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Launceston Private Hospital – Traffic Response to Council Comments

Dear George,

The purpose of this letter is to summarise our responses as they relate to traffic comments and requirements within the following City of Launceston (CoL) RFI's:

- DA No. DA0377/2024, comments dated 30th September 2024;
- DA No. DA0379/2024, comments dated 1st October 2024
- DA No. DA0380/2024, comments dated 1st October 2024
- The subsequent City of Launceston email dated 15th October 2024, which supplement DA No. DA0379/2024.

This letter is structured with reference to the RFIs and respective headings used. The contents of this letters is subject to, and must be read in conjunction with, the limitations set out in Section 1 and the assumptions and qualifications contained throughout.

1. Scope and limitations

This letter has been prepared by GHD for Launceston Medical Centre Pty Ltd and may only be used and relied on by Launceston Medical Centre Pty Ltd for the purpose agreed between GHD and Launceston Medical Centre Pty Ltd as set out above.

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The services undertaken by GHD in connection with preparing this letter were limited to those specifically detailed in the letter and are subject to the scope limitations set out in the letter.

The opinions, conclusions and any recommendations in this letter are based on conditions encountered and information reviewed at the date of preparation of the letter. GHD has no responsibility or obligation to update this letter or other report to account for events or changes occurring subsequent to the date that the letter was prepared.

The opinions, conclusions and any recommendations in this letter are based on assumptions made by GHD described in this letter. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared a SIDRA Network Model ("Model") for, and for the benefit and sole use of, Launceston Medical Centre Pty Ltd to support the Level of Service assessment at the intersections of Wellington Street/ Howick Street and Wellington Street/ Cleveland Street. The Model must not be used for any other purpose or by any other person.

The Model is a representation only and does not reflect reality in every aspect. The Model contains simplified assumptions to derive a modelled outcome. The actual variables will inevitably be different to those used to prepare the

Model. Accordingly, the outputs of the Model cannot be relied upon to represent actual conditions without due consideration of the inherent and expected inaccuracies. Such considerations are beyond GHD's scope.

The information, data and assumptions ("Inputs") used as inputs into the Model are from publicly available sources or provided by or on behalf of the Launceston Medical Centre Pty Ltd, (including possibly through stakeholder engagements). GHD has not independently verified or checked Inputs beyond its agreed scope of work. GHD's scope of work does not include review or update of the Model as further Inputs becomes available.

The Model is limited by the mathematical rules and assumptions that are set out in the Report or included in the Model and by the software environment in which the Model is developed.

The Model is a customised model and not intended to be amended in any form or extracted to other software for amending. Any change made to the Model, other than by GHD, is undertaken on the express understanding that GHD is not responsible, and has no liability, for the changed Model including any outputs.

GHD has prepared this letter on the basis of information provided by Launceston Medical Centre Pty Ltd 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.

2. DA0377/2024

2.1 Vehicle access

2.1.1 CoL Comment

"The vehicle entry into the site is one-way, but is proposed to be two-way for trucks exiting the loading dock, as they are unable to exit through the car park. The TIA assesses the swept path for a Medium Rigid Vehicle (MRV) to be able to turn around within the site. However, it is noted that a recent nearby application (withdrawn) for Calvary Hospital had issues accommodating turning paths for a 19m semi-trailer to deliver oxygen to the site. It is also noted that for this application, the MRV turning path is very tight, and it requires a multi-stage manoeuvre to exit the site.

In discussions with the Department of State Growth it was concluded that a potential resolution for the loading dock conflict would be to make the northern driveway two-way and delete the southern driveway / exit. Traffic within the ground level of the car park would then need to circulate clockwise. This would make drivers entering the car park expect vehicles to be exiting the northern driveway, and therefore the potential for conflict with service vehicles exiting the site would be reduced. This suggested layout (shown in image below) from State Growth is considered reasonable, and it is recommended that the applicant consider using this layout to address the concerns with the loading dock conflict and some of the other issues raised in this report."

2.1.2 CoL Request

Please Provide:

- *"Advice, having regard to the above, showing how the loading dock / entry driveway will operate, and how they will avoid conflicts between manoeuvring / exiting heavy vehicles and entering vehicles."*
- *"Advice to confirm that a Medium Rigid Vehicle is the largest vehicle that will need to access the site, for all stages of the Launceston Private Hospital development"*
- *"Confirmation that the sight distances for the entry driveway are acceptable for when heavy vehicles are exiting."*

2.1.3 Our Response

The one-way strategy proposed by CoL and State Growth is shown in Figure 1.. This system would introduce the following challenges for this design:

1. MRV's are unable to navigate through the one-way system and would be required to exit as shown in the referenced swept paths, which show the manoeuvre is achievable (refer movement 1 illustrated).

2. Vehicles egressing from the ramp are unable to make the dog-leg manoeuvre as shown between the ramp and the proposed egress point (refer movement 2 illustrated).
3. Vehicle movements across the key pedestrian link between the proposed hospital access point and the car park will be increased if two-way (refer pink dotted line of movement 3 illustrated).

The points above are depicted in red and pink within Figure 1 below.



Figure 1 Proposed one-way circulation in DA0377/2024 Further Information Request and associated issues

It is therefore proposed to retain the same traffic circulation strategy as previously submitted, on the following basis:

- The largest vehicle that will need to regularly access the site has been confirmed by the applicant to be a standard Medium Rigid Vehicle (MRV). There will be no Oxygen tank installed on site and Oxygen will be delivered 1-2 times per month in bottles on MRV truck or smaller.
- There are rare occasions (approximated to be once in 10 year's) where a 14m electricity substation service vehicle may need to access the site. The proposed design does not allow for a 14m truck to enter and subsequently exit the site in forward direction. Instead, when these needs to occur, the truck will need to reverse into the site and will temporarily block access to the car park. It is therefore expected that temporary traffic management plans be submitted to the City of Launceston when this needs to occur in future, such that surrounding road conditions are appropriately considered at that time. Access should also only occur outside of peak operating hours e.g. overnight in accordance with Tasmanian Governments "Time restrictions on major commuting routes - State Road Network" January 2023. Swept paths showing that a 14.5m custom vehicle is able to reverse into the site is provided within Attachment A to this letter. Swept paths showing the correct 14m service vehicle making this manoeuvre should be included in any future temporary traffic management plan submission.
- During an MRV's exit manoeuvre over the crossover, vehicles wanting to enter the site will need to temporarily wait on Wellington Street. To improve awareness of drivers entering the car park of this possibility, bespoke signage similar to that below could be installed at the site access point to further reduce risk of conflict with service vehicles exiting the site would be reduced.



Where a vehicle has already entered the site when an MRV has only started to make its exit manoeuvre, there is enough space within the site to allow these vehicles to pass. Swept paths of this are provided within Attachment A to this letter.

- All loading activity should be required to occur outside of peak traffic times, to further reduce the likelihood of entering vehicles having to wait on Wellington Street for and exiting MRV.
- The crossover used by egressing MRVs is in the same location as an existing crossover, so sight distances should already be compliant. Notwithstanding, a sight distance assessment has been undertaken for the proposed access point (egress only). Wellington Street operates at a speed of 50 km/hr. The Austroads publication, *AustRoads Guide to Road Design –Part 4A: Unsignalised and Signalised Intersections* (2021), requires a safe intersection sight distance (SISD) of 97m for a frontage road with a speed restriction of 50 km/h. The sight distances for MRV's exiting the site in this location are therefore appropriate as shown in Figure 2.

