCELLED
29 MAR 1995
RECORDER OF TITLES
NEW TITLE ISSUED

OF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER 227180



Part of 0A-3R-34Ps. Gtd. to J. Carter - Meas. in Ft. & Ins. 87/12D

FIRST Edition. Registered 22 DEC 1970

Derived from C.T. Vol. 950 Fol. 10 - Transfer A113939 H.A. Richards

7. Appendix B — Development Plans

Project: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

At: 243 - 247 WELLINGTON ST LAUNCESTON

For: ENCOMPASS HEALTH HOLDINGS

Project: 22.228

Drawings:

Ap001	SITE DEMOLITION PLAN
Ap002	SITE PLAN
Ap101	GROUND FLOOR PLAN
Ap102	FIRST FLOOR PLAN
Ap103	SECOND FLOOR PLAN
Ap104	THIRD FLOOR PLAN
Ap105	FOURTH FLOOR PLAN
Ap200	ELEVATIONS SHEET 1

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

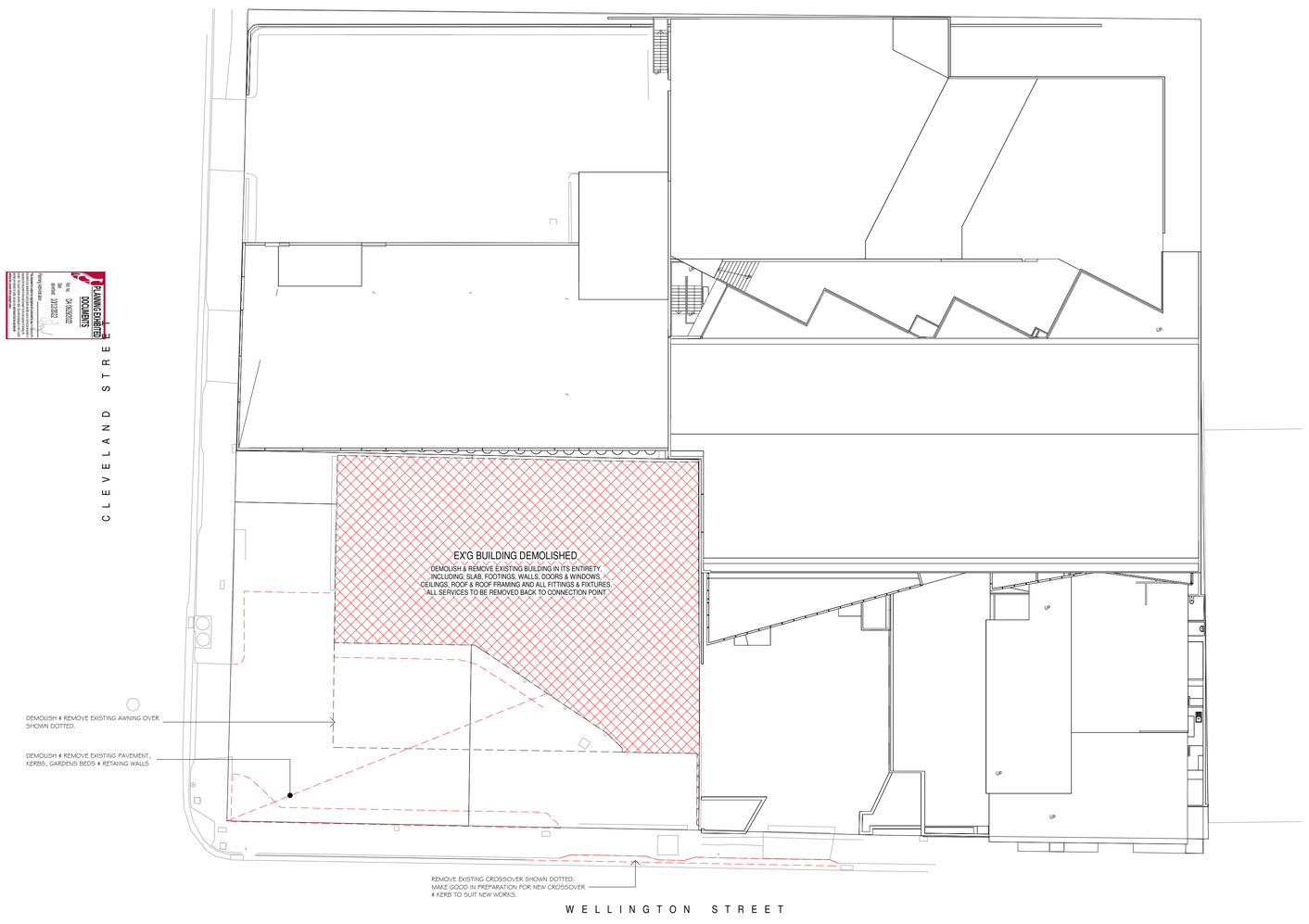
57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

PLANNING DOCUMENT

Issue date: 29-09-2022



SITE DEMOLITION PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: SITE DEMOLITION PLAN

TRUE NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap001 REV. 003

I:\2022\22228\2 Production\2 Drawings\2 Architectural\22228-A.rvt

SITE PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: SITE PLAN

TRUE NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap002 REV. 003

I:\2022\22228\2 Production\2_Drawings\2 Architectural\22228-A.rvt

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

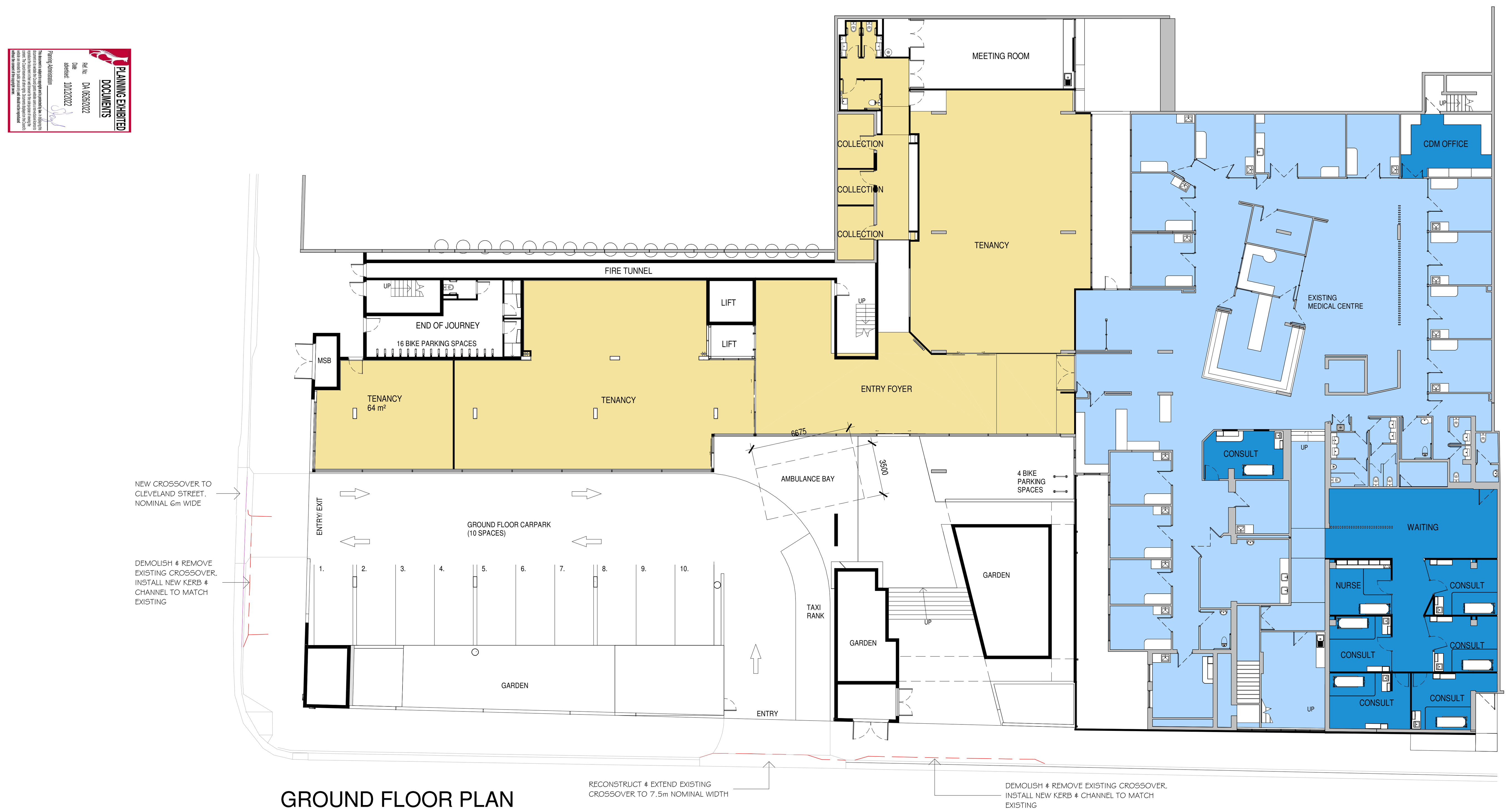
Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services



GROUND FLOOR PLAN
SCALE 1 : 200

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL
004	07-10-22	TIA INFORMATION AMENDED. ISSUED FOR DEVELOPMENT APPROVAL
005	11-10-22	PARKING AISLE DIMENSION ADDED FOR TIA ASSESSMENT.
006	03-11-22	ISSUED IN RESPONSE TO COUNCIL RFI
007	03-11-22	ISSUED IN RESPONSE TO COUNCIL RFI

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: GROUND FLOOR PLAN

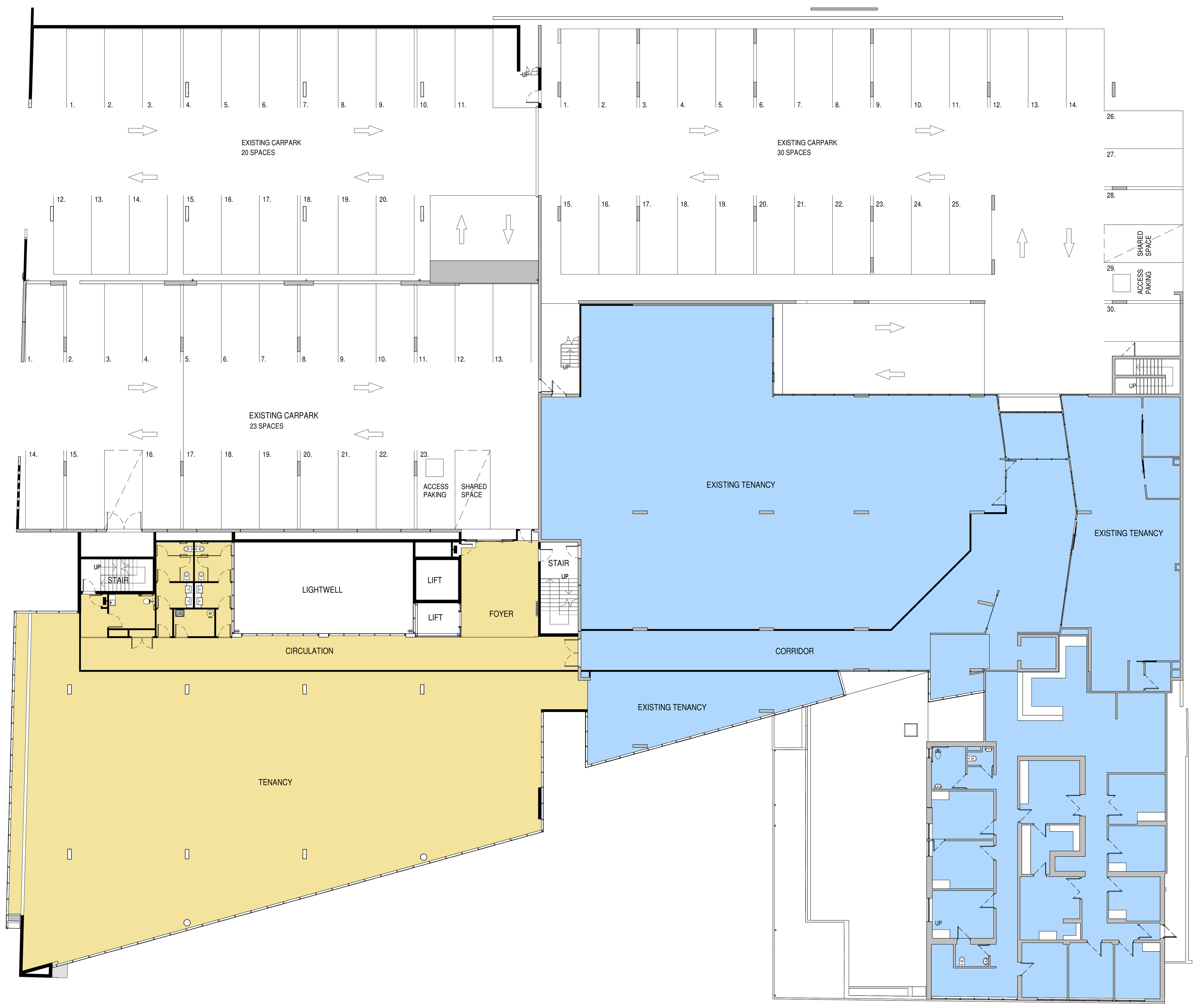
N
PROJECT NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap101 REV. 007

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023



FIRST FLOOR PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL
004	03-11-22	ISSUED IN RESPONSE TO COUNCIL RFI

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: FIRST FLOOR PLAN

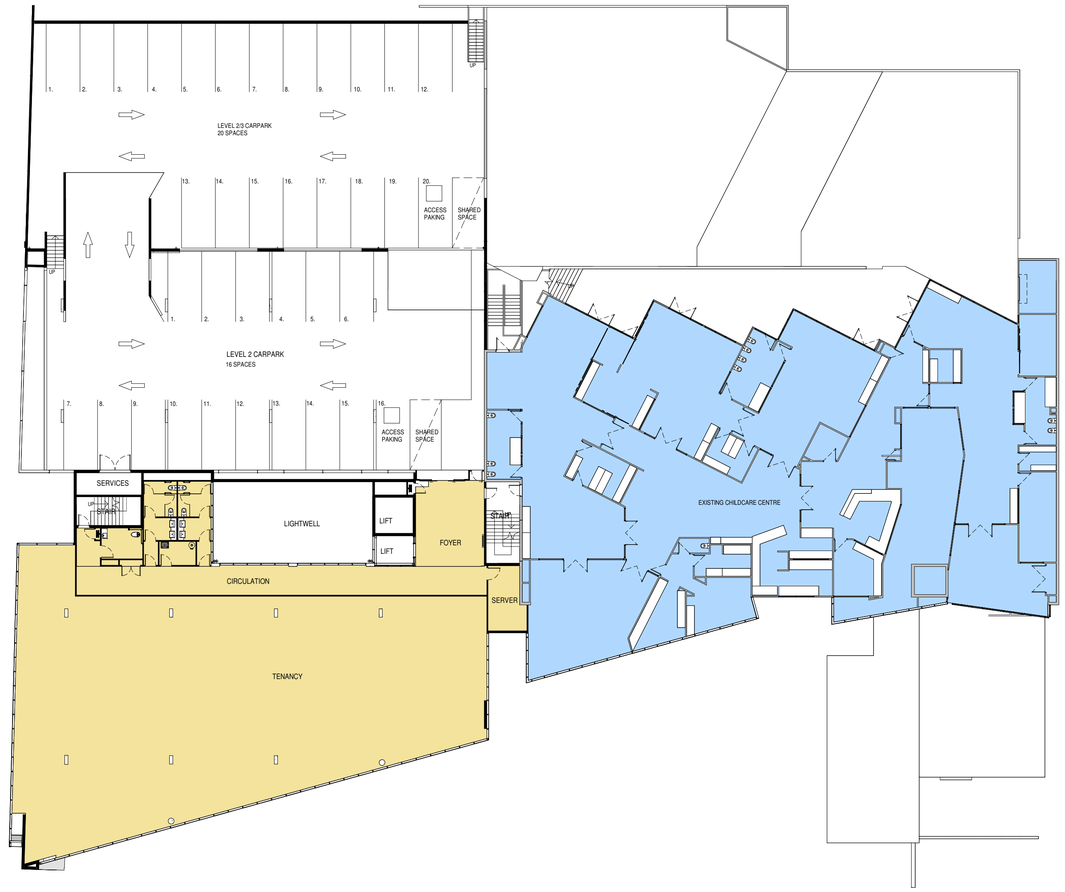
N
PROJECT NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap102 REV. 004

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023



SECOND FLOOR PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY ISO 9001 Quality Management
QHS Certification Services

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL
004	03-11-22	ISSUED IN RESPONSE TO COUNCIL RFI

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: SECOND FLOOR PLAN

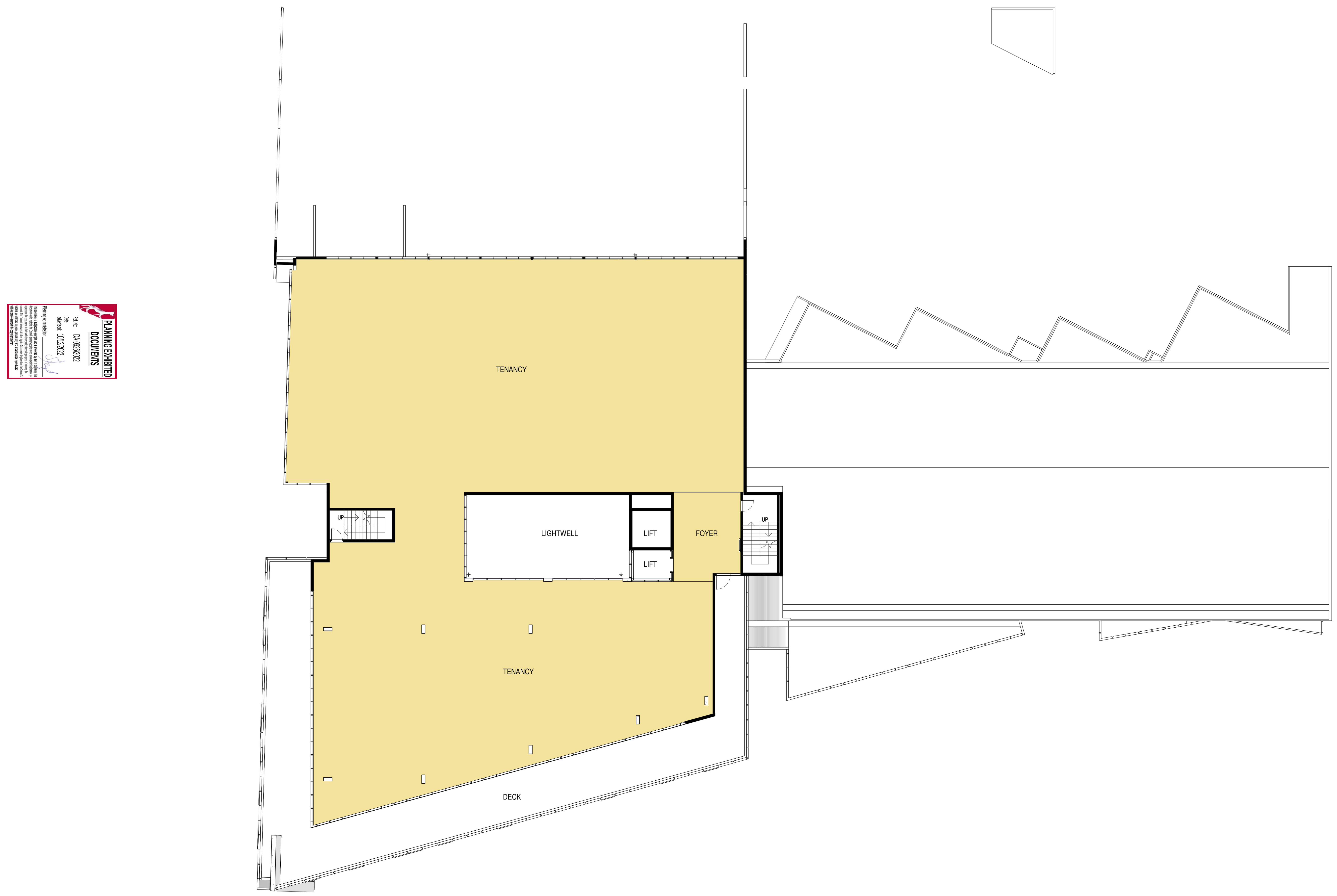
PROJECT NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap103 REV. 004

I:\2022\22228\2 Production\2 Drawings\2 Architectural\22228-A.rvt



THIRD FLOOR PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS Certification Services

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: THIRD FLOOR PLAN

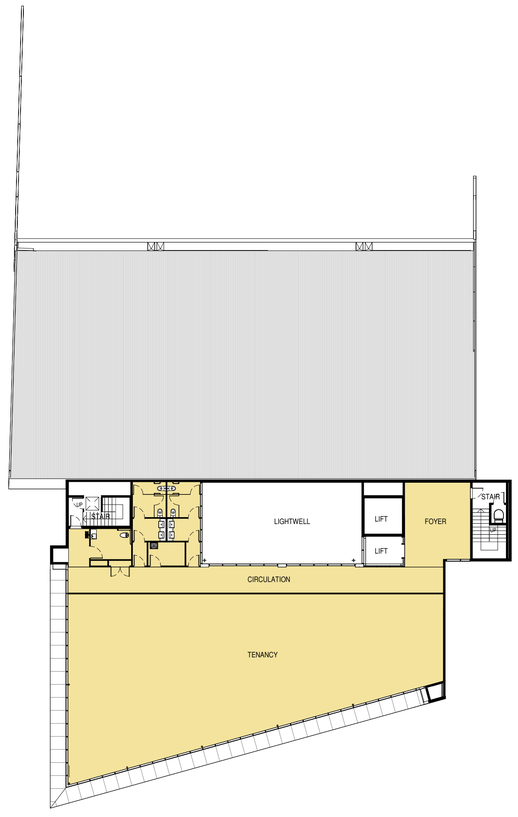
PROJECT NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap104 REV. 003

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023



FOURTH FLOOR PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: FOURTH FLOOR PLAN

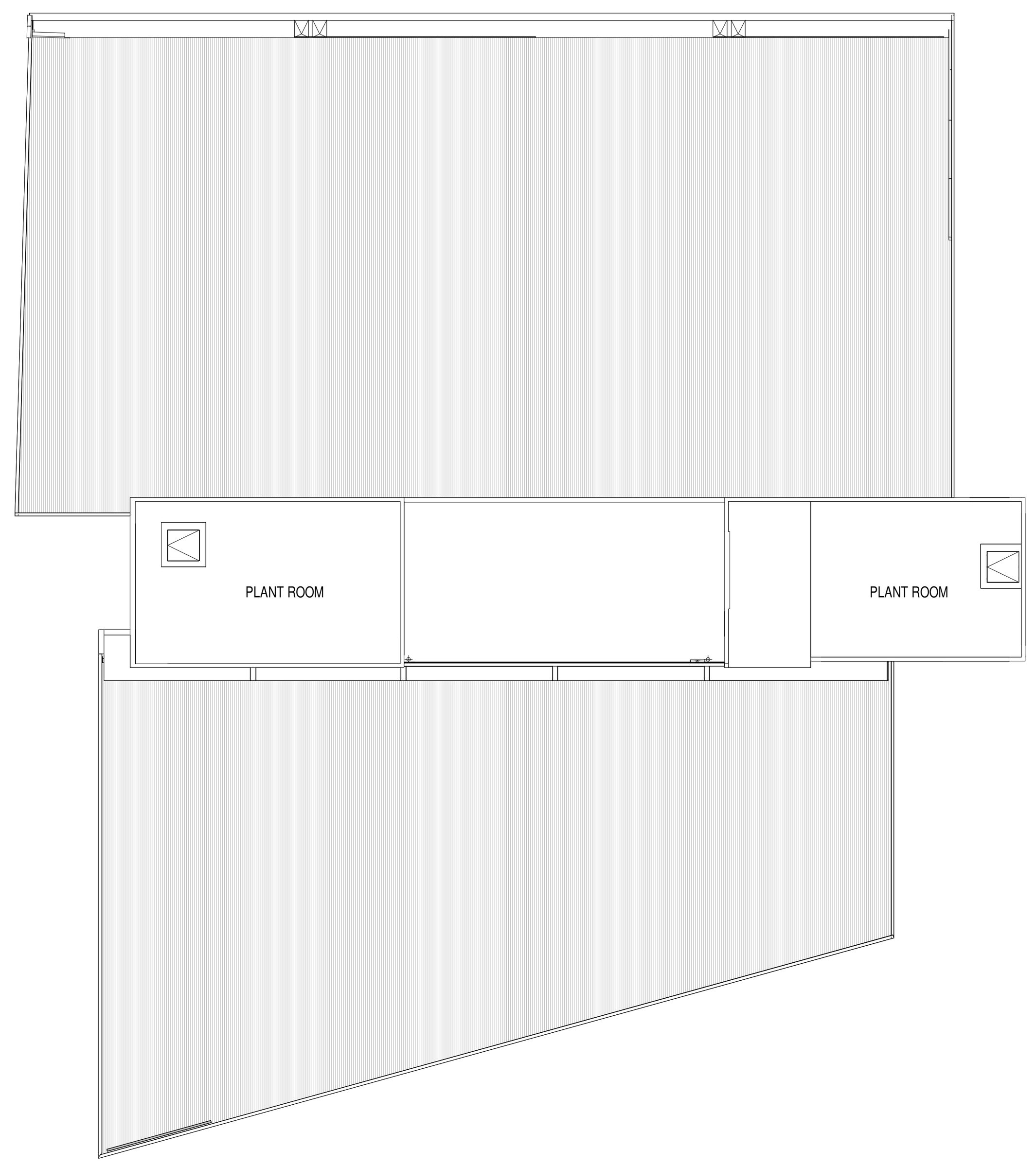
PROJECT NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap105 REV. 003

I:\2022\22228\2 Production\2_Drawings\2 Architectural\22228-A.rvt



ROOF PLAN
SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

ISSUE	DATE	ISSUED FOR
001	29-09-22	DEVELOPMENT APPROVAL

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

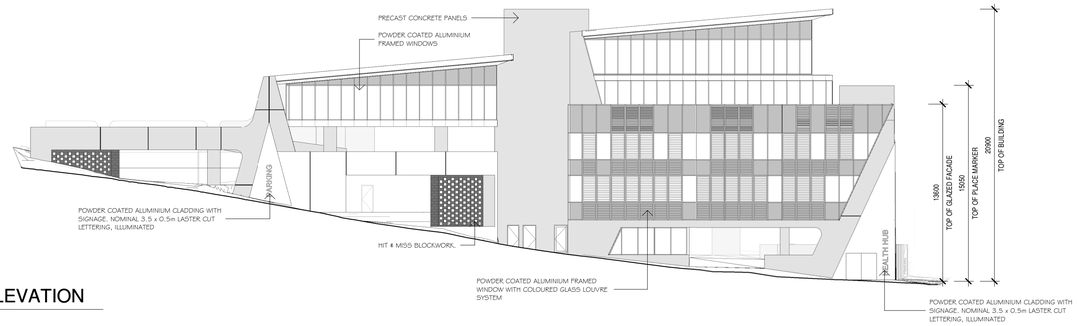
FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: ROOF PLAN

DESIGNED: Designer DRAWN: Author CHECKED: Checker

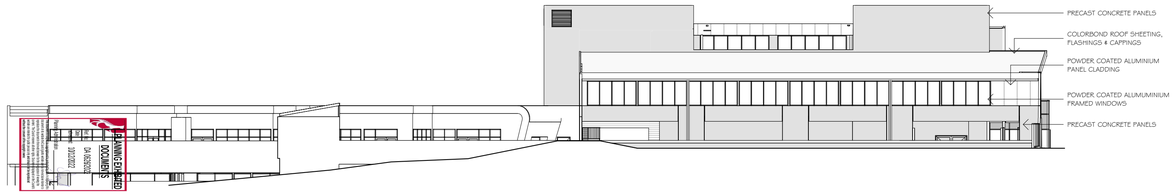
SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap106 REV. 001



