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THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS MET IN ROOM 2, LAUNCESTON LIBRARY HIGH STREET CENTRE, LAUNCESTON ON TUESDAY, 10 DECEMBER 2024.

LAUNCESTON GENERAL HOSPITAL CHARLES AND HOWICK STREET MULTISTOREY CAR PARK.

The Committee met at 11.30 a.m.

CHAIR (Ms Rattray) - Welcome everyone. Before we commence the hearing, I'd like to formally introduce members of the committee: Helen Burnet and Dean Harris; and Simon Wood will be joining us shortly, I am Tania Rattray; and I have an apology from Jen Butler. Thank you.

I have a message from Her Excellency the Governor-in-Council, Launceston General Hospital, Charles and Howick Street Multistorey Car Park. Secretary, would you please read the message referring the project to the committee for inquiry?

SECRETARY - Pursuant to Section 16 (2) of the *Public Works Committee Act 1914*, the Governor refers the undermentioned proposed public work to the Parliamentary Standing Committee on Public Works to consider and report thereon.

Pursuant to Section 16 (3) of the act, the estimated cost of such work to complete is \$36.820.3 million excluding GST for the Launceston General Hospital, Charles and Howick Street, multistorey car park.

CHAIR - Thank you. The committee is in receipt of one submission from the Department of Health. Could I ask a member to move the motion that the submission be received, taken into evidence and published?

Ms BURNET - I move -

That the submission be received.

Motion received.

CHAIR - The witnesses appearing before the committee today are representing the proponent, the Department of Health. Could I ask you each to state your name, your position and organisation and then make the statutory declaration?

Mr SHAUN DOUGLAS RONEY, PROJECT MANAGER, INFRASTRUCTURE SERVICES, PROGRAMMING AND DELIVERY, DEPARTMENT OF HEALTH; **Mr SCOTT DAVID SCHILG**, DIRECTOR, HOSPITAL CORPORATE AND SUPPORT SERVICES, LAUNCESTON GENERAL HOSPITAL; **Mr CAMERON TYSON MATTHEWS**, REGIONAL MANAGER - FACILITIES MANAGEMENT AND ENGINEERING SERVICES (NORTH), DEPARTMENT OF HEALTH; **Mr SCOTT ANDREW CURRAN**, DIRECTOR, ARTAS ARCHITECTS; AND **JINGWEN HUO**, PROJECT LEADER, ARTAS ARCHITECTS, WERE CALLED, MADE THE STATUTORY DECLARATION AND WERE EXAMINED.

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CHAIR - Thank you very much. I'd now like to officially welcome Mr Simon Wood, who's joined us, and also acknowledge our committee support, James Reynolds from Hansard and Scott Hennessy, the secretary.

CHAIR - Mr Roney, would you or your colleagues like to make an opening statement?

Mr RONEY - Absolutely.

CHAIR - I need to provide you with this before we start. First of all, thank you for appearing before the committee. The committee very much appreciated the opportunity to have the site visit this morning at the existing car park. The committee is pleased to hear your evidence today, but before you begin giving your evidence, I'd like to inform you of some of the important aspects of committee proceedings.

The committee hearing is a proceeding of parliament. This means it receives the protection of parliamentary privilege. This is an important legal protection that allows individuals giving evidence to a parliamentary committee to speak with complete freedom without fear of being sued or questioned in a court or at a place out of parliament. It applies to ensure that parliament receives the very best information when conducting its inquiries. It's important to be aware this protection is not accorded to you if the statements may be defamatory or repeated or referred to by you outside the confines of this parliamentary proceeding. This is a public hearing and members of the public and journalists may be present and this means your evidence may be reported. Do you all understand?

WITNESSES - Yes.

CHAIR - Thank you.

Mr RONEY - To give a brief overview of the project, the Tasmanian government has committed \$647 million to implement the Launceston General Hospital Precinct Masterplan. The multistorey car park forms part of stage 2 of the precinct's master plan. A key consideration for the masterplan was to improve parking and access to the LGH precinct for patients, staff and visitors.

Currently, we have a total budget of \$44 million allocated to the multistorey car park, which also includes the establishment of the temporary car park on the former Anne O'Byrne site. The LGH is the main acute hospital servicing northern Tasmania.

Parking in and around the precinct is extremely stressful for staff and patients to access. The demand for additional parking has been further outlined in a 2021 report, jointly commissioned by the Department of Health and Launceston City Council, which outlined a shortfall in parking in and around the precinct. This was further supplemented by addendum report carried out by WSP as part of the project, further refining the numbers of additional parking required within the precinct, supporting the project and demand.

This project can be considered a foundational project for the greater master plan, making further parking spaces available to address the shortfall there is currently across the site. Then it allows further expansion and the master plan to be carried out. To close on that, the project has arrived at the final design. It's gone through an extensive design process, engaging with the project working group. This included members Scott and Cameron here representing the

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hospital along with the extensive engagement with the council to make sure that urban planning sat correctly within the planning scheme and there was a palatable design put up in the refined design.

CHAIR - Thank you very much. We'll open it up to questions now and I might take a lead. Certainly in the project overview, you talk about the Launceston General Hospital Masterplan. Can you walk us through that master plan and how this project fits in with it? You also gave us some information this morning about some future developments on that site, because this car park is going to be integral to any further expansion into the future.

Mr RONEY - Yes, correct. I believe the master plan was first established in 2021. As a little time has passed, there has been a little bit of development since the master plan has been issued. The master plan includes a new mental health precinct which is adjacent to the current hospital on Frankland Street. Also, it is identified for the shortfall in parking and identified the location for this project on the corner of Charles and Howick. Included in the master plan, is the new heart centre. There is a new entry identified and northside tower for a future project to happen. I believe the master plan has been driven by health reform and making health accessible to everyone who needs access to health service, I suppose, a part of a larger picture of improving the greater precinct.

CHAIR - The expansion on the Frankland Street side, obviously, it'll be well signed that there'll be parking around the other side? Because if you get directed to Frankland Street, but then you have to go around the block to get into the car park will there be some signage in that area to say or is that just going to be a given everyone will know there is a big flash new car park?

Mr RONEY - From my understanding, the majority of the traffic movement is not so much on the Frankland Street side at the minute. The mode of transport, being for a regional hospital, is largely vehicles and cars. If you are coming down the southern outlet and then turning up Howick Street, that is a large concentration of traffic there or coming from Wellington Street, again turning left into Howick. I would say the majority intuitively come around to that Howick Street side. There isn't any intended signage as part of the project to redirect people from the Frankland Street side at this point.