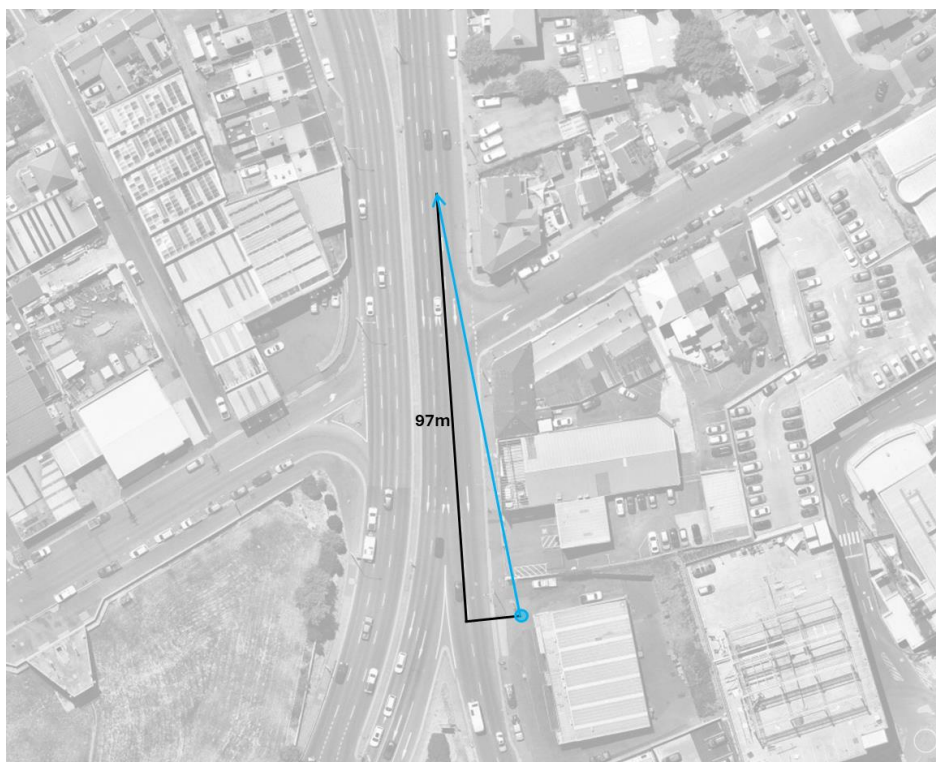


Figure 2 Sight distance requirement from Vehicle Access

2.3 Proposed nature strips

2.3.1 CoL Comment

"The TIA briefly considers the performance criteria of C2.6.5 of the Planning Scheme by concluding that "All the users of the proposed car park will be able to utilise the central access aisles of the car park and to

access the footpath along Wellington Street and the staircase located centrally within the building. The proposal therefore complies with the acceptable solution." This is incorrect, as the proposal does not comply with the acceptable solution for A1.1 or A1.2, particularly as there is no 1.5m wide footpath connecting the accessible parking spaces to the main entry point of the building (in this case, the entry to the hospital proposed in stage 2 of the development)."

2.3.2 CoL Request

Please Provide:

"Further advice addressing the applicable performance criteria with particular regard to:"

- *"How people with disabilities using parking spaces G.20 and G.35 can safely get to the entry to the proposed hospital building."*
- *"How it is proposed to mitigate the risks to pedestrians (such as those who come down the stairs next to parking space G.35) crossing in front of the vehicle ramp to get to the hospital entrance, and not being seen by vehicles coming down the ramp."*
- *"How it is proposed to mitigate the risks to pedestrians in the vicinity the bicycle parking spaces wanting to cross the vehicle entry / loading bay area to get to the hospital but being obscured to circulating traffic by the walls of the car park. (i.e. pedestrians stepping out in front of traffic)."*

2.3.3 Our Response

In direct response to the items where further advice was requested, the following mitigation strategies are noted:

- Space G.35 (now G.19) is no longer proposed to be a DDA car parking space and will instead be a regular car parking space. The overall provision of DDA car parking spaces within the proposed car park remains compliant with the National Construction Code in each stage of the development, despite this change.
- Space G.20 (now G.34) is now a regular car parking space and space G.5 (now G.4) is now a DDA car parking space. This improves visibility of vehicle loading at this space, for vehicles coming off of the ramp. Connectivity of this space is also improved based on the following point.
- To mitigate the risk of pedestrians crossing in front of the vehicle ramp not being seen by vehicles coming down the ramp, the following interventions have been introduced:
 - Space G.4 on the previously submitted plans (now numberless and adjacent to the NEW G.4) has been removed and is now a no-standing area that will provide pedestrian connection between the car park and the footpath along the site frontage, such that pedestrians do not need to walk in front of the ramp.
 - A pedestrian crossing has been introduced between the new pedestrian connection above and the car park stairs at point 1 shown in Figure 3. This crossing directs pedestrians away from crossing in front of the ramp and improves driver awareness of this crossing point.
 - Including a mirror and adjacent "SLOW" sign on the column opposite the ramp increases driver awareness and visibility of the crossing.
- A line marked 'pedestrian path' has been introduced along route 2 shown in Figure 3. This improves driver awareness of pedestrians in this area and directs driver separation away from the walls of the car park to mitigate risks to pedestrians stepping out into the pedestrian path from the bicycle parking area. It is also noted that drivers are very unlikely to be driving within 1m of the walls of the car park here in any case, as they require separation from the wall to make their turn into the car park. Vehicles can comfortably access the car park without passing over this line marking as shown in the swept paths provided in Attachment A to this letter.



The characteristics of the site

The Nature of the use

The number of car parking spaces

The frequency of vehicle movements

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The needs of persons with a disability

Given the nature of the use, it is expected that persons with a disability will frequently visit the site and that there will be a need for Disability parking spaces to support access for these users. Disability parking spaces are provided in excess of their required provision and are within acceptable proximity to the proposed Launceston Private Hospital access points.

The location and number of footpath crossings

No footpaths are proposed within the temporary car park itself and pedestrians will need to utilise the shared vehicle accessways, as appropriately signed. Connection to the footpath along the site frontage is now provided at two key points through the ground level of the proposed car park, by way of an internal pedestrians crossing and a line marked pedestrian path shown on routes 1 and 2 shown in Figure 3.

Vehicle and pedestrian traffic safety

The car park will be a low speed vehicular/pedestrian shared zone. Collision risk is expected to be low-negligible based on the appropriate design of the car park for vehicles, recent updates to the design of pedestrian routes at ground level and any collision consequences being minor at low speeds.

The location of any access ways and parking aisles

Access ways and parking aisle layouts are appropriately designed for safe vehicle access in accordance with applicable standards and will be shared with pedestrians crossing the site.

Any protective devices for pedestrian safety

Bollards are used to protect the line marked 'pedestrian path' from vehicles exiting the ramp.

Summary of pedestrian access assessment

Having regard to each of the points above, the key outcomes are noted:

- The car park will operate as a low speed (<10km/hr) shared zone. This should be appropriately sign posted. This is similar to existing car parking layouts throughout the Launceston General Hospital precinct, directly adjacent to this site.
- It is expected that most staff and visitors using this car park will do so regularly and that turnover of spaces will be low.

Based on these points, the proposed car park design is expected to be safe and convenient for pedestrian access and is therefore consistent with the performance criteria of Clause C2.6.5

2.4 Safe exit from the site

2.4.1 CoL Comment

"The TIA does not address whether vehicles will be able to exit the site safely during peak times. The modelling in the TIA for DA0380/2024 shows that the 95th percentile queues on Wellington Street are over 160m back from Howick Street and are expected to increase to 180m. The exit from the car park is also around 160m from Howick Street. It is noted that this modelling does not consider the traffic signals at Cleveland Street, which create queues that extend well past this site. A large proportion of vehicles exiting the car park will wish to turn right at Howick Street to head north or south on the Southern Outlet. These vehicles will need to cross two lanes of traffic in order to get to the right turn lane at Howick Street. It is also noted that a number of the crashes in this section of Wellington Street relate to changing lanes.

2.4.2 CoL Request

Please Provide:

- “Advice demonstrating that there is an appropriate level of service for vehicles to safely exit the car park onto Wellington Street during peak times, given:
 - The high traffic volumes on Wellington Street,
 - Vehicles queuing from the traffic signals at Howick Street,
 - Vehicles queuing from the traffic signals at Cleveland Street.”
- “Advice demonstrating that vehicles exiting the site can safely access the right turn lane at Howick Street.”

2.4.3 Our Response

To assess the level of service impacts of the development, an updated SIDRA Intersection 9 assessment has been undertaken. This assessment now incorporates the Wellington Street / Cleveland Street intersection and has been developed as a network model with Wellington Street / Howick Street to capture the impact of development generated traffic lane-changing on Wellington Street as they move between the site access, Cleveland Street and Howick Street.