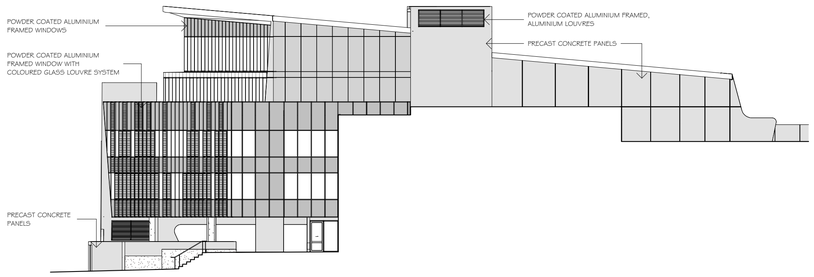
NORTH ELEVATION

SCALE 1 : 200



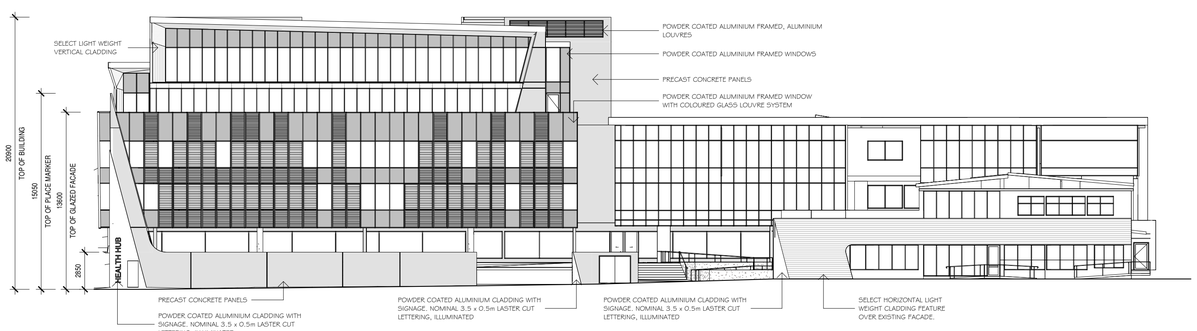
EAST ELEVATION

SCALE 1 : 200



SOUTH ELEVATION

SCALE 1 : 200



WEST ELEVATION

SCALE 1 : 200

I:\2022\22228\2 Production\2 Drawings\2 Architectural\22228-A.rvt

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

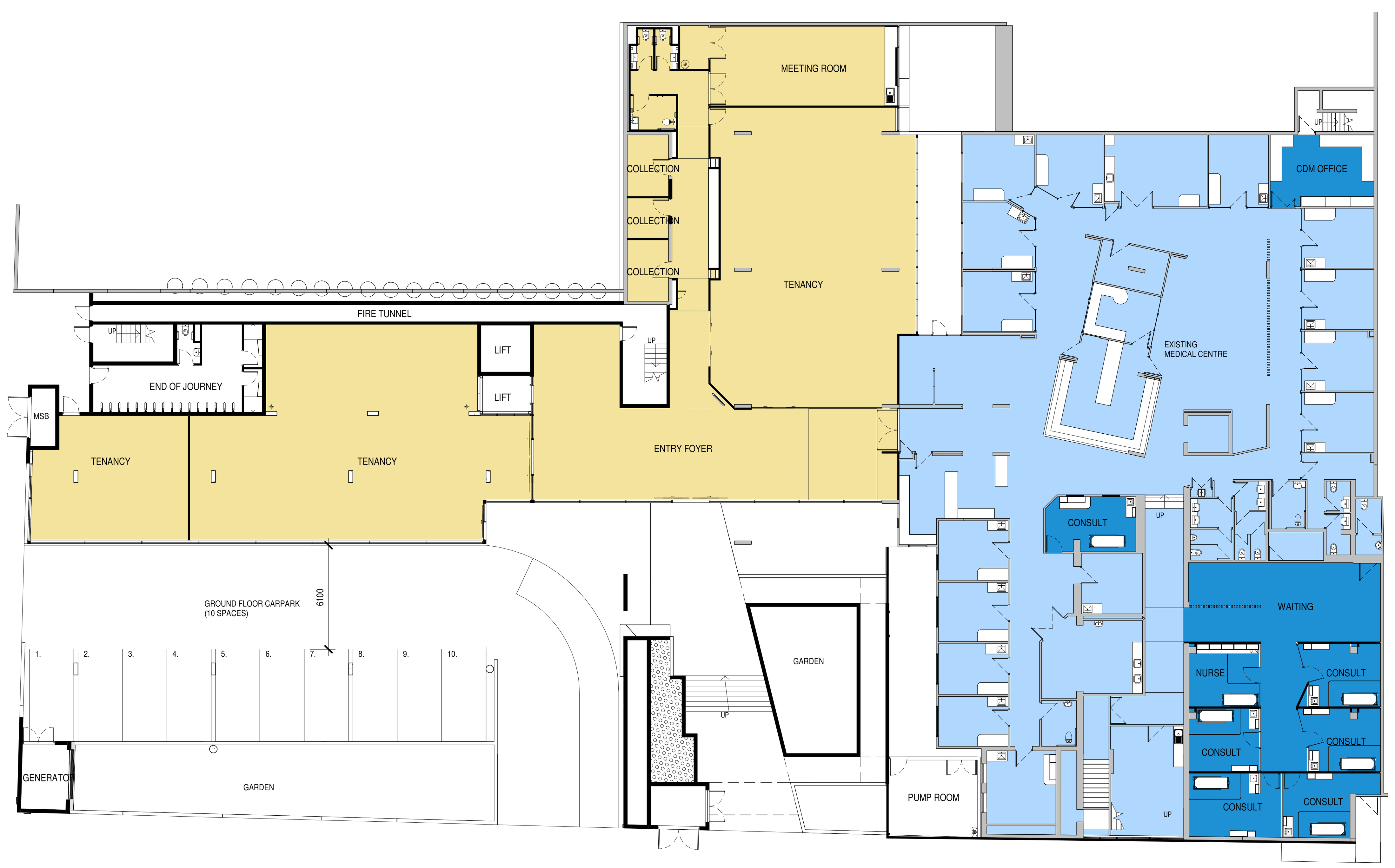
FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: ELEVATIONS SHEET 1

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap200 REV. 003



GROUND FLOOR PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

ISSUE.	DATE	ISSUED FOR
001	29-08-22	PLANNING APPROVAL - MINOR AMENDMENT
002	01-09-22	LOCAL AUTHORITY INFORMATION
003	29-09-22	DEVELOPMENT APPROVAL
004	07-10-22	TIA INFORMATION AMENDED. ISSUED FOR DEVELOPMENT APPROVAL
005	11-10-22	PARKING AISLE DIMENSION ADDED FOR TIA ASSESSMENT.

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.

PROJECT: ALTERATIONS & ADDITIONS TO LAUNCESTON HEALTH HUB

AT: 243 - 247 WELLINGTON ST LAUNCESTON

FOR: ENCOMPASS HEALTH HOLDINGS

DRAWING: GROUND FLOOR PLAN

N
PROJECT NORTH

DESIGNED: DVG DRAWN: ADB CHECKED: -

SCALES: 1 : 200 AT A1

PROJECT No. 22.228 DRAWING No. Ap101 REV. 005

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

8. Appendix C — Fire Engineer Advice

Joel Wallace
6tyo

Email: JWallace@6ty.com.au

Ref: 20045

20 October 2020

Preliminary Fire Safety Assessment to support Planning Application

Proposed Extension and Alteration Launceston Health Hub – 237-247 Wellington Street, Launceston

Thank you for engaging Castellan to undertake a preliminary fire safety assessment for the proposed alterations to the Launceston Health Hub at Wellington Street, Launceston to assist with the application for a planning permit.

While the detailed design is still under development it is likely that the proposed building work shown on the drawings provided at Attachment 1.00 will be approved in accordance with the building regulations. A preliminary assessment by the Building Surveyor (Greg Green and Associates) has been undertaken and this has identified that there are some elements of the proposed building work that will require the development of performance solutions as there are some aspects that are not compliant with the prescriptive standards (See Attachment 2.00). Notwithstanding, an acceptable level of performance will be achieved prior to the issue of the Certificate of Likely Compliance for the building work.

A function of the assessment by the Building Surveyor is acknowledgement that the building can be treated as a united building in accordance with the National Construction Code (NCC) whereby a single building can be built across several titles. This is found at Part A7 of the NCC and, together with the guide to the NCC, identifies that this approach can be applied. In my experience this is not an uncommon arrangement and frequently occurs where small lots connect multiple properties and where there are shared services and facilities.

The approach to be applied to united buildings in the NCC is provided in the assessment by the Building Surveyor.

Yours sincerely

Ross Murphy
Fire Engineer - Accreditation No CC 457B

Attachment 1.00	Preliminary Drawings
Attachment 2.00	Preliminary Building Surveying Assessment

castellan consulting

ATTACHMENT 1.00
PRELIMINARY DRAWINGS

castellan consulting

Project: **LAUNCESTON HEALTH HUB**

ALTERATIONS & ADDITIONS

At: **237 - 247 WELLINGTON ST**

For: **ENCOMPASS HEALTH HOLDINGS PTY LTD**

Measured form and function **6ty°**

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS Certification Services

Project: 20.151

Drawings:

Ap00	SITE DEMOLITION PLAN
Ap01	LOWER GROUND FLOOR PLAN
Ap02	GROUND FLOOR PLAN
Ap03	FIRST FLOOR PLAN
Ap04	SECOND FLOOR PLAN
Ap05	THIRD FLOOR PLAN
Ap06	FOURTH FLOOR PLAN
Ap07	ELEVATIONS
Ap08	3D REPRESENTATION
Ap09	3D REPRESENTATION
Ap10	3D REPRESENTATION

DEVELOPMENT APPLICATION

Issue date: 13-10-20

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W **6ty.com.au**
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	13-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: SITE DEMOLITION PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap00 REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston
Health Hub

TRUE NORTH   PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: LOWER GROUND FLOOR PLAN

DESIGNED: DVG   DRAWN: MJB   CHECKED:

SCALES: 1:150   AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151   DRAWING No. Ap01   REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

TRUE NORTH
PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: GROUND FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap02 REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001 Quality Management System
QHS Certification Services

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0626/2022
Date advertised: 09/12/2022
Planning Administration

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: FIRST FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:

SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap03 REV. -

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001 Quality Management System
QHS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

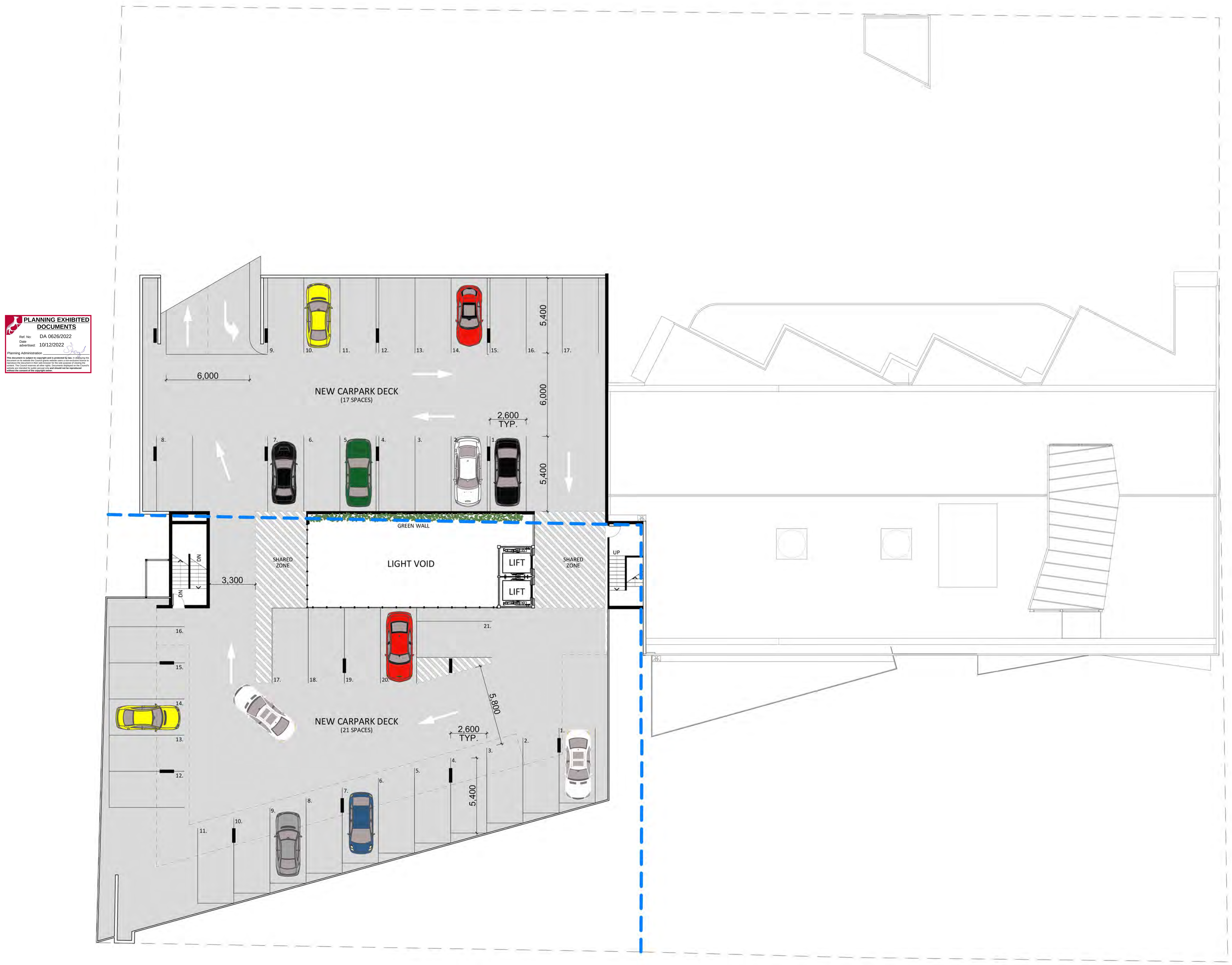
PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: SECOND FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:

SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap04 REV. -



6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

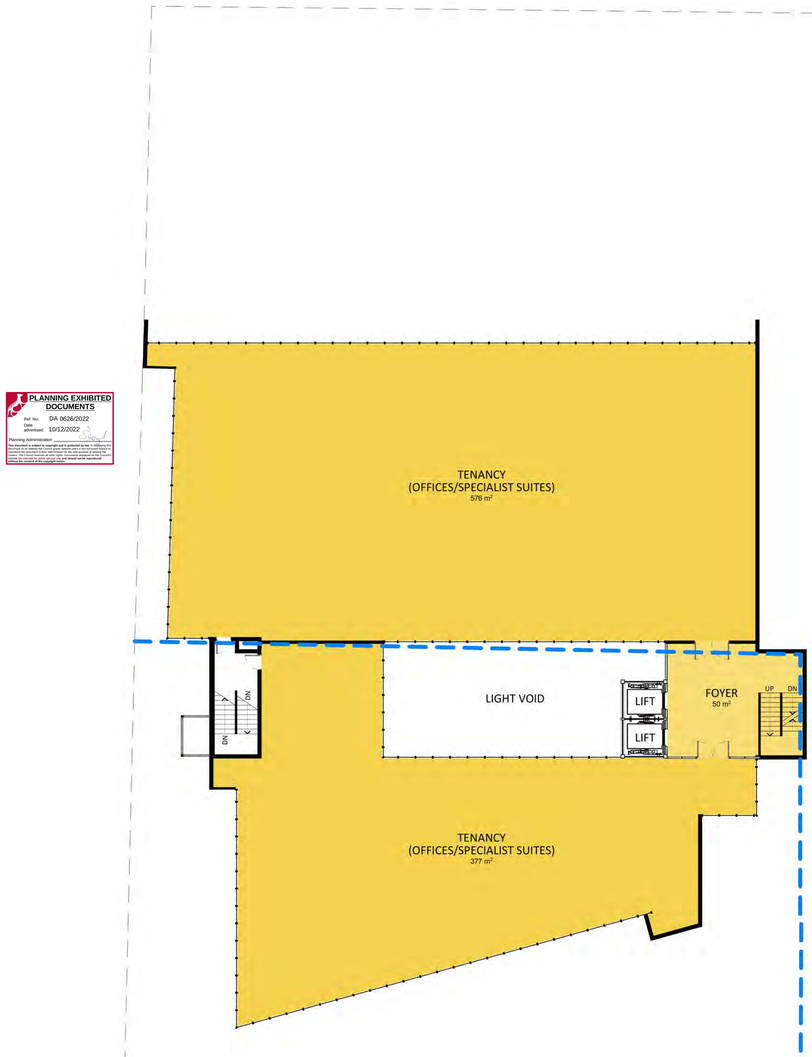
PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: THIRD FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap05 REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023



6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633l

APPROVED COMPANY ISO 9001
QHS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

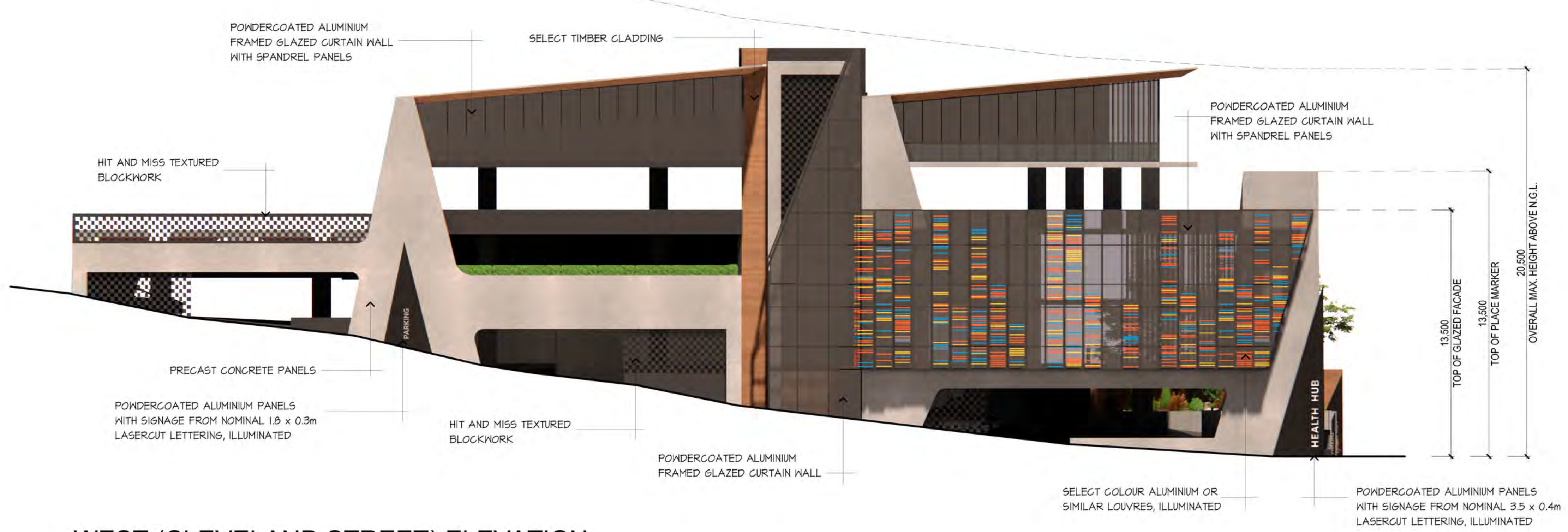
DRAWING: FOURTH FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap06 REV. -

SOUTH (WELLINGTON STREET) ELEVATION
SCALE 1:200

PLANNING EXHIBITED DOCUMENTS
Ref. No.: DA 0626/2022
Date advertised: 10/12/2022



WEST (CLEVELAND STREET) ELEVATION
SCALE 1:200

NORTH (OCKERBY GARDENS) ELEVATIONS
SCALE 1:200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874I
Structural / Civil
ABP No. CC1633I

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001
QIS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-
02	14-10-20	DEVELOPMENT APPLICATION	A

Launceston Health Hub

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD
DRAWING: ELEVATIONS
DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:200 AT A1 SIZE DRAWING SHEET
PROJECT No. 20.151 DRAWING No. Ap07 REV. A

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W **6ty.com.au**
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001 Quality Management System
QHS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB
ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH
HOLDINGS PTY LTD

DRAWING: 3D REPRESENTATION

DESIGNED: DVG DRAWN: MJB CHECKED:

SCALES: 1:2.77 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap08 REV. -

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: 3D REPRESENTATION

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:1.63 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap09 REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY ISO 9001 Quality Management System
QHS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	07-10-20	DEVELOPMENT APPLICATION	-

Launceston Health Hub

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 - 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: 3D REPRESENTATION

DESIGNED: DVG DRAWN: MJB CHECKED:

SCALES: 1:1.25 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap10 REV. -

ATTACHMENT 2.00
PRELIMINARY BUILDING SURVEYING ASSESSMENT

Launceston Health Hub new/extension/uniting of buildings
NCC/BCA FTS Assessment

Drawings Assessed: 20.151 Ap00 – Ap10 Inclusive – Development Application issue date 13/10/2020

Assessment by Greg Green 16/10/2020
NCC/BCA 2019 Amendment1

BCA Item	Description	Application
A6 Building Classification	Number of storeys basement plus 5 storeys May not be a basement if ceiling of lowest storey id more than 1m above ground in which case 6 storeys	Lg class 5, G Class7a, 6 & 5 1st floor class 5 & ex class 7a, 2nd floor Day surgery class 9a, ex child care class 9b ex carpark class 7a, 3rd floor class 7a, 4th Floor class 5
Effective Height	From ground floor of lowest storey to top floor of highest storey	15.5m from carpark floor to top floor, maybe 18.1 if including basement
A7 Uniting of Buildings	Buildings may be united across property titles provided highest NCC/BCA Requirements are met for whole building	Total size of fire compartments for whole site of put fire separation on property boundaries and satisfy BCA Requirements for each property.
C1.1 Type of Construction	Either as a single or united building	Type A Construction
C1.2 Rise in storeys	Number of storeys basement plus 5 storeys	5 storeys – new building will have most storeys. United building applies to all buildings
C1.3 Multiple classifications	Type of construction applies to top storey	In this instance all classification would be Type A construction for United building
C1.9 non-combustible building elements	External walls to be non-combustible, shafts in building to be non-combustible	Includes framing, internal and external linings & insulation
C1.10 Fire Hazard properties	Applies to floor coverings, walls and ceiling linings	
C1.11 Precast concrete external walls		
C1.14 Ancillary elements	Requirements of attachments to external walls	
C2.2 max fire compartment size	Class 5 or 9b 8,000m2, class 6, 7 or 9a 5,000m2	
C2.5 Class 9a	Patient care, [illegible] Must be fire or smoke separated from other classifications with smoke proof walls or if over 1,000m2	Requires a smoke compartment under 500m2 or performance solution
C2.6 Vertical separation of openings in external walls	Either a spandrel at each level or a sprinkler system	Will need either spandrel at each level or sprinkler system throughout and or performance solution
C2.7 separation by fire walls	Fire wall to be higher FRL of classification except for carparks	
C2.8 Separation of classifications on same storey	Either separate each classification with fire wall with higher FRL or apply whole storey to highest FRL's	

BCA Item	Description	Application
C2.9 separation of classification on different storeys	Floor of each storey must have FRL required for highest FRL of classification in storey below	
C2.10 separation of lift shafts	Fire separation including concrete lid	
C2.11 stairs and lift in one shaft	Must be in separate shaft	
C2.12 separation of equipment		
C2.13 substations, main switchboards, emergency equipment		Needs to be fire rated to FRL 120/120/120
C3.2 Protection of openings in external walls	Applies to external walls being within 3m of property boundary	Will depend on if building is to always be a united building or if future intension is to separate buildings so as not united.
C3.3 separation of openings in different fire compartments	If each storey is to have fire compartments	Will depend on if building is to always be a united building or if future intension is to separate buildings so as not united. Maybe part of performance
C3.4 methods of protection	If separate fire compartments within a storey	Suspect this will occur
C3.5 Fire doors in fire walls	Fire doors to be self closing or close on activation of fire detection	Need to consider at property boundaries. Maybe part of performance
C3.6 sliding fire doors	Not noted	
C3.7 protection of doorways in horizontal exits		Need to consider due to crossing title boundaries? Maybe part of performance
C3.8 openings in fire isolated exits	FRL -/60/30 fire doors self closing or auto closing	
C3.9 service penetrations in fire isolated stair shafts	Lists what services are permitted within shaft	
C3.10 openings in lift shafts	Lift doors and controls	
C3.12 Openings in floors and ceilings for services		Fire protection required
C3.13 Openings in shafts		Fire protection required
C3.15 Openings for Service installations		Fire protection required
C3.16 construction joints		Fire protection required
Spec C1.1 cl 2.7	Fire rated shafts to be enclosed at top	
Spec C1.1 Table 3	Requirements and FRL's for Type A construction	FRL's maybe reduced in performance solution
Spec C1.1 Cl 3.9 carparks	Need to determine if open deck or enclosed carpark	
Spec C1.10 fire hazard properties		
Spec C2.5 smoke walls for class 9a part		Required on class 9a level or would be performance
Spec C3.4 fire and smoke doors		
Spec C3.15 protection of penetration through fire rated walls & floors		
D1.2 Number of exits from each storey		Min 2 from basement and class 9a part

BCA Item	Description	Application
D1.3 Fire isolated stairs	If passing through more than 2 storeys or 3 storeys if sprinkler protected. Class 9a part requires fire isolated stairs for more than 1 storey	Either sprinkler protect building or performance solution
D1.4 exit travel distances	20m to single exit or 40m if choice of two exits except in class 9a part 12m to single exit and 30m to two exits	Parts will exceed distance of travel or performance solution
D1.5 distance between exits	45m for class 9a or 60m for other classes	
D1.6 dimension of exits	Based on number of people except for class 9a	Wider doors and passages required in class 9a
D1.7 travel by fire isolated exits	Must discharge directly to outside	Performance solution
D1.8 external stairs in lieu of fire isolated		
D1.9 travel by non-fire isolated stairs		
D1.10 discharge from exits	Fire isolated stair must not discharge within 6m of external wall of building unless wall has FRL and openings protected	Need to be considered if performance
D1.11 Horizontal exits		Need to determine or maybe performance
D1.12 no required stairs, ramps or escalators		
D1.13 number of people accommodated		
D1.18 egress from childcare	Must be directly to open space	
D2.4 rising and descending stair flights		Applies to basement storey
D2.6 smoke lobbies	If required by D1.7	
D2.7 installations in exit paths		
D2.8 enclosure of space under stairs		
D2.9 Width of stairs		
D2.11 fire isolated passageways		
D2.12 roof as open space		
D2.13 stairs goings & risers		
D2.14 landings		Class 9a must have space for stretcher
D2.15 Thresholds		
D2.16 Balustrades		
D2.17 handrails		Required on one side of fire isolated stair or both sides of non-fire isolated stairs.
D2.18 Access to plantrooms etc		
D2.19 requirements of exit doors		Note additional requirements to class 9a part

BCA Item	Description	Application
D2.20 swing doors		Must swing in direction of exit and swing must not encroach on more than 500mm of width of stair, ramp or passage.
D2.21 operation of door latches		All exit doors must be readily openable to facilitate exit.
D2.22 re entry to floors from fire isolated stairs		Stair serving class 9a part of building must allow re-entry to other floors Performance solution
D2.23	Signs on fire doors	Required on all fire door and braille (EXIT and level number required at all exits on each floor
D3.1 General access requirements		
D3.2 Access to building		
D3.3 accessibility requirements		Check length of passages for passing and dead- end turning spaces
D3.4 exemption for accessibility		
D3.5 accessible carparks	1 space per 50 carparks	
E1.3 Fire hydrant and boosters assembles		Will need internal fire hydrants within a fire isolated stair Needs to be looked as part of performance solution
E1.4 hose reels		Class 6, 9a, 9b and 7a require hose reels or performance solution
E1.5 sprinklers		Required in carpark including an open deck carpark in a multi storey building open deck or in carparks where more than 40 vehicles are accommodated in a single fire compartment. Child care without direct access to open space In class 9a more than two storeys above ground. Or performance solution
E1.6 portable fire extinguishers		Required throughout
E2.2a General provisions	Automatic pressurisation in fire isolated stairs	Applies to any class 9a part more than 2 Storeys above ground level or performance solution
E2.2a smoke hazard management	Class 9a sprinkler protection, Smoke detection or zone pressurisation Automatic shutdown of air handling system if not a zone pressurisation system. Monitored smoke detection throughout. Class 7a if not an open deck carpark mechanical ventilation to AS1668.1	No sprinkler system in building, part building sprinkler can only be in a separate fire compartment

BCA Item	Description	Application
Specification E2.2a	Clause 4 smoke detection Clause 6 smoke detection for zone pressurisation Clause 7 occupant warning throughout Clause 8 monitoring to Brigade	Applies to whole building Applies to class 9a and floor above and below Extension of existing occupant warning Already monitored just connection of existing
E3.1	Lifts to comply with specification E3.1	
E3.3	Lift travels mor than 12m so stretcher facilities required to at least one lift	
E3.3	Signage on lift not to use if there is a fire	
E3.4	Emergency Lift	Applies to a lift serving a class 9a patient care part which is above ground level. Or performance solution, larger lift car required, fire rating of shaft and fire rated wiring
E3.5 lift landing		Required to meet provisions of AS1428.1
E3.6	Min requirements of passenger lifts and requirements for people with disabilities	
E3.7 Fire service controls		Required in a lift That travels more than 12m and emergency lift
E3.9 fire service recall control switch		Required
E3.10 Lift car fire service controls		Required
Specification E3.1	Requirement of lift installation	
E4.2 emergency lighting		Required throughout and additional requirements for class 9a part
E4.4	Design of emergency lighting to AS2293.1	
E4.5	Requirements of exit signs	
E4.6	Requirements of directional exit signage	
E4.9	Emergency warning and intercom system	Required for a class 9a building with a rise in storey of more than 2. Required in whole building or a performance solution
TAS EP1.7	Automatic fire detection	Required in class 5 or 6 over 1,000m2 or early childhood centre over 500m2 or more than 1 storey building
Non-Deemed to Satisfy provisions highlighted in yellow are where Performance solution is required or may be included in performance solution as part of performance Below extract from BCA which refers to Uniting of buildings and may be a good starting point for discussing implication of building across property boundaries.		