CHAIR - What's the access going to look like from the proposed car park across to the other areas around? Is that going to have some signage to show people how you get into one of the many entrances the LGH appears to have?

Mr RONEY - For sure. The main entrance to the proposed car park is on Howick Street. That will be reasonably well signed. I think that will be quite intuitive and obvious if you are travelling up that path. If you enter the Cleveland Street - which is a small street off Wellington - at the minute, in the future master plan, that will form a part of new entry that you would then drop off patients and then come down through. In this project, we haven't addressed broader signage to direct you to that Howick Street entrance.

CHAIR - Is that something that might be considered? Because often people who head to the hospital and are not necessarily familiar with it, they are often in a heightened emotional state. Particularly, for loved ones being taken to the hospital through the ambulance situation and they are looking for somewhere to park and get into the hospital. Is that something that

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could be considered? Or is that something that needs to be coordinated through the LGH and those representatives that are here today from the LGH?

Mr MATTHEWS - Yes, certainly. It is a good point and something that will be considered as some of those outlying sites become more active, the hospice, etcetera. I imagine the hospice has probably got its own car park there, but signage is required if we find that people can't find it or are being disorientated. Most Launceston people know where the car park is currently, but certainly signage is something that could be and will be looked. My department in facilities makes the signs. Any requirement we will do.

CHAIR - Given that it is a significant regional hospital and it does service a lot of outlying areas, a lot of areas I represent. It is not always easy to find your way as I said, when you are quite emotional. Thank you.

Ms BURNET - No, that's fine. I'll take it as a compliment. I'll follow up on what the Chair asked Mr Matthews. Do you have an active wayfinding process for the LGH? Is there a standard way of directing people to the places they need to go?

Mr MATTHEWS - To be clear, there is. It is more old fashioned. We have our own signwriting team within our painting component of staff. Any more elaborate signage is normally outsourced.

Ms BURNET - I remember at the Royal that at one stage the ITs helped with that easy for patients to get around who might have acquired brain injury or whatever.

Mr MATTHEWS - Correct. I think it's a state board project that is being investigated. Wayfinding is a specialty area these days.

Ms BURNET - It would be good if that was all incorporated, as the Chair said.

In your opening remarks, you talked about the master plan and the shortage of patient, staff and visitor carparking but you can actually talk about a number. Can you give us a number for the optimal car parking for the site? How many work there and what is the breakdown for staffing and so forth.

Mr CURRAN - Absolutely. The addendum to the initial report by WSP, their range in shortfall identified as little as 431 up to 562 spaces. It's a bit of a futuristic outlook onto the future demand. There are a number of variable factors. We get that range as at a precise science. I believe the shortfall they've identified pretty well aligns with the project proposal at the minute, that we have 474 spaces.

Ms BURNET - Across the site?

Mr CURRAN - For this park.

Ms BURNET - Alright, 475. What was the number that you have across the site currently and what will this bring it up to?

Mr CURRAN - Scott, I'll throw you in here. I'll probably need a bit of input from Scott.

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Mr SCHILG - Ballpark figures. The current LGH multistorey, which is purely staff and doctor car parking, is around 503 parking spaces. Then there's the Viewpoint, which is the old mental health facility across from Frankland, that's 80 spaces. The Holman Clinic carpark has 57 spaces, plus 12 disabled parking bays.

Ms BURNET - They count, don't they?

Mr SCHILG - They count. Under the NICS building is 26 plus two DDA-compliant bays. Orthopaedic clinic parking, which is off Frankland Street near the food services cafe, that's an additional 10 plus three DDA parking bays. The current Howick Street carpark has 139.

Ms BURNET - That's the one we were looking at today.

Mr SCHILG - Yes, that's the one we were looking at.

Ms BURNET - Which will be replaced with the 475.

Mr SCHILG - Yes. There's eight DDA-compliant bays towards the hospital from that as well.

Ms BURNET - In total now, can you add that up? I was hoping you might do the figures.

CHAIR - We had an expert this morning about 1200. Wasn't it 1250 or something?

Mr SCHILG - Is that including the new multistorey?

Ms BURNET - For now and then the future.

Mr SCHILG - Now it would be about 800. There's the old allied health carpark which we didn't include, that's four DDA-compliant bays.

Ms BURNET - Those totals.

Mr SCHILG - Ballpark would be 847, roughly.

Ms BURNET - That will go to 1250, is that right?

Mr SCHILG - Correct. Then you've the temporary carpark across the road at the old Anne O'Byrne site which will come online. That's about 150.

CHAIR - And we're not sure how temporary the temporary car park might be into the future?

Mr SCHILG - Correct.

CHAIR - That's reliant on a project on that site to be identified, funded, and built?

Ms BURNET - I still haven't heard - what's the staffing levels and what's the patient levels?

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Mr CURRAN - Pretty much the 503 -

Ms BURNET - Not the car parks, how many people will work at the LGH? That might be a nursing shift, a particular time. It's pretty important when coming up with the figures, isn't it, for how many car parks you might need?

Mr SCHILG - Yes, ballpark would be around 3500.

Mr MATTHEWS - Yes, I think we talk about 3500 headcount. There's three different shifts throughout the day, so it varies from morning, afternoon, and night, so it's a bit hard to get a fixed number.

Ms BURNET - How many beds does the LGH have?

Mr MATTHEWS - It's about 415.

Ms BURNET - Right. Thank you.

CHAIR - The difficult time for car parking would be when people arrive for their shift, but the people who are just finishing their shift haven't left yet that. That would be the time where the overlap would always be a challenge.

I don't mind who answers any question that I ask.

Mr SCHILG - The parking periods from about 6.30 to about 7.30, when the early shift starts, that's quite a busy time for the LGH. Then you've got another lot of staff who start for their late shift, and that's from about 12.00 noon to 1.00 as well. Then you get your early shift finishing around the 3.30, 4.00 in the afternoon as well. Then you get your night-shift staff starting around the 8.00 mark.

CHAIR - Then you have all those visitors who've come to see their loved ones and friends and family.

Mr SCHILG - And the public, anywhere between 8.30 and 4.30 in the afternoon is predominantly quite busy in the public parking spaces.

Ms BURNET - That helped me a lot to determine the flow and the demand. Thank you.

CHAIR - Sets a picture, doesn't it? A question, Mr Wood.