With regards to the volumes used in this SIDRA assessment, the following is noted:

- This assessment has been based on final development volumes as per the traffic generation defined within the TIA for DA No. DA0380/2024. The impact of traffic generated by the Stage 1-2 developments at 215 & 217-229 Wellington Street will be less than those presented in this assessment.
- The data analysed in this network model has been sourced from SCATs detector data collected on Thursday 7th November 2024. This date differs to the date assessed in the TIA for 215 & 217-229 Wellington Street, Launceston (Thursday 2nd May 2024). For this reason, the volumes tested and results at the Wellington Street / Howick Street intersection differ slightly to those presented in the TIA, despite overall traffic volumes through the intersection being similar (within 5% in each peak). This was necessary due to detector faults present in the Wellington Street / Cleveland Street intersection on Thursday 2nd May 2024.
- The combined peak traffic flow through Wellington Street / Cleveland Street and Wellington Street / Howick Street within the SCATs data collected on 7th November 2024 was observed between 8:15am - 9:15am during the morning peak hour and between 3:15pm - 4:15pm during the PM peak hour.
- Background traffic growth of +4.0% and +4.5% have been applied along Wellington Street and Howick Street respectively, to derive 2034 (10 year) base case volumes. This is consistent with previous assessments within the TIAs for this development.
- Based on each of the points above, the intersection volumes tested are shown in Figure 4, overleaf.



Figure 4 SIDRA Assessment Turning Movement Volumes

The SIDRA modelling results at the intersection of Wellington Street and Cleveland Street are presented in Table 1, and Wellington Street and Howick Street results are shown in Table 2.

Table 1 Modelling Results – Wellington Street and Cleveland Street

Scenario	Existing Conditions (2024)				Future Base Case Conditions (2034)				Post-Development Future Conditions (2034)			
	D.O.S	Avg. Delay	Avg. Que.*	Level of Service	D.O.S.	Avg. Delay	Avg. Que.*	Level of Service	D.O.S.	Avg. Delay	Avg. Que.*	Level of Service
AM (Total)	0.605	8.0 secs	37.9 m	LOS A	0.689	8.7 secs	44.8 m	LOS A	0.730	9.5 secs	40.6 m	LOS A
AM (North)	0.605	7.7 secs	37.9 m	LOS A	0.689	9.3 secs	44.8 m	LOS A	0.730	10.8	40.6 m	LOS B
PM** (Total)	0.733	15.9 secs	106.5 m	LOS B	0.821	18.7 secs	118.9 m	LOS B	0.923	33.0 secs	171.4 m**	LOS C
PM** (North)	0.733	14.4 secs	106.5 m	LOS B	0.809	18.6 secs	118.9 m	LOS	0.923	42.9 secs	171.4 m**	LOS D

*Average queue is used to assess queueing in Network Models.

** PM Peak results are based on a coordinated Network Model and a user given cycle time of 110seconds in accordance with the observed average cycle time of the Wellington Street / Howick Street intersection in this peak noting this adopts a longer cycle time at Cleveland Street in order to replicate the coordination.

Table 2 Modelling Results – Wellington Street and Howick Street

Scenario	Existing Conditions (2024)				Future Base Case Conditions (2034)				Post-Development Future Conditions (2034)			
	D.O.S	Avg. Delay	Avg. Que.*	Level of Service	D.O.S.	Avg. Delay	Avg. Que.*	Level of Service	D.O.S.	Avg. Delay	Avg. Que.*	Level of Service
AM (Total)	0.720	39.7 secs	92.0 m	LOS D	0.752	43.1 secs	99.4 m	LOS D	0.764	42.3 secs	102.3 m	LOS D
AM (North)	0.720	37.6 secs	92.0 m	LOS D	0.752	38.6 secs	99.4 m	LOS D	0.764	40.2 secs	102.3 m	LOS D
PM (Total)	0.790	42.2 secs	115.0 m**	LOS D	0.833	45.4 secs	115.0 m**	LOS D	0.865	50.9 secs	115.0 m**	LOS D
PM (North)	0.790	35.0 secs	115.0 m**	LOS D	0.829	37.9 secs	115.0 m**	LOS D	0.860	50.7 secs	115.0 m**	LOS D

*Average queue is used to assess queueing in Network Models.

** 115m is the storage measured on Wellington Street between Howick Street and Cleveland Street.

Based on the comparison of peak traffic modelling results presented in Table 1 and Table 2, the intersection of Wellington Street and Howick Street is expected to continue operating within an 'acceptable' Level of Service in the post development future conditions.

It is acknowledged that queues on the north approach to the Wellington Street / Cleveland Street intersection currently extend beyond the subject site, particularly in the PM peak as shown in Figure 5. This queue is anticipated to further extend with background traffic growth and again based on the development. It should be noted that the development traffic is a low proportional of the total traffic traversing this segment. During these periods it is expected that vehicles egressing from the subject site in future would need to rely on courtesy gaps in order to exit the subject site. Given the absence of any on-street parking in the area the view of vehicles exiting the subject site is unobstructed to traffic on Wellington Street and it is expected that there would be reasonable opportunity for these courtesy gaps to exist, given the reduction to speeds induced by this queueing.

Egressing in this manner is not expected to negatively impact the safety of drivers that need to access the right turn lane into Howick Street. During periods of congestion, speeds will be significantly reduced and safety risk is lowered at such speeds. However, the impact of additional lane changing is observed to reduce the Level of Service on the north approach to the Wellington Street / Cleveland Street intersection in

the modelling. Notwithstanding this impact, the intersection is shown to be able to operate within an acceptable Level of Service overall and this is not expected to significantly increase.

To assess that there is appropriate distance for lane changing on Wellington Street between the site egress and Howick Street, the site conditions were assessed against Austroads and Highway Capacity Manual based on a rate of lane changing on 0.6m/s. On this basis, and noting that some drivers may opt to wait for a gap where they can directly enter the right lane, there is adequate distance from the site egress point to merge from the left lane into the right lane such that drivers can subsequently access the right turn taper into Howick Street. It is noted that existing access are also required to undertake this movement, with the likely trips also able to be serviced through a left turn at Howick Street and accessing Bathurst Street via Balfour Street.

On this basis, site generated traffic that needs to make this manoeuvre is not expected to significantly exacerbate lane changing risks on Wellington Street between the site egress point and Howick Street. Approximately five minor crashes related to lane changing have occurred within this region in the past five years. The site generated traffic that need to access the right turn into Howick Street is not expected to exacerbate any present risks associated with these lane changes, as they are occurring more than 60m north of the site egress point.

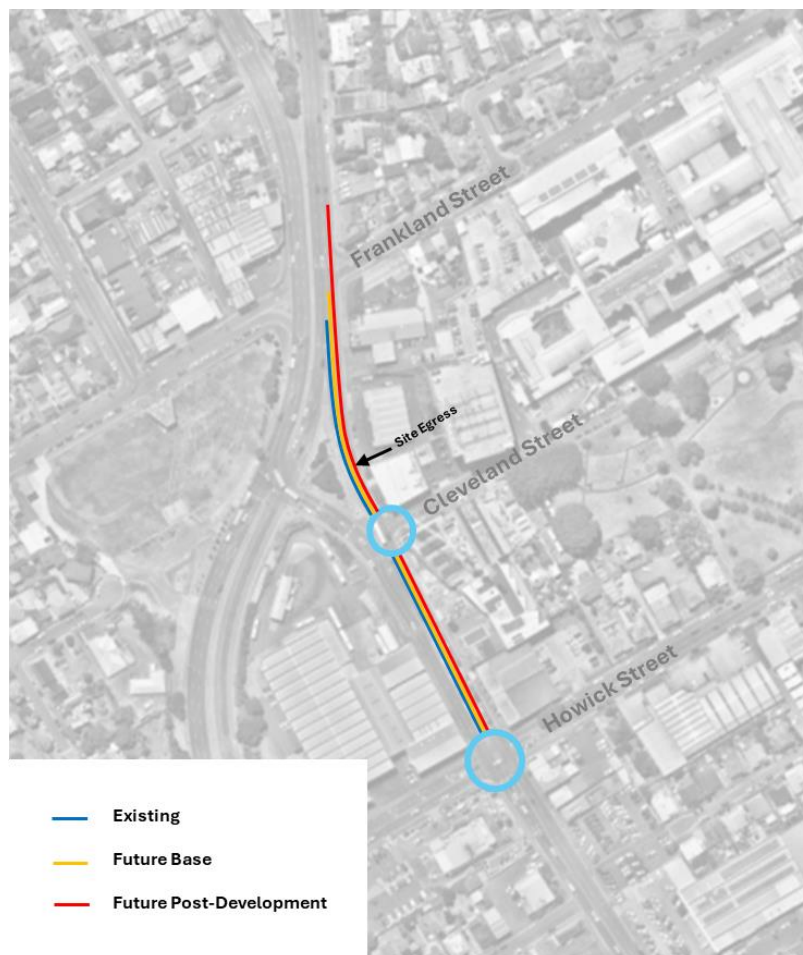


Figure 5 Average Queue Length – Modelled PM Peaks

2.5 Swept path level 2 of car park

2.5.1 CoL Comment

"The swept paths for the second level of the car park show the anti-clockwise vehicle movement completely in the oncoming lane, as shown in the image below. This is not acceptable."

