Submission to the Parliamentary Standing Committee
on Public Works
for
Department of Health

Burnie Ambulance Station 2021

Tasmanian Government

Date of submission: 14th of September 2021
MB Document No. **2108 DOC 1.001**
Document Revision: **REV-A**

morrison & breytenbach architects

Table of Contents

1. Executive Summary 3

1.1 Document Purpose 3
1.2 Objectives 3
1.3 Project Budget 4
1.4 Project Program 4
1.5 Project Scope 4
1.6 Design Approach 4

2. Project Definition 6

2.1 Primary Objectives 6

3. Need for the Project 8

3.1 Existing Facility 8
3.2 The Service 9

4. Consultation and Governance 11

4.1 Consultation 11
4.2 Governance 12
4.3 Community Consultation 13
4.4 Design Approval 13

5. Addressing the Need 14

5.1 Design Philosophy 14
5.2 Design & Functionality 16
5.3 Exterior Colour Palette 23

6. Project Schedule and Budget 24

6.1 Project Schedule 24
6.2 Project Cost 24

7. Recommendations 25

8. Appendix A - Proposed Design 26

1. Executive Summary

1.1 Document Purpose

The purpose of this document is to inform the Parliamentary Standing Committee on Public Works (PSCPW) of the need for the proposed ambulance station project and to demonstrate how the design of the proposed works addresses this need.

This document includes the following:

- Confirmation that the proposed investment in infrastructure is the most appropriate means to support an improved ambulance service delivery for the region.
- Confirmation that the project is in accordance with the Department of Health (DoH) Strategic Asset Management Plan.
- Evaluation of the suitability of the proposed design.
- Evaluation of 'Value for Money' considerations for the design and construction of this project.

1.2 Objectives

The proposal for the new Burnie Ambulance Station is developed as a high-quality multi-resource dispatch facility to meet the needs of the North West region as determined in the *Rapid Review of Glenorchy and Burnie Ambulance Infrastructure Proposals, October 2020* (rapid review) report prepared for the DoH and Ambulance Tasmania by the independent consultant KPH. As stated in the report, and based on modelling undertaken by KPH, the Burnie Ambulance Station will require garaging for between 17 and 20 vehicles by 2034/35 and this facility is designed to meet this requirement.

1.2.1 Site Selection

As identified in the KPH report, redeveloping the existing Burnie Ambulance Station site for the new station is inappropriate due to restrictive traffic congestion causing delays to response times, limited physical space for future expansion and an inability to develop without disrupting the provision of the ambulance service. A new site was required in order to address these issues, and it is for this reason that it was considered necessary develop the station on a greenfield site. During site selection, a number of possible site options were identified, with

the site at Brickport Road determined the most appropriate for the new station.

1.2.2 Brickport Road

The site at Brickport Road has been identified as a suitable location for the new station and has the following benefits:

- Greenfield site devoid of services and/or existing buildings
- Direct access to an arterial road (Brickport Road) with multiple options for access to the Bass Highway in Western and Eastern directions
- Ample open space available to develop the ambulance station and associated car parking requirements, allowing a most efficient site layout to be developed
- The site is DoH owned land and would see the ambulance station co-located with the North West Regional Hospital reducing return-to-station times for paramedics, improving response times

1.3 Project Budget

The construction budget for the project is $11.64m. Current cost planning confirms that the project can be delivered within this budget.

1.4 Project Program

Design and tender documents are scheduled for completion at the end of November to be advertised in December. Subject to the required approval process, construction would commence in March. The construction program is scheduled to take between 12 and 18 months, with practical completion to be reached by December 2023 and final completion of the defects 12 months after this time.

1.5 Project Scope

The proposed development is for a new ambulance station to meet operational and functional requirements to support the provision of multiple ambulance services to the community. The development is required to meet the primary operational needs of the ambulance service including the safe garaging of vehicles, storage and provision of medical supplies, facilities to wash and decontaminate vehicles and paramedics, administration, paramedic training, paramedic recreational areas and paramedic rest and recline areas.

There is also a requirement for secure personal vehicle parking, landscaped external areas and ambulance vehicle circulation that improves security and efficiency of access to and egress from the garage.