Mr WOOD - I don't know if this is quite the appropriate, it's more about traffic management in Howick Street.

CHAIR - That can certainly be part of this.

Mr WOOD - Thank you. Obviously, there's going to be some 300-plus extra vehicle movements, potentially in and out of the new multistorey car park into Howick St. I wonder if it's possible for you could talk through what measures are planned in Howick St. At the moment, when people pull into Howick St and wait to get the ticket out of the boom-gate

machine, it can bank up the traffic both directions in Howick St. Obviously, you're going to have more coming in and out now. Could you explain what possible measures are being done in Howick St to address that? I noticed there might be some slip lanes and things, but perhaps you could just put that on the record if that's possible?

Mr RONEY - For sure, I can start with that and Scott can add, if you feel I've missed anything.

Part of the design process, we had a broader traffic model carried out of - when I say broader, the surrounding network to understand the current demand and predict the future demand and stress on the traffic network in that system. Then, as part of the project, we've had a traffic impact assessment done with a project-specific lens on it.

Supplementary to that, we also then engaged another report that had a focus on the traffic movements around the roundabout to support the current entry and exit strategy for the car park. We maintain entry and exit off Howick St to a traffic, single entry, single vehicle exit, a left only on the exit, then, if you are looking to be travelling westbound, you just need to go a short trip up Howick St to go around the roundabout, then you're right to head back down.

The reports that have been carried out support the traffic flow, but we're not actually - it's not a - the proposed project isn't actually a traffic generator as such. We are not creating necessarily more traffic, but it's obviously accommodating for those car parking spaces. You're right, at that entry point where there's a demand to come in and out, there will be times probably not much different to where that is at the minute, if there are a couple of cars trying to get through. There is no slip lane provided at the minute. There's not the capacity, I suppose, to do that. It might be something of a futuristic project as far as, once the demand increases that we need to address an island or something in Howick St, but it's not actually part of the project.

I guess, the base of it, all the reports have been carried out and looking at the traffic modelling and demand, that's supported the current design and the traffic flow, that it doesn't adversely impact traffic network. Does that answer your question?

Mr WOOD - To some extent.

Ms BURNET - On that, if you're driving out and you think I want to go back onto the main outlet, what will we be telling you is that you need to turn left to get there. It's counterintuitive to turn left to get down there.

Mr RONEY - I believe that we've got some marking on the road. I believe it's a left arrow.

Mr CURRAN - And some signage as well. There's been a lot of discussion about how we enter and exit the car park, particularly around the congestion in Howick St. We felt that it was best if you came out of the car park and turned left, so there'll be signage to say 'turn left only,' and then go up to the roundabout to come back to go south that way. What we were worried about was when you came out of the car park and you couldn't turn right immediately and then you backed the traffic up or you caused a delay in the traffic. That was an important consideration for us to turn left.

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There was also a lot of discussion around when you've come around the roundabout, and you are heading south, whether you can turn right to go into the car park. Initially, our design said no, you can't turn right. But, what happened was, there was a really convoluted traffic route to get you back to the entry. So, as part of that discussion it was felt that it was more intuitive to be able to come around the roundabout heading south and then be able to come into a lane to turn right. We felt that that would work better and, indeed, that's what the traffic engineers have recommended. There has been a lot of discussion on how we get in and get out of the car park and around that congestion.

Ms BURNET - So, that'll have a slip lane will it, on Howick?

Mr CURRAN - Essentially in the middle of the road that enables you to turn right, which it doesn't have at the moment. So, if you want to turn right, what happens is that all the traffic backs up through the roundabout, then it goes into gridlock and adds to that congestion. We're confident, based on the recommendations of the traffic engineer, that that traffic flow will improve.

CHAIR - Can you confirm that there's only one less park on the actual street? I came out of there this morning and I headed right and it took a while to get out because of the traffic coming up. I made a comment to my colleague, 'Surely this will end soon, this traffic flow,' but it was definitely hard to see. I know we're not going to be going right but, even if you're going left, it's still difficult to see the traffic that's coming from the right. Is there an opportunity to lose a couple more of those spaces and make a slip lane on Howick St itself?

Mr CURRAN - The traffic engineers haven't identified that as an issue.

CHAIR - Well, they're probably not driving. Is there an opportunity to revisit that or will there be?

Mr CURRAN - We can certainly go back and ask them.

CHAIR - It was difficult to see when there were so many cars lined up and down Howick St to my right. Even if you were turning left, it would have been difficult to get out.

Mr CURRAN - The entrance is moved over slightly closer towards the roundabout, so it's not quite as close as it currently is, in that current position. That will open up the sightline more because we've moved that across.

CHAIR - I think it's still worth looking at.

Mr HARRISS - Can I just go back to -

CHAIR - You can always go back here.

Mr HARRISS - Some numbers on the - the car parking numbers - 474 new spaces, is that correct?

Mr CURRAN - There's 474 spaces in total.

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Mr HARRISS - Yes, and we lose the 139 that are currently there. Is that right? I am just trying to get the the overall increase on car parking, then I will try to break down to what staff will take of that as well.

Mr CURRAN - On our demolition plan, which is, essentially, if we were to remove all the line marking that is in that car park that we had a look at today from the building, so K Block towards Howick St, there are currently 94 car parks in that car park. We are going to remove 83 of those car parks and 11 of the existing will remain.

Mr SCHILG - And the ones underneath that tower as well are maintained.

CHAIR - Where are the 11 that are remaining? Where are they situated?

Mr CURRAN - So, where we were standing today, from that position back up towards the entry is where eight car parks will be retained in that area through there.

CHAIR - They are on an angle those ones, are they?

Mr CURRAN - Yes, that's right. Then there's another three that are close to K Block that are adjacent to Charles St that will be retained as well. There is a total out of that car park of 11 that will remain.

Mr HARRISS - Then staff car parking on the top two. How many parks is that?

Mr CURRAN - Forty-two and 47, so level 6 and level 7.

CHAIR - We were advised this morning on the site visit that the reason there had to be a tapering of the top two floors was to abide by the council's wishes, if you like. Do you want to walk us through that process?

Mr CURRAN - Yes, so there was some concern, if we were to build right to the edge, the massing of the building would present to be too high. It was suggested by the urban planner and by the council that we set those top two levels back to take away some of the bulk and the massing on the top two floors of the car park. I think that has been a very good suggestion. I think that that has helped to scale-down the building and to eliminate that massing on that corner.