2.5.2 CoL Request

Please Provide:

"Revised plans with appropriate swept paths."

2.5.3 Our Response

Please find revised swept paths within Attachment A to this letter.

The swept paths have been revised to more appropriately show simultaneous movement of a B99 & B85 design vehicle through level 1 of the proposed car park at 217-229 Wellington Street, Launceston. Level 2 of the car park is proposed to be built as part of the hospital expansion (DA No. DA0380/2024) and will be a one-way circulation zone.

It is noted that there are two locations where the swept paths are shown to overlap an individual car parking space. As communicated via email with the City of Launceston on 25th November 2024, the overlap is conserved acceptable on the following basis:

- Simultaneous right turns are unlikely to occur very often as space turnover is expected to be low and movements are generally tidal (majority in during AM, out during PM).
- There is sufficient space for one vehicle to store in the adjacent access lanes whilst the other completes the manoeuvre around the corner. This provides an option for the occasions, which are considered to be low occurrence, when two vehicles do need to make this manoeuvre in opposing directions.

2.6 Swept path level 2 of car park

2.6.1 CoL Comment

"It is unclear whether the users of the car park will have to pay for parking. The installation of a ticketing system is likely to impact upon traffic movements."

2.6.2 CoL Request

Please Provide:

"Confirmation whether or not a ticketing system will be installed and of so, please provide amended plans showing pay stations and boom gates"

2.6.3 Our Response

No ticketing system is proposed as part of this development application. Assessments have been carried out based on a non-ticketed system.

3. DA0379/2024

3.1 Drop-off parking

3.1.1 CoL Comment

"The proposed drop-off parking spaces within the footpath on Wellington Street are not supported, as they narrow the footpath significantly and push the public footpath onto private property. They are also unnecessary, because the traffic lane in that location is around 5.5m wide, so there is almost enough width for a 3.5m wide traffic lane and a 2.2m wide parking space within the existing road space. It is unclear whether the proposed indented parking spaces would be at the same level as the footpath (for accessibility reasons), but the same outcome could be achieved by provision of an access ramp.

There are also concerns with having high-turnover on-street parking in this location, where there is currently no parking. Wellington Street diverges in this location, so there is a lot of lane-changing etc. occurring in this area. A number of the crashes in this section of Wellington Street relate to lane-changing, so there are concerns that the addition of vehicles pulling in and out of the parking spaces will increase the crash risk in this location.

It is also noted that there is a bus stop (school bus only) on the northern end of the frontage, which may conflict with the proposed parking spaces, although this bus stop is rarely used, so it may end up being used as an informal drop-off zone."

In addition to the comments above, the City of Launceston subsequently provided an email on 15th October 2024, which outline the following comments from the Department of State Growth:

- *"The TIA suggests the proposed indented drop off zone on Wellington Street adjacent to the main entrance of the hospital will operate satisfactorily, however no commentary is given as to how the public footpath will be maintained adjacent to the bay to allow this. The plans appear to show it being redirected within private land which we don't consider acceptable unless there is some form of title transfer to allow the road authority unfettered ongoing access for management and maintenance. Any title adjustment would likely impact the proposed new building line above the footpath."*
- *"The department's preference is that the drop off function be accommodated within the proposed car park. The TIA indicates an oversupply of parking spaces so it is not thought unreasonable that two spaces could be reconfigured / allocated to a drop-off only arrangement. We request advice be provided on the suitability of this alternative."*
- *"Otherwise, if the indented parking option is to be pursued, we request further details on how the footpath arrangement will work in relation to the road reservation boundary. It is also noted there is an existing Metro bus stop at the proposed drop off bay location. We will need evidence that Metro have been consulted and agree to the arrangement in terms of operation of the bus stop under this option."*
- *"It is noted that the department is looking at longer-term traffic lane arrangements at this location as part of the East Tamar Highway corridor study work. The kerbside road space may be required for future traffic use and as such, on street drop-off parking spaces adjacent to the existing kerb will not be supported."*

3.1.2 CoL Request

Please Provide:

“a) Revised plans showing:

- i. The proposed drop-off spaces removed from the footpath and replaced with on-street parking spaces. Minor alteration to the kerb alignment may be acceptable, to achieve the following minimum widths:*
 - A. 3.5m traffic lane on Wellington Street*
 - B. 2.2m parking lane*
 - C. 2.5m public footpath (within the road reserve, not on private property)*
- ii. The existing school bus stop on plans.*
- iii. The removal and reinstatement of the existing driveway crossover at the southern end of the frontage, which will become redundant.*

b) Assessment of the potential safety risk of on-street parking in this location, and any proposed mitigation measures.”

3.1.3 Our Response

In order to mitigate the CoL's and State Growth's concerns with locating on-street parking on Wellington Street, the proposed drop-off car parking spaces have been moved to be contained within the car park site at 217-229 Wellington Street, Launceston.

On this basis, no further assessment of safety risk of parking in this location has been undertaken.

4. DA0380/2024

4.2 Parking and access

4.2.1 CoL Comments

It is noted that several of CoL's comments on DA0380/2024 are repeated from DA0377/2024. Duplicated comments include those summarised in the following sections of this letter specifically and they have not been reproduced here:

- Section 2.1 Vehicle access
- Section 2.3 Proposed nature strips
- Section 2.4 Safe exit from the site

Section 0

- Swept path level 2 of car park

Appropriate responses to CoL's comments on the above issues can be found within their respective sections. In addition to the comments above, the CoL states:

“It is also noted that for vehicles to head down the ramp from Level 2 of the car park, they need to pull to the far left of the circulating lane and do a hard right turn, as shown in Figure 4. Some sort of guidance, such as signage or delineation, should be provided to advise users of the car park where to position their vehicle to undertake this manoeuvre.”

“The locations of the two motorcycle parking spaces on the second level of the car park, and the four motorcycle spaces relocated to the third level of the car park, may be difficult to find for first-time users of the car park. Likewise, the two accessible parking spaces on the ground floor and the two spaces relocated to the third floor are not centrally located and may be difficult to locate. Signage should be provided to direct

people to the motorcycle parking spaces, as well as the accessible spaces. It is also recommended that the two accessible spaces on level three be consolidated to a single location adjacent to the lift lobby (spaces 2.37 and 2.35, with a shared space in 2.36)."

4.2.2 CoL Request

Requests not covered within Section 2 of this letter include:

Please provide additional information and plans to:

- "Advise how the conflict between the Medium Rigid Vehicle swept path and the proposed column in the loading area can be resolved."
- "Address the manoeuvring into the down ramp at level 2 as shown in figure 4 and obstructed sight lines and potential conflict between vehicles coming up the ramp to level 2 and vehicles turning to go down the ramp."
- "Address advisory signage regarding location of motorcycle, bicycle and accessible parking."
- "Address possible consolidation of the two accessible parking spaces on level 3 to a single location adjacent to the lift lobby."

4.2.3 Our Response

- The column conflicting with the MRV swept path has been shifted to the north, such that this conflict no longer exists. Please find updated swept paths within Attachment A to this letter.
- The following interventions have been applied within the level 2 car park design:
 - Line marking to guide vehicle movements around the curve, into the ramp.
 - Mirror for drivers on level 2 that provides visibility of any vehicles that are potentially on the ramp.
 - Stop line so that vehicles on level 2 stop to look and give way.

The layout of these mitigation measures is shown in Figure 6.