Explanatory information:

It is not unusual for authorities to receive plans proposing the connecting of two or more buildings. Connecting buildings could be achieved by breaking openings through walls, or by joining the buildings by a tunnel, bridge or covered walkway.

When connected, if the buildings jointly comply with all the requirements of the NCC applying as if they were a single building, they become a united building.

United buildings are not required to comply with additional NCC provisions. For example, any new openings do not require any form of fire protection not required of a single building.

Note, however, an *external wall*, which as a result of an interconnection becomes an *internal wall*, must comply with the requirements for an *internal wall*.

Interconnected buildings that do not jointly comply with all the requirements applicable to a single building, remain as separate buildings.

This raises the possible need for fire doors, or other forms of protection to be fitted to connecting openings.

Multiple allotments or ownership

The NCC does not concern itself with actually prohibiting or permitting the uniting of buildings in separate ownership or on separate allotments. Such matters are dealt with by the relevant local bodies.

Example of connection by bridge

In this example, Building A is connected to Building B by bridge C. There are four different options for designing such a proposal.

The first is a united building

A, B and C are considered as a single structure and comply with the NCC.

The second is three separate buildings

A, B and C are a fire-source feature to each of the others, and are separated by fire walls with the openings protected at the points of connection. In this case, C may require independent support and separate egress to a road or open space, that is not through Buildings A or B. In this case, attention should also be paid to the length of the bridge, as regards distance of travel to an exit.

The third option is the bridge as a portion of Building A

In this option, A and C are one building, meeting all requirements of the NCC as a single or united building. B is a separate building, with suitable fire separation, including fire-doors at the point of interconnection. Bridge C could be supported off Building A, but not off Building B.

The fourth option is having the bridge as a portion of Building B

In this option, B and C are one building, meeting all requirements of the NCC as a single or united building. A is a separate building, with suitable fire separation, including fire doors at the point of interconnection. Bridge C could be supported off Building B, but not off Building A.

In some cases, C will link A and B across a public road, including laneways and the like. Special approvals may be required from various *appropriate authorities*. However, in such cases—

- if C is supported by means other than off A and B, such support will generally only be permitted if there is no obstruction of the public road; and
- care will need to be taken in calculating the distance of travel to an exit if travel is required to be over C and the road is wide; and
- fire-separation may be necessary at each end of the bridge.

If the last stipulation is the case, the following matters need consideration:

- The bridge would probably need to be of fire-rated construction because *combustible* construction could provide a ready path for the transfer of fire, and *non-combustible* construction could, in a major fire, distort and collapse onto the road.
- The designer needs to take care that the bridge does not negate the fire separation between the *storeys* of the building.

9. Appendix D — Preliminary Site Investigation

Environmental Site Assessment

237-241 Wellington St Launceston

Project No: 7432

Date: 20/10/20

es&d
environmental service & design

ABN: 97 107 517 144
74 Minna Road
Heybridge TAS 7316
Ph: (03) 6431 2999

ACN: 107 517 144
PO Box 651
Burnie TAS 7320
www.esandd.com.au

Document Control

Prepared & Published by:	ES&D
Version:	Draft
File:	7432
Contact:	Ariel Pascoe
Phone No:	(03) 6431 2999
Prepared For:	Encompass Health Holdings and Commercial Project Delivery

Version:			Date:
DRAFT 1	Ariel Pascoe	ES&D	14/10/2020
REVIEW	Delia Tyson	ES&D	14/10/2020
Final	Rod Cooper	ES&D	19/10/2020

This report has been prepared, based on information generated by Environmental Service and Design Pty Ltd from a wide range of sources. If you believe that Environmental Service and Design Pty Ltd has misrepresented or overlooked any relevant information, it is your responsibility to bring this to the attention of Environmental Service and Design Pty Ltd before implementing any of the report's recommendations. In preparing this report, we have relied on information supplied to Environmental Service and Design Pty Ltd, which, where reasonable, Environmental Service and Design Pty Ltd has assumed to be correct. Whilst all reasonable efforts have been made to substantiate such information, no responsibility will be accepted if the information is incorrect or inaccurate.

This report is prepared solely for the use of the client to whom it is addressed and Environmental Service and Design Pty Ltd will not accept any responsibility for third parties. In the event that any advice or other services rendered by Environmental Service and Design Pty Ltd constitute a supply of services to a consumer under the Competition and Consumer Act 2010 (as amended), then Environmental Service and Design Pty Ltd's liability for any breach of any conditions or warranties implied under the Act shall not be excluded but will be limited to the cost of having the advice or services supplied again. Nothing in this Disclaimer affects any rights or remedies to which you may be entitled under the Competition and Consumer Act 2010 (as amended). Each paragraph of this disclaimer shall be deemed to be separate and severable from each other. If any paragraph is found to be illegal, prohibited or unenforceable, then this shall not invalidate any other paragraphs.

Contents

List of Tables

List of Figures

1 Introduction

Environmental Service and Design (ES&D) were commissioned by their client Commercial Project Delivery to prepare an Environmental Site Assessment (ESA) on the proposed development at 237-241 Wellington St, Launceston. The site is listed as potentially contaminated according to the Launceston City Council and has triggered Code E2, the Potentially Contaminated Land code.

Code E2 (Potentially Contaminated Land Code) of the Launceston Interim Planning Scheme 2015 stipulates that use or development of potentially contaminated land must not adversely impact on human health or the environment.

E2.5.1 states that potentially contaminated land may be used if:

A1 *The Director, or a person approved by the Director for the purpose of this Code:*

(a) certifies that the land is suitable for the intended use; or

(b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.

Or

P1 *Land is suitable for the intended use, having regard to:*

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or

(c) a plan to manage contamination and associated risk to human health or the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before any use commences; and

(iii) a statement that the land is suitable for the intended use.

E2.6.2 (excavation) is also relevant to this development. The aim of E2.6.2 is to ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.

Performance criteria P1 states that excavation does not adversely impact on health and the environment, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or

(c) a plan to manage contamination and associated risk to human health and the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before excavation commences; and

(iii) a statement that the excavation does not adversely impact on human health or the environment.

This report is an investigation in response to E2.5.1 And E2.6.2.

2 Site Details

2.1 Ownership and Location

237-241 Wellington St ('the site') is owned by Encompass Health Holdings Pty Ltd. It is currently the vacant former office of the CFMEU and will be transformed into a Launceston Health Hub complex. Table 1 shows site details.

Table 1: Site details

Address	*Property ID*	*Title Reference(s)*
237-241 Wellington St	6684319	70186/2
		228901/1
		227180/1

The vacant office is located on the corner of Wellington and Cleveland Streets, surrounded by the Launceston Medical Centre, and opposite the Launceston General Hospital (LGH). ES&D completed a Preliminary Site Investigation (PSI) in May 2018 on the Launceston Medical Centre site, 243-247 Wellington St. Figure 1 shows the location.

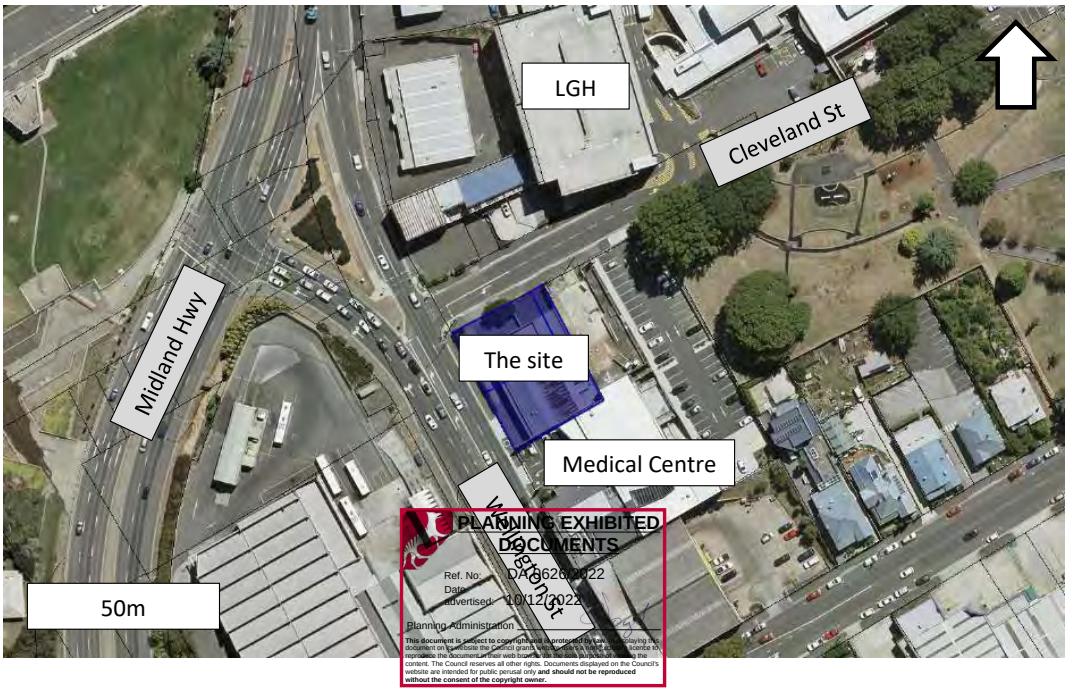


Figure 1: Location

2.2 Proposed Development

The proposed development involves the demolition of the current vacant CFMEU office and the extension of the existing medical centre onto this site. The extension involves the construction of a four-storey complex which includes:

- Tenancies on the lower ground floor
- Carpark, tenancies, amenities, landscaping and courtyard on the ground floor
- Tenancies and amenities on first floor
- Tenancies on second floor
- Car park deck on third floor
- Tenancies on fourth floor

The full proposal plan is given in the appendix.

2.3 Zoning

The site is currently zoned commercial, along with the medical centre and surrounding South Launceston commercial area. Zoning will not change with development.

Inner residential areas are located throughout South Launceston, with the nearest one to the site ~40m to the east along Howick St. Ockerby Gardens opposite the LGH is zoned open space, and a small area of light industrial zoning exists to the northwest at the intersection of the Midlands Hwy/Bathurst St/Wellington St and Frankland St. The highways are zoned utility along with TasWater land west of the highways.

	Utility		Inner residential
	Commercial		Open space
	Community purpose		Light industrial

Figure 2: Zoning

3 Environment

3.1 Topography

A review of Google Earth and TheLIST (Land Information System Tasmania) indicate that the site slopes gently west towards Wellington St, with elevations ranging from 11-16 m.

3.2 Surface Water

The closest surface water body to the site is the Tamar River, 1.2km northwest.

3.3 Geology

TheLIST and 1:25,000 geological map (Launceston, MRT) show that the site is mostly underlain by partly consolidated clay, silt and sand of Tertiary age (Tsa). This rock unit would be permeable and allow groundwater to flow relatively easily. The far southwest corner is underlain by Cenozoic-aged alluvial and flood plain sediments (Qham).

3.4 Regional Hydrogeology

Contours indicate that groundwater likely flows west from the ridge along High St to the valley where the Midland Highway enters the city, then under the city to the Tamar River. Figure 3 shows inferred regional groundwater flow.

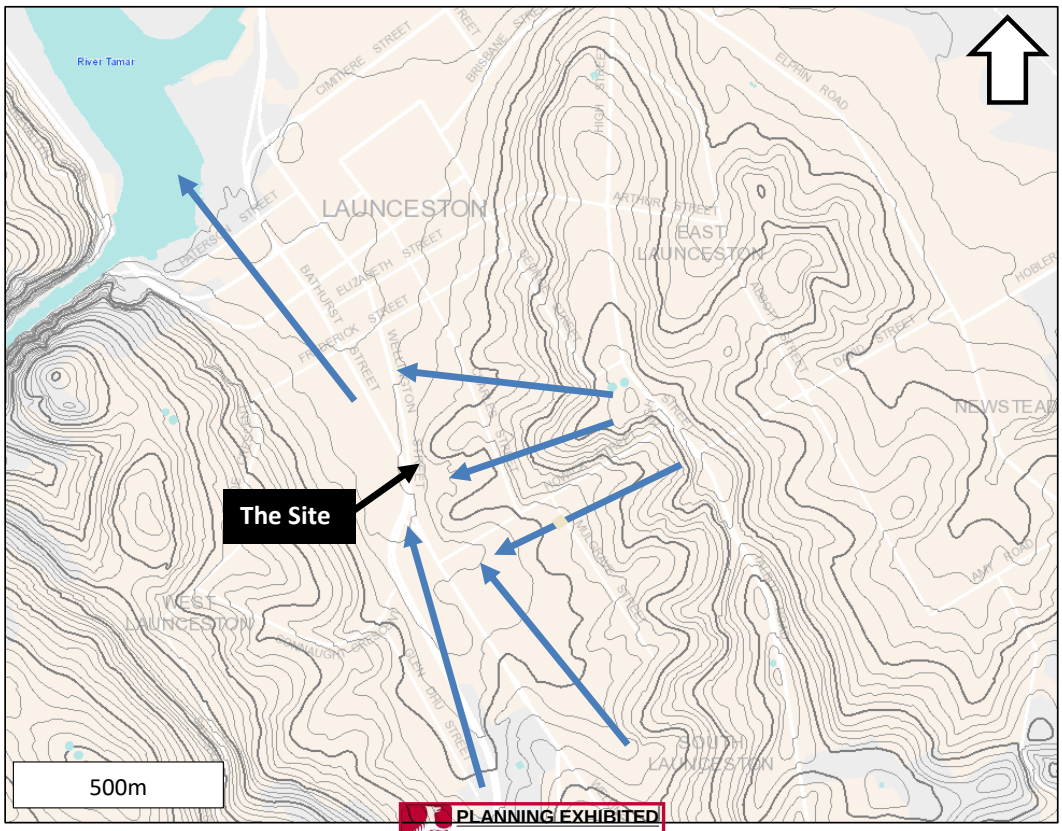


Figure 3: Inferred regional groundwater flow direction

3.5 Local Hydrogeology

The DPIPWE Groundwater Information Access Portal shows there are no registered bores within 500m of the site. Drinking water is supplied to the area by TasWater infrastructure. Groundwater is assumed to be flowing west from High Street as per Figure 4.

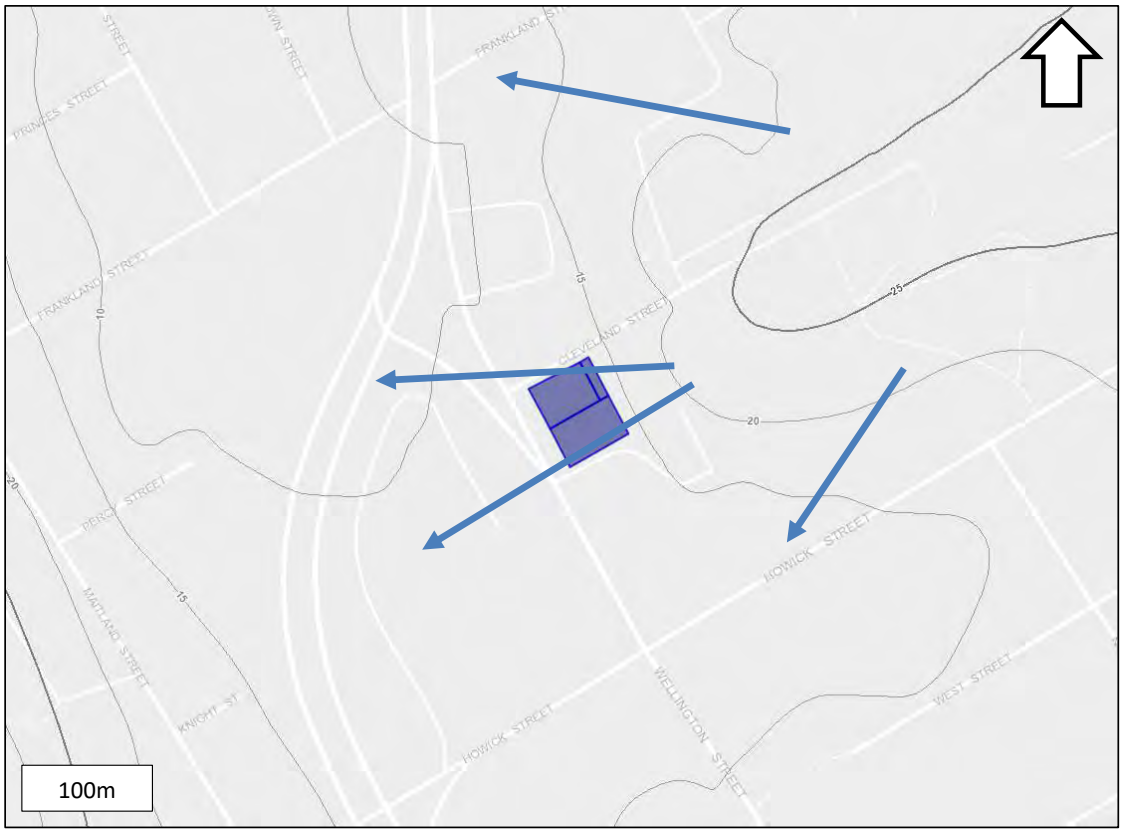


Figure 4: Inferred local groundwater flow

3.6 Acid Sulfate Soils

Acid sulfate soils (ASS) are soils which contain naturally occurring sulfides. If left undisturbed and waterlogged they are harmless, however exposure to air can cause oxidation which allows subsequent rain events to produce sulfuric acid. A review of the LIST confirms that the rock unit Tsa at the elevation of the site has not been mapped, and that Qham has a low (6-70% chance) of producing ASS.

Figure 5 shows the location of Qham and the area of low potential for ASS (40.36m^2). According to the development proposal, this area is set to be excavated for the basement level. The *Tasmanian Acid Sulfate Soil Management Guidelines* (DPIPWE, 2009) may need to be followed depending on the amount of soil excavated from this area (not provided in the preliminary plans). If <100m^3 is being excavated from the mapped area, the Guidelines do not apply, however, precautions are recommended to ensure the safety of personnel involved in excavation (e.g., use of PPE such as gloves to handle soil).

Figure 5: Acid Sulfate Soil Map

3.7 Flora and Fauna

A review of the LIST indicates that the site is mapped under the Tasmanian Vegetation Mapping scheme (TASVEG 3.0) as 'agricultural, urban and exotic vegetation' (FAG). No other classification exists within 500m of the site. The only wildlife likely to exist in urban FAG are transient species.

Threatened flora and fauna have not been recorded on the site, and threatened flora has not been recorded within 500m of the site. According to TheLIST, there is one record of the Tasmanian devil (*Sarcophilus harrisii*) 375m northeast on Charles Street.

The proposed development would not be likely to impact threatened fauna or local transient wildlife. The current site is largely unvegetated except for a small kerbside garden which is unlikely to provide a suitable habitat for wildlife due to lack of shelter, proximity to a 4-lane highway, and use of exotic species, see Figure 6. Similarly, the landscaped areas in the development proposal would not be suitable habitats.

Figure 6: Current site gardens

Image from Google Street View, October 2019.

3.8 European and Aboriginal Heritage

The site is not listed on the Australian heritage database. FAG land is not protected under the *Environment Protection and Biodiversity Conservation Act 1999* (Cmwlth.) or the *Tasmanian Nature Conservation Act 2002*. The site is not at risk of impacting Aboriginal relics according to the Aboriginal Heritage property search (record PS0129587).

4 Site History

Wellington St is one of the original streets of Launceston. Historic town charts from 1857 (Libraries Tasmania, chart AF819-1-162) show the land on the corner of Wellington and Cleveland Streets pegged and occupied at this time.

A search on Trove revealed the site was occupied by a hairdresser in 1923-1937. Several ads for cars and motorcycles can be found for the site between 1949 and 1954 indicating the site may have been a garage, car/motorcycle dealer, or similar during this time. No other online information could be found on Trove or Libraries Tasmania.

The Launceston Medical Centre opened in 2014 on the former site of the Duke of Wellington Bar and Bottleshop. CFMEU was “Launceston Trade Union Centre” in 2007 and 2010 (Google street view).

4.1 Site Visit

A site visit was not conducted due to two similar investigations being conducted on neighbouring properties within the last two years.

4.2 WorkSafe Tasmania Dangerous Goods Licenses

4.2.1 Onsite

WorkSafe Tasmania (WST) found no records for 237-241 Wellington St (*pers. com*., 12/10/20), however, there are records for 287 Wellington St in EPA's Environmentally Relevant Land Use Register (ERLUR). The site appears to have been (or have housed) the "Launceston Laboratories" for the Department of Mines in 1982-1984, and the records show an address change to 237 Wellington St in 1984.

The Launceston Laboratories held licences for various gas cylinders (acetylene, N_2O, CH_4, O_2), and contained several storage facilities for laboratory chemicals. According to historic newspaper articles, these laboratories were constructed in 1942 "on Wellington St between Garfield and Galvin St," which is the location of 287 Wellington St (*The Examiner*, p.6, 9/5/1945, *The Mercury*, p.2, 11/7/1942, *The Advocate*, p.4, 13/7/1942). The laboratory appears to have moved to the present site in 1984 and therefore the site occupants before 1984 are unknown.

WST were also asked to search all Cleveland St files in case the site was once known by a Cleveland St address (e.g., pre-highway), and found no records. The ERLUR identified the storage of 3 x 45kg gas cylinders at 57 Cleveland St, an address no longer in existence due to the expansion of the LGH.

WST's Dangerous Substances Unit (DSU) searched the dangerous substances database and did not find any file on 237-241 Wellington St or Cleveland St (*pers. com*. 13/10/20).

The absence of WST, ERLUR and DSU information on this site does not necessarily mean there is no fuel tank. Prior to 1990, businesses were not required to notify WST of the existence of diesel tanks (*pers. comm*. WST, 23/4/20). However, the WST and other records that exist show only gas cylinders and chemical storage, so it is assumed there are no UPSS on the site.

4.2.2 Offsite

There are several locations within 500m of the site with current or former WST licences, these are shown below in Table 2: Nearby WST licensed sites Table 2.

Table 2: Nearby WST licensed sites

Address	Distance from site	Currently	Formerly	DG*	Licence from	Licence to	WST File No.
105-109 Galvin	SE	JLH Mechanical	Service station, transport depot	UPSS	1966	1971	B659
42-46 Garfield	SE	Sportsrider Motorcycles	Anax Pty Ltd (?)	IL	1975	1976	A291
3 Wilson	S	Cool Drive distribution centre	Paint retailer	IL	1984	1991	2401
57 Cleveland	NE	No longer an address (LGH)	Unknown	GC/GT	1980	1982	B786
166-168 Wellington	SW	Metro Tasmania Launceston Depot	-	UPSS	1956	1989	1475
182-186 Wellington	S	McDonald's	Bendall Bros. (?), COR/BP	UPSS	1953	1969	B144
188-190 Wellington	S	Tamar Signs	Car dealer	UPSS	1974	1983	J180
217-229 Wellington	N	Designs	Service station	UPSS, GC/GT	1956	1998	373
249 Wellington	SE	Bob Jane T-Marts	Transport depot	UPSS	1963	1973	T217
164 Bathurst	N	Computer shop	AE Jack, Service station	UPSS	1963	1964	J98
138 Wellington	N	Electronics shop	Service station	UPSS, GC/GT	1952	1978	D247
260 Charles	NE	Eye hospital	Service station	UPSS, GC/GT	1952	1991	

** Dangerous goods stored on site – UPSS = underground petroleum storage system, IL = inflammable liquids, GT = gas tank, GC = gas cylinder*

All locations in Table 2 that are north, south or west from the site are downgradient (see Figure 4) and therefore would be highly unlikely to contribute to soil or groundwater contamination at the site. This includes all locations except for possibly the neighbouring site at 57 Cleveland St, and 249 Wellington St.

4.3 Historical Aerial photography

A review of historical aerial photographs available on the LIST and Google Earth was undertaken to identify any historical potentially contaminating land uses in the area. Photographs from 1969, 1977, 1984, 1991 (the LIST), 2008 and 2013 (Google Earth) are shown in Figures 7-14 below.

Figure 7: Aerial photo, 1969

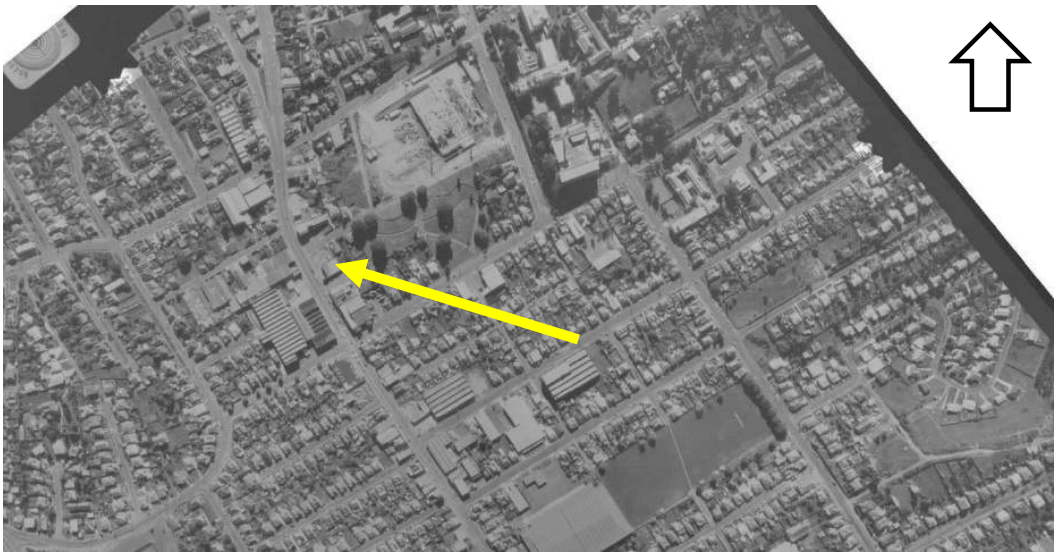


Figure 8: Aerial photo, 1977

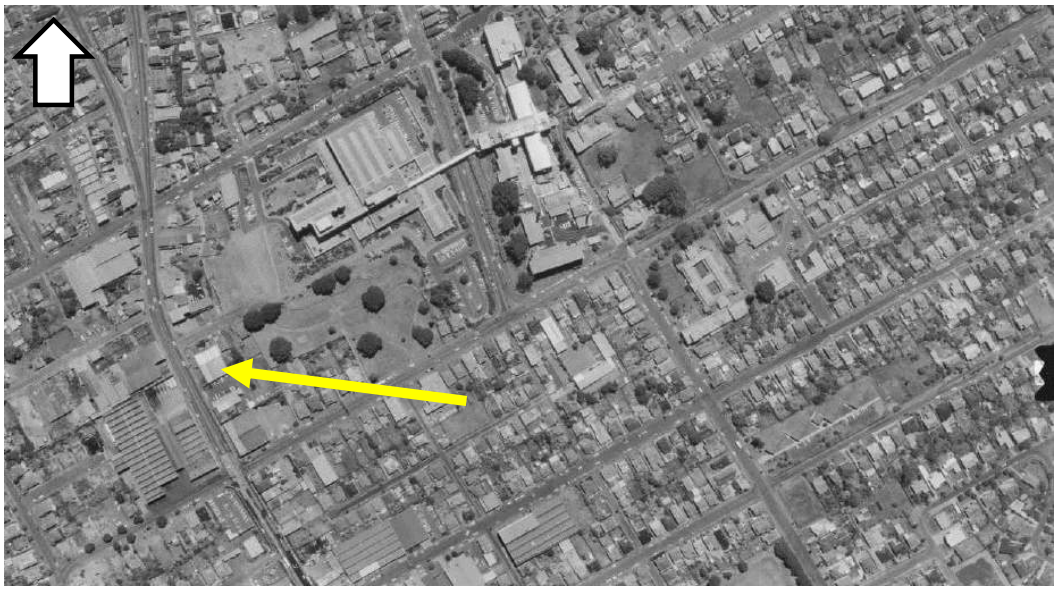


Figure 9: Aerial photo, 1984

Figure 10: Aerial photo 1991

Figure 11: Satellite, 2008

Figure 12: Satellite, 2013

Figure 13: Satellite, 2016

4.4 Site History Summary

Based on the review of the site and historical imagery, the site history is as follows:

Period	Site
1850s-1923	Commercial/residential/agricultural
1923-1937	Hairdresser
1937-1984	Unknown
1984-(?)	DM Launceston Laboratories
(?)-2019	CFMEU/ Launceston Trade Union office
2019-	Launceston Health Hub bought site

5 Potential Site Contamination

5.1 Onsite Sources

A PSI on 37 Cleveland St (ES&D, Sep 2018) indicated that a fuel tank of unknown detail was present at 237-241 Wellington St. This was based on information provided by the Launceston City Council.