CHAIR - How many spaces were lost to comply with the council's urban designer? Just a rough figure on those two levels.

Mr CURRAN - Per level, you normally get 62 per level and then on that level we go back to 42 and 47. It is around about 20 car parks per level. It is about 40 car parks in total.

CHAIR - When people can't get into the car park, they will want to know why you didn't build it right out to the street, I'll be able to tell them.

Mr CURRAN - There were some other issues around overshadowing as well, when we did the sun-shade diagrams, about how far the shadow was cast. There are a couple of issues that we were asked to address by the council.

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Ms BURNET - If I may pick up on that? You have provided us with shadow diagrams with the equinoxes. Obviously, this is a large mass on a corner as part of a large hospital precinct anyway. Across the road are single-storey houses. I believe that they're all houses along Howick St on the other side.

Mr CURRAN - There are a number of businesses as well, and a school.

Ms BURNET - Will they be impacted - for the record - how will they be impacted after this is built? Also, for Ockerby Gardens, which is obviously an important part of that precinct as well?

Mr CURRAN - The majority of the shading in Howick St is onto the road. We do have an instance where the shading goes across the footpath and into the front yard of the houses that run along Howick St in the autumn equinox and also in the winter. When the sun is very low, we have a case of overshadowing that occurs through there but for the majority of the year, there's no impact from the sun onto those properties.

Ms BURNET - I note those trees on the title boundary next to Ockerby Gardens will be retained?

Mr CURRAN - Yes, they'll all be retained.

Ms BURNET - They obviously cast their own shadow.

Mr CURRAN - Yes.

Ms BURNET - They're probably about the same height as the development?

Mr CURRAN - There's a little bit of additional shading that occurs, but in winter the sun is very low when it comes up and the majority of Ockerby Gardens is in shade for quite a long period of time.

Ms BURNET - Okay, thank you.

CHAIR - Have the opposite adjoining neighbours who potentially have the shading issues been engaged with during the process?

Mr CURRAN - There's been a public consultation program. I believe, Shaun, you might be able to speak to that?

Mr RONEY - Yes, thanks, Scott. There has been a light level of engagement just notifying and making the residents and businesses aware of what's going on.

During the advertising period for planning, I believe was there one representation. It was relatively smooth sailing through that advertising period as far as pushback. I did receive a letter from one of the residents - I can't recall their address right now - but they were in positive support of the development. They were quite excited it was going ahead, so I guess it was going to relieve the streets.

CHAIR - Probably sick of people parking over their driveway.

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Mr RONEY - When the letter came through, it was quite positive to receive that reinforcement.

CHAIR - And that same engagement will continue post the project commencing, should it receive this passing. Obviously, there's going to be lots of machinery, lots of activity. You won't be starting before 6 a.m. and you will be finishing at 6 p.m., or that type of arrangement?

Mr RONEY - That's right, yes. From the department's point of view, we will continue that stakeholder engagement with those local residents and businesses to keep them informed. On the planning permit there are the standard working hours -

CHAIR - Which are?

Mr RONEY - Is it 7 a.m. till 5.30 p.m.?

Unknown - Weekdays.

Mr RONEY - Yes, weekdays. If there was a need for the contractor, which we haven't had any feedback on yet, but if there was a need for early calls, there'd have to be consultation with the residents and council.

Ms BURNET - Looking at this winter solstice, clearly at 3 p.m., that's a lot of shade that those houses opposite will be under but the rest looks pretty good. It looks like it's not really going to affect them too much, which is good.

In relation to that urban design, the building will be a car park. It's not very interactive and it's obviously clearly along each of the road boundaries and Ockerby Gardens. Can you describe how you've dealt with that? I noticed walking around the LGH site today, a lot of the buildings have no interface with the footpaths which is a real problem. It's not very friendly. How do you mitigate that with a car park?

Mr CURRAN - We were conscious of the interaction between pedestrians and the building at street level in Howick St. What we've done there is we've set the building back slightly and put some landscaping into that front of that building to reduce the scale. We've also changed the material through that area there to reduce the height, scale and the bulk through that space to try to get a better connection between the pedestrians and that building for that very reason.

The facade is a very important part of this building. There are a couple of components to the facade. One was we felt the view through to Ockerby Gardens was a very important view and obviously the green trees formed a very important part of that view.

What we did was take some photographs of what Ockerby Gardens looks like and we pixelated that view to recreate on the side of the building. You'll notice on the building there's a series of tree-like structures that basically give a feeling of the view you get through to Ockerby Gardens. We were also required, because of the ventilation requirement, to have 50 per cent of the building open. That means that 50 per cent of it essentially has to be open to allow for air circulation. If we don't do that, we have to mechanically ventilate, which we didn't want to do because of the additional cost.

Ms BURNET - And noise, probably.

Mr CURRAN - Yes, for the extraction. What we have is a series of materials. We have a perforated metal panel that fixes onto the side of the façade and also some horizontal aluminium backings that fasten on there to give a series of relief so, it's not just a flat surface. The perforated metal panels are also folded. They're folded to give a differentiation of colour and when you look at it it's not just a plain green colour, it has varying shades because of the pixilation, the size of the openings, the direction and the way the sun shines off those panels. We think, given it's a carpark and has quite a bit of mass, it will give us a good result in terms of the façade of that building.

Ms BURNET - Another question, the building right next door, is that a ward?

Mr CURRAN - Yes.

Ms BURNET - What ward is that?

Mr SCHILG - Women's and children's, paediatric outpatients is the lower level 23, level 5 is women's plus and gynaecology.

Ms BURNET - As far as natural light, they're going to have a carpark out the side of the window, presumably. I didn't notice whether there were windows on that Howick St aspect currently. How will that impact their stay and amenity?

Mr CURRAN - The good thing about the position of the carpark is that it's on the side where it won't affect the sun. The sun won't be affected because of the orientation of the building. We've been conscious of the distance we are back from that building because of those very concerns. There's been some effort put into that façade so they're not looking straight out at a carpark. There has been some discussion about future artworks in that area as well as part of our requirement to include art. That's up for further discussion.

Ms BURNET - Thank you.

CHAIR - Can there be some art incorporated into the screening?

Mr CURRAN - Yes. We're hoping that will be part of the consideration when we move forward.

CHAIR - The committee rooms in Parliament House have timber walls and they have little holes and depict various parts of Hobart, the mountains and that. It works quite well. You can be quite creative without having useless pieces around.