Figure 6 Level 2 ramp manoeuvring and visibility mitigations

- Advisory signage should be included within the ground level of the car park design and as appropriate on upper levels, to direct drivers to any motorcycle and accessible car parking spaces within the upper levels of this design. Where necessary, the placement and design of this signage can be informed by a

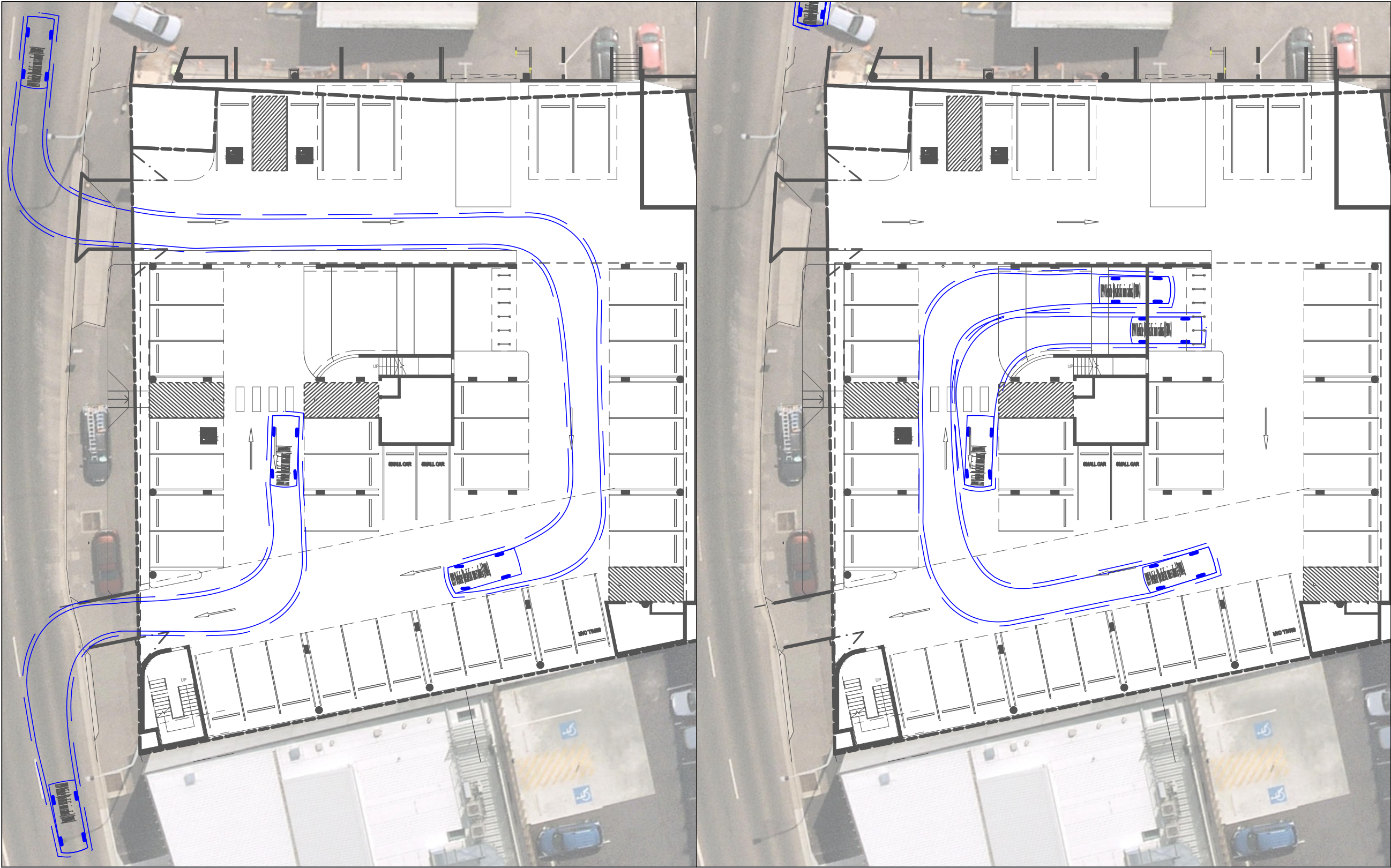
wayfinding consultant. This could also be included for bicycle parking, however it is expected that the most frequent users of bicycle parking would be staff, who will know the location of these spaces.

- It is not proposed to consolidate the two DDA car parking spaces on Level 2* of the development. The proposed position of these spaces can also be seen in Figure 6. This decision is based on the availability of compliant no-standing spaces that are adjacent to the current positions of the DDA spaces. These no-standing spaces would not otherwise be able to be utilised as car parking spaces should these DDA spaces be relocated/consolidated, due to adjacent infrastructure. Each space is currently within 30m of the lift lobby and there is adequate carriageway width around the shared one-way vehicle circulation route to support safe access to/from these spaces.

It is also noted that the proposed provision of DDA car parking spaces throughout the site is above the requirement. If truly necessary, the eastern DDA space on Level 2* could be converted to a regular car parking space without impacting on provision compliance. However, this would be a poor outcome for users of these spaces and as such the space has been retained.

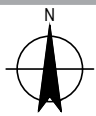
Regards,

Toby Maywald
Senior Traffic Engineer
0406445805
toby.maywald@ghd.com



A	Sweep Path Assessment - Proposed Site Plan		26/11/2024
Rev	Description	App'd	Date

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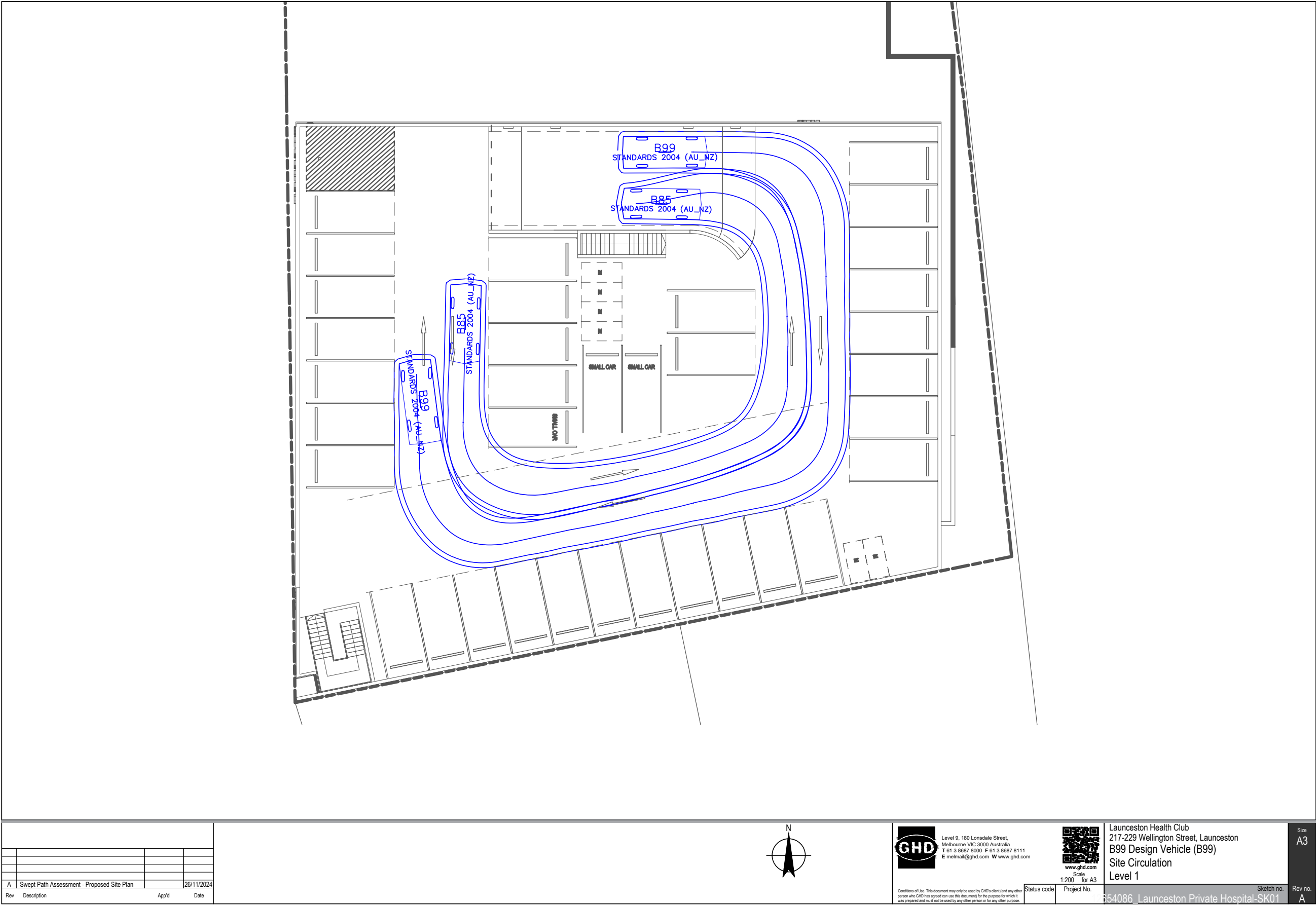