1.6 Design Approach

The initial approach to the siting of the Burnie Ambulance Station building has been through careful evaluation of potential impact on the neighbouring residences, optimising vehicle circulation and car parking and allowing for future flexibility and expansion and use of the site. Most importantly, however, the location of the building allows for direct, safe and rapid ambulance egress directly onto Brickport Road, the adjacent arterial route to and from the Bass Highway and the hospital.

A series of ten key design principles have identified for the project to define the design approach for the Burnie Ambulance Station project and these are as follows:

- PRINCIPLE 1: *Improve response time performance*
- PRINCIPLE 2: *Support improved workplace satisfaction*
- PRINCIPLE 3: *Promote community pride & confidence in our AT emergency services*
- PRINCIPLE 4: *Deliver a safe and secure facility and environment addressing WHS and community safety*
- PRINCIPLE 5: *Incorporate security features for safety of users in the facility*
- PRINCIPLE 6: *Incorporate Environmentally Sustainable Design (ESD)*
- PRINCIPLE 7: *Reduce operating costs*
- PRINCIPLE 8: *Utilise timber where appropriate for structural and interior application*
- PRINCIPLE 9: *Best use of the site for best project outcomes*
- PRINCIPLE 10: *Address budget and incorporate value management*

These principles have guided the design process of the Burnie Ambulance Station and have been continuously referred to and cross-checked throughout the design process to ensure that they are being met with the design of the project.

Due to the critical nature of the service and, in particular, response times, principle 1 has been the main design driver used throughout this project, heavily influencing the internal layout of the facility and constantly used as an evaluating tool when undertaking project design decisions. Ambulance response times are the main performance criteria that the ambulance service is assessed on due to the enormous influence they can have on patient outcomes and it is critical that the new station improves this measure at every opportunity.

Other key considerations for the design of the building have been to find opportunities to improve the user's experience and enhance wellbeing through natural daylight, use of timber and other natural materials, and through maximising opportunities for external views from within the facility. These design drivers also then influence the facility's presence in the community as a high-quality service that will attract a sense of pride and ownership in the station.

2. Project Definition

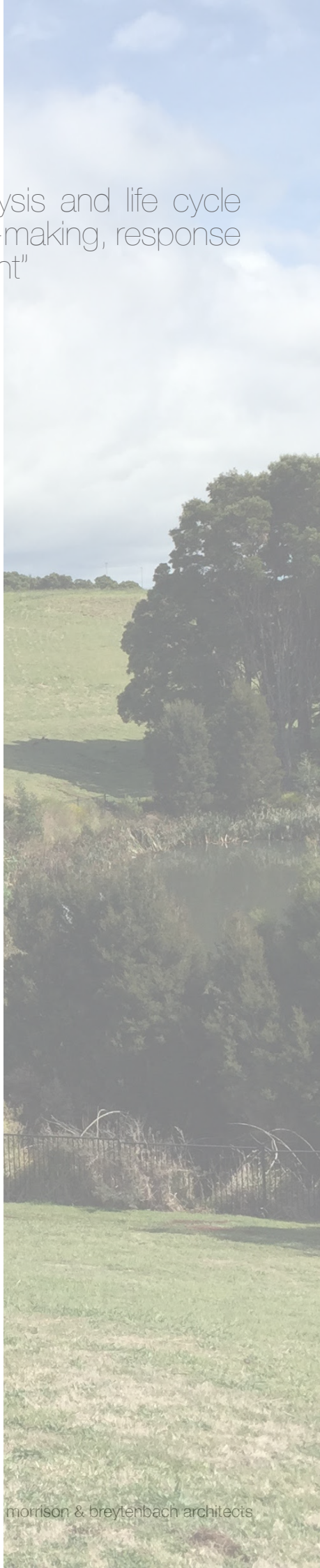
"detailed construction cost analysis and life cycle costing analysis informs decision-making, response to budget and value management"

2.1 Primary Objectives

The Burnie Ambulance Station project is being developed to provide improved service to the North Western Tasmanian community through the provision of a single large-scale ambulance station on a new greenfield site. The development of this station is an opportunity to provide a facility that provides sufficient garaging facilities, improved station amenity for paramedics and has capacity to expand and meet the expectations of future demand in the region.