Mr WOOD - During the construction phase, the construction period is slated to be around start-mid next year and completed by the end of 2026. On the existing site currently there are about 143 car parks. I imagine the carpark won't be accessible during the build. Has there been any consideration to alternative car parking arrangements so we're not short that number of spots for the construction period?

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Mr RONEY - Yes, absolutely. There has been a directive that this project won't commence until the temporary carpark has been commissioned and completed.

Mr WOOD - Is there a site?

Mr RONEY - The former Anne O'Byrne site on the top side of Charles St, a standalone project underway at the minute. It'll be run as a separate tender, separate project.

Mr WOOD - That'll come online before construction.

Mr RONEY - That's right.

CHAIR - It possibly is temporary until there's a project for that site; it could be long term temporary.

Mr SCHILG - Then during the construction the undercover car parks under the Luther Tower are designated for the contractor parking. They won't park all over the LGH and we'll maximise -

CHAIR - They could be like what happened with the helipad. They could be bussed in from out at Inveresk. That'd be a novel idea, wouldn't it?

Mr RONEY - The contractors?

CHAIR - Yes.

Mr RONEY - Possibly.

CHAIR - I mean, they used Inveresk car park to use as an overflow or an additional car park while they were doing the helipad. That was my understanding at the time.

Mr RONEY - I think that was mainly staff.

CHAIR - Yes, but these are going to be working at the site all day. Rather than have them at the site, they would be bused in and dropped off, work all day and then taken back to their vehicles at night. Then that's not taking up any space. Food for thought.

Ms BURNET - In relation to incorporated push bike parking and motorbike parking, I didn't even see that this morning. Where is that proposed?

Mr CURRAN - We have two lots of bike parking. We have bike parking for staff that's on the ground floor. It's in the blue on your diagram -

CHAIR - We found it.

Ms BURNET - It's on that Ockerby side?

Mr CURRAN - Yes, and then we've some other bike parking just immediately adjacent to that for public.

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Ms BURNET - Is that outside?

Mr CURRAN - Yes, and there's some outside in between grid 5 and 6 on gridline B.

Ms BURNET - Would this be secure within the car park? It's often a difficulty, particularly if it's theoretically a long way away from buildings.

Mr CURRAN - The staff bike parking is secured within a locked door, but not public bike parking.

Ms BURNET - Right, but will there be surveillance?

Mr CURRAN - Yes, there will be good lighting and there'll be CCTV cameras around that expand on the existing system in the hospital.

Ms BURNET - Okay. Is there an active transport policy for the hospital? Do you try to encourage staff to ride where they can? Not everybody works shift work.

Mr SCHILG - Yes, we're trying to encourage them, I suppose. We try to provide facilities to allow riding their e-bikes, et cetera and charge them, that sort of thing.

Ms BURNET - Great. Another staff safety issue. Quite often, if you're working shift work, you're arriving at night. What's the lighting like within the proposed development as well as into the hospital?

Mr RONEY - Scott touched on that the CCTV will be throughout the building that's been proposed. Engaging with Scott to make sure there was no blind spots and it's going to be fit for operation, they get the sort of coverage they're expecting and then the lighting will be, you mentioned before Scott, 24/7, well illuminated within the building at all times.

Ms BURNET - It would be accessible 24/7 for the public as well? What's the proposal for the development?

Mr RONEY - Yes.

Ms BURNET - It will be?

Mr RONEY - That's right. I suppose with the lighting, the open nature of the car park also provides for that passive surveillance, that it's not enclosed dark spaces.

CHAIR - We did note from the 3D video you showed us prior to the hearings commencing that it was quite light and bright inside the actual car park. I did make a note of that at the time.

Mr WOOD - In terms of the electric park recharging facilities, I read somewhere they have to be external. Does that mean they'll be on the roof or is there something at ground level? An area at ground level adjacent to the multi-storey?

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Ms HUO - It will be located next to the Ockerby Garden where we stood this morning. We have one dual head charger over there, which supports two EV charging and parking, and there is facility for future add-ons. It is going to be external of the car park, not on the roof.

CHAIR - We did discuss this morning extra utilities and talked about TasNetworks and TasWater. It would be useful to have some understanding of the discussions with TasNetworks because they are the significant player, given there has to be light poles moved but also some transformer works out up on the roundabout and the lights. If you could walk us through that, John, that would be really useful. Thank you.

Mr RONEY - Yes, absolutely. As part of the new driveway entry, there is an existing power pole in the way that needs to be relocated. Alongside that, very early in the design process, the design team identified the proximity of the footprint of the building to the existing high and low voltage cables. Once the building is built, they were sort of encroaching on exclusion zones and during construction orbiting possible to safely build it while they are there. We identified early on the best pathway forward was to drop the power lines on Howick St. There has been engagement with TasNetworks since 23 October 2024. There is a new switch station that has been incorporated and shown on the plans on the southwest corner of the building where the existing power mains will be rerouted into.

Then from there, just near that southern stairwell you can see in front of the building, this sort of - between the verge, say, and the street - there is a hashed area switching station earth map and then a little outline of the switching station. From there, it will be reticulated underground up Howick St, connecting into the second pole up on Howick St and then also underground to Charles St. Runs along the same side of the building as Charles St in some existing conduits that are partially there, not the whole way. Then we crossover and connect into another underground connection on the east side of Charles St.

CHAIR - There is some significant works to be undertaken by TasNetworks. Are you confident about the lead time and the amount of notice that has been flagged with TasNetworks to have the work undertaken?

Mr RONEY - There has been engagement with TasNetworks for a long time now, since October last year when we formally engaged with them to get the functional brief designed. The department is engaging TasNetworks independently of the head contract with the ambition we would have already had them lowered. It is still a bit of an elongated process.

Nevertheless, the department, we are engaging directly to have the lines lowered and out of the way prior to the construction starting. The overlap between having that done and the contract to start on site, there is still time to get that carried out, but we are at the mercy of Tas Networks also. Once we have the invoice for the works paid in full, they will schedule the works. I will have a date from them then, but until then they actually won't schedule the work. It is a final approval sign off from my hierarchy. Then I will be able to get the invoice paid and have the work scheduled and put it on the calendar.

CHAIR - The invoice, that will be the final cost to TasNetworks? You indicated that there has been - what I call - significant price increase in undertaking those works from the time it first had the conversation with TasNetworks to more recent conversations. Are you confident that once that invoice is paid that that's the entire amount of costs that TasNetworks

will be looking for and, given that they don't provide a community service obligation component at all, that that will be the final figure?