The CFMEU, hairdresser and site occupants prior to 1983 are unlikely to have contributed to any site contamination. Launceston Laboratories moved in in 1984 and their dangerous goods records finish in the same year. Gas cylinders would not have contributed to site contamination, and although chemicals were stored on site, they would have been in laboratory quantities and disposed of via the sewerage system. If Launceston Laboratories required/used a fuel tank it would have been on their site manifest (see Appendix).

The site occupants from 1937-1984 are unknown, and if there is a fuel tank on site it would have been installed and/or used during this time. Based on the Trove articles (see Appendix) the site may have been a garage or car/motorcycle dealer.

Although the Health Hub extension itself is unlikely to produce contamination, the disturbance of soil through excavation may mobilise contaminants. Contaminants of potential concern (CoPC) related to fuel storage include aliphatic and aromatic hydrocarbons and heavy metals.

5.2 Offsite Sources

Possible offsite contamination sources are outlined below.

5.2.1 37 Cleveland St

ES&D completed a PSI on neighbouring 37 Cleveland St, which is currently a Health Hub car park (PAF 6405, 20/9/18). This location was a paint and varnish removalist, mechanical workshop and car detailer before its development into a car park in 2019. Based on a site visit and an interview with the then site owner, the risk of historical contamination from this location was deemed low.

5.2.2 57 Cleveland St

This site has a WST file from 1980-1982. It is currently on the site of the LGH and is therefore assumed to have been remediated to the extent to allow the development of the LGH to proceed.

5.2.3 249 Wellington St

There is a UPSS at this location, which is southeast of the site. Potential contamination from this UPSS reaching the site is possible but unlikely based on the inferred groundwater flow direction (Figure 4). The owners of this property were interviewed by ES&D in 2018 as part of PSI 6405. In 2018, the underground fuel tank was still there but had definitely not been used for at least 10 years and had possibly not been used since Bob Jane T-Marts purchased the property ~30 years ago. This location was considered low risk.

6 Potential Receptors

Future workers involved in the development are considered potential receptors of any site contamination, especially those involved with the excavation and construction of the basement level as they will have firsthand contact with soil. Future site users may be exposed to any hydrocarbon vapours present. Flora and fauna are considered unlikely receptors (see Chapter 3.7), and the Tamar River is also unlikely due to the distance from site (Chapter 3.2).

Risks to human health from hydrocarbon contamination can arise via inhalation when people are exposed to vapours for extended periods, including from vapour intrusion into built spaces. Hydrocarbon and heavy metal exposure can also occur by direct contact with contaminated soil, surface water or groundwater (i.e. ingestion, dermal contact).

7 Conceptual Site Model

A provisional conceptual site model (CSM) was created based on the site history, environment, potential receptors and contamination sources, see Table 3: Provisional CSMTable 3. It shows possible contamination sources, receptors and pathways.

Table 3: Provisional CSM

Contamination Source	COPC	Pathway	Receptor
On site fuel tank	• Heavy metals • Aliphatic and aromatic hydrocarbons	Dermal contact of soil, groundwater Inhalation of soil vapour	• Workers involved in construction • Future site users
ASS	• Acidic solutions from weathered/exposed soil	Dermal contact of soil, groundwater	• Workers involved in construction • Future site users • Tamar River
37 Cleveland St – former stripper, workshop and car detailer	• Heavy metals • Aliphatic and aromatic hydrocarbons • Paint, solvents and similar	Dermal contact of soil, groundwater Inhalation of soil vapour	• Workers involved in construction • Future site users **Low risk – see PAF 6405**
249 Wellington St UPSS	• Heavy metals • Aliphatic and aromatic hydrocarbons	Dermal contact of soil, groundwater Inhalation of soil vapour	• Workers involved in construction • Future site users **Low risk – see PAF 6405**

8 Conclusions and Recommendations

ES&D investigated each potential contamination source based on the usage, inferred groundwater flow direction (both locally and regionally) and distance to offsite sources.

No fuel tank records could be found for the site. However, this does not confirm that a tank does not or did not exist. Prior to development, a sub-surface survey is recommended to confirm. WST data indicates only gas cylinders and chemical storage.

There is a potential risk from ASS in one section of the development, especially during basement excavation. Developers will need to refer to the *Tasmanian Acid Sulfate Soil Management Guidelines* (DPIPWE, 2009) to determine whether an Acid Sulfate Soil Management Plan is required. If not, construction workers are recommended to wear PPE as appropriate (e.g., gloves) and limit contact with soil. Disturbed soil should be sealed with concrete to prevent future contact.

A CSM was constructed and is shown in Table 4. A risk assessment was then conducted according to the principles and methodology contained within the NEPM and found no significant risk, and no increased risk to human health receptors associated with the development. Therefore, requirements under section E2.5.1 and E2.6.2 of the Launceston Interim Planning Scheme 2015 have been met and the site is suitable for the proposed development.

Rod Cooper.

Site Contamination Specialist

Table 4: Final Conceptual Site Model

Contamination Source	COPC	Pathway	Receptor
On site fuel tank	• Heavy metals • Aliphatic and aromatic hydrocarbons	Dermal contact of soil, groundwater Inhalation of soil vapour	• Workers involved in construction • Future site users
ASS	• Acidic solutions from weathered/exposed soil	Dermal contact of soil, groundwater	• Workers involved in construction • Future site users • Tamar River

9 Limitations

ES&D has prepared this report in accordance with the care and thoroughness of the consulting profession for Encompass Health Holdings. It was based on accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this report. It is prepared in accordance with the scope of work and for the purpose outlined.

This report was prepared during October 2020 and is based on the conditions encountered and information reviewed at the time of preparation. ES&D disclaims the responsibility for any changes that may have occurred after this time.

This report should be read in full. No responsibility is accepted for any use of any part of this report in any other context or for any other purpose or by third parties. This report does not purport to give legal advice.

Subsurface conditions can vary across a site and cannot be explicitly defined by these investigations. It is unlikely therefore that the results and estimations expressed in this report will represent the extreme conditions within the site.

The information in this report is accurate at the date of issue and is in accordance with conditions at the site at the dates sampled.

This document and the information contained herein should only be regarded as validly representing the site conditions at the time of the investigation unless otherwise explicitly stated in a preceding section of the report.

No warranty or guarantee of property conditions is given or intended.

References

Launceston City Council Interim Planning Scheme 2015

National Environmental Protection (Assessment of Site Contamination) Measure, *Guideline on the Investigation Levels for Soil and Groundwater*, Schedule B (1), (1999) as amended 2013

Land Information System Tasmania (TheList) (www.thelist.tas.gov.au)

Department of Primary Industries, Parks, Water and Environment (DPIPWE) Groundwater Information Access Portal: http://wrt.tas.gov.au/groundwater-info/

Mineral Resources Tasmania 1:25,000 digital geological map database

EPA list of Potentially Contaminating Activities
https://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/potentially-contaminating-activities-industries-and-land-uses

Trove (https://trove.nla.gov.au/)

Libraries Tasmania (https://www.libraries.tas.gov.au/Pages/Home.aspx)

Australian heritage database (http://www.environment.gov.au/cgi-bin/ahdb/search.pl)

ES&D, 31/05/2018, PAF# 6252: Preliminary Site Investigation, 243-247 Wellington St Launceston

ES&D, 20/09/2018, PAF# 6405: Preliminary Site Investigation, 37 Cleveland St Launceston

APPENDIX 1 Preliminary Development Plan

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS Certification Services

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	29-09-20	INFORMATION	-

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 & 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: LOWER GROUND FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap01 REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001 Quality Management System
QMS Certification Services

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	29-09-20	INFORMATION	-

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 & 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: GROUND FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:

SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap02 REV. -

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001 Quality Management System
QMS Certification Services

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	29-09-20	INFORMATION	-

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 & 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: FIRST FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap03 REV. -

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY ISO 9001 Quality Management System
QMS Certification Services

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	29-09-20	INFORMATION	-

TRUE NORTH

PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS

AT: 237 & 247 WELLINGTON ST

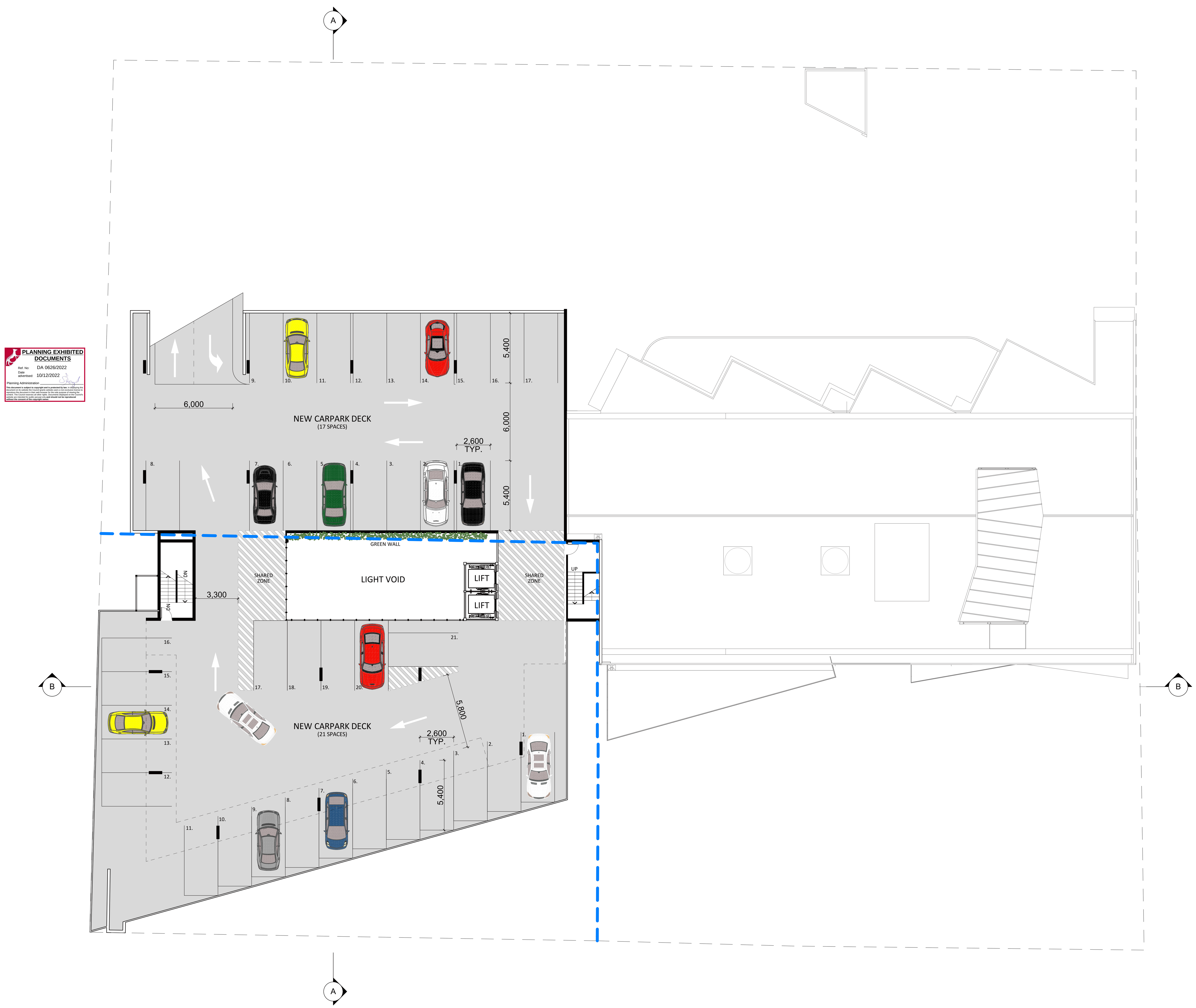
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: SECOND FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:

SCALES: 1:150 AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151 DRAWING No. Ap04 REV. -



6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	29-09-20	INFORMATION	-

TRUE NORTH
PROJECT NORTH

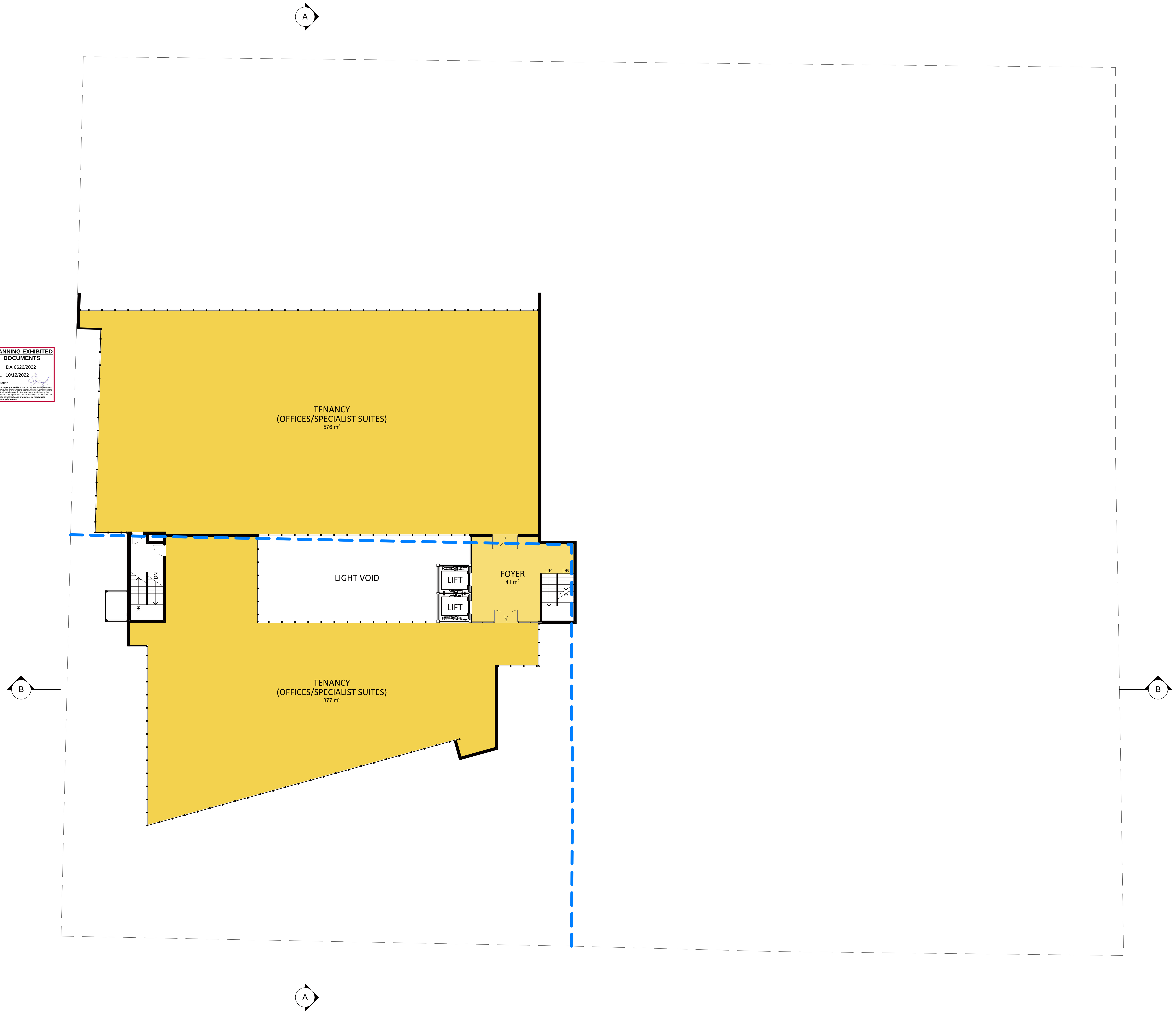
DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 & 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: THIRD FLOOR PLAN

DESIGNED: DVG DRAWN: MJB CHECKED:
SCALES: 1:150 AT A1 SIZE DRAWING SHEET
PROJECT No. 20.151 DRAWING No. Ap05 REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023



6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY ISO 9001 Quality Management Systems
QMS Certification Services

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	ISSUED FOR	REV.
01	29-09-20	INFORMATION	-

TRUE NORTH　PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: LAUNCESTON HEALTH HUB ALTERATIONS & ADDITIONS
AT: 237 & 247 WELLINGTON ST
FOR: ENCOMPASS HEALTH HOLDINGS PTY LTD

DRAWING: FOURTH FLOOR PLAN

DESIGNED: DVG　DRAWN: MJB　CHECKED:
SCALES: 1:150　AT A1 SIZE DRAWING SHEET

PROJECT No. 20.151　DRAWING No. Ap06　REV. -

Document Set ID: 4837213
Version: 1, Version Date: 13/01/2023

Appendix 2 – WST files

D388.

D388.

DEPARTMENT OF MINES.
WELLINGTON STREET.
LAUNCESTON.

M 1588

D388.

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research Laboratory .. .. ..
Mines Inspection .. ..
Explosives & Inflammable Liquids
44 2431-2 (2 lines)

D of M | A.G. | G.G. | E.O. | D. DIR. | - 4 FEB 1985 | DEPT. OF MINES | REF. No. 1166/85 | Registrar | E & IE

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON ~~7250~~ 7249

February 1, 1985

Memo to: Director of Mines
From: Inspector of Explosives

Attention: Mr M. Curtain

Dangerous Goods at the Department of Mines building, 287 Wellington Street, Launceston.

Further to my other letter in regards to the above dated January 26, 1984 I still have no Dangerous Goods signs as follows:

Class 3
Class 4
Class 526 and 'No Smoking' Signs for the Laboratory.

S. Smith,
INSPECTOR OF EXPLOSIVES.

Signs Sent 7/3 - out of our own stocks

D388

W.B.

25 SEP 1984

Chief Chemist & Metallurgist,
LAUNCESTON.

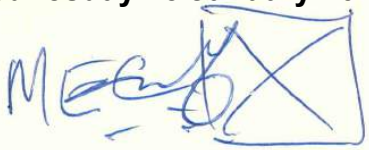
I refer to your memo of 10 September and advise as follows.

FILE 743 { Disposal of rubbish will be done by contract and advice has been already forwarded to you regarding this.

With respect to the cylinders of gas, I have discussed your comments with Mike Curtain and he has advised that the alterations you mention would only be necessary if your quota of cylinders was doubled. I appreciate that the cylinders are delivered at certain intervals and in the event of a possible delay in obtaining a replacement cylinder it would be necessary to arrange for delivery by some freighting service.

(H. Murchie)
DIRECTOR OF MINES

Copy on 743



Mike

Could we please discuss.

discussed 13/9

11/9/84

Josh.

Advised D.R.B. 2 years ago that proper cylinder storage would be required if there was an increase in the number of cylinders. G. Dyer agrees.

17/9.

M 1588

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research .. ..
Laboratory .. .. ..
Mines Inspection .. .. ..
Explosives & Inflammable Liquids
} 44 2431-2 (2 lines)

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

10th Sept'84

Memo to: Director of Mines
From: Chief Chemist & Metallurgist

Measures to Replace Utility

The utility has been passed by Transport Tasmania as roadworthy but in order to ensure the minimum dislocation of normal activities attendant on its removal some outstanding matters should be clarified before it is surrendered to Supply & Tender.

I note that you have taken steps to resolve the banking problem.

I have not heard how you intend to deal with the rubbish disposal. A memorandum was sent you on 31st Jul'84.

While visiting the laboratory recently Mike Curtain intimated to one of the staff here that additional cylinders of gases that would be held here when the utility went would have to be stored in conformity to the Dangerous Goods Act. I have checked with the Dangerous Goods Inspector and find this means we would have to build a brick and mesh shelter probably on the site of the old house. No provision has been made for this. If we don't carry spare cylinders it means a two day cessation of the particular operation.

(H. K. Wellington)
Chief Chemist & Metallurgist

D388

4th Sept. 1984

Dept. of Mines ,
P.O. Box 287,
Burnie 7320
TASMANIA

Dear Sir,

Please find enclosed Dangerous Goods Licence 18048 for you.

Also would you note our change of address which should read

Dept of Mines,
237 Wellington Street,
South Launceston 7249
TASMANIA

Yours faithfully,

(H. K. Wellington)
Chief Chemist & Metallurgist

D388

M 1588

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research .. ..
Laboratory .. .. ..
Mines Inspection .. .. ..
Explosives & Inflammable Liquids
} 44 2431-2 (2 lines)

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

Received 25 JAN 1984
Answered
DEPT. OF MINES
REF. No. 893/84

24th January, 1984

Memo to: Director of Mines
From: Inspector of Explosives

Attn: Mr M. Curtain

Dangerous Goods at the Department of Mines Building, 287 Wellington Street, Launceston

Further to my telephone conversation on the 24th January, 1984 in regards to Dangerous Goods at this Building, we are still waiting for the following:-

Fire Extinguishers

4 Small D.C.P. - Size 2lbs.

1 x 2 Gallon Foam Extinguisher

These Extinguishers are to be used in the following places:-

Laboratory No. 1 and 2 = 3 Extinguishers

Chemical Store in yard = 1 Extinguisher

No. 1 Plant = 1 Foam Extinguisher x 2 Gallons

A Vass asked to order these + brackets & fire extr. ∆'s on 31/1/84.

Dangerous Goods Signs:-

Class 3
Class 4
Class 5 & 6
Class 8 Corrosives

Not ordered 31/1/84

Also No Smoking Signs For Laboratories.

I would appreciate your attention on these items.

(S. Smith)
INSPECTOR OF EXPLOSIVES

D388

M 1588

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research Laboratory 44 2431-2
Mines Inspection .. .. .. (2 lines)
Explosives & Inflammable Liquids

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

19th January 1984

673/84

Memo to: Director of Mines
From: Chief Chemist & Metallurgist

Loan Program 1983/84

Since writing on 11th Oct'83 concerning modifications to the Chemical Store I wrote you again on 2nd Dec'83 on this matter when it was found that to comply with Dangerous Goods Regulations quite extensive and more costly works than originally envisaged were required. I also said I would await the arrival of the specially designed storage cabinets before proceeding.

The cabinets have been received and installed in the last week or two. One has been placed in the chemical store to the satisfaction of the Inspector of Exolosives so no modifications to the building are now required.

I think that should answer your memo of 17th Jan'84.

Regarding other items e.g. the floor tiles and stairway recovering, nothing has yet been done as the re-roofing has not yet been completed. The removal of the old roof covering was completed yesterday.

(H. K. Wellington)
Chief Chemist & Metallurgist

D388 E.D.

JMacD:CBH Our ref: ~~723~~ 701

17 JAN 1984

Mr H.K. Wellington,
Chief Chemist and Metallurgist,
Department of Mines,
LAUNCESTON

LOANS PROGRAMME 1983/84

In your memo of 11th October, 1983, you stated that the modification to buildings and equipment would probably have to be discussed with the Department of Construction. I understand this includes conversion of part of the chemical store into a flammable liquids store. Would you please advise what action has been taken.

(R.C. Thomas)
ACTING DIRECTOR OF MINES

Please R/S 1/2/84

Copies on 723

Original on 701

FILE NO. 743

TELEPHONES 34 5111 30 3978

RAP:AB

743

Quote 888/1-1

R.A. Pickett 3393

A.O

5 -11- 83

The Manager,
Supply & Tender Department,
HOBART

Attention: Mr R.A. Lawson

FLAMMABLE SUBSTANCE CUPBOARDS -
MINES DEPARTMENT
REF: REQUISITION NO. 12400/33964/83-84

I refer to your letter of 21 November 1983 and advise that the quote submitted by Davey Metal Industries Pty Ltd is acceptable.

Although Vertiplan Pty Ltd has indicated a lower price, the specifications of their standard 100 litre cabinet do not meet our stated needs.

Your documents are returned herewith.

(H. Murchie)
DIRECTOR OF MINES

Encl.

Originals on 743

743

M 1588

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research .. ..
Laboratory .. .. ..
Mines Inspection .. .. ..
Explosives & Inflammable Liquids
44 2431-2
(2 lines)
Answered

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

DEPT. OF MINES
REF. No. 11459/83

2nd December 1983

Memo to: Director of Mines
From: Chief Chemist & Metallurgist

Loan Program 1983/84

In reply to your memorandum dated 30th Nov'83 I have:-

1. Roof Repairs Since 18th Nov'83 when I was advised everything had been organized there have been some technical delays, the original tender was on a wrong form, the new tender was slightly higher, this had to be cleared again with the Public Offices Committee etc. but I am now assured that the contractor has been sent the formal documents for signing and he can begin any time. I shall check again on Tuesday, 6th Dec'83 re progress.

2. Inflammable Liquid Storage I returned on 25th Nov'83 tenders for cupboards to see if they met Mike Curtain's requirements as none said they met Tas. Regulations.

Anyway as it appears one of these could hold our bulk storage of these liquids, I will await delivery of these cupboards because the use of one of these in that role could prove a better solution to the problem than building modifications as further investigation has shown that much greater expenditure than originally envisaged will be required (new brick wall). Thus any more here awaits arrival of the cupboards.

Check

Letter gone to S & T Ref

(H. K. Wellington)
Chief Chemist & Metallurgist

Please R/S 14/12/83

Copies on 701 723

J. MacD. 142

Mike forward [illegible] 30/11

T
7250

1983
B.L.

Mike

Please advise cost of recommended items.

5/12

L
S
rian)
ey
start.
rtain.
ited
tion.

Pl. find costs attached
Pl. forward a copy to H.W.

19/12

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0626/2022
Date advertised: 10/12/2022
Planning Administration

REQUISITION

MINES DEPARTMENT
G.P.O. BOX 124B,
HOBART 7001

The Manager

Supply and Tender Department

DEPARTMENTAL REQUISITION	SUPPLY AND TENDER DEPARTMENT REGISTRATION
No 12400	No.....

HEAD OF SERVICE:

REQUIRED THE FOLLOWING GOODS SUPPLIED AND DELIVERED

To Chief Chemist & Metallurgist 253 Wellington St. LAUNCESTON

ARTICLE (Please quote sizes and measurements where applicable)	Quantity Required	DO NOT WRITE IN THIS COLUMN (For use of Supply and Tender Department)
Please call tenders for:-		
Inflammable/corrosive substances cupboards.		
135 x 135 x 70mm area 0.95m²		
Samco fireproof storage		
cabinet 50 gallon capacity	2 only	
80 x 80 x 70mm area 0.56m²		
Samco fireproof storage		
cabinet 20 gallon capacity	1 only	
Above procurable from:-		
Samco-Shang Machinery	P/L	
997 Sydney Rd.		
Coburg Victoria		
equivalent from other manufacturers would be acceptable		

THIS IS NOT AN ORDER
COPY OF REQUISITION FOR
INFORMATION ONLY

RECORDED.....
S & T PAGE No.....

Head of Department

DATE 25/10/22 19.....

Rob - could Mike make recommend please 30/11

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research Laboratory .. .. } 44 2431-2 (2 lines)
Mines Inspection ..
Explosives & Inflammable Liquids

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

11/2224/83

25th November 1983

Memo to: Director of Mines
From: Chief Chemist & Metallurgist

Loans 83/84 12400/33964

Inflammable Liquids Cupboards

I have looked at the tenders. All except Tasman Metal Industries Pty Ltd, say their product meets some Dangerous Goods regulations or standards (generally N.S.W. or Victorian) Supply & Tender point to preference for Tasman because they claim 100% Tasmanian manufacture, whatever that means, for I would say the steel plate wasn't made in Tasmania for a start.