Launceston Health Club
217-229 Wellington Street, Launceston
B99 Design Vehicle (B99)
Site Access and Circulation
Ground Level

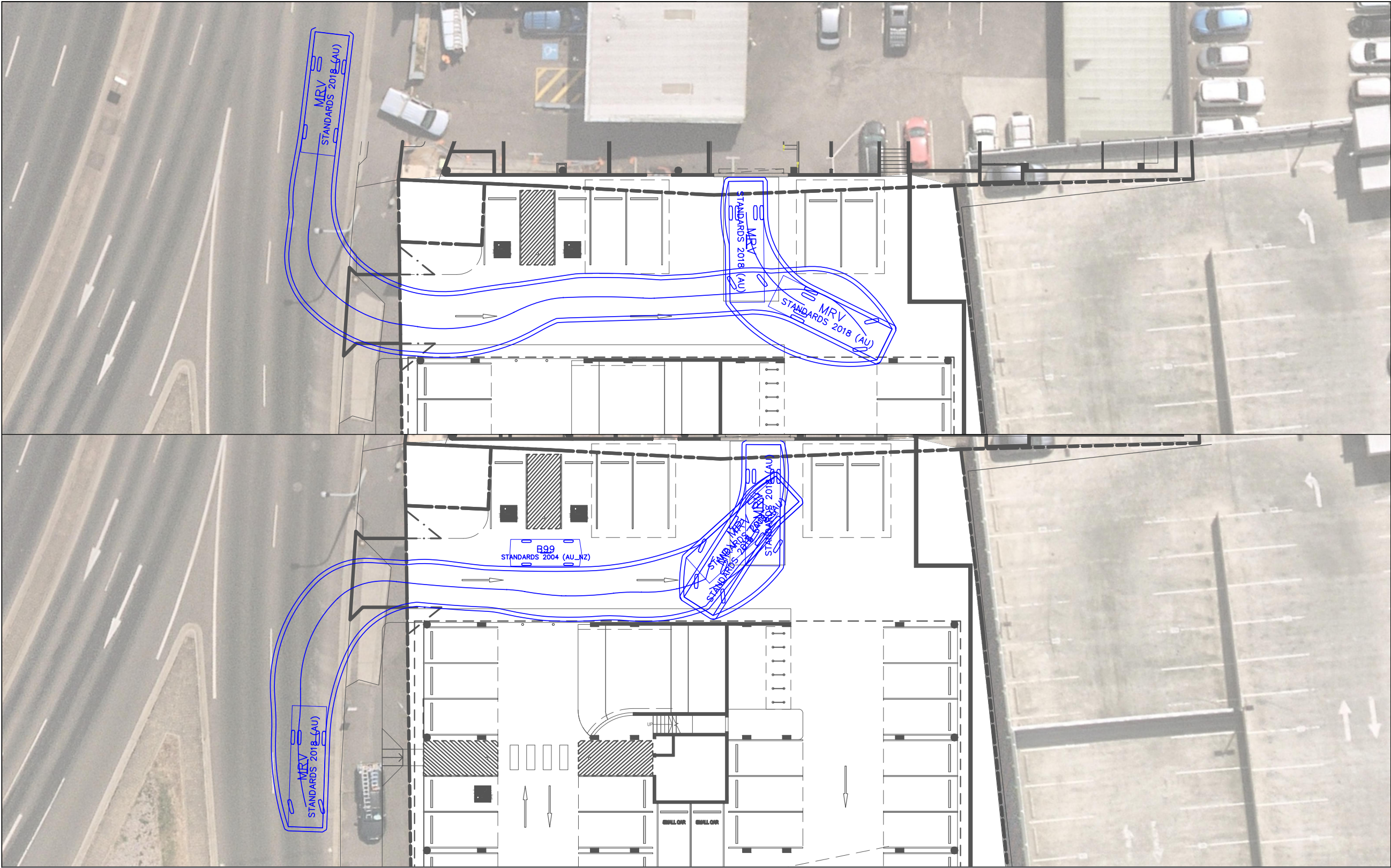
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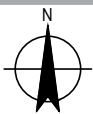
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Rev	Description	App'd	Date
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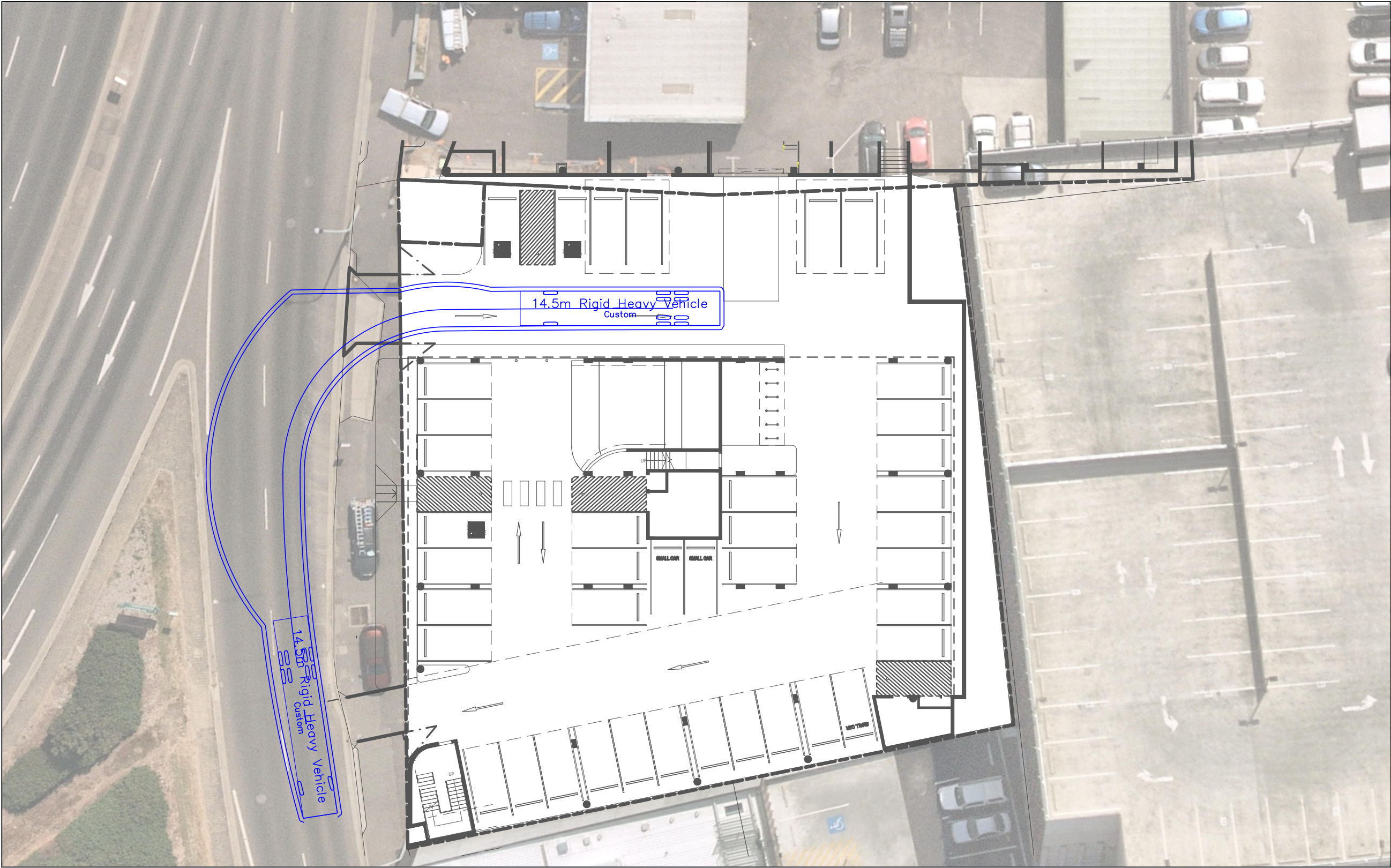
Launceston Health Club
217-229 Wellington Street, Launceston
Medium Rigid Vehicle (MRV)
Site and Loading Bay Access
Ground Level