Mr RONEY - As confident as I can be, but I believe the figure we have is very generous for the work. In the functional design specification that TasNetworks produced, they also gave a cost estimate initially. This was probably some eight to 10 months ago that indicated \$250,000 to \$500,000 worth of work. We've used the preliminary figure in our initial cost estimates of \$500,000 to account for work. Once the design was refined, TasNetworks had come back with a final cost of \$870,000. It's a significant increase there. I've interrogated that to no end and tried to negotiate some sort of a contribution from a number of angles, but I was unsuccessful. The response was that the works were being initiated by the developer and we had to pay that out of the project in full. I was unsuccessful in getting in relief there.

There's nothing on my radar that should pose risk of budget with TasNetworks at this point. I would be absolutely gobsmacked if they come back with anything there. Within their engagement though, there is a clause for variation, so if there were unforeseen laying conditions in the ground, there is that ability that they could come back at me. So, I can't -

CHAIR - I'd expect that TasNetworks would have a very good understanding of their own infrastructure, so they should be able to stick to what they've quoted. You might remind them of that.

Mr RONEY - Yes.

CHAIR - What about TasWater? Smaller, not entity, but smaller works to be undertaken.

Mr RONEY - That's right, quite a basic connection there. We service the building water supply from within the reticulated main, so with this project, there's no new connection. We are looking at a new connection separately to futureproof the hospital and make use of, while we're excavating and we can share trenches, so we're investigating that at the minute, which will be economies to pick up there before the car park is finished. The connection of the sewer is quite basic in itself as well. TasWater is pretty light touch.

CHAIR - Very sensible approach to futureproof for the hospital, for development. Well done.

Ms BURNET - We talked about staff safety, walking to and from, and lighting. In relation to fencing on the top floors, how do you reduce the the likelihood of anybody falling from that area?

Mr CURRAN - We've increased the size of the barrier up on those top two levels to be 1800. The standard requirement under the NCC is 1100 and we've increased that to try to minimise the risk of people climbing over that barrier.

Ms BURNET - Is it a climbable material? How -

Mr CURRAN - Everything is climbable, but what we felt we've done is we've helped to minimise the risk or to act as a deterrent to stop people from being able to easily go over that rail. So, we've increased the height to 1800.

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Ms BURNET - It's not as if it's angled or anything like that, so it's less likely to be able to climb?

Mr CURRAN - No, the top two levels are set back as well. So, if you go over on those top two levels, it's only two-and-a-half or five metres is the maximum fall that you can have. But, as I said, you can't guarantee against anything in a building.

Ms BURNET - And you can't escape from any of the other levels?

Mr CURRAN - The other levels are all enclosed. Even though they're open, they still meet the requirement of the NCC.

CHAIR - On page 5 you talk about the practical approach to open the first two levels once they've been constructed. Do you want to walk us through how you see that occurring?

Mr CURRAN - This is a technique that we used when we did the extension to the other car park where the helideck was put on eventually. So, we were able to - so, the thinking, and this will need to be confirmed by the contractor, is that we could build the first two levels then, once the first two levels were made, then the contractor realigns the construction technique that he has, which enables us to be able to use the bottom levels for car parking, then he builds on the levels above and, effectively, doesn't interact with the people who are using the car park on the lower ground, the ground or the first floor.

I must stress, though, that will purely be a conversation with the contractor to see whether or not he's prepared to take that on as part of his construction method when he's doing that. That was a specific requirement of the car park that we did previously because it was already the existing car park, but we think that we could use the same type of construction technique and method to be able to open that up earlier if that was required.

CHAIR - You see that there is an opportunity to be able to do that, even though it's not exactly the same, because this one will be virtually a greenfield site? Because you remove everything that's there.

Mr CURRAN - Yes, I think so. Once they've come out of the ground and they've completed those levels, I don't see any real reason for them to be on those levels unless they come back and say, 'Well, look, we now need to have our subbies use that space for parking or we need to be able to utilise' -

CHAIR - No. They'll be on the bus coming in.

Mr CURRAN - Or they come back and say, 'Well, there is potential to do that, but it's going to drive up the cost'. Obviously, that will be part of that conversation with them.

Mr RONEY - We haven't actually labelled that as a staging in the RFT documents.

CHAIR - It's a conversation.

Mr RONEY - We can open that conversation with a preferred contractor and understand what implication on cost and time.

CHAIR - No. Seems like sensible approach if it's achievable.

Mr RONEY - That's right.

Mr WOOD - This might be a bit of a broad sort of observation, but it does seem to me that motor vehicles are getting a lot larger nowadays. Could you explain the calculation or what standard you're using to allocate the individual parking bays? There are certain car parks built, even nowadays, that are incredibly tight and hard to navigate in and out of. What formula, not necessarily the technical of the formula, but just talk us through how you've come up with the ratio. Is it up to a national standard?

Mr CURRAN - There's an Australian standard that we have to comply with. I believe this is class-three car park that we have to comply with. There are opportunities for us to put some larger parking bays in because of the spacing of the columns and where we've been able to take advantage of that, then we've been able to get additional width into the car parking spaces.

CHAIR - So when you get your new SUV, you'll be right to go. It was a conversation that was held on site this morning because it's very tight in the one that's used for members of parliament and staff - I believe, I don't go down.

I asked a question on site about the types of products that were going to be used and about local sourcing of some of those products. It would be good to have that on the record because we have a 'buy Tasmanian' policy or 'buy local' policy for all Tasmanian projects. Can we have some understanding about that?

Mr CURRAN - Yes. It's certainly our intention to have as much local product as we possibly can. The facade system, we have been talking to an interstate company, but with the tendering system that we have, there is an opportunity for the tenderers to provide an alternative system to that facade system that's equal to that facade. So, that doesn't prevent them looking for alternatives that may be available locally.

CHAIR - It's a powder-coated steel.

Mr CURRAN - It's powder-coated steel with perforations, that's right. There's potentially an opportunity for that to be sourced locally. It's pretty basic in construction. There's a lot of concrete, there's some post tensioning. We would expect the majority of this car park to be built by local tradesmen and the materials to be sourced locally.

CHAIR - What about the lift? Is that something that can be - or does that come from outside the state?

Mr CURRAN - It comes from outside the state.

CHAIR - They're not manufactured in Tasmania?

Mr CURRAN - No.