Anyway the issue is that we are provided with two large and one small cupboard to meet the requirements of Mike Curtain. He gave me the Wormald products as examples of what he wanted and upon these my specifications were written. I'm quite happy for him to decide which of these tenders meets his requirements and order them for us.

Accordingly I am returning them for Mr. Curtain's attention.

(H. K. Wellington)
Chief Chemist & Metallurgist

J. Mac J
Letter to S & T

AA 58164

PHIC ADDRESS:
'SUPPLIES'
JC
IN REPLY PLEASE QUOTE
881/1-1

CONFIDENTIAL

SUPPLY AND TENDER DEPARTMENT

ADDRESS YOUR REPLY TO

THE MANAGER
G.P.O. BOX 897 J
HOBART
TASMANIA 7001

Mr. R.A. Lawson
Ph. 30-2339

21 November, 1983

The Director of Mines.

10,996/83

Inflammable Substance Cupboards - Mines Department

Reference: Requisition Number 12400/33964/83-84.

Quotations received from the undermentioned firms are forwarded for your recommendation and subsequent return, please :-

Wormald International (Aust) Pty. Ltd.
Vertiplan Pty. Ltd.
Protector Sureguard Pty. Ltd.
Tasman Metal Industries Pty. Ltd.
The British United Shoe M/C Co. of Aust. Pty. Ltd.
Davey Metal Industries Pty. Ltd.
Brownbuilt Ltd.

Reasons should be stated if the lowest quotation is not recommended for acceptance.

The Government allows local manufacturers a preference of up to 15%. For comparison purposes the quoted prices of Tasman Metal Industries Pty. Ltd. should be reduced by 12%.

Please treat the matter as urgent.

D.D. Wallace
MANAGER

Encl. (7)

SUPPLY AND TENDER DEPARTMENT

TELEGRAPHIC ADDRESS: 'SUPPLIES'

TASMANIA

REQUEST FOR QUOTATION

Date 1 November, 1983

IN REPLY PLEASE QUOTE

File No. 881/1-1

Quotation No. H3383

Closing 4.00 p.m. on 16 November, 1983

Delivery Terms Free into Store, Launceston.

Inquiries — Mr. R. Lawson

Telephone: 30 2339

Davey Metal Industries Pty. Ltd.,
41 Temple Drive,
THOMASTOWN. VIC. 3074

Enq mb KF 8/11/83

Please submit a UNIT RATE quotation for the supply of the undermentioned articles required by the Mines Department.

QUOTATIONS MUST BE SUBMITTED ON THIS FORM —
LATE QUOTATIONS WILL NOT BE CONSIDERED

Delivery and Packing — unless otherwise stated, the price(s) must include all charges for packing and delivery to the stated destination.
Samples, when required must be clearly marked with Quotation Number and Tenderer's Name.
Tenderers may submit prices for one or any number of items.
The Department reserves the right to accept in part or whole.
Percentage or extent of Tasmanian manufacture or content to be stated against applicable items.
Discounts and proposed delivery dates MUST BE COMPLETED.
Firm price(s) are preferred and will be given preference.
* Additional clauses see over.

SURELY & TENDER DEPARTMENT 29 NOV 1983 FILE

D. D. WALLACE, Manager.

Quantity	Article (Brand names and catalogue numbers, if shown, are merely for tenderers guidance, to indicate the type and quality required.)	Unit Price for each item (excluding sales tax)	% or extent of Tasmanian Manf/Content
	Inflammable/Corrosive Substances Cupboards.		
2 only	1350 x 1350 x 700mm Area 0.95 m² Fireproof Storage Cabinet 50 gallon capacity. 1300 x 700 x 1530 H	690.00	EACH.
1 only	800 x 800 x 700mm Area 0.56 m² Fireproof Storage Cabinet 20 gallon capacity. 800 x 600 x 730 H	520.00	
	THIS PRICE IS EX-MELBOURNE		
		1900-00	TOTAL VALUE

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0626/2022
Date advertised: 10/12/2022
Planning Administration

he quoted prices are subject to a settlement discount of:

a) ..... % for payment within 14 days from the date of receipt of claim or delivery of goods whichever date is the greater.

b) ..... % for payment made during the month following that in which the goods have been received or the account rendered whichever date is the later.

N.B. If this condition is not completed, the prices quoted will be deemed to be nett.)

c) Firm price period 60 DAYS.

d) Prices subject to rise and fall ~~YES/NO~~

e) Availability EX STOCK AS ATTACHED - SIZES ASKED FOR 3 WEEKS DELIVERY

Signature .....

Address 41 TEMPLE DRIVE THOMASTOWN 3074

Date 7/11/83

ADDRESS YOUR REPLY TO: THE MANAGER, G.P.O. BOX 897 J, HOBART, TASMANIA, 7001

FLAMMABLE LIQUID STORAGE CABINETS

Manufactured by DAVEY METAL INDUSTRIES Pty Ltd.
41 Temple drive Thomastown. 3074
ph. 03 9465 7288

Overall sizes

Height	1800 mm
Width	1170 mm
Depth	460 mm

1. Complies to DLI regulations.
2. Liquid tight sump holds 1/4 of the capacity of the cabinet.
3. Self-closing doors.
4. Adjustable shelving.
5. Vents suit 25 downpipe for easy installation
6. Grey hammertone finish.

M 1588

743

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research
Laboratory
Mines Inspection
Explosives & Inflammable Liquids
44 2431-2 (2 lines)

D of M	A	O.G.	E.O.	D.S.M.E.
				Registrar
Received 12 OCT 1983				E & IL
Answered				

DEPT. OF MINES 9379/83

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

11th October 1983

Acct. Please call tenders

Memo to: Director of Mines
From: Chief Chemist & Metallurgist

AV for cupboards & computer equipt. 18/10

LOAN PROGRAM 1983/84

In reply to your memorandum dated 6th Oct'83 the following tenders should be called. The modification to buildings and equipment, Item 2, will probably have to be discussed with the Dept. of Construction.

#12400 1. Supply of:- Inflammable/corrosive substances cupboards.

2 only 135 X 135 X 70 mm. area $0.95m^2$ Samco fireproof storage cabinet 50 gallon capacity.

1 only 80 X 80 X 70 mm area $0.56m^2$ Samco fireproof storage cabinet 20 gallon capacity.

The above are procurable from:-

Samco-Strong Machinery Pty Ltd
997 Sydney Road,
Coburg, Victoria 3058.

but equivalent from other manufacturers would be acceptable.

#12501 2. Regarding the additional computor equipment for the XRF my latest inquiries indicate that the proposed up-grading of existing equipment will cost more than envisaged due to the equipment becoming obsolete and that more modern and technically better equipment can be purchased at a lower cost than originally envisaged for the additional equipment. The existing equipment would be traded in.

Therefore would you have tenders called for the following:-

Copies on 723, 701.

743 BJC

JMacD:CBH

6 OCT 1983

Mr H.K. Wellington,
Chief Chemist and Metallurgist,
Department of Mines,
LAUNCESTON

LOANS PROGRAMME 1983/84

Would you please arrange for orders to be placed or quotations obtained for the following items:

1. Flammable corrosive substances cupboard - $1700.00

2. Modifications to buildings and equipment - $2000.00

Would you also arrange for tenders to be called for the disk drive interface and real time clock for the XRF equipment - $11 000.00

(H. Murchie)
DIRECTOR OF MINES

Please R/S 7/11/83

Copy on 723

D388.

M 1588

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research .. ..
Laboratory .. .. ..
Mines Inspection .. .. ..
Explosives & Inflammable Liquids
} 44 2431-2 (2 lines)

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

D. of M. | C.G. | E.O. | Registrar | E & IL

Received 1 JUN 1983
Answered
DEPT. OF MINES
REF. No. 4679/83

31st May, 1983

Memo to: Director of Mines
From: Inspector of Explosives

Attn: Mr M. Curtain

Dangerous Goods At Mines Department Building,
287 Wellington Street, Launceston.

The recommendations and comments of the Storage facilities for Dangerous Goods at these premises have been carried out in accordance with your letter dated 27th August, 1982, but there is a lot to be desired.

Maintenance programme should be implemented to up-grade Cupboards and Cabinets.

Most things for discussion I shall leave for your good hands when you come to this Department on your next visit.

At the moment we are in need of 3 small D.C.P., Size 2lb Extinguishers for the Chemical Store (1), Laboratory No. 1 for the other 2 Extinguishers.

Also Dangerous Good Signs for:-

Class 3 Flammable Liquids
Class 4 Signs and Class 5 and 6
Class 8 Corrosive

I would appreciate a number of these signs be sent, also No Smoking Signs for the Laboratories.

(S. Smith)
INSPECTOR OF EXPLOSIVES

D388. RCT.

M 1588

DEPARTMENT OF MINES—TASMANIA

Dir of M | A.O. | C.G. | E.O. | D.S. | Registry

TELEPHONES:
Metallurgical Research .. ..
Laboratory .. .. ..
Mines Inspection .. .. ..
Explosives & Inflammable Liquids
} 44 2431-2 (2 lines)

Received 11 OCT 1982
Answered
DEPT. OF MINES
REF. No. 8305/82

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

Please discuss

8th October 1982

Memo to: Director of Mines
From: Chief Chemist & Metallurgist

Dangerous Goods

Allowed to keep working quantities

Further to my memorandum to you concerning the problem of storing chemicals classified in the Regulations as incompatible but which are daily mixed together by our chemists as part of their job, I have become aware that my case is by no means an isolated one.

Irrelevant

Apparently there is considerable conflict between the fire services and the medical profession in hospitals. The doctors daily use materials like our chemists but Dangerous Goods Regulations say the materials should be kept poles apart!

Quite clearly to me while for enforcement of Regulations issues should be in black and white there are considerable grey areas where professionally trained people must act contrary to the Regulations to work at all. Because you are here dealing with professional people an inspector besides have a considerable practical knowledge in the relavent trade areas also needs an academic background in chemistry to fully comprehend the situations confronting him and work out a compromise between rigid Regulatory requirements and the practical situation.

Perhaps as a first step a survey by a professional chemist of what the situation actually is and its extent is necessary. Then an appraisal of the real hazzards and whose job it is to look into such things (Mines Dept, Fire Brigade, etc.). Then consider re-writing the Regulations with due regard to all aspects.

No.

(H K Wellington)
Chief Chemist & Metallurgist

1. HKW Has missed the point. working quantities and storage quantities
2. A professional chemist has already assessed the situation.
3. I suggest that HKW reads AS 2243 "Safety in Laboratories" and other literature concerning 'good' laboratory practice.

15/10/82

D388

NOTE:– ALL CORRESPONDENCE TO BE ADDRESSED TO THE DIRECTOR OF MINES

TASMANIA

DEPARTMENT OF MINES

TELEPHONE: 30 8033
WHEN TELEPHONING OR
CALLING ASK FOR M.E.Curtain EXT. No. 6236

G.P.O. BOX 124 B
HOBART
TASMANIA 7001

D of M	A.O.	C.G.	E.O.	D.S.M.E.
				Registrar
Received / Answered 27 AUG 1982				E & IL
DEPT. OF MINES REF. No. 6893/82				

RCT

27 AUG 1982

The Director of Mines,
ROSNY PARK

Re: Dangerous Goods Storage and Laboratory Facilities, Department of Mines, 287 Wellington Street, Launceston

An inspection of the above premises revealed that dangerous goods are being stored contrary to the requirements of the Dangerous Goods Act, 1976.

The inspection revealed that flammable liquids are being kept contrary to the requirements of the S.A.A. Flammable and Combustible Liquids Code A.S. 1940.

A general list of the dangerous goods stored is recorded in Appendix A.

Recommendations and Comments

1. The storage facilities for dangerous goods throughout the laboratories and the main work room need to be rationalized and administered to ensure compliance with the requirements and good laboratory practice.

2. To overcome the problems associated with keeping various quantities of dangerous goods it is recommended that the general chemical store be converted into a package storage area that complies with the requirements of A.S. 1940 i.e.

(a) The store be a bunded section:-

i. be fitted with flame proof fittings,

ii. and has spillage and drainage control.

(b) That the whole store keeps compatible groups of dangerous goods. This means that all Class 4 flammable solids and Class 5 oxidising agents will have to be removed.

OS-K 2013

(c) Appropriate warning signs and diamond warning labels be conspicuously displayed on the outside of the building.

3. Only working quantities of Class 3 flammable liquids are to be kept in the laboratories. These working quantities are to be kept in a flammable liquid cabinet.

4. A maintenance programme should be implemented to up-grade or renovate the gas lines, heating plate surfaces and supporting structures in the cabinets under the fume cupboards. (Most of these are badly corroded).

5. All chemicals, particularly flammable liquids, should be removed from the cabinets mentioned in item 4.

6. A major clean out of all cupboards is required and all old and non-labelled chemicals should be disposed of.

7. All chemicals required in the laboratories, outside of the general storage cupboard, should be kept in compatible groups and be appropriately labelled:-

(a) A cupboard for corrosives.

(b) A cupboard for perchloric acid.

(c) A cupboard for oxidising agents, and

(d) a flammable liquid cabinet for flammable liquids.

8. All gas cylinders to be securely strapped.

9. Two substances, benzidine and nitroso-B-naphthol, which are highly toxic and carcinogenic should be sent to Hobart for disposal.

10. The exhaust hood used to control tetra-bromo-ethane vapour is inefficient and needs to be re-designed.

11. The floor surrounding the elutriation area needs to be replaced with an impermeable substance. At present tetra-bromo-ethane has been absorbed into the asphalt and toxic fumes of the substance are continually being evolved.

12. The oxidising agent store should be used for keeping oxidising agents only.

3.

General Comments

Laboratory Number 1

1. The storage facilities for most of the chemicals are inadequate. Many of the chemicals are stored in various bench cupboards throughout the room other than in the main storage cupboard. In many instances the same substance is stored in a number of locations while others have been stored and forgotten. In addition many of the chemicals are incompatibly stored.

2. The cabinets under the fume cupboards are a matter of concern for:-

   (a) The gas lines, heating plate surfaces and supporting structures are badly corroded.

   (b) Class 3 flammable liquids, Class 5 oxidising agents and Class 8 corrosives are stored incompatibly together.

   (c) The hazard is compounded by the presence of Class 3 flammable liquids being in too close to an ignition source (gas fired heating plates).

   (d) The Class 8 corrosives exacerbate the problem.

3. Many of the chemicals are old and should be disposed of.

4. Many chemical containers are not labelled, these should also be disposed of.

5. All the cupboards should be sorted out and only the necessary working quantities of chemicals should be kept in:-

   (a) The general chemical cupboard.

   (b) A special cupboard for corrosives.

   (c) A special cupboard for perchloric acid.

   (d) A special cupboard for oxidising agents, and

   (e) a flammable liquid cabinet for the flammable liquids.

Laboratory Number 2

Same comments Items 1 - 5 as for Laboratory Number 1 including:-

6. Two substances, benzidine and nitroso-B-naphthol, which are highly toxic and carcinogenic should be sent to Hobart for disposal.

Laboratory Number 2A

1. The ventilation of the area could be effected by incorrect use of the ventilation methods present i.e.:-

   (a) Inlet, via general ventilation duct.

   (b) The "X-Pel Air" unit which controls the flow of air inwards or outwards.

2. The fume cabinet should be used only for extracting the atomic absorption spectrophotometer's fumes.

3. The magnesium perchlorate should be stored in an isolated cupboard.

4. The gas cylinders should be securely strapped.

Laboratory Number 3

1. Incompatible storage of Class 3 flammable liquid; Class 5 oxidising substances and Class 8 corrosives.

2. The gas cylinder should be securely strapped. No doubt acetylene is also used for the A.A. and when placed should also be strapped.

3. The fume cabinet should be used only for extracting the atomic absorption spectrometer's fumes.

Main Plant Building

Basically can be divided into four sections for the purpose of handling, storage and use of dangerous goods.

Section I

Elutriation

Mixtures of tetrabromoethane and shellite.

1. The exhaust hood is unsuitable as a local exhaust system and needs to be re-designed.

2. The floor surrounding this area reeks of tetrabromoethane which is highly toxic.

5.

The floor in this area should be re-sealed with an impermeable substance so that any spillages of tetrabromethane are not absorbed.

Section 2

General storage and Flotation Reagents

1. All containers of dangerous goods should be labelled.

Section 3

Office and Chemical Store

Storage within this section is satisfactory.

Section 4

Flammable and Combustible Liquid Storage

1. All Class 3 products in drums should not be kept in this area but in the flammable liquid store.

Acid Storage Cupboard
(outside the Main Plant Building)

1. A good installation, all that is required is the appropriate Class 8 corrosive diamond warning labels to be affixed to the doors.

Chemical Store

Section 1

General Store, chemicals and equipment

1. Most of the ferro-silicon carboys could be disposed of.

2. The door should be appropriately marked with the diamond warning label(s)

Section 2

1. This is basically used as a flammable liquid store. Although it is isolated from the main buildings it does not comply with the requirements of A.S. 1940.

   Flame proof fittings and spillage and drainage control are required.

2. Some of the vents are blocked with materials and packages.

3. All oxidising agents to be removed from this area.

Oxidising Agent Store

1. This store should be used for keeping oxidising agents only.

2. The decanting of hydrochloric acid should be carried out elsewhere.

3. The tetra-bromo-ethane/Shellite mixtures should be kept in the main flammable liquid store.

4. The perchloric acid may be kept in the same store but isolated at one end.

Bottom Plant Room

1. The storage of dangerous goods in this area is satisfactory.

2. At no time should large quantities be kept in this area.

X.R.F. Laboratory

1. The gas cylinder of 10% methane: 90% argon should be securely strapped, otherwise this section is satisfactory.

General Office (photo-copier)

1. The containers of Class 3 flammable solvents should be kept in the flammable liquid store except for 1 container which may be kept in one of the laboratory flammable liquid cabinets.

2. Total quantity of Class 3 stored 8 l.

Roof (Main Building)

10 exhaust stacks for gases and fumes extraction.
1 exhaust stack with cyclone for dust extraction.

1. Access to the roof for maintenance of the exhaust fans and the cyclone is limited to climbing through the 1st floor windows.

2. The surface of the roof is in a poor condition.

3. Some of the stack stays and electrical conduits to the exhaust fans have been effected by corrosion and weathering.

4. The flexible sleeve on the dust extraction duct needs to be connected to the exhaust extraction system.

7.

5. Depending on the amount of work carried out on the roof guard rails may have to be installed on the North, East and part of the South Perimeter (To compy with D.L.I. and Building Code Requirements).

(M.E. Curtain)
INDUSTRIAL CHEMIST

APPENDIX A

GENERAL LIST OF DANGEROUS CHEMICALS KEPT ON THE PREMISES

Laboratory No. 1

Class 3 Flammable Liquids

di-ethyl ether	10 l
n-butyl alcohol	2.5 l
Formaldehyde (Sub Class 6)	5 l
Benzene (Sub Class 6)	5 l
Petroleum ether	5 l
Pyridine (Sub Class 6)	2.5 l
Acetone	5 l
Acetyl acetone (Sub Class 6)	1 l
Ethanol	7.5 l
Propan-2-ol	2.5 l
Methanol (Sub Class 6)	2.5 l
Acetic acid (Sub Class 8)	2.5 l
	51 l

Class 5 Oxidising Agents

Sodium peroxide
Hydrogen peroxide (Sub Class 8)
Perchloric acid (Sub Class 8)

Class 6 Toxic Substances

Aniline
Chloroform
Carbon tetrachloride
Nitro-Benzene
Potassium Cyanide

Class 8 Corrosives

Formic Acid
Sulphuric Acid
Hydrofluoric Acid
Hydrochloric Acid
Nitric Acid
Ammonium Hydroxide

Laboratory No. 2

Class 2.1 Flammable Gas

Acetylene	1 cylinder

Class 2.2 Non-Flammable Gas

Oxygen (Sub Class 5.1)	1 cylinder

Class 3 Flammable Liquids

Acetone	10 l
Ethanol	5 l
Acetic Acid (Sub Class 8)	8 l
Xylene	2.5 l
	25.5 l

Class 4.2 Spontaneously Combustible Solids

Sodium dithionite

Class 5 Oxidising Substances

Sodium nitrite
Sodium peroxide
Perchloric acid (Sub Class 8)
Hydrogen peroxide (Sub Class 8)

Class 6 Toxic Substances

Oxalic acid
Benzidine
Nitro-B-naphthol
Potassium cyanide
Sodium cyanide

Class 8 Corrosives

Chromic acid (Sub Class 5)
Hydrochloric acid
Nitric acid
Phosphoric acid
Sulphuric acid
Hydrofluoric acid
Hydrobromic acid
Thioglycolic acid
Formic acid

Laboratory 2A

Class 2.1 Flammable Gas

Acetylene 1 cylinder

Class 2.2 Non-Flammable Gas

Nitrous Oxide (Sub Class 5) 1 cylinder

Class 5 Oxidising Agents

Magnesium chlorate

Laboratory No. 3

Class 2.2 Non-Flammable Gas

Nitrogen 1 cylinder

Class 3 Flammable Liquids

iso-butyl acetate 0.5 l

Class 5 Oxidising Substances

Potassium persulphate
Potassium permanganate

Class 8 Corrosives

Nitric acid
Phosphoric acid
Sulphuric acid
Hydrochloric acid

Chemical Store

Section 1

General range of chemicals including

Class 4.3 Substances That Emit Flammable Gases in Contact with Water

Ferro silicon	10 carboys

Class 6 Toxic Substances

Asbestos
Litharge
Sodium cyanide
Potassium cyanide
p-dichlorobenzene

Section 2

Class 3 Flammable Liquids

Acetone	20 l
Methyl iso-butyl ketone	10 l
Pyridine (Sub Class 6)	5 l
Acetaldehyde	5 l
iso-propylalcohol	5 l
Xylene	5 l
Benzene (Sub Class 6)	5 l
Amyl Alcohol	5 l
Eucalyptus oil	20 l
Cyclohexane	3 l
Amyl acetate	5 l
n-butanol	4 l
di-ethylether	5 l
Toluene	3 l
Ethanol	20 l
	120 l

Class 5 Oxidising Agents

Hydrogen peroxide
Periodic acid (Sub Class 6)

Class 6 Toxic Substances

Tetra-bromo-ethane
Phenol
Ammonium sulphide
Ethylene di-bromide
Dichloro-benzene
Nitro-benzene
Aniline
Carbon tetra chloride

Class 8 Corrosives

Hydrobromic acid
Propionic acid
Formic acid

Oxidising Agent Store

Class 3 Flammable Liquid & Class 6 Toxic Substances Mixtures

Shellite
Tetra-bromoethane

Class 5 Oxidising Agents

Ammonium nitrate
Perchloric acid (Sub Class 8)
Potassium chlorate
Barium peroxide (Sub Class 6)
Potassium Nitrate
Potassium Bromate
Sodium Nitrate
Sodium Peroxide
Sodium Nitrite (Sub Class 6)

Class 8 Corrosives

Hydrochloric Acid

D388

mec;dpp

M.E.Curtain 6236

27 AUG 1982

The Director of Mines,
ROSNY PARK

Re: Dangerous Goods Storage and Laboratory Facilities, Department of Mines, 287 Wellington Street, Launceston

An inspection of the above premises revealed that dangerous goods are being stored contrary to the requirements of the Dangerous Goods Act, 1976.

The inspection revealed that flammable liquids are being kept contrary to the requirements of the S.A.A. Flammable and Combustible Liquids Code A.S. 1940.

A general list of the dangerous goods stored is recorded in Appendix A.

Recommendations and Comments

1. The storage facilities for dangerous goods throughout the laboratories and the main work room need to be rationalized and administered to ensure compliance with the requirements and good laboratory practice.

2. To overcome the problems associated with keeping various quantities of dangerous goods it is recommended that the general chemical store be converted into a package storage area that complies with the requirements of A.S. 1940 i.e.

(a) The store shall have section:-

i. be fitted with flame proof fittings,

ii. and has spillage and drainage control.

(b) That the whole store keeps compatible groups of dangerous goods. This means that all Class 4 flammable solids and Class 5 oxidising agents will have to be removed.

S.C. Wellington, Chief Chemist and Metallurgist, Launceston

2.

(c) Appropriate warning signs and diamond warning labels be conspicuously displayed on the outside of the building.

3. Only working quantities of Class 3 flammable liquids are to be kept in the laboratories. These working quantities are to be kept in a flammable liquid cabinet.

4. A maintenance programme should be implemented to up-grade or renovate the gas lines, heating plate surfaces and supporting structures in the cabinets under the fume cupboards. (Most of these are badly corroded).

5. All chemicals, particularly flammable liquids, should be removed from the cabinets mentioned in item 4.

6. A major clean out of all cupboards is required and all old and non-labelled chemicals should be disposed of.

7. All chemicals required in the laboratories, outside of the general storage cupboard, should be kept in compatible groups and be appropriately labelled:-

(a) A cupboard for corrosives.

(b) A cupboard for perchloric acid.

(c) A cupboard for oxidising agents, and

(d) a flammable liquid cabinet for flammable liquids.

8. All gas cylinders to be securely strapped.

9. Two substances, benzidine and nitroso-B-naphthol, which are highly toxic and carcinogenic should be sent to Hobart for disposal.

10. The exhaust hood used to control tetra-bromo-ethane vapour is inefficient and needs to be re-designed.

11. The floor surrounding the elutriation area needs to be replaced with an impermeable substance. At present tetra-bromo-ethane has been absorbed into the asphalt and toxic fumes of the substance are continually being evolved.

12. The oxidising agent store should be used for keeping oxidising agents only.

3.

General Comments

Laboratory Number 1

1. The storage facilities for most of the chemicals are inadequate. Many of the chemicals are stored in various bench cupboards throughout the room other than in the main storage cupboard. In many instances the same substance is stored in a number of locations while others have been stored and forgotten. In addition many of the chemicals are incompatibly stored.

2. The cabinets under the fume cupboards are a matter of concern for:-

   (a) The gas lines, heating plate surfaces and supporting structures are badly corroded.

   (b) Class 3 flammable liquids, Class 5 oxidising agents and Class 8 corrosives are stored incompatibly together.

   (c) The hazard is compounded by the presence of Class 3 flammable liquids being in too close to an ignition source (gas fired heating plates).

   (d) The Class 8 corrosives exacerbate the problem.

3. Many of the chemicals are old and should be disposed of.

4. Many chemical containers are not labelled, these should also be disposed of.

5. All the cupboards should be sorted out and only the necessary working quantities of chemicals should be kept in:-

   (a) The general chemical cupboard.

   (b) A special cupboard for corrosives.

   (c) A special cupboard for perchloric acid.

   (d) A special cupboard for oxidising agents, and

   (e) a flammable liquid cabinet for the flammable liquids.

4.

Laboratory Number 2

Same comments Items 1 - 5 as for Laboratory number 1 including:-

6. Two substances, benzidine and nitroso-B-naphthol, which are highly toxic and carcinogenic should be sent to Hobart for disposal.

Laboratory Number 2A

1. The ventilation of the area could be effected by incorrect use of the ventilation methods present i.e.:-

   (a) Inlet, via general ventilation duct,

   (b) The "X-Pel Air" unit which controls the flow of air inwards or outwards.

2. The fume cabinet should be used only for extracting the atomic absorption spectrophotometer's fumes.

3. The magnesium perchlorate should be stored in an isolated cupboard.

4. The gas cylinders should be securely strapped.

Laboratory Number 3

1. Incompatible storage of Class 3 flammable liquid; Class 5 oxidising substances and Class 8 corrosives.

2. The gas cylinder should be securely strapped. No doubt acetylene is also used for the A.A. and when placed should also be strapped.

3. The fume cabinet should be used only for extracting the atomic absorption spectrometer's fumes.

Main Plant Building

Basically can be divided into four sections for the purpose of handling, storage and use of dangerous goods.

Section I

Elutriation

Mixtures of tetrabromoethane and shellite.

1. The exhaust hood is unsuitable as a local exhaust system and needs to be re-designed.

2. The floor surrounding this area reeks of tetrabromoethane which is highly toxic.

The floor in this area should be re-sealed with an impermeable substance so that any spillages of tetrabromethane are not absorbed.

Section 2

General storage and Flotation Reagents

1. All containers of dangerous goods should be labelled.

Section 3

Office and Chemical Store

Storage within this section is satisfactory.

Section 4

Flammable and Combustible Liquid Storage

1. All Class 3 products in drums should not be kept in this area but in the flammable liquid store.

Acid Storage Cupboard
(outside the Main Plant Building)

1. A good installation, all that is required is the appropriate Class 8 corrosive diamond warning labels to be affixed to the doors.

Chemical Store

Section 1

General Store, chemicals and equipment

1. Most of the ferro-silicon carboys could be disposed of.

2. The door should be appropriately marked with the diamond warning label(s)

Section 2

1. This is basically used as a flammable liquid store. Although it is isolated from the main buildings it does not comply with the requirements of A.S. 1940.