This project will provide a contemporary and best-practice ambulance station facility for the Department of Heath and Ambulance Tasmania that:

- Meets current and projected needs for the provision of the ambulance service to the North West Region including provision of non-emergency patient transport (NEPT) and alternative response vehicles.
- Is consistent with the most current DoH Strategic Asset Management Plan and DoH Strategic Objectives
- Meets the requirements set out in the initial project design brief and accommodation schedule for the project provided by the Department of Health and Ambulance Tasmania for this type of facility
- Addresses the needs outlined in the KPH Rapid Review of Glenorchy and Burnie Ambulance Infrastructure Proposals 2020
- Delivers a purpose-built facility that is developed around the priorities and needs of Ambulance Tasmania and the Department of Health
- Meets all statutory development requirements for approval
- Has an efficient and functional spatial arrangement that optimises the ambulance service delivery
- Provides a high level of user amenity
- Enables supervision, safety and security in a positive work environment
- Reduces incidents of personal injury through safety in design
- Maximises opportunities for flexibility and adaptability
- Uses natural light and ventilation to habitable areas
- Develops a desirable aesthetic for the service
- Incorporates universal accessibility
- Reduces opportunity for vandalism
- Provides acoustic treatment to sensitive areas
- Provides opportunities for ongoing paramedic training and research
- Provides required infrastructure and building services including an emergency generator for continuous operation
- Incorporates effective lifecycle costing;
- Manages building risk and complies with applicable standards and regulations including the Australasian Facility Guideline standards, Work Place Health and Safety Standards, Universal Access Standards, the National Construction Code (NCC), Relevant Australian Standards and the DoH-specific building standards.
- Is an efficient asset that supports effective services and is responsive to change with the evolving requirements of the service
- Incorporates appropriate design and detailing, selection and use of materials and provision of fit-out and furnishings
- Facilitates flexibility and adaptability of internal living spaces, allowing reconfiguration



of future internal layouts while incorporating acoustic privacy as required

- Provides standards of accommodation that promote the recruitment and retention of staff and recognises that the physical environment plays a disproportionately large part in the public perception of the quality of service provided.

3. Need for the Project

"a multi-resource dispatch facility to provide best practice, high quality facilities and efficient ambulance response times"

3.1 Existing Facility

The existing Burnie Ambulance Station is currently located centrally in Burnie on Strahan Street. The facility does not have sufficient garaging space and ambulances are kept in an external parking area, which is not standard practice in Australia and contributes to excessive ambulance vehicle deterioration and maintenance requirements.

During the preliminary project stages, an expansion of the existing station site was investigated however it was found to have insufficient space available to increase the station capacity to the requirements set out in the rapid report as, currently, there is no room to expand in a Northern or Western direction on the site. Any expansion or redeveloped station on this site would also require a two-storey facility, as per the existing premises, and stairs are not preferred due to the risk that they pose from an OH&S point of view and redeveloping this site whilst maintaining ambulance operations presents clinical risk to patients.

Currently, at the existing Burnie Ambulance Station, there is not enough garage space to accommodate the vehicles in the fleet that service the region. At the time of a site visit by the consultants for the rapid review report in September 2020, the rapid review makes note of 9 vehicles that did not have garage space available and were parked in the external car parking lot, highlighting the need for a new facility.

3.2 The Service

3.2.1 Statewide Overview

Ambulance Tasmania provides emergency ambulance care and transport services and a non-emergency patient transport service through a network of 53 urban, rural and remote ambulance stations across the state.

The service is made up of a range of staff from highly trained salaried paramedics, ambulance officers and students in training as well as 600+ volunteer ambulance officers (VAOs). Collectively, the Ambulance Tasmania personnel work closely with public and private hospitals and health facilities providers, intrastate and interstate organisations to provide the service.

The rapid report sets out that the North West ambulance service is set to expand by an additional 3-5 vehicles by 2034/35 to meet the growing demand on the service into the future. The increased demand will be due to a projected increase in chronic disease across the state and an aging population demographic, placing an ever increasing burden on the ambulance service. As stated in the rapid report, according to the 2019 Tasmanian Population Health Survey, the prevalence of most chronic conditions is higher in people aged 65 and over. This is a population demographic that the Treasury projections have indicated is likely to increase substantially in Tasmania between now and the year 2050.

3.2.2 Service Description

The mission for Ambulance Tasmania is to provide excellence in ambulance and health transport care. Building a high quality, and safe, health care system that is responsible for the best patient outcomes possible is the number one priority for the service.