Ms BURNET - The number of disability compliant car parks, as a proportion, how does that work?

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Mr CURRAN - I believe we are required to provide 2 per cent of the number. We have 12 access parks - sorry, 10 access parks.

Mr WOOD - Are they ground floor?

Mr CURRAN - Yes. We group those together as well. I was explaining this morning, we put them together in a dead-end section of the carpark so there are no cars that go behind the back of them while they're getting out of the car. We think that gives us a safer solution.

CHAIR - We also had a conversation, I don't believe we've had it again, around the ramps.

Ms BURNET - It goes back to wayfinding, but you said this morning that there would be a connection to the presumably compliant ramp on the Charles St aspect of the site. How is that going to work? How would that connect?

Mr CURRAN - There's a small section of ramp that we need to construct that will connect into the side of that existing ramp, which will enable people parking in the access-compliant zone to be able to access that ramp easily via that access ramp. One of the other requirements that we have is, the building surveyor has required us to ensure that the path that goes through the car park from Howick St to the door of the hospital, that that ramp is fully compliant. We've created an access-compliant ramp that goes right through the car park. You'll notice on the plans that there are a number of access-compliant ramps that have been added to that pathway. That's to deal with the gradient of the site. That enables us to have an access-compliant ramp from Howick St all the way to the front door of the building.

Ms BURNET - How wide does that have to be through the car park?

Mr CURRAN - I think the minimum requirement is 1.5, sorry, 1.8.

Ms BURNET - It meets that?

Mr CURRAN - Yes. Everything is accessible. We've had an access consultant review our documents to confirm that we have compliance with the access code.

Ms BURNET - That's probably a standard thing for the department, is it? To engage with an access committee.

Mr MATTHEWS - Yes, it is.

CHAIR - Would you like to share with the committee the design around not having to drive all the way through the car park when you are leaving? The round cylinder, if you like, on the side.

Mr CURRAN - We looked at a number of different configurations of the car park to see what the maximum number of car parks we could get. Also the circulation as you drive around the car park. The traffic consultant suggested to us that we should add that ramp onto the side. Under a normal ramp configuration, if we used raking plates on the ramp, you essentially have to drive right around the car park, there's no shortcut. But, by putting the circular ramp onto the

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side it enables us to be able to shortcut the distance that you travel through the car park. In effect, you could travel from the top level, then just stay on the circular ramp until you get to the bottom. Under other systems that they have for car parking you need to go through every floor round and round. Given that we have staff parking on the top two levels, we thought that that was a good initiative that the traffic consultant had come back to us with.

Ms BURNET - And the width of that? I mean that would be a compliant width -

Mr CURRAN - Yes, that all complies with the standard.

Ms BURNET - Like a one-lane compliant?

Mr CURRAN - It's two lanes. We have templates that we are required to overlay onto the drawings to show that the turning circles and turning bays and things comply with the current standard.

CHAIR - It's not too tight for those big SUVs?

Mr CURRAN - It is to the standard.

Ms BURNET - Has the standard kept up with the the size of cars?

CHAIR - I am not sure that we have stuck to any structure on this report today. We have been all over the show.

Ms BURNET - We have lots of answers.

CHAIR - We have lots of answers. Are there any other questions, members? We haven't actually got to the cost estimate yet on page 21. I know we just talked about the cost of the TasNetworks pole relocation. Luckily, we were all sitting down for that. Then, I gave a bit of hint about what the artwork might look like with some of panels on the outside, which is \$80,000 of the project. We were informed this morning that it is \$40 million, but there has been an extra \$4 million added to the project. If you could identify where that fits in, Shaun? That would be really useful.

Mr RONEY - Absolutely. Inclusive of the \$44 million total budget, is the temporary car park works on the Anne O'Byrne site. Although it's a standalone project, it'll be funded from part of this project budget.

CHAIR - Without that project there won't be the other project?

Mr RONEY - That's right.

CHAIR - They actually need to complement each other.

It talks here about unglazed walls and yet there were quite bright - concrete's not usually quite bright. Is there some sort of finish to the unglazed walls that give that white brightness that we saw?

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Mr CURRAN - That is essentially the panels or the vertical battens to keep that open for the requirement for us to have 50 per cent of the walls open.

CHAIR - Right, so that is the terminology of unglazed? It is not a finish on the cementing side. Thank you.

Ms BURNET - All the external panels will be building fire compliant; there won't be any Grenfell Tower materials? Yes, thank you.

CHAIR - Just to confirm that the green that is shown on the paperwork, it may not be quite that green?

Mr CURRAN - No. What happens is, because the panels have different size perforations, there is a different amount of light that comes through the panels. So, each of the panels will have a different perception of the colour. The other thing that happens is that some of them have a slight taper in them as well, which means that the sun will reflect off those differently. The facade is going to be quite dynamic. It won't be just a solid mass of green colour -

CHAIR - JackJumper green, as I call it.

Mr CURRAN - JackJumper green, yes.

CHAIR - Mind you, it's very popular, that JackJumper green. I'm not saying it's not popular.

We have the target dates underneath the cost estimate. They are very specific target dates there. Does somebody want to give us some understanding - without the actual Public Works Committee inquiry process being included in there - that these are on target?

Mr RONEY - Yes. We have gone to market, the request for 10 days out in the market at the minute, closing at the end of January. Fully aware that we are yet to receive approval through the committee at this moment. I think probably the main driver of engagement with the committee. From my perspective, I needed to ensure once I had the design finalised that I had the pre-tender estimate supporting an accurate budget. That's probably due to the later engagement in the process. But once we had the confidence that we didn't have to go through and redesign, and that we could afford the final design that we've arrived at, that's where we are now.

CHAIR - Getting this committee to actually find the time to meet is a real challenge for the secretary, I can assure you.

Mr RONEY - You have done amazingly.

CHAIR - Any other questions members? We talked about the building surveyor, we've talked about the traffic assessment, electrical services - I think we've given them a look over. Power supply -

Ms BURNET - A couple of other questions and it goes beyond the scope of the project, but, this sits next to - it's in the hospital precinct, you have the master plan. It's right next to Ockerby Gardens, which is run by the Launceston City Council. There's not going to be much

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interface since it's a seven-storey building on that face, but apart from providing car parks, how does this interface with the rest of the community? Is there any way that, as part of the project, there is a consideration of how the hospital interacts with a really valuable piece of green space on that site? I know you're just thinking about car parks, but it's that and also bike lanes. I saw that there are bike lanes on Howick St. How do you enhance that sort of active transport and active use of adjacent green space? What's your thinking about that as part of a public works project?