Flame proof fittings and spillage and drainage control are required.

2. Some of the vents are blocked with materials and packages.

3. All oxidising agents to be removed from this area.

6.

Oxidising Agent Store

1. This store should be used for keeping oxidising agents only.

2. The decanting of hydrochloric acid should be carried out elsewhere.

3. The tetra-bromo-ethane/Shellite mixtures should be kept in the main flammable liquid store.

4. The perchloric acid may be kept in the same store but isolated at one end.

Bottom Plant Room

1. The storage of dangerous goods in this area is satisfactory.

2. At no time should large quantities be kept in this area.

X.R.F. Laboratory

1. The gas cylinder of 10% methane: 90% argon should be securely strapped, otherwise this section is satisfactory.

General Office (photo-copier)

1. The containers of Class 3 flammable solvents should be kept in the flammable liquid store except for 1 container which may be kept in one of the laboratory flammable liquid cabinets.

2. Total quantity of Class 3 stored 8 l.

Roof (Main Building)

10 exhaust stacks for gases and fumes extraction.
1 exhaust stack with cyclone for dust extraction.

1. Access to the roof for maintenance of the exhaust fans and the cyclone is limited to climbing through the 1st floor windows.

2. The surface of the roof is in a poor condition.

3. Some of the stack stays and electrical conduits to the exhaust fans have been effected by corrosion and weathering.

4. The flexible sleeve on the dust extraction duct needs to be connected to the exhaust extraction system.

5. Depending on the amount of work carried out on the roof guard rails may have to be installed on the North, East and part of the South Perimeter (To compy with D.L.I. and Building Code Requirements).

(M.E. Curtain)
INDUSTRIAL CHEMIST

APPENDIX A

GENERAL LIST OF DANGEROUS CHEMICALS KEPT ON THE PREMISES

Laboratory No. 1

Class 3 Flammable Liquids

di-ethyl ether	10 l
n-butyl alcohol	2.5 l
Formaldehyde (Sub Class 6)	5 l
Benzene (Sub Class 6)	5 l
Petroleum ether	5 l
Pyridine (Sub Class 6)	2.5 l
Acetone	5 l
Acetyl acetone (Sub Class 6)	1 l
Ethanol	7.5 l
Propan-2-ol	2.5 l
Methanol (Sub Class 6)	2.5 l
Acetic acid (Sub Class 8)	2.5 l
	51 l

Class 5 Oxidising Agents

Sodium peroxide
Hydrogen peroxide (Sub Class 8)
Perchloric acid (Sub Class 8)

Class 6 Toxic Substances

Aniline
Chloroform
Carbon tetrachloride
Nitro-Benzene
Potassium Cyanide

Class 8 Corrosives

Formic Acid
Sulphuric Acid
Hydrofluoric Acid
Hydrochloric Acid
Nitric Acid
Ammonium Hydroxide

Laboratory No. 2

Class 2.1 Flammable Gas

Acetylene	1 cylinder

Class 2.2 Non-Flammable Gas

Oxygen (Sub Class 5.1)	1 cylinder

Class 3 Flammable Liquids

Acetone	10 l
Ethanol	5 l
Acetic Acid (Sub Class 8)	8 l
Xylene	2.5 l
	25.5 l

Class 4.2 Spontaneously Combustible Solids

Sodium dithionite

Class 5 Oxidising Substances

Sodium nitrite
Sodium peroxide
Perchloric acid (Sub Class 8)
Hydrogen peroxide (Sub Class 8)

Class 6 Toxic Substances

Oxalic acid
Benzidine
Nitro-B-naphthol
Potassium cyanide
Sodium cyanide

Class 8 Corrosives

Chromic acid (Sub Class 5)
Hydrochloric acid
Nitric acid
Phosphoric acid
Sulphuric acid
Hydrofluoric acid
Hydrobromic acid
Thioglycolic acid
Formic acid

Laboratory 2A

Class 2.1 Flammable Gas

Acetylene 1 cylinder

Class 2.2 Non-Flammable Gas

Nitrous Oxide (Sub Class 5) 1 cylinder

Class 5 Oxidising Agents

Magnesium chlorate

Laboratory No. 3

Class 2.2 Non-Flammable Gas

Nitrogen 1 cylinder

Class 3 Flammable Liquids

iso-butyl acetate 0.5 l

Class 5 Oxidising Substances

Potassium persulphate
Potassium permanganate

Class 8 Corrosives

Nitric acid
Phosphoric acid
Sulphuric acid
Hydrochloric acid

Main Plant Building

Class 3 Flammable Liquids

Shellite	
Carbon disulphide (Sub Class 6)	
Ethanol	
Methyl iso-butyl carbinol	
Methylated spirits	60 l
Mineral Turpentine	40 l
	100 l

Class 4.2 Spontaneously Combustible Substances

Sodium sulphide

Class 5 Oxidising Agents

Lead nitrate (Sub Class 6)
Potassium nitrate

Class 6 Toxic Substances

Tetra-bromo -ethane
Chloroform
Carbon tetrachloride
Sodium cyanide
Litharge
Xanthates

Chemical Store

Section 1

General range of chemicals including

Class 4.3 Substances That Emit Flammable Gases in Contact with Water

Ferro silicon	10 carboys

Class 6 Toxic Substances

Asbestos
Litharge
Sodium cyanide
Potassium cyanide
p-dichlorobenzene

Section 2

Class 3 Flammable Liquids

Acetone	20 l
Methyl iso-butyl ketone	10 l
Pyridine (Sub Class 6)	5 l
Acetaldehyde	5 l
iso-propylalcohol	5 l
Xylene	5 l
Benzene (Sub Class 6)	5 l
Amyl Alcohol	5 l
Eucalyptus oil	20 l
Cyclohexane	3 l
Amyl acetate	5 l
n-butanol	4 l
di-ethylether	5 l
Toluene	3 l
Ethanol	30 l
	120 l

Class 5 Oxidising Agents

Hydrogen peroxide
Periodic acid (Sub Class 6)

Class 6 Toxic Substances

Tetra-bromo-ethane
Phenol
Ammonium sulphide
Ethylene di-bromide
Dichloro-benzene
Nitro-benzene
Aniline
Carbon tetra chloride

Class 8 Corrosives

Hydrobromic acid
Propionic acid
Formic acid

Oxidising Agent Store

Class 3 Flammable Liquid & Class 6 Toxic Substances Mixtures

Chellite
Tetra-bromoethane

Class 5 Oxidising Agents

Ammonium nitrate
Perchloric acid (Sub Class 8)
Potassium chlorate
Barium peroxide (Sub Class 6)
Potassium Nitrate
Potassium Bromate
Sodium Nitrate
Sodium Peroxide
Sodium Nitrite (Sub Class 6)

Class 8 Corrosives

Hydrochloric Acid

D 388.

M 1588

DEPARTMENT OF MINES—TASMANIA

TELEPHONES:
Metallurgical Research .. ..
Laboratory .. .. ..
Mines Inspection .. .. ..
Explosives & Inflammable Liquids
} 44 2431-2 (2 lines)

LAUNCESTON OFFICES
287 WELLINGTON STREET
SOUTH LAUNCESTON 7250

Received 28 JUL 1982
Answered
DEPT. OF MINES
REF. No. 5777/82

26th July, 1982

M. Curtain

Memo to: Director of Mines
From: Inspector of Explosives

Cylinder Storage at Launceston Laboratories

I refer to your letter of the 21st instant concerning the above. The information you require is as follows:-

Laboratory No. 3 - 1 Acetylene Cylinder (Size G)

Laboratory No.2A - 1 Nitrous Oxide Cylinder (Size E)
1 Acetylene Cylinder (Size G)
1 Nitrogen Cylinder (Size G)

Laboratory No. 7 - 1 Methane 10% and Argon (Size G)

Mobile - 1 Oxygen (Size E)

Cylinder storage at this site does not comply with the Dangerous Goods Act, 1976.

However, the matter was investigated ten or more years ago, but no practical solution could be found.

Changes in the usage of gases with different equipment requires continuous movement of cylinders.

Fixed manifolds would be of little use.

Perhaps Mr Curtain, on his next visit to Launceston would investigate the relocation of the cylinders. Not necessary But Must be stopped

See report 27/8/82.

D. R. Bonham
INSPECTOR OF EXPLOSIVES

AO

Please R/S 30/8/82

Noted 31/8/82

D388

JMacD:CBH

21 JUL 1982

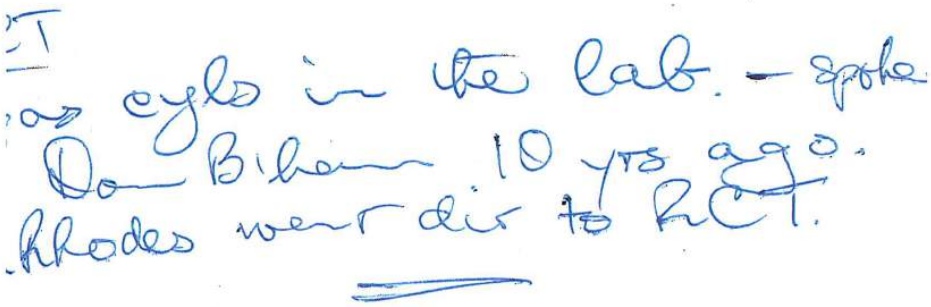
Mr D.R. Bonham,
Inspector of Explosives,
Department of Mines,
LAUNCESTON

Would you please provide me with details of the quantity of gas cylinders and contents normally stored in the laboratory at Launceston. Would you also include your comments on whether the items stored comply with the Dangerous Goods Act.

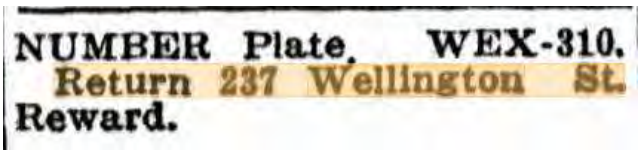
(H. Murchie)
DIRECTOR OF MINES

"c.c. H.K. Wellington, Chief Chemist & Metallurgist, LAUNCESTON

Please R/S 4/8/82 MB

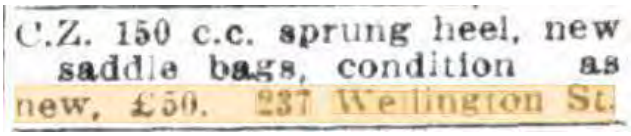


Appendix 3 – Trove newspaper articles



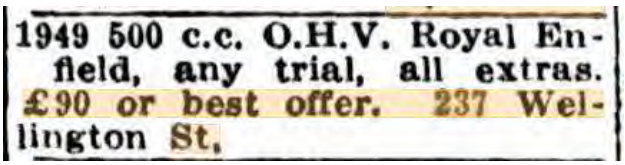
NUMBER Plate, WEX-310.
Return 237 Wellington St.
Reward.

The Examiner 5/7/54



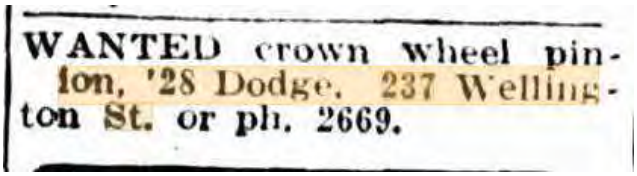
C.Z. 150 c.c. sprung heel, new saddle bags, condition as new, £50. 237 Wellington St.

The Examiner 10/6/54



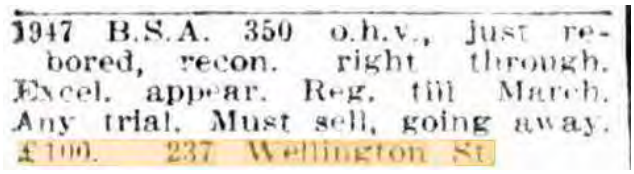
1949 500 c.c. O.H.V. Royal Enfield, any trial, all extras. £90 or best offer. 237 Wellington St.

The Examiner 21/2/53



WANTED crown wheel pinion, '28 Dodge. 237 Wellington St. or ph. 2669.

The Examiner 16/8/51

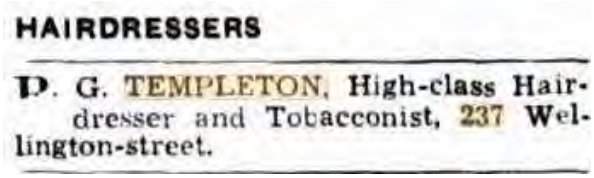


1947 B.S.A. 350 o.h.v., just rebored, recon. right through. Excel. appear. Reg. till March. Any trial. Must sell, going away. £100. 237 Wellington St

The Examiner 15/9/50

1929 500 C.C. Triumph, £15. 237 Wellington St

The Examiner 3/12/49



HAIRDRESSERS

D. G. TEMPLETON, High-class Hairdresser and Tobacconist, 237 Wellington-street.

The Examiner 20/11/37

NOTICES

MR. E. A. PRYOR having disposed of his hairdressing business at 237 Wellington-st., Launceston, to Mr. R. G. Templeton, desires to take this opportunity of thanking his many clients for their patronage and loyal support during the past eleven years.

New Address: Brisbane-st., Launceston, next to Brisbane Hotel.

The Examiner 4/5/35

O. OWEN, Hairdresser, 113 Wellington-st. is removing to 237 Wellington-st. Opening Monday, August 13.

The Examiner 11/8/1923

PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0626/2022

Date advertised: 10/12/2022

Planning Administration

This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.

10. Appendix E – Traffic Impact Assessment

Launceston Health Hub Expansion

Transport Impact Assessment

Encompass Health Holdings

4 November 2022

→ **The Power of Commitment**

Project name		Launceston Health Hub Expansion						
Document title		Launceston Health Hub Expansion | Transport Impact Assessment						
Project number		12594376						
File name		12594376-REP-New_Launceston_Health_Hub_Expansion_TIA.docx						
Status Code	**Revision**	**Author**	**Reviewer**		**Approved for issue**			
			Name	**Signature**	**Name**	**Signature**	**Date**	
S2	0	Y. Chen	M. Petrusma	On file	M. Petrusma	On file	10/11/22	
S4	1	M. Petrusma	Y. Chen	On file	M. Petrusma	On file	4/11/22	

GHD Pty Ltd
180 Lonsdale Street
Melbourne, VIC 3000, Australia
T +61 3 8687 8000 | **F** +61 3 8732 7046 | **E** melmail@ghd.com | **ghd.com**

Contents

Table index

Figure index

1. Introduction

GHD has been engaged by Encompass Health Holdings to prepare a Transport Impact Assessment for the proposed deintensification of the Launceston Health Hub expansion in Launceston.

The most recent expansion proposal of the Launceston Health Hub at 243-247 Wellington Street to 237-241 Wellington Street was approved as part of Development Application 0071/2022.

1.1 Purpose of this report

The purpose of this report is to document the transport impacts of the proposed development, to assess the impacts against the relevant sections of the Tasmanian Planning Scheme and to identify any impact mitigation treatments that may be required.

1.2 Scope and limitations

This report: has been prepared by GHD for Encompass Health Holdings and may only be used and relied on by Encompass Health Holdings for the purpose agreed between GHD and Encompass Health Holdings as set out in this report.

GHD otherwise disclaims responsibility to any person other than Encompass Health Holdings arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

Accessibility of documents

If this report is required to be accessible in any other format, this can be provided by GHD upon request and at an additional cost if necessary.

GHD has prepared this report on the basis of information provided by Encompass Health Holdings and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.3 Assumptions

This Transport Impact Assessment was developed based on the following assumptions, as well as other assumptions documented in this report:

– Findings from the approved Development Application may be relied upon.
– Any shortfall in parking supply on the development site is to be met off-site at a potential staff only car park proposed at 215 Wellington Street, Launceston. 39 car parking spaces could potentially be provided within this site as assessed in *Traffic Impact Statement for Proposed Car Park at 215 Wellington Street* (Traffic & Civil Services, September 2022). This report does not include any assessment of the potential car park at 215 Wellington Street and will instead rely on the above Traffic Impact Statement.
– Details included in the approved conditions plans (30.03.22) are retained unless specified in the new plans.
– The typical commercial vehicles to access the development site are vans.
– Approved vertical clearance and ramp gradients of each car park floor are retained as part of proposed conditions.

1.4 References

The following sources have been used as referenced within this report:

- Tasmanian Planning Scheme – State Planning Provisions
- Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA (Traffic & Civil Services, October 2020)
- Launceston Health Hub Expansion, Addendum (Traffic & Civil Services, March 2022).
- City of Launceston Transport Strategy 2020-2040
- Launceston General Hospital Master Plan
- AADT sourced from Department of State Growth Open Data.
- Five-year crash history sourced from Department of State Growth Open Data.
- City of Launceston Online Parking Map.
- Drawings as part of package *Alterations & Additions to Launceston Health Hub*, 6ty°, 1st of September 2022.
- Dwg. no. 22.228-Ap101 *Alterations & Additions to Launceston Health Hub – Ground Floor Plan*, Rev. 007, 6ty°, 3rd of November 2022.
- AS2890.1 *Parking facilities, Part 1: Off-street car parking.*
- AS2890.3 *Parking facilities, Part 3: Bicycle parking.*
- AS2890.6 *Parking facilities, Part 6: Off-street parking for people with disabilities.*

2. Existing Conditions

2.1 Site overview

The subject sites, shown in Figure 1, consist of 237-241 Wellington Street and 243-247 Wellington Street in Launceston. They are located immediately south of Launceston General Hospital in an area south of the Central Activities District as defined in the *City of Launceston Transport Strategy 2020-2040*.

243-247 Wellington Street is the site of the existing Launceston Health Hub, and 237-241 Wellington Street is the site of the former Union Building. A previous expansion proposal of the Launceston Health Hub at 243-247 Wellington Street to 237-241 Wellington Street was approved as part of Development Application 0071/2022. This involved proposed works to both sites as outlined below:

– Union Building
  - Partial demolition
  - New building structure
– Existing Launceston Health Hub
  - Internal reconfiguration of existing building
  - Two additional two storeys on the multi-storey car park (one storey for car parking and one storey for offices/medical suites).

The new proposal is a deintensification of the previous expansion proposal. For the purposes of this report, the approved development will be taken as baseline (or approved) conditions.

Figure 1 Subject sites

theLISTmap© State of Tasmania, accessed 14th September 2022

2.2 Land use and planning

The subject sites, shown in Figure 2, fall within a Commercial Zone as defined by the Tasmanian Planning Scheme. An Open Space Zone composed of Ockerby Gardens abuts the sites to the east, and a Community Purpose Zone composed of Launceston General Hospital lies directly north of the sites. The wider area consists of a mix of Inner Residential and General Residential Zones.

Figure 2 *Planning zones*

theLISTmap© State of Tasmania, accessed 14th September 2022

The adjacent Launceston General Hospital is currently undergoing development to revitalise and upgrade existing facilities and buildings. Based on the *Launceston General Hospital Master Plan* (October 2021) the following works are proposed within the hospital precincts near the subject sites over the coming years:

– New primary hospital entry point on Cleveland Street with a public drop-off and pick-up point, and landscaped forecourt
– New Northside Hospital tower site – key development

The proposed changes to the Launceston General Hospital are not expected to impact significantly on the operation of the Launceston Health Hub.

2.3 Road network

For the purposes of this report, the road network in the vicinity of the subject sites, shown in Figure 3, consists of the following roads:

– Wellington Street,

– Cleveland Street,
– Midland Highway, and
– Howick Street.

These roads are discussed in more detail in the following sections.

Figure 3 *Road network*

MetroMaps, accessed 14th September 2022

2.3.1 Wellington Street

Wellington Street is an arterial road managed by the City of Launceston that provides access to the subject sites. It travels in north and south directions connecting Wellington Street (state road) and the Midland Highway to the north and Hobart Road to the south.

Wellington Street is configured as a two-way, four lane road past the subject sites with additional turn lanes at approaches to Cleveland Street (south approach only) and Bathurst Street/Midland Highway.

Based on data from *Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA* (Traffic & Civil Services, October 2020), the daily traffic volume on Wellington Street is approximately up to 16,000 vehicles per day (October 2020).

The posted speed limit on Wellington Street is 60 km/h in the vicinity of the subject sites. Wellington Street is a public bus route south of Howick Street.

2.3.2 Cleveland Street

Cleveland Street is a local road managed by the City of Launceston that provides access to the subject sites and the adjacent Launceston General Hospital. Cleveland Street intersects Wellington Street at a signalised intersection. The access arrangement at this intersection is left in/right-in from Wellington Street and left-out only from Cleveland Street. Vehicles exiting Cleveland Street must travel via Howick Street to access the Midland Highway.

Cleveland Street is a configured as a two-way, two-lane road with a road width of approximately 9.3 metres. There are no signed restrictions to on-street parking on Cleveland Street.

Based on data from *Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA* (Traffic & Civil Services, October 2020), the Annual Average Daily Traffic on Howick Street is approximately up to 2,000 vehicles per day (October 2020).

The default speed limit on Cleveland Street is 50 km/h with a lower expected operating speed due to the topography and road environment.

2.3.3 Midland Highway

The Midland Highway is a state road managed by the Department of State Growth that connects to Wellington Street and continues south via the Southern Outlet to Hobart via numerous small and medium sized towns. It is classified as a Category I State Road which are "*Tasmania's major highways and are crucial to the effective functioning of industry, commerce and the community in Tasmania*".

Based on the latest Department of State Growth Open Data collected at the following sites, the Annual Average Daily Traffic on the Midland Highway near the subject sites is approximately 25,000 vehicles per day.

– A1020200 Wellington St N of Balfour St
– A0087645 Midland Highway 80m N Of Glen Dhu Overpass

The speed limit on the Midland Highway in the vicinity of the subject sites is 60 km/h.

2.3.4 Howick Street

Howick Street is a collector road managed by the City of Launceston. It connects Maitland Street to the west and High Street to the east. Howick Street intersects Wellington Street at a signalised intersection approximately 40 metres south-east of the subject sites.

Howick Street is configured as a two-way, two-lane road with on-street parking provided in sections on either side of the road.

Based on data from *Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA* (Traffic & Civil Services, October 2020), the Annual Average Daily Traffic on Howick Street is approximately 7,000 vehicles per day (October 2018).

The default speed limit on Howick Street is 50 km/h in the vicinity of the subject sites. Howick Street is a public bus route with several bus stops located in proximity to the subject sites.

2.4 Active transport network

The pedestrian network in the vicinity of the subject sites, see Figure 4, consists of:

– Sealed footpaths on either side of roads;
– Sealed footpaths through Ockerby Gardens; and
– Signalised crossing points across Wellington Street, Midland Highway and Howick Street.

It is anticipated that pedestrians will utilise the footpath network on Wellington Street to travel to and from Launceston CBD and the South Launceston area. Pedestrians will travel via Ockerby Gardens or Howick Street to access the bus stops on Charles Street and Howick Street, and utilise the Midland Highway signalised crossings to access West Launceston.

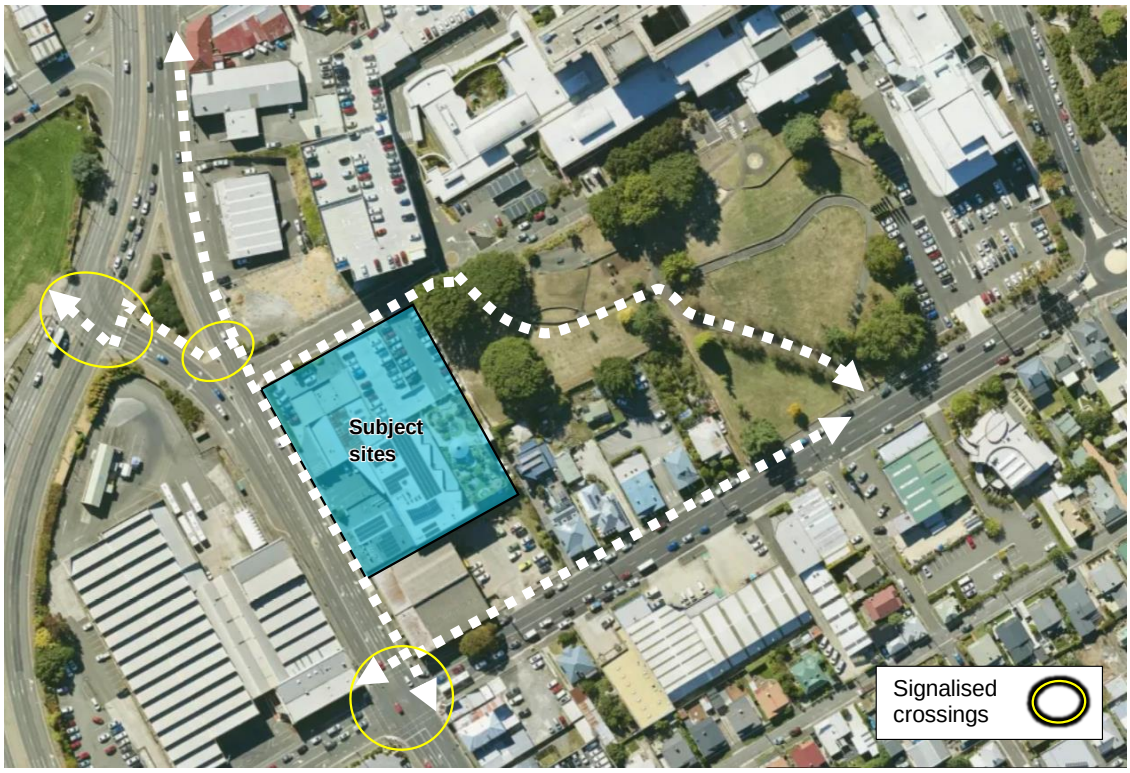


Figure 4 *Pedestrian linkages to and from the sites*

Figure 5 *Launceston arterial bike route network*

Source: Launceston Transport Strategy 2020-2040

The bicycle network in the vicinity of the subject sites consists of a combination of on-road cycling lanes and mixed traffic environments. The majority of roads within the vicinity of the subject site do not provide dedicated facilities. Key cycling routes are aligned in north-west and south-east directions along Charles Street and Mulgrave Street. The Launceston arterial bike route network is shown in Figure 5.

2.5 Bus network

The bus network in the vicinity of the subject sites consists of a substantial number of bus routes which travel through bus stops located on Charles Street and Howick Street. These bus stops primarily serve Launceston General Hospital but also serve the subject sites which are located adjacent to the main hospital precinct.

Bus services include both regional and metropolitan services, as well as the free tiger bus services that connect the city centre.

The bus stops located in the vicinity of the subject sites are presented below in Figure 6.

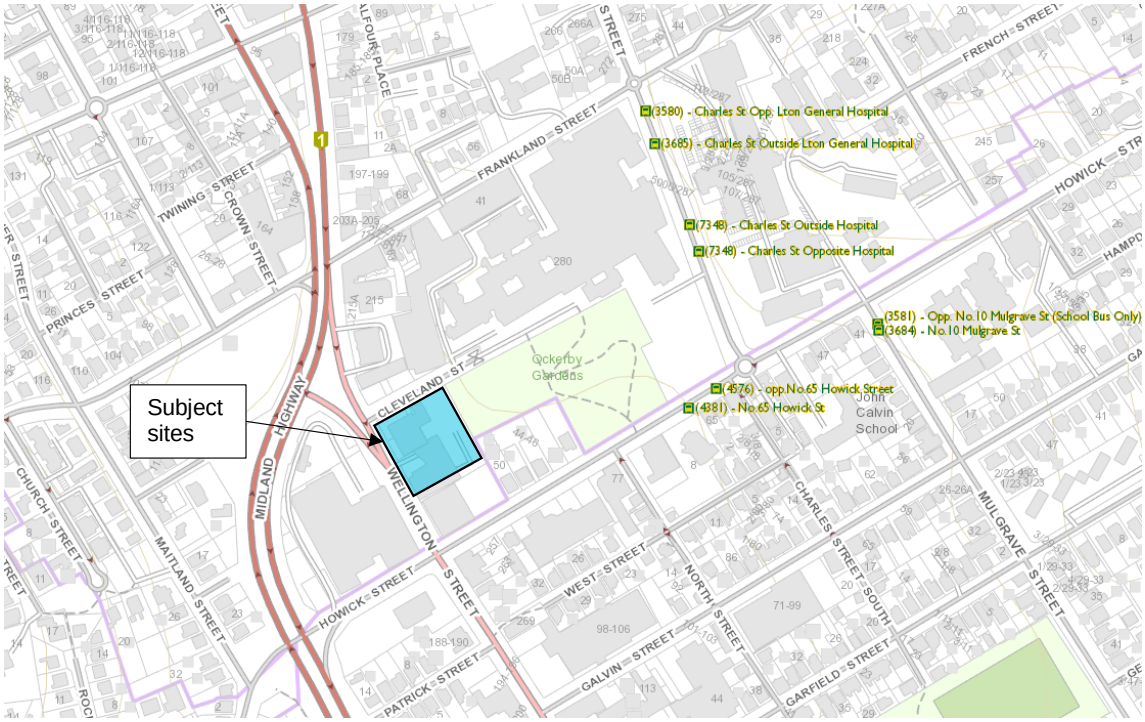


Figure 6 Bus stops

2.6 Parking

Off-site parking in the vicinity of the subject sites consists of on-street parking in the locations shown in Figure 7. There is limited off-street parking available in the immediate vicinity with the Launceston General Hospital car parks reserved for patients and visitors.