A number of ambulance and support vehicles to suit different needs operate as a part of the ambulance service. These include first responder vehicles (light vehicles), responder vehicles (ambulances), special operations vehicles as well as other support vehicles such as remote access vehicles and the successful Community Emergency Response Team vehicles (CERT) that operate solely in remote areas and without the requirement for a station. Other than the CERT vehicles, all of these vehicles, and their crew, need to be accommodated within branch stations (smaller outpost stations) or major centres (larger and centrally located dispatch stations).

3.2.3 The Stations

Ambulance stations are operational facilities that are required to safely and securely garage, maintain and rapidly dispatch ambulance vehicles, provide comfortable paramedic accommodation and provide areas for training. The stations are not considered as medical facilities for the treatment of patients and are not open to the public. Public access within these operational premises is discouraged and signage or other indicators that may suggest a public interface to the building should be avoided. The stations will be required to facilitate associated operational requirements such as paramedic training and administrative tasks and may also be combined with other functions such as broader regional administrative facilities.

Across Tasmania the different types of ambulance stations serve different functions for the specific locations in which they are situated and as determined by the operational requirements and staffing arrangements for each location. In some locations the ambulance service is co-located with other emergency services or within other facilities such as hospitals. In these instances, space is generally limited and the tenancy is negotiated through a lease or licence agreement, creating potential problems for the service and should be avoided unless specific associated benefits can be demonstrated. It is Ambulance Tasmania's preference for their stations to be purpose-built standalone facilities in order to provide the optimum functional outcomes for the service.

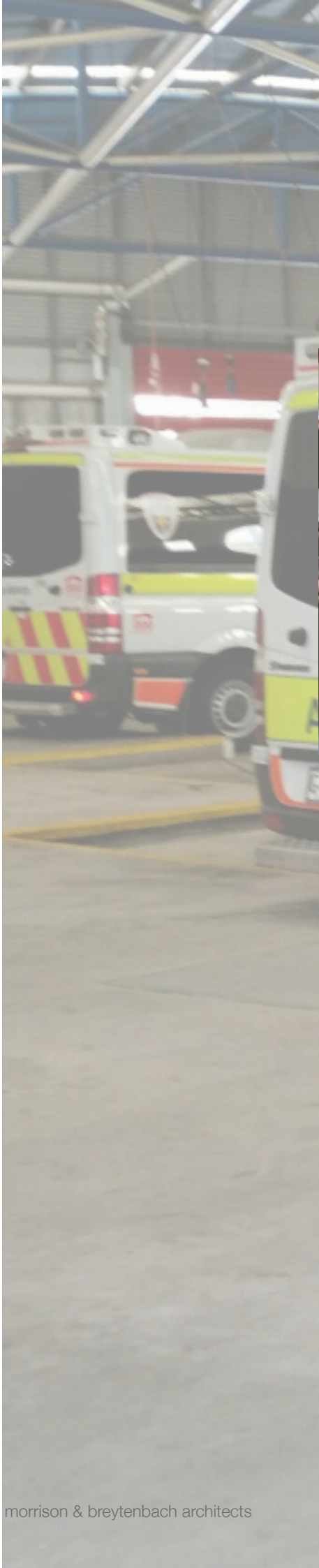
The station types provided in each location are determined by the community's needs and population reach and form part of Ambulance Tasmania's statewide plan. Investigative reports such as the rapid review are undertaken in order to assist Ambulance Tasmania in prioritising infrastructure upgrades and new builds. Station types are defined by their operational structure and service that is being provided, with actual station infrastructure requirements, other than scale and multiplication of available facilities, varying very little between station typologies.

3.2.4 Staffing Profile

Paramedics at the Burnie Ambulance Station will typically be salaried 'full time' paramedics that work on rotation of various shifts including day shifts, night shifts and in some circumstances afternoon shifts. Because of the metro-based nature of this station, it would generally be expected that paramedics live within commutable proximity to the station and therefore greater flexibility in rosters and increased availability of paramedics to fill a roster may be possible.

Generally, 8-12 paramedics would be expected to fill a roster for a single 24hr ambulance service from the station, however the flexibility offered in these stations means that it may not be the same 12 paramedics for a single vehicle and the rosters may be spread across multiple service positions. These rosters will be determined by the branch manager for the station.