Mr CURRAN - I'm happy to answer that, Cam, if you don't mind? We have done quite a few projects through the hospital and one of the interfaces, I guess, or the connections with Ockerby Gardens is the main building that is on Cleveland St. Most of the staff come out of the main building, if you like to call it the main building. The future master plan talks about activating that entrance between the building and Ockerby Gardens. In the future, we see that the interface with Ockerby Gardens will be more with the Cleveland St and with the main building, rather than the back of this quarter where the car park's going to be built.

The car parking has been identified for quite a few projects now. I think back to when we did the heli-deck, the preliminary work we've done with mental health, the heart centre, all of the projects that we've been doing. The council comes back and asks the hospital, 'What are you going to do about the car parking? What are you going to do to take pressure off people who park in the residential zone?' I think this is a logical step for the hospital to take to provide car parking to support those other projects that are moving forward, but also to take pressure off the residential zone where people currently park.

Personally, I would like to see more emphasis put on the way that people arrive to the hospital in terms of bikes and buses and things like that, but we don't have any control over that. All we can do is try to supplement or help with the car parking issue that we have at the moment. To answer your question, I think the interface is to come in the future when the other parts of the master plan are completed.

Ms BURNET - Yes, and I think that's really important to think about the future. We can look at individual projects, but there's a bigger picture here, isn't there? We have an emphasis on acute care and, obviously, there's more going on. You're talking about mental health and palliative care and geriatric care, and so forth, as part of what is a regional hospital. And that space would be a fantastic healing space. It's gold. If you were in another campus - I mean, the Royal would be so much better for it, if it had that green space there.

It will be interesting in the longer term to see what comes of that because I think it's such a great opportunity for the whole campus.

CHAIR - I think it's called 'green space envy' over here.

This may well be a question or just a comment from those representing the hospital today. It looked pretty tired today, but I don't know what involvement you have with Launceston City Council. They probably mow the grass and spray the edges and that looks about it.

Mr MATTHEWS - That's exactly right, and when we require a job, we just contact them to do something but, yes, it doesn't look any prettier than it does today.

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CHAIR - No, and there are no plans to - it just has the history that it has and the Launceston City Council is prepared to just leave it as it is.

Mr MATTHEWS - Correct.

Mr SCHILG - There is some artwork planned for the old helipad there as part of the helipad project.

CHAIR - That might lift - it will lift your eyes up, anyway.

Mr SCHILG - Yes. There's space, because there are a lot of patients who go out there and get some sun who can't leave the bed and that sort of thing.

CHAIR - I think I saw one seat and a deck chair out in the gardens today. Anyway, I'm not a Launceston ratepayer, so I better be careful.

Any further questions? Mr Wood, Launceston rate payer?

Mr WOOD - No, thank you.

Mr HARRISS - Chair, the Building Surveyor 4.4, I note in there, it says:

EV charging units have been removed from within the building to avoid a fully sprinklered building with a single dual-head charging station located externally.

Then under Switchboards, it has:

Dedicated car-charging switchboards will be provided at each level, in accordance ...

So, are we having car-charging switchboards just to comply with the NCC, but not using them? Is that how that is or not?

Mr CURRAN - No, this is an interesting section of the NCC.

Mr HARRISS - Aren't they all.

Mr CURRAN - My understanding of the process that we've been through is that when we add a car-charging station into the car park, we add to the fire risk. So, because we add to the fire risk, the building surveyor wanted to see sprinklers put into the building because of the added fire risk. And we had a fire engineer, the local fire brigade and the building surveyor have a discussion around what the potential risks would be for these EV charging stations. We have tried to prevent the sprinklers being put into this building the same as we've always tried to maintain the open structure, so that we don't have to have mechanical, so the decision was made to move the charging stations outside of the car park, but to allow, once car charging and the systems become more sophisticated and there's an opportunity to move those back into the building, that we provide provision for those to be moved back into those levels if that was the situation into the future. We didn't want to prevent any future buildability for the EV charging

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stations, but, at the same time, we didn't want to pay a cost penalty for sprinklering the whole building to bring them in now.

Mr HARRISS - So, the EV charging spaces that are marked on the plans on levels, they're not included at the moment?

Mr CURRAN - No, they have been moved out.

Mr HARRISS - Thank you.

Ms BURNET - Then that would have to be retrofitted if you did put them in?

Mr CURRAN - Yes. So, then the discussion becomes, has the car evolved to a position where it's not a fire risk? If it has, then sprinklers won't be required. But, if they don't evolve and there's still a fire risk, then we retrofit sprinklers into the future. But, it may be that 300 of these car parks need to be EV charging stations. We just don't know what that might be into the future, so we've allowed in the substation for that to be able to be brought into the future, if that's required.

CHAIR - It may be an issue for somebody else to consider in the future.

Mr CURRAN - Yes.

CHAIR - Perhaps not. Certainly not me. Any other questions, members?

I have just a number of standard questions that the committee proposes at the end of our hearing and, you can nominate somebody, but possibly for you, Shaun, to answer.

Does the proposed works meet an identified need or needs, or solve a recognised problem?

Mr RONEY - Yes.

CHAIR - Are the proposed works the best solution to meet identified needs, or solve a recognised problem within the allocated budget?

Mr RONEY - Yes.

CHAIR - Are the proposed works fit for purpose?

Mr RONEY - Yes, they sure are.

CHAIR - And do the proposed works provide value for money and are the proposed works of good use of public funds?

Mr RONEY - Yes, they are.

CHAIR - Thank you very much for answering those questions.

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In the earlier statement that I provided, it also indicates that I need to just reconfirm what I said this morning or earlier. As I advised you at the commencement of your evidence, what you've said to us here today is protected by parliamentary privilege. Once you leave the table, you need to be aware that the privilege does not attach to comment that you may make to anyone, including the media, they could be outside, even if you're just repeating what you said to us. Do you all understand?

Witnesses - Yes.

CHAIR - On behalf of the committee, we very much appreciate your time, not only for us today and with the site visit at an earlier time, but the work that's gone into the proposal. This was really helpful, having the larger version. You get a better understanding of the proposal, so thank you very much, because all these things take time and effort, and we'd like to thank you and certainly congratulate you on your submission.

THE WITNESSES WITHDREW.

The hearing concluded at 12.57 p.m.