The majority of available on-street parking on Howick Street and Charles Street are time-restricted (<2 hours). There are pockets of unrestricted on-street parking in the wider area, however, there are likely to be competing commercial/public land uses in those locations.

Figure 7 *On-street parking*

Source: City of Launceston Online Map

2.7 Crash history

The road crash history in the vicinity of the subject sites has been assessed along the following road sections for the latest five-year crash period between October 2017 and September 2022:

– Cleveland Street, full extent.
– Wellington Street, between Howick Street to the south and Midland Highway and Frankland Street to the north.

A summary of the recorded crashes is presented in Table 1.

In total, 66 crashes were recorded, and none resulted in fatal or serious injuries. There is a trend in vehicles in same lane/rear end crashes both within mid-blocks and at intersections, and this is a reflection of the busy road environment with multiple intersections/diverge points located in close proximity. In particular, a high number of crashes were recorded at Wellington Street and Howick Street intersection, and this could be attributed to the higher road function of Howick Street and Wellington Street as well as the intersection proximity to the Midland Highway.

Only one crash was recorded along mid-block sections of Cleveland Street, and this resulted in property damage only (PDO). Three minor-injury/PDO crashes were recorded at the intersection of Wellington Street and Cleveland Street.

In general, the recorded crash profile is typical of the surrounding area where high-volume, multi-lane roads connect access roads to key land uses and the city centre.

Table 1 Summary of crash history

Location	Number of Crashes			Dominant Crash Type(s)
	Fatal/ Serious	Minor/ First Aid	PDO	
Mid-block				
Cleveland Street	0	0	1	Other straight (1)
Wellington Street	0	2	15	Vehicles in same lane/rear end (8), vehicles in parallel lane (5)
Intersection				
Wellington Street/ Frankland Street	0	0	4	Vehicles in same lane/rear end (2)
Wellington Street/ Cleveland Street	0	1	2	Vehicles in same lane/rear end (2), left near (1)
Wellington Street/ Midland Highway	0	5	5	Vehicles in same lane/rear end (5), cross traffic (4)
Wellington Street/Howick Street	0	13	18	Cross traffic (10), vehicles in same lane/rear end (9), pedestrian (3)
Total	***0***	***21***	***45***	

3. Proposed Development

3.1 Previous proposal – approved

The DA0071/2022 proposal was previously assessed in two parts as follows:

– *Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA* (Traffic & Civil Services, October 2020)

– *Launceston Health Hub Expansion, Addendum* (Traffic & Civil Services, March 2022).

The proposal resulted in a net increase in Gross Floor Area (GFA) from 3245m^2 to 4514m^2 and a net increase in on-site car parking from 120 spaces to 147 spaces. The number of Full Time Equivalent staff members (FTEs) increased by 37 members accordingly from 48 members to 85 members. A summary of the parking provisions outlined in the DA0071/2022 traffic assessment reports is provided in Table 2.

The approved DA0071/2022 proposal (Scenario 3) will be taken as baseline conditions in this report.

Table 2 Summary of outcomes from DA0071/2022

Scenario	GFA	FTE			On-site Parking Spaces	Off-site Parking Spaces	Parking ratio
		GP	Specialist	Other			
1. Prior to DA0071/2022	3245m^2	14	28	6	120	0	2.5 / FTE
2. Assessed in Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA – October 2020	4514m^2	21	43	9	166	0	2.27 / FTE
3. Assessed in Launceston Health Hub Expansion TIA, Addendum – March 2022	4514m^2 + 500m^2 floor area (tenancy)	21	55	9	147	49	2.31 / FTE

Based on Table 2, the approved scenario (Scenario 3) provided a parking ratio of 2.31 parking spaces per FTE, with 147 on-site parking spaces set aside for patients (1.73 per FTE) and 49 off-site parking spaces for staff (0.58 per FTE).

It is noted that the proposed off-site car park at 215 Wellington Street provides a total of 39 staff parking spaces. Refer to *Traffic Impact Statement for Proposed Car Park at 215 Wellington Street* (Traffic & Civil Services, September 2022).

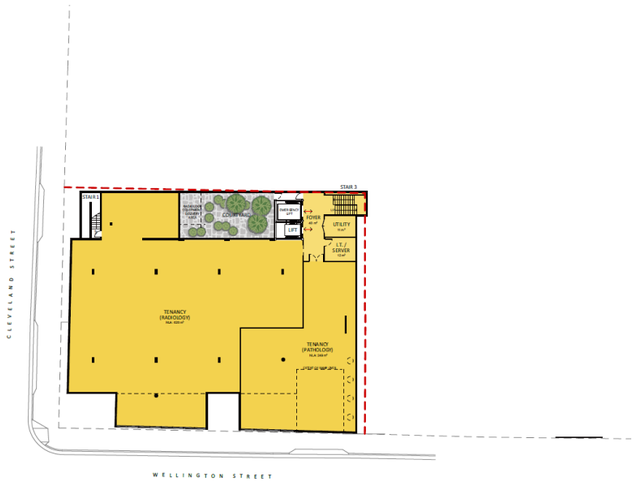
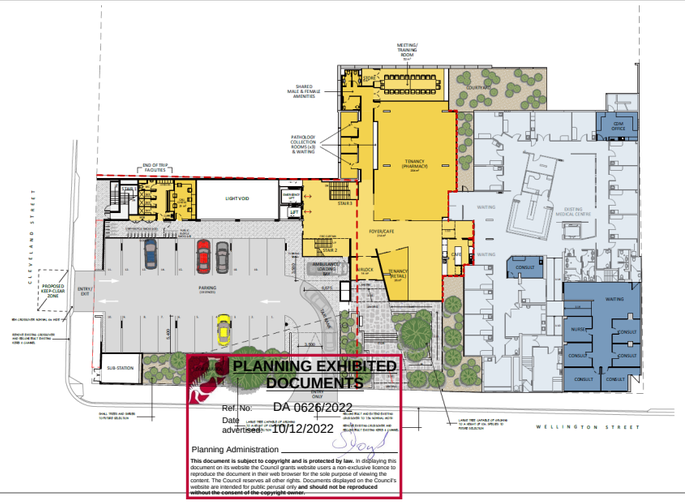
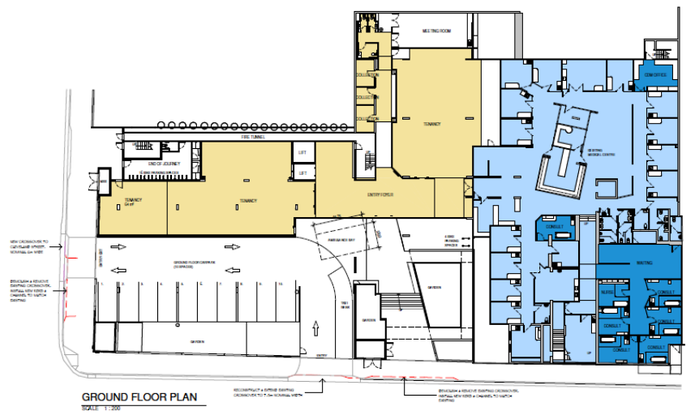
3.2 New proposal

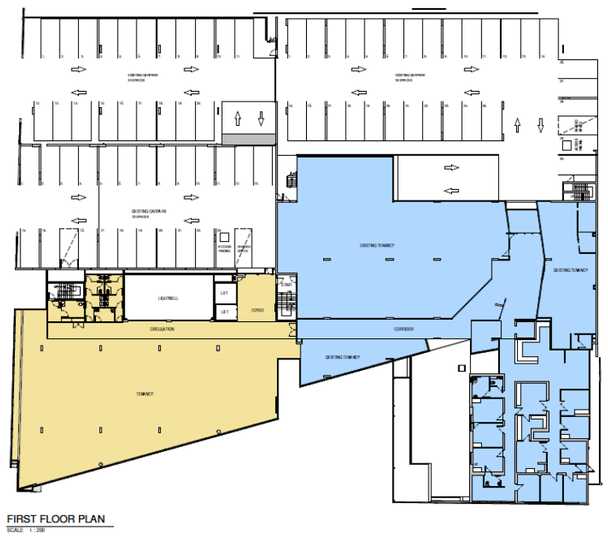
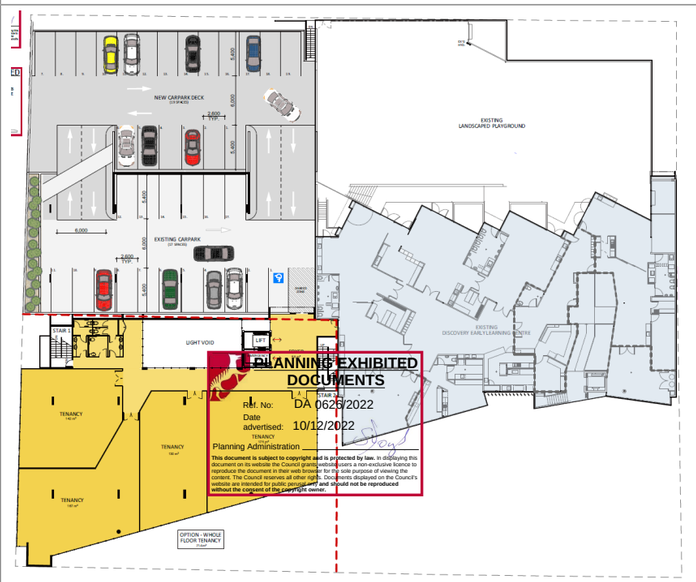
The new proposal (assessed in this report) will result in a net loss in 609m^2 floor area (tenancy) primarily due to the removal of the Lower Ground Floor. A comparison between the current proposal and the DA0071/2022 proposal is presented below in Table 3.

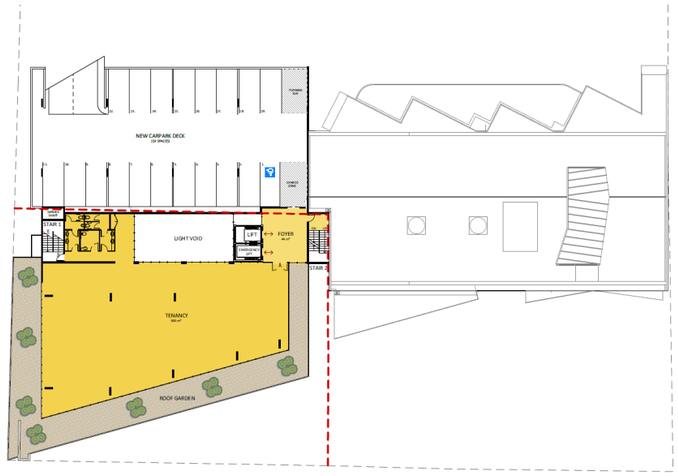
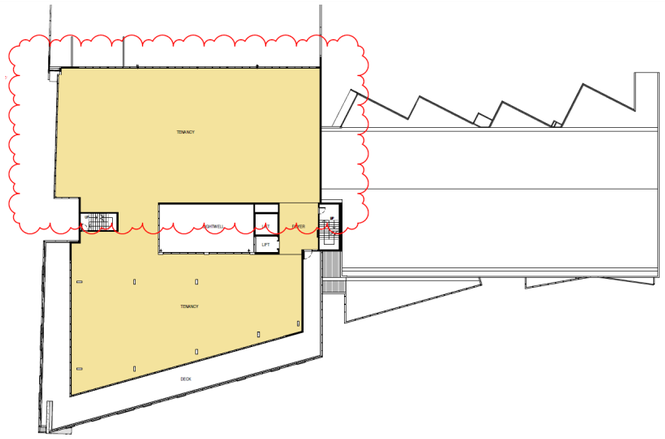
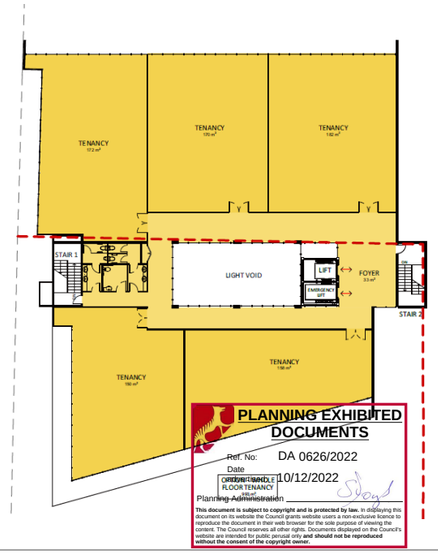
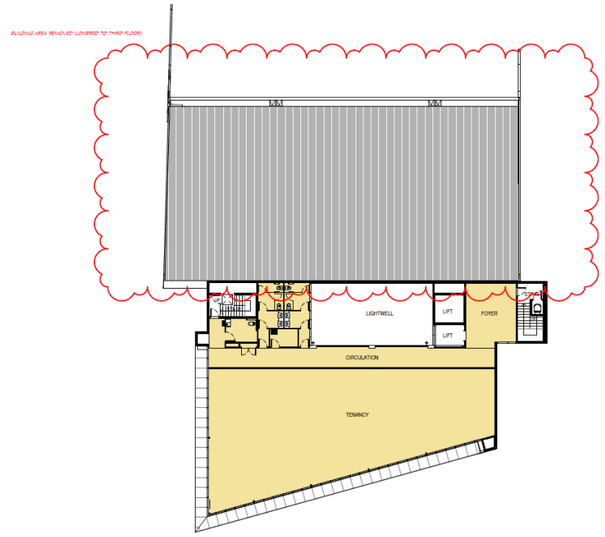
The TIA Addendum (March 2022) assessed Scenario 3 where an increase in 500m^2 floor area (tenancy) and an increase in 12 FTE specialists was proposed. Based on this, it follows that a loss in 609 m^2 floor (tenancy) will result in a reduction of approximately 14 FTEs.

The new proposal would result in a net loss of 28 on-site car spaces which results in total provision of **119 on-site parking spaces** to service the proposed **71 FTE staff members**. A further 39 staff parking spaces would be provided at 215 Wellington Street.

Table 3 *Comparison between DA0071/2022 and new proposal*

	DA 0071/2022 Proposal – Issue Date 30.03.22	New Proposal – Issue Date(s): Ground Floor – 11.10.22 All Other Floors – 01.09.22	Change to floor uses	Net change in parking & tenancy floor area
Lower Ground Floor Plan		None	Loss: – Pathology tenancy ($249m^2$) – Radiology tenancy ($620m^2$) – Stairwell and lifts – Radiology equipment delivery area	-$869m^2$ No change to parking spaces
Ground Floor Plan			Addition: – Tenancy ($280m^2$) – Three bicycle parking spaces Loss: – 9 car parking spaces – Stairwell to lower ground – Retail tenancy ($20m^2$)	+$260m^2$ +3 bicycle parking spaces -9 car parking spaces

	DA 0071/2022 Proposal – Issue Date 30.03.22	New Proposal – Issue Date(s): Ground Floor – 11.10.22 All Other Floors – 01.09.22	Change to floor uses	Net change in parking & tenancy floor area
First Floor Plan			No change to floor uses. Note: – Car park ramp location changed. – Northern and central accesses on Cleveland Street changed to two-way. – Parking spaces accessed from central access now form a standalone car park.	0
Second Floor Plan			No change to floor uses. Note: Car park ramp location changed.	0

	DA 0071/2022 Proposal – Issue Date 30.03.22	New Proposal – Issue Date(s): Ground Floor – 11.10.22 All Other Floors – 01.09.22	Change to floor uses	Net change in parking & tenancy floor area
Third Floor Plan			Addition: – Tenancy (524m^2) Loss: – 19 car parking spaces	+524m^2 -19 car parking spaces
Fourth Floor Plan			Loss: – Tenancy (172m^2) – Tenancy (170m^2) – Tenancy (182m^2)	-524m^2 No change to parking spaces

4. Parking Assessment

4.1 Number of parking spaces

The proposed development use is classified as “business and professional services – doctors’ surgery, clinic, consulting room” as defined in Table C2.1 of the State Planning Provisions. The parking space requirements for this use are as followings:

– Car 4 spaces per practitioner
– Bicycle 2 spaces for each 8 practitioners

4.1.1 Car parking spaces

The Acceptable Solution of Clause C2.5.1-A1 of the State Planning Provisions states that:

“The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

– *the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
– *the site is contained within a parking precinct plan and subject to Clause C2.7;*
– *the site is subject to Clause C2.5.5; or*
– *it relates to an intensification of an existing use or development or a change of use where:*
  - *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
  - *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B)”*

It is noted that none of the exclusions above apply to the proposed development.

As discussed in Section 3.2, the reduced floor area will reduce the number of FTE practitioners from 85 (approved) to 71 (proposed). The car parking requirement as calculated in accordance with Table C2.1 of the State Planning Provisions is therefore 284 car parking spaces.

Given that a total of 119 on-site parking spaces would be provided, the proposed development does not does not comply with the Acceptable Solution and must instead rely on the Performance Criteria of Clause 2.5.1-P1.1 which states that:

“The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use”.

The change in parking ratios due to the proposed development is summarised in Table 4.

Table 4 Summary of car parking ratios

	FTE	Parking spaces		Parking ratio	
		On-site patient	Off-site staff	On-site patient	Off-site staff
Approved	85	147	49*	1.73 / FTE	0.58 / FTE
Proposed	71	119	39*	1.67 / FTE	0.55 / FTE

**Note that only 39 parking spaces are provided at the proposed 215 Wellington Street car park*

The impact to staff parking is considered negligible. It is not uncommon for staff to be required to make their own travel arrangements, and the reduction in parking from 0.58 to 0.55 spaces per FTE is not considered a significant reduction in the availability of parking for staff.

The ratio of on-site patient parking, however, would reduce from 1.73 to 1.67 spaces per FTE. This is a change of 0.06 spaces per FTE and represents roughly a difference of five spaces.

Parking surveys at the Launceston Health Hub were undertaken by Traffic & Civil Services in September 2020 and documented in the *Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA – October 2020.* These surveys were undertaken when the Health Hub was operating with a total of 48 medical practitioners and a parking supply of 120 parking spaces (comprising 48 staff spaces and 72 patient spaces). The results are shown in Table 5.

Table 5 Launceston Health Hub parking surveys (September 2020)

Time	Occupancy	Free spaces
8 AM – 2 PM	85%	17
2 – 3 PM	75%	29
3 – 4 PM	70%	35
4 – 5 PM	46%	63
5 – 6 PM	30%	82

Source: Launceston Health Hub Expansion, 237 & 247 Wellington Street TIA, Traffic & Civil Services, October 2020

Based on the parking survey results, the peak parking demand was around 102 spaces (85% of 120 spaces) for 48 FTE which represents a ratio of 2.13 spaces per FTE inclusive of both staff and patient parking. The proposed parking ratio of 2.23 spaces per FTE (staff and patient combined) exceeds the surveyed demand and is therefore considered appropriate.

It is further noted that the balance of parking between staff and patient parking is improved compared to the situation surveyed in 2020:

– Previously surveyed (2020)
  - On-site staff parking 48 spaces 40%
  - On-site patient parking 72 spaces 60%
– Current proposal (2022)
  - Off-site staff parking 39 spaces 25%
  - On-site patient parking 119 spaces 75%

Based on the above assessment, it is considered that the proposed development would provide parking for patients that meets the anticipated demand, based on surveys of actual operations at the Launceston Health Hub undertaken in September 2020.

It is considered that the proposed development is consistent with the Performance Criteria of Clause 2.5.1-P1.1 in that it provides sufficient car parking on-site and off-site to meet the reasonable needs of the use. It is noted, however, that approximately 45% of staff would be required to make their own travel arrangements as they would not be able to park in dedicated staff parking facilities.

4.1.2 Bicycle parking spaces

The Acceptable Solution of Clause C2.5.2-A1 of the State Planning Provisions states that:

"Bicycle parking spaces must:

– *be provided on the site or within 50m of the site; and*
– *be no less than the number specified in Table C2.1."*

The proposed development provides a total of 16 bike parking spaces within the end of trip facility on ground floor, and a further four bike parking spaces in the form of two double-sided bicycle hoops near the main building entrance. The total supply of 20 bike parking spaces meets the requirements of the Acceptable Solution given a total of 71 practitioners.

Bicycle parking provisions are to be designed in accordance with AS2890.3. *Parking facilities, Part 3:Bicycle parking.*

4.1.3 Motorcycle parking spaces

The Acceptable Solution of Clause C2.5.3-A1 of the State Planning Provisions states that:

"The number of on-site motorcycle parking spaces for all uses must:

– *be no less than the number specified in Table C2.4; and*
– *if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained."*

No motorcycle parking spaces are provided as part of approved conditions. The proposed development is a deintensification of the approved use, resulting in a reduction in parking requirement. By Table C2.4 of the State Planning Provisions, no motorcycle parking spaces are therefore required as part of the proposed development. The proposed development is considered to comply with the Acceptable Solution of Clause C2.5.3-A1.

4.2 Development standards

4.2.1 Car park design and layout

The Acceptable Solution of Clause C2.6.2-A1.1 of the State Planning Provisions states that:

"Parking, access ways, manoeuvring and circulation spaces must either:

– *comply with the following:*
  - *have a gradient in accordance with* Australian Standard AS 2890 - Parking facilities, Parts 1-6*;*

    Complies subject to ramp gradient and transitions being retained from approved conditions. All proposed parking floors are approximately level.

  - *provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;*

    Complies. All car parking areas within the site provide two-way circulation.

  - *have an access width not less than the requirements in Table C2.2;*

    Complies. Access widths under approved conditions are retained.

  - *have car parking space dimensions which satisfy the requirements in Table C2.3;*

    Complies. Dimensions under approved conditions are retained.

  - *have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;*

    Does not comply with Table C2.3 but complies with AS2890.1. The car park is classified as a User Class 3 facility as staff are asked to park off-site. The required aisle width for a User Class 3 facility is 5.8 metres alongside 2.6 m x 5.4 m angled parking spaces. The minimum required one-way aisle width alongside one-sided parallel parking (refer to ground floor taxi parking) is at least 3 metres. The minimum required aisle width for a single sided parking aisle (refer to ground floor car park) is 6.1 metres.

    The proposed development retains all approved access and maneuvering widths, except within the ground floor parking aisle where the approved double-sided aisle is converted to a single-sided aisle. The aisle width within this car park has been widened to 6.1 metres to comply with AS2890.1 Section 2.4.2 (d).

  - *have a vertical clearance of not less than 2.1m above the parking surface level; and*

    Complies as per approved conditions.

  - *excluding a single dwelling, be delineated by line marking or other clear physical means; or*

Complies. All car parking spaces, and access ways are delineated – no change from approved conditions.

– *comply with Australian Standard AS 2890- Parking facilities, Parts 1-6."*

Based on the above, the proposed development is considered to comply with the Acceptable Solution of Clause C2.6.2-A1.1.

4.2.1.1 Access for patient transport vehicles

The proposed car park includes an ambulance parking bay. The ambulance is required to enter via the entry crossover on Wellington Street and reverse into the parking bay. The swept path for this manoeuvre, based on a design vehicle equivalent to a standard Mercedes Sprinter ambulance, is demonstrated in Figure 8 below.

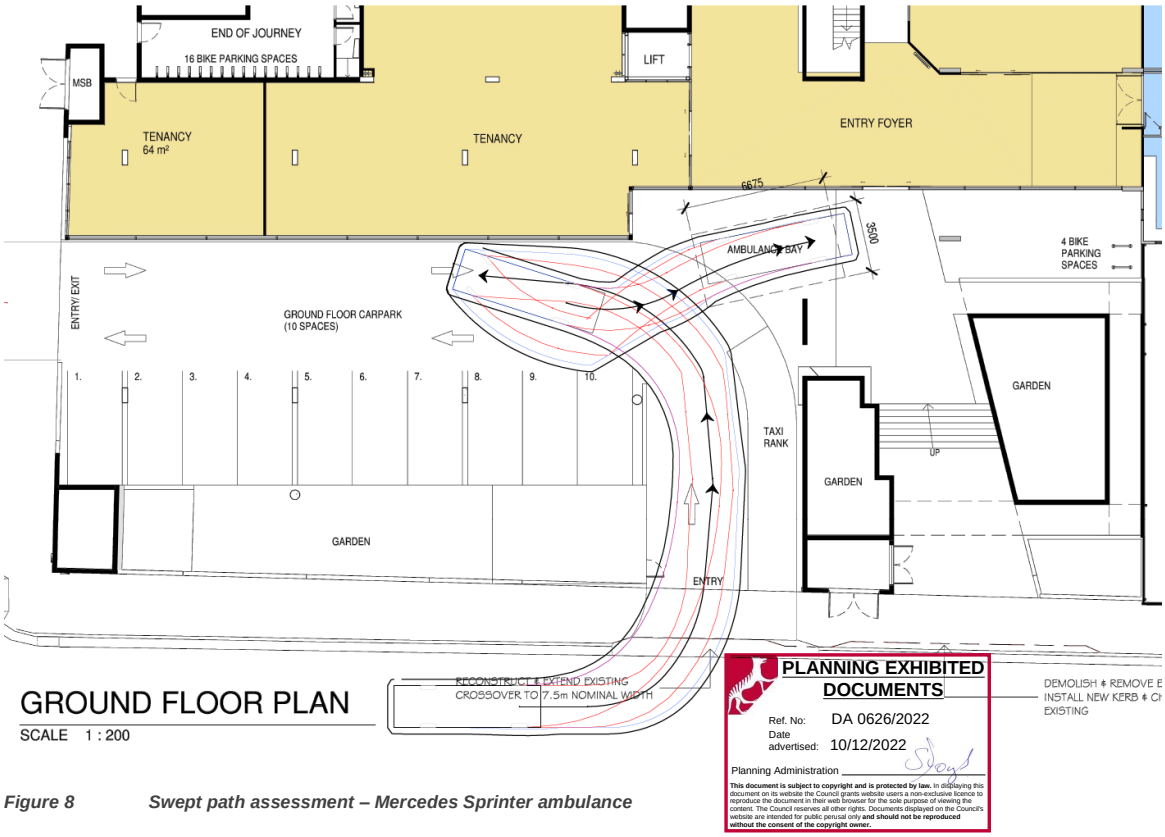


Figure 8 Swept path assessment – Mercedes Sprinter ambulance

It is noted that the ambulance would be used for non-emergency transport only. Movements by ambulances would be relatively infrequent, occurring only a few times a week at the most.

Similarly, the proposed taxi rank includes dedicated parking spaces for taxis. These would be used 'on-demand' only, associated with patient transport, and would not be used frequently. The space set aside for taxis is considered appropriate given the intended use of this area.

4.2.1.2 Accessible parking

The Acceptable Solution of Clause C2.6.2-A1.2 of the State Planning Provisions states that:

"Parking spaces provided for use by persons with a disability must satisfy the following:

– *be located as close as practicable to the main entry point to the building; be incorporated into the overall car park design; and*

– *be designed and constructed in accordance with* Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*."*

A total of four accessible parking spaces are provided on the site. This represents a ratio of one space per 30 car parking spaces and exceeds the requirements of the National Construction Code. Accessible parking spaces measure 2.6 metres (W) by 5.4 metres (L) and are located adjacent to shared areas.

Subject to the provision of bollards within the shared areas, shown in Figure 2.2 of AS2890.6 *Parking facilities, Part 6: Off-street parking for people with disabilities*, the proposed development is considered to comply with the Acceptable Solution of Clause C2.6.2-A1.2. Accessible parking spaces should also be identified and delineated in accordance with Section 3 of AS2890.6.

4.2.2 Construction of parking areas

The Acceptable Solution of Clause C2.6.1-A1 of the State Planning Provisions states that:

"All parking, access ways, manoeuvring and circulation spaces must:

- *be constructed with a durable all weather pavement;*
- *be drained to the public stormwater system, or contain stormwater on the site; and*
- *be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement."*

The proposed development should provide the above to comply with the Acceptable Solution of Clause C2.6.1-A1.