654086_Launceston Private Hospital-SK01

Sketch no.
Rev no.
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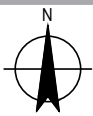
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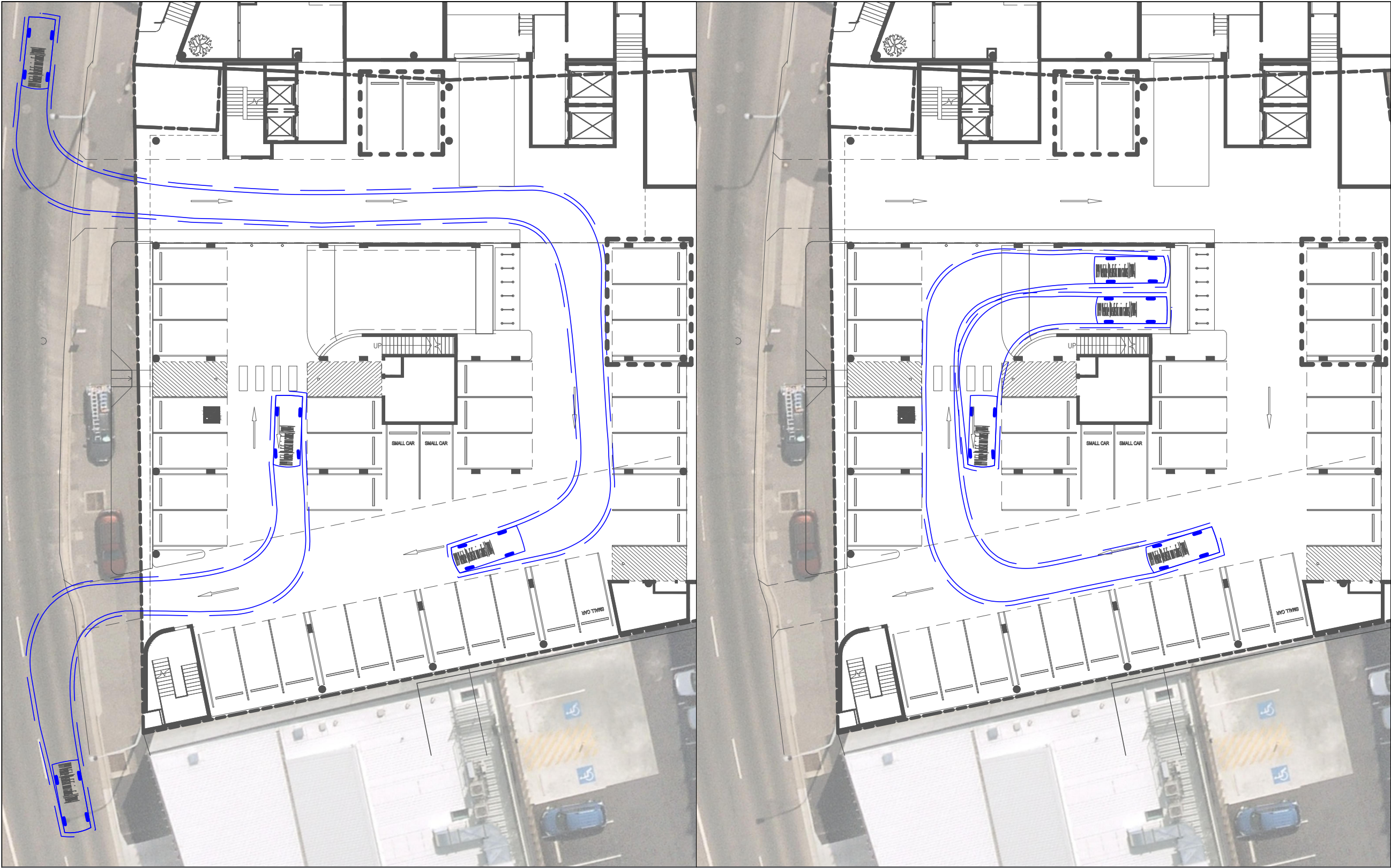


Launceston Health Club
217-229 Wellington Street, Launceston
14.5m Heavy Rigid Vehicle
Reverse Access
Ground Level

Sketch no.
Rev no.
A

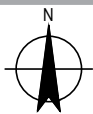
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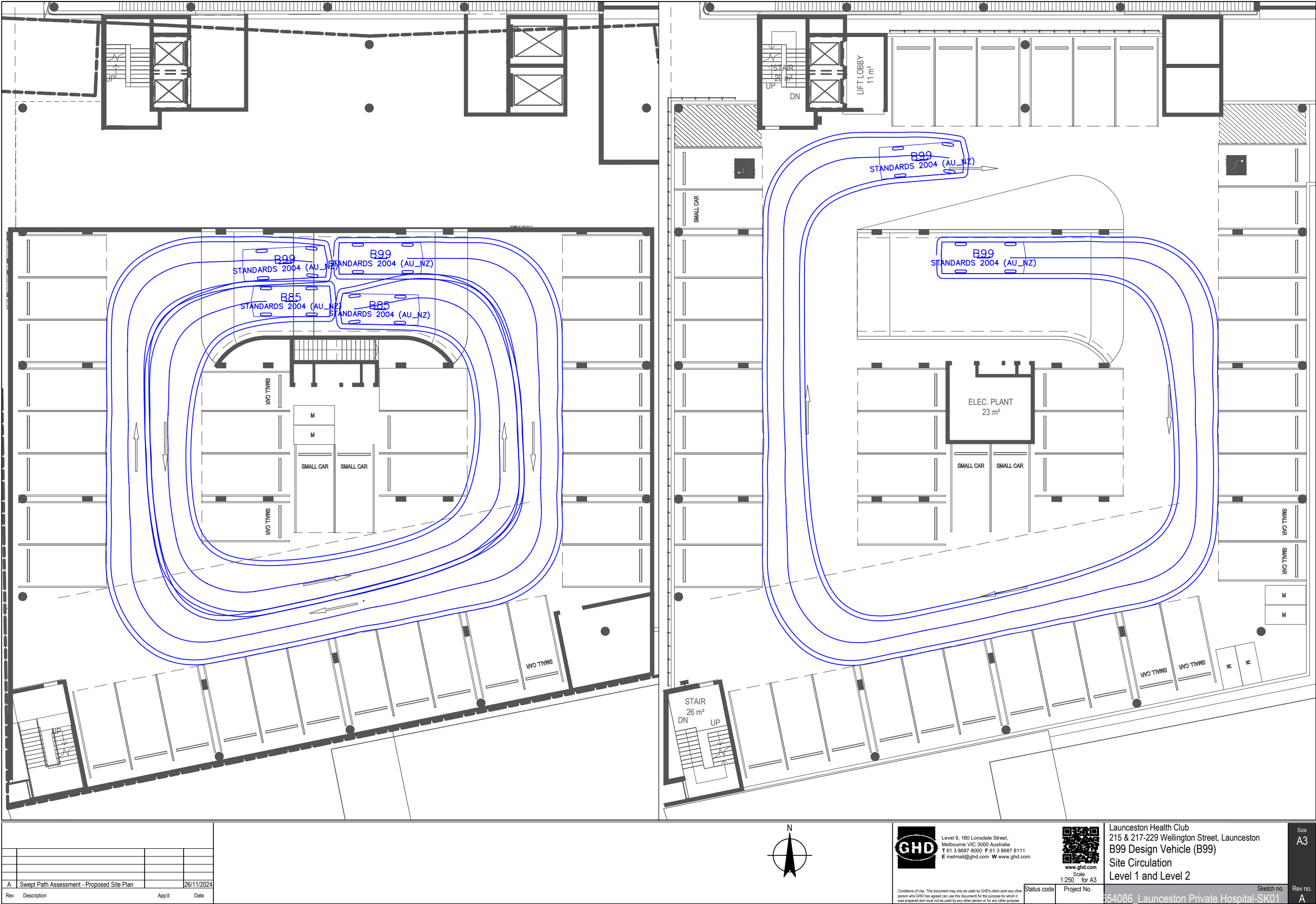


Launceston Health Club
215 & 217-229 Wellington Street, Launceston
B99 Design Vehicle (B99)
Site Access and Circulation
Ground Level