4.3 Pedestrian access

The Acceptable Solutions of Clause C2.6.5-A1 of the State Planning Provisions state that:

- *"Uses that require 10 or more car parking spaces must:*
  - *Have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:*
    - *a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
    - *protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*
    - *be signed and line marked at points where pedestrians cross access ways or parking aisles.*
- *In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building."*

Footpaths are not provided consistently throughout the car park floors, and therefore the proposed development must rely on the Performance Criteria. There is no change to pedestrian access provided under approved conditions.

As recommended under approved conditions, the on-site car parking areas are signed as shared zones to indicate a low-speed environment where there is a mix of pedestrian and traffic movements. This should be retained under proposed conditions. Subject to this recommendation, the proposed development is considered to be consistent with the Performance Criteria of Clause C2.6.5-P1 of the State Planning Provisions which states that:

"Safe and convenient pedestrian access must be provided within parking areas."

4.4 Loading bays

The Acceptable Solution of Clause C2.5.4-A1 of the State Planning Provisions states that:

"A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy."

The Acceptable Solution of Clause C2.6.6-A1 of the State Planning Provisions states that:

"The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities*, for the type of vehicles likely to use the site."*

The Acceptable Solution of Clause C2.6.6-A2 of the State Planning Provisions states that:

"The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Off-street commercial vehicle facilities."

As no uses with a floor area of more than 1000 m^2 in a single occupancy are proposed, a loading bay is not required to be provided as part of the development. As per approved conditions, each individual tenancy will instead organise their own deliveries direct to the various delivery zones provided within the on-site parking areas. There are no public loading zones provided in the vicinity of the development site.

It is anticipated that the type of commercial vehicle likely to use the site will be vans, and as such will be sufficiently accommodated within the car park designed for a B99 design vehicle. Based on this, the Acceptable Solutions of Clause C2.6.6-A1 and Clause C2.6.6-A2 are considered to be satisfied.

5. Transport Impact Assessment

5.1 Access arrangements

The Acceptable Solution of Clause C2.6.3-A1 of the State Planning Provisions states that:

"The number of accesses provided for each frontage must:

- *be no more than 1; or*
- *no more than the existing number of accesses, whichever is the greater."*

The number of approved accesses is not increased as part of the proposed development. This includes three accesses on Cleveland Street and one entry-only access on Wellington Street. The central and northern car park accesses on Cleveland Street are one-way (entry or exit-only) under approved conditions but are modified to two-way accesses under the proposed development due to loss of interconnectivity between car parking areas at 243-247 Wellington Street.

The northern access on Cleveland Street provides access to 86 parking spaces, the central access provides access to 23 spaces and the southern access provides access to 10 spaces. The Wellington Street access provides access to the same parking area as the southern access on Cleveland Street.

Based on the above, the proposed development is considered to comply with the Acceptable Solution of Clause C2.6.3-A1.

5.1.1 Sight distance

There is a new exit point from the development site on Cleveland Street at the central access. All other exits are retained as per approved conditions and therefore the sight distances at those locations are considered to be satisfactory.

The default speed limit on Cleveland Street is 50 km/h. The minimum sight distance for non-domestic access driveways along a 50 km/h frontage road is 45 metres as per AS2890.1. The available sight distances at the central access are considered to comply with AS2890.1 as speed reductions are expected as vehicles navigate Wellington Street intersection and the Launceston General Hospital roundabout. See Figure 9.

Figure 9 *Sight distance assessment at central access on Cleveland Street*

5.2 Traffic efficiency

The proposed development is a deintensification of approved conditions (i.e. the approved development) with a lower number of proposed car parking spaces and reduced trip generation. Overall, this results in reduced traffic impacts to the surrounding road network with shorter delays and queues expected. Based on this, the proposed development is considered to comply with the Acceptable Solution of Clause C3.5.1-A1.4 which states that:

"Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:

- *the amounts in Table C3.1; or*
- *allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road."*

As the majority of vehicles exiting the development site will turn left onto Cleveland Street, the critical access movements are the right turn entry movements on Cleveland Street. The distance between the central and northern car park accesses on Cleveland Street, which are both now modified to two-way, allow for approximately up to two right-turning vehicles to queue on approach to the northern access without impacting the central access. Given a 95th percentile back of queue length of 0.2 vehicles was found previously by Traffic & Civil Services for this movement under an intensified scenario (Scenario 2), the new access arrangement on Cleveland Street is considered to have little impact to the efficiency of vehicle movements entering and exiting the development site.

It should be noted that works associated with the Launceston General Hospital Master Plan may, in the medium-to-long term, result in an increase in traffic on Cleveland Street. There may be a need to monitor impacts of the masterplan development and consider additional KEEP CLEAR zones in the southbound lane on Cleveland Street. A KEEP CLEAR zone is already considered at the southern car park access on Cleveland Street as part of approved conditions.

5.3 Road safety

No significant detrimental road safety impacts are foreseen for the proposed development. This is based on the following:

- Car parking areas are designed in accordance with AS2890.1 requirements and State Planning Provisions. This is subject to recommendations.
- The new exit point at the central access is located such that adequate sight distances are available on Cleveland Street.
- The proposed development is a deintensification of an approved land use and will result in reduced traffic impacts to the surrounding road network.
- The number of turning movements in and out of proposed car parking areas is sufficiently low with no major decrease in performance at the accesses on Cleveland Street.
- The crash history does not indicate any specific road safety deficiencies in the immediate area that might be exacerbated by the additional traffic generated by the proposed development.

6. Planning Scheme Assessment

This section outlines a summary of the assessment of the proposed development against the State Planning Provisions of the Tasmanian Planning Scheme*.* Responses have been provided against the relevant clauses within C2.0 Parking and Sustainable Transport Code and C3.0 Road and Railway Assets Code: There are no applicable requirements within the Launceston Local Provisions Schedule.

Responses to the State Planning Provisions can be found below in Table 6.

Table 6 ***C2.0 Parking and Sustainable Transport Code***

Clause	Description	Response
C2.5.1	Car parking numbers	Consists with P1.1 subject to provision of off-site car parking.
C2.5.2	Bicycle parking numbers	Complies with A1.
C2.5.3	Motorcycle parking numbers	Complies with A1.
C2.5.4	Loading bays	Not applicable. No uses with a floor area of more than 1000m^2 in a single occupancy are proposed.
C2.5.5	Number of car parking spaces within the GRZ and IRZ.	Not applicable. Development site not located within GRZ or IRZ.
C2.6.1	Construction of parking areas	Complies with A1 subject to recommendation. Refer to Section 4.2.2.
C2.6.2	Design and layout of parking areas	Complies with A1.1 and A1.2. Refer to Section 4.2.1.
C2.6.3	Number of accesses for vehicle	Complies with A1.
C2.6.4	Lighting of parking areas within the GBZ and CBZ.	Not applicable. Development site not located within GBZ and CBZ.
C2.6.5	Pedestrian access	Consistent with P1 subject to recommendation. Refer to Section 4.3.
C2.6.6	Loading bays	Complies with A1 and A2 based on commercial vehicles being vans.
C2.6.7	Bicycle parking and storage facilities within the GBZ and CBZ	Not applicable. Development site not located within GBZ and CBZ.
C2.6.8	Siting of parking and turning areas	Not applicable. Development site not located within an Inner Residential Zone, Village Zone, Urban Mixed-Use Zone, Local Business Zone or General Business Zone.
C2.7.1	Parking precinct plan	Not applicable. Development site not defined by a parking precinct plan.

Table 7 ***C3.0 Road and Railway Assets Code***

Clause	Description	Response
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	A1.1 and A1.2 not applicable: new junction not required. A1.3 not applicable: new level crossing not proposed. Complies with the Acceptable Solution of Clause C1.4 – the proposed development will result in a reduction in vehicle traffic. A1.5 not applicable: no accesses proposed on a major road.
C3.6.1	Habitable buildings for sensitive uses within a road or railway attenuation area	Complies with the Acceptable Solution of Clause (a) and (b). A1(c) not assessed.
C3.7	Development Standards for Subdivision	Not applicable. Development is not a subdivision.

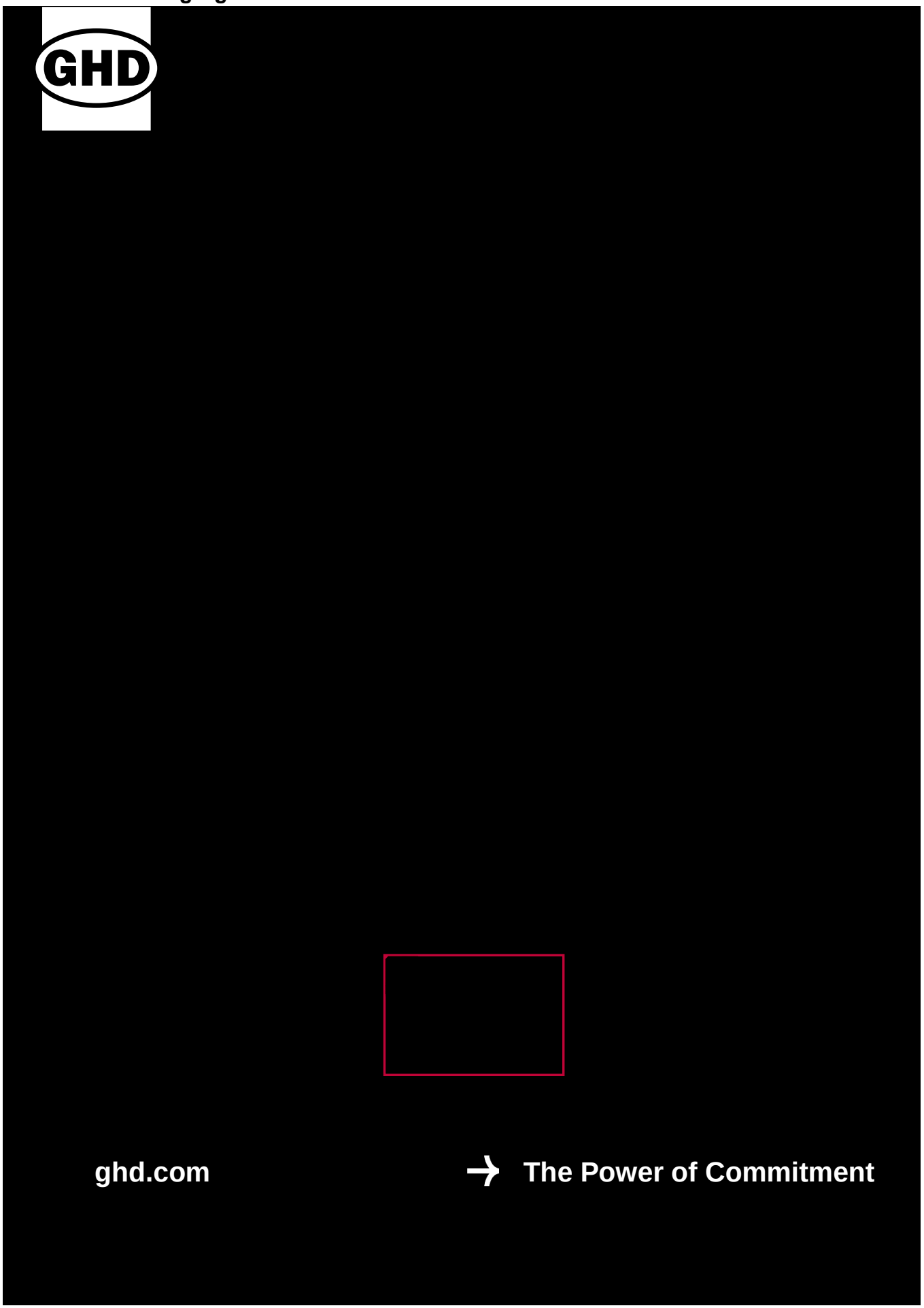
7. Conclusion

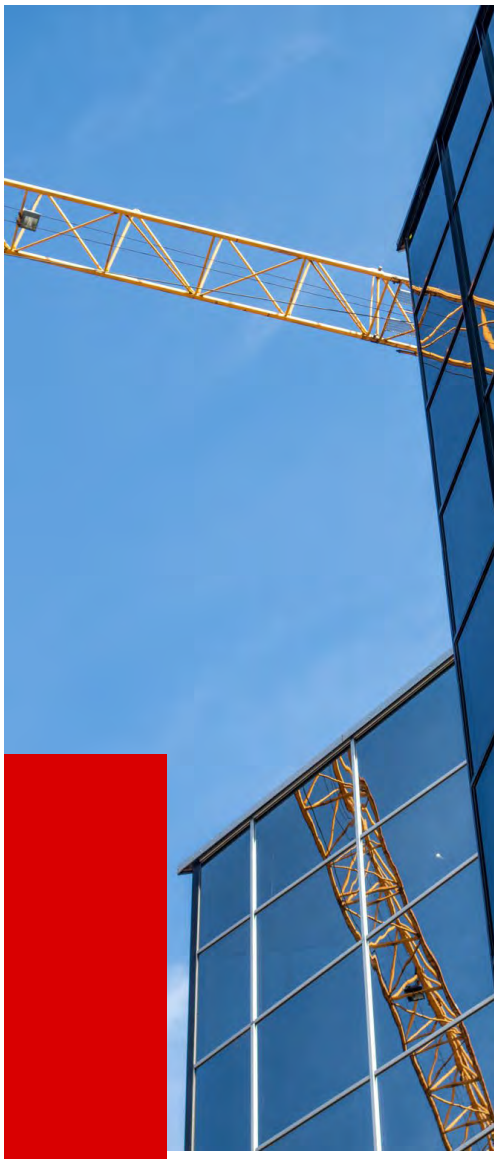
This Transport Impact Assessment report has investigated the potential traffic and transport related impacts associated with the new expansion of the Launceston Health Hub in Launceston.

The key findings are summarised as follows:

- An intensified scenario of the expansion proposal was previously approved under DA0071/2022. This scenario forms the baseline (approved) conditions of the assessment in this report.
- As a deintensification of approved conditions, the proposed development results in reduced trip generation and lower parking demand. Overall, the proposed development has reduced impacts to the surrounding transport network.
- As part of the new expansion proposal, the number of on-site car parking spaces is reduced to 119 spaces with staff parking to be provided at an alternate site at 125 Wellington Street. The proposed parking ratio of 2.23 spaces per FTE exceeds the previously surveyed demand of 2.13 spaces per FTE, and the balance of parking allocation is shifted towards more patient parking, and is therefore considered sufficient to meet the needs of the use.
- The approved northern and central accesses on Cleveland Street are to be converted to two-way due to loss of interconnectivity between on-site parking areas. Based on the access spacing provided and the expected number of turning movements at accesses, this proposed access arrangement is considered to be adequate.
- Available sight distances on Cleveland Street are considered sufficient based on the prevailing road environment.
- Crash trends in the vicinity of development site are not expected to be exacerbated by the proposed development.
- The proposed development complies with the requirements of the State Planning Provisions as summarized in Table 6 and Table 7

Based on the findings of this report the proposed development is supported on traffic and transport grounds.


ghd.com
The Power of Commitment



CONTACT

Commercial
Project Delivery

Chloe Lyne
Planning Development Consultant

PO Box 2[illegible]
Newstead
TAS 7250

+61 408 397 393
chloe@cpdelivery.com.au
www.cpdelivery.com.au

Submission to Planning Authority Notice

Council Planning Permit No.	DA0626/2022	**Council notice date**	28/10/2022
TasWater details			
TasWater Reference No.	TWDA 2022/01732-LCC	**Date of response**	14/12/2022
TasWater Contact	Jake Walley	**Phone No.**	0467 625 805
Response issued to			
Council name	CITY OF LAUNCESTON		
Contact details	Planning.Admin@launceston.tas.gov.au		
Development details			
Address	243-247 WELLINGTON ST, LAUNCESTON	**Property ID (PID)**	9821050
Description of development	Alterations and additions to an existing building and consolidation of 3 lots into 1		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Gandy and Roberts	20.0421 Concept Services Plan C040	1	11/11/2022

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
5. Prior to applying for a Permit to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water to TasWater's satisfaction.
6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
8. Prior to the issue of a Certificate of Water and Sewerage Compliance (Building and/or Plumbing) all

additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.

10. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

    a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.

    b. A request for a joint on-site inspection with TasWater's authorised representative must be made.

    c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.

    d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

    Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

11. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.

12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

14. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

15. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.

Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

DEVELOPMENT ASSESSMENT FEES

16. The applicant or landowner as the case may be, must pay a development assessment fee of $1,220.97 and a Consent to Register a Legal Document fee of $239.90 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

    The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.

(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies.

(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

From: "Brad Bissett" [redacted]
Sent: Tue, 20 Dec 2022 19:48:22 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Health Hub Expansion

You don't often get email from [redacted] Learn why this is important

20 December 2022

Hello,
It has been brought to my attention that the Health Hub is expanding and that there will be even less carparking than there is now per practitioner under the Development application DA0626/2022.
I have a young daughter that I frequently have to attend the LGH and Health Hub with and it is often difficult to find a car park, I am worried that this proposal will make it even more difficult. I really want to see the Health Hub expanded but ask that council make them put in more carparking when doing so.

Regards
Brad Bissett
[redacted]

Sent from my iPhone

From: "dwayne morrison" [redacted]
Sent: Tue, 20 Dec 2022 20:01:01 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: RE: Representation for DA0626/2022. – 243-247 Wellington Street, South Launceston.

You don't often get email from [redacted] Learn why this is important

Good Afternoon,

I wish to lodge a representation against the proposed expansion to the Health Hub at 243-247 Wellington Street.
While I think it is fantastic that they are expanding the Health Hub I am very concerned about the lack of carparking. On page 16 of the TIA Table 5, implies that the current car park is never more than 85% full, which I find hard to believe as whenever I go there, I find it hard to get a park.
The TIA also relies on 45% of the staff not being able to park on site so I can only assume they would be taking up any available street parking spots nearby making it difficult to park near the Hospital or surrounding businesses.
Having 284 car parks required and only 119 supplied (not even 50% of what they should have) I believe this is too much of a short fall and it needs to be reconsidered how much building there is compared to carparks.

Kind Regards.
Dwayne Morrison
[redacted]

From: "nicole martin" [redacted]
Sent: Tue, 20 Dec 2022 22:22:02 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA0626/2022

You don't often get email from [redacted]. Learn why this is important

I would like to lodge a formal representation against the approval of DA0626/2022 for the expansion of the Health Hub due to the following reasons:
I Don't believe that the proposed parking levels are nearly high enough to cover all the new doctors,new offices and services offered. I have been in there several times with the current parking and services and 90% of the time i was unable to get a park in the facility and had to go else where.
Visitors to the proposed new development will then be required to park else where, this means that patients and visitors to the LGH (who already can not get a park) are having to park even further away from the hospital.
I recently have my father and step father in the hospital. Parking every day was a nightmare. There is no where to park, staff currently park in most available parking. 2 hour parking is not long enough when you have one dying of cancer on level 3 and another in ICU.
I am fairly sure the staff from the HUB will eventually be parking in the proposed expansion creating even less parking for their patients and visitors. It is easy to say in a proposal but once it has been built i am sure they will have their reserved parking as does the LGH. The multi storey car park at the LGH is amazing there but is all pretty much reserved for staff so useless for patients.

Finally i would like to talk about the traffic congestion it could potentially cause. I have seen near accidents in this stretch as it currently is, i have seen people trying to turn right into the HUB causing traffic blockage coming the other way. I have tried to turn left in there myself but cars were lined up to the street, unsure why, so i had to continue otherwise i would have been blocking traffic.
I am sure that an expansion of a medical centre offering all these services is a great idea. But i believe that the parking needs to be increased significantly. I personally think that the idea is great but i think the location is terrible. There is no point offering such a wide range of services if you cant easily get access to them. It will be just like trying to get into the LGH with everyone driving in circles hoping someone will leave so you can park your car.
Thank you

Nicole Martin Crawford

Promoting a healthy, happy, and active community

Launceston has one of the highest rates in Australia of chronic health problems such as heart disease, stroke, and type 2 diabetes. Moreover, Tasmanians have the worst rate of overweight and obesity 71% (67% national average), and the highest obesity rate at 35% (31% national average). In addition, 60% of men and 66% of women have high waist circumference, which is a measure of abdominal obesity.

The main contributing factors for all of these include dramatic changes in our lifestyles and dietary habits over the last 20 years. Today, Australians eat foods that are high in salt with fewer vegetables and fruits, drink more sugar-sweetened and diet drinks, and get less exercise with 75% of Australians not meeting physical activity guidelines.

We should pay increasing attention to help Launcestonians lead healthy lifestyles by encouraging physical activity and making it easier and safer for people to walk and cycle. Providing more walkable spaces, better-protected bike lanes and more recreational spaces are important steps. Using public spaces in cities as places where people can exercise promotes equity, rather than allowing physical activity to become restricted to private gyms with often-expensive monthly fees. The changes encouraged residents to walk more and get more exercise.

Integrating better diets and more physical activity into everyday urban life can help Launcestonians become healthier more effectively and reduce the burden on our overstretched health system at less cost. Longevity studies show that people live the longest in environments where physical activity is part of everyday life.

QUESTION 1:

Understanding that all levels of Government have a role to play in the promotion of healthy, happy and active communities, can the Chief Executive Officer please outline the Council's approach to achieving better outcomes in this space?

QUESTION 2:

If the Council were to consider doing more to promote healthy, happy and active communities, could the Chief Executive Officer please suggest some options for Councillors to consider?

Homelessness Advisory Committee - Terms of Reference

The Homelessness Advisory Committee is a Special Committee of Council, established pursuant to section 24 of the *Local Government Act 1993* (Tas).

PURPOSE:

Homelessness is a complex issue and there are many factors that contribute to a person's homelessness. Many of these factors lie outside the remit of local government, however through an educated, collaborative and needs focussed approach, the City of Launceston is committed to working with community to play a constructive role in the provision of strategies and actions to support the homeless community.

The primary purpose of the Homelessness Advisory Committee is to:

- Enable a collaborative approach between key sector service providers, community members and relevant levels of government in addressing the short, medium and long-term needs of Launceston's homeless community.
- Identify, support and coordinate achievable actions which will assist in addressing the evolving needs of Launceston's homeless community.
- Develop a greater and shared understanding of the roles, responsibilities and priorities within the community in responding to homelessness.

Objectives:

The objectives of the Homelessness Advisory Committee are to:

- provide a communicative link between the Council and relevant stakeholders
- provide advice and make recommendations to the Council on issues and matters relating to homelessness
- facilitate response to issues as raised through the appropriate response agency
- develop a Homelessness Action Plan that will guide a commitment to addressing the needs of Launceston's homeless community
- provide recommendations on methods and techniques to better inform and engage the community on homelessness issues,
- provide advocacy for the needs of Launceston's homeless community; and
- support region wide outcomes through shared learnings and collaboration with other Councils in our region.

MEMBERSHIP:

The Homelessness Advisory Committee will include two City of Launceston Councillors, nominated and endorsed by the Council, one of whom will be the Chair. The Councillors' role will be for a four year period coinciding with Local Government elections, subject to a review after two years.

The Committee will include one representative from each of the following agencies:

- Launceston City Mission
- St Vincent de Paul Society
- Anglicare Tasmania
- CatholicCare Tasmania
- Tasmania Police
- The Salvation Army
- Shekinah House
- Department of Communities Tasmania

The Committee will also include up to six community member representatives considered by the Committee to have appropriate expertise and experience to contribute to the aims of the Committee and appointed by Council.

The Committee will allow for a representative from neighbouring Councils in order to support a region wide approach to addressing the issue of homelessness.

The Committee will be supported by:
- General Manager Community and Place Network
- Team Leader Community Development
- One Council Administration Officer.

The Council's Officers from Liveable Communities will provide advice and/or assistance to the Committee. From time to time advice and support may be sought from other officers within the Council when their expertise is required.

COMMUNITY MEMBER REPRESENTATIVE SELECTION CRITERIA:

Aside from the Councillors' roles and those representing the organisations referenced, community member representatives will be appointed by the Council and will be selected with consideration to the following criteria:
- professional experience working in a field such as social and community housing, and/or
- lived experience of homelessness; and
- professional experience in social infrastructure and systemic issues across the homelessness, health and welfare sectors, and
- diversity – in terms of age, culture, religion, disability, gender, sexual preference, health status, and
- ability to attend meetings in keeping with the meeting schedule determined by the Committee from time to time.

COMMUNITY MEMBER REPRESENTATIVE SELECTION PROCESS: Community Member Representatives will be appointed in keeping with Council's Community Appointments to Advisory Committees Policy.

TERMS OF APPOINTMENT:
- The term of appointment will be for a two year period.
- Members completing a two year term may re-apply for a further two year term.
- Any member may resign at any time by advising their resignation to the Committee in writing.
- If a Committee member is absent without notification for two consecutive meetings, the Committee may declare the position vacant. When a vacancy occurs, the Chair is to report this to the Chief Executive Officer, who will determine the process for filling the vacancy.
- Members are not remunerated for their service to the Committee.

MEETING ARRANGEMENTS:
- If the Chair is not present at a Meeting, the other Councillor who has been appointed to the Committee shall Chair the Meeting
- The Homelessness Advisory Committee will meet every two months and other times as required according to arrangements agreed to by the Committee. The schedule will be published following this agreement.

- Critical non-scheduled meetings may be convened by the Chair, if the Chair determines the need
- Meetings will not exceed two hours in duration, unless otherwise advised.
- Agendas will be forwarded to members at least four working days prior to each Meeting.
- Minutes of the Meeting will be circulated to all members within 10 working days of each Meeting.

MEETING QUORUM:

An absolute majority, including at least one City of Launceston Councillor, is considered a quorum for Meetings of the Homelessness Advisory Committee.

MEETING NOTICES

Meeting Agendas, Minutes and associated papers will be distributed to all Committee members via email at least four clear days of the scheduled Meeting. Minutes of the Meeting will be made available for public viewing at www.launceston.tas.gov.au.

HOW THE COMMITTEE WILL OPERATE:

The Homelessness Advisory Committee:

- is an advisory body that provides non-binding strategic guidance to the Council. The Committee does not have delegated authority from Council.
- will be coordinated by a Council officer.
- may establish working groups as needed to address specific projects and may include additional people from the community where there is a specific need.

CODE OF CONDUCT:

Agency and community committee members must adhere to the Code of Conduct for Members of Special Committees. Councillors and the Council's Officers must also adhere to their relevant Code of Conduct. Members will demonstrate our values in actions. City of Launceston is a values-based organisation and we expect the members of our advisory committees to support our values.

Our people matter

- ~~we value clear and open communication~~
- ~~we support and encourage each other~~
- ~~we respect diversity~~
- ~~we recognise individual needs, experience and strengths~~

We care about our community

- ~~we take pride in our work and pursue a standard of excellence~~
- ~~we genuinely listen, and value collaborative relationships~~
- ~~we strive towards the best outcome for our community~~
- ~~we make responsible and sustainable decisions~~

We bring an open mind

- ~~we actively seek opportunities to continuously improve~~
- ~~we respect and explore different ideas and perspectives~~
- ~~we embrace change that leads to positive outcomes~~
- ~~we value innovation and creativity~~

We go home safe and well

- ~~we show care for people and look out for one another~~
- ~~we speak up and support others to be healthy and safe~~
- ~~we take personal responsibility for our own health and wellbeing~~
- ~~we value work-life fit~~

CONFLICT OF INTEREST:

If a Committee member has an actual or perceived interest in a matter to be considered by the Committee, they must declare that interest prior to any discussion of the matter. Interests will be managed in a way that respects the Committee member and the operation of the Committee. In some circumstances, this will mean that a Committee member with a declared interest will be required to withdraw from the Meeting during the discussions of the matter.

The declaration of interest will be noted in the report outlining the Committee's Recommendation to Council.

RESOURCES:

The Council will provide an officer to organise meetings, take minutes and distribute follow-up actions to other officers.

REVIEW:

The Terms of Reference, including membership, will be reviewed at least every two years from the date of adoption of this version.

RELATED POLICIES AND PROCEDURES:

14-Plx-032 - Code of Conduct for Councillors
14-Plx-033 - Code of Conduct for Members of Special Committees
22-Pl-030 - Code of Conduct Policy

14-Plx-029 - Community Appointments to Advisory Committees Policy

CITY OF LAUNCESTON - Homelessness **Advisory** Committee

DOCUMENT INFORMATION

Reference number	14-ToR-003
Version	30 June 2022
Review	1 June 2024
Key function	Governance
System	
Document type	Terms of Reference
Responsible Network	Community and Place
Approved by	Council
Action Officer	Caralisa Farrell
Text search key words	Terms reference homelessness advisory committee

To be communicated to *(To be identified by Approver)* (Insert ✓ in relevant row)		Department/Area only
		Directorate via Director and Managers
		Specific Areas
	✓	Organisation-wide
	✓	Website
		Intranet (via a link)

Hard copy distribution	N/A