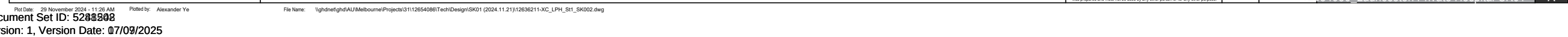
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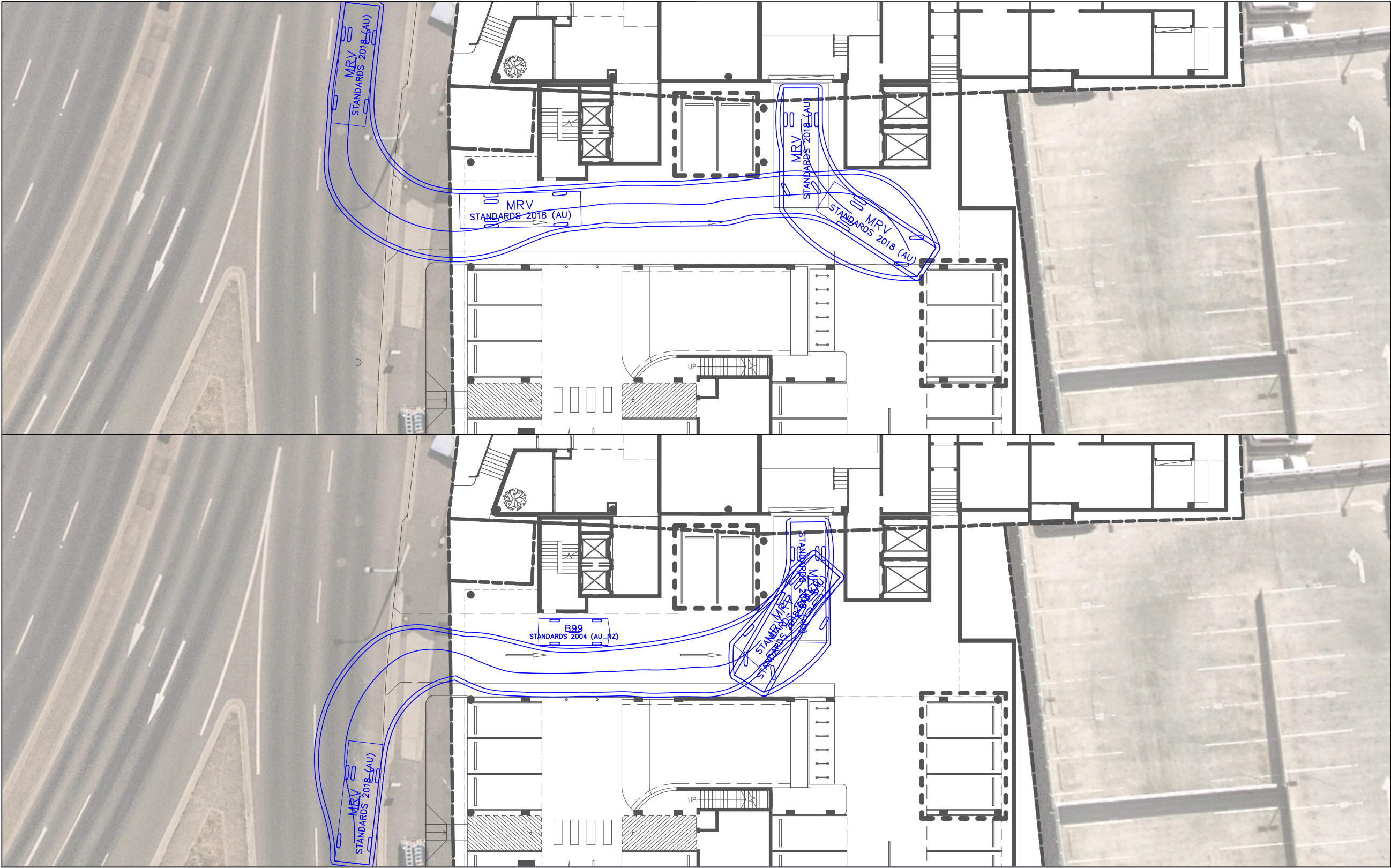
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Rev	Description	App'd	Date
A	Swept Path Assessment - Proposed Site Plan		27/06/2024

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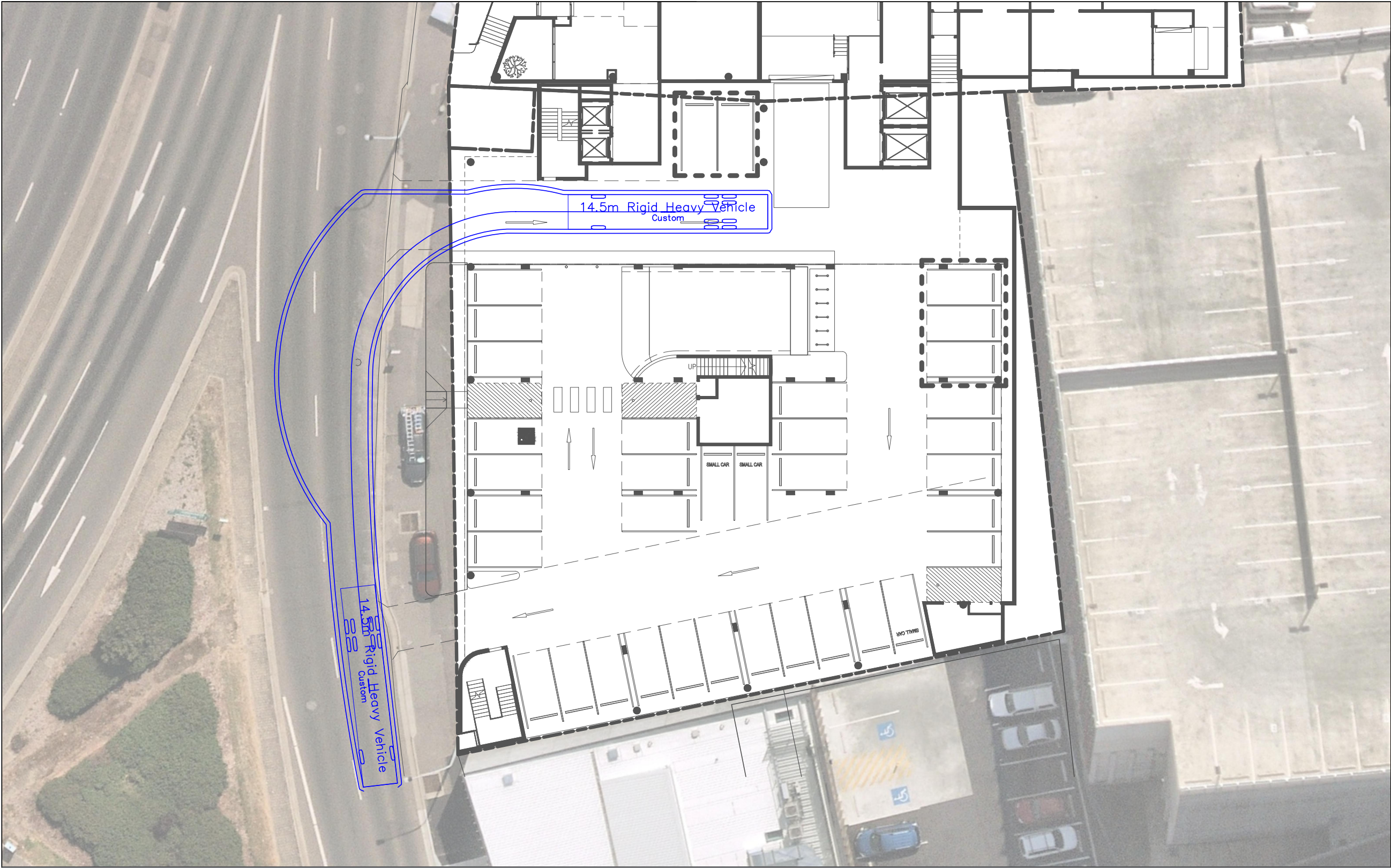
Launceston Health Club
215 & 217-229 Wellington Street, Launceston
Medium Rigid Vehicle (MRV)
Site Access and Circulation
Ground Level

12636211_Wellington Street-SK01

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Sketch no.
Rev no.
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Document Set ID: 528808
Version: 1, Version Date: 07/09/2025



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