Paramedics on rostered shift will be primarily based at the station where they can prepare meals, research and train between callouts. Generally, there is very little downtime when a paramedic is on shift, however, and the efficiency of food and drink prep areas and resting facilities for off-shift paramedics are a priority.



4. Consultation and Governance

"sound client input with regular project review and feedback will determine a successful project outcome as it informs the overall, and detailed approach"

4.1 Consultation

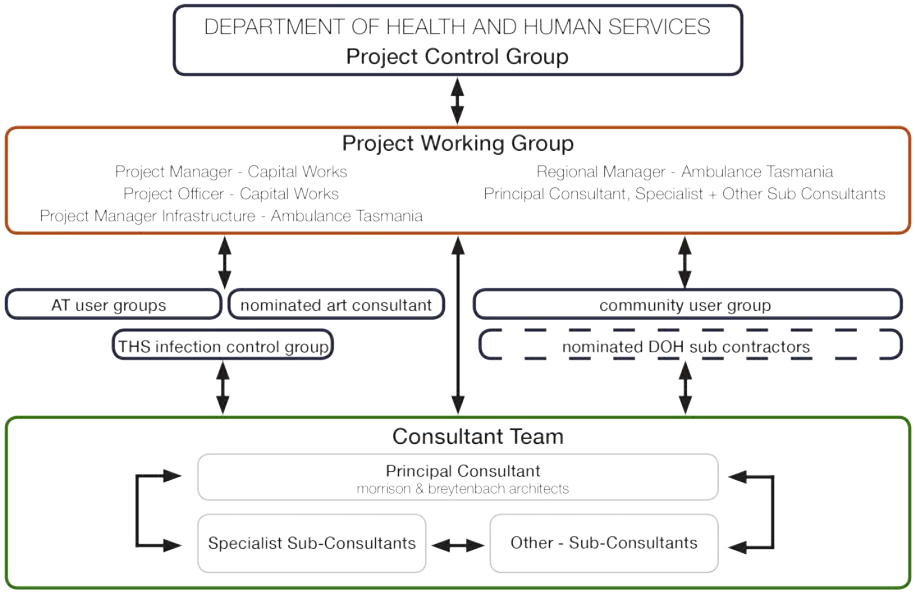
Detailed stakeholder engagement was commenced immediately upon appointment of the project architect, Morrison & Breytenbach Architects, to the project. Much of the background work regarding the design and user group input had already been undertaken throughout the process for the Glenorchy Ambulance Station, a similar project in the South of the state, and also under Morrison & Breytenbach Architects. Due to the available project similarities, the design consultation for Burnie was primarily site and community based. A number of alternative site options were initially investigated, both within the Brickport Road site and on alternative sites around Burnie prior to settling on the current location due to its proximity to a main arterial road and the North West Regional Hospital, reducing ambulance return times and increasing paramedic down time opportunities.

A community engagement team from Pitt & Sherry Engineers was appointed by the DoH to liaise with community stakeholders during the lead up to the lodgement of the planning application. The team met with local residents, authorities and management staff from the North West Regional Hospital where the proposed plans were presented and concerns were raised for discussion and to be addressed wherever possible.

The Project Working Group, made up of stakeholders from Ambulance Tasmania worked together in close consultation with the consultant team and through thorough developmental stages of the design brief and detailed design for the station typology. As the Burnie Ambulance Station is a reproduction, and developed through the same Project Control Group and Project Working Groups, much of the technical and operational aspects of the consultation process could be transferred.

4.2 Governance

The following diagram sets out the project structure and relationships between the project control group, project working group (including the user group) and the project consultant team.



Project Control Group (PWG)

The Project Control Group (Steering Committee) oversees Ambulance Tasmania Projects within the State. The PCG for the Burnie Ambulance Station has overseen the direction of the consultant team via the Project Manager with respect to the health planning, architectural, building brief, scope, time, quality and cost decisions as required by the DoH.

Project Working Group

The Project Working Group (PWG) is formed to test and refine the project brief, provide input into critical operational decisions and to review project issues as they arise. The PWG comprises of the following members from DoH, Ambulance Tasmania and the consultant team outlined in the diagram on the previous page and as follows:

Department of Health

- Program Manager - Capital Works
- Project Officer – Capital Works
- Project Manager Infrastructure

Primarily forming the project control group, the DoH provides oversight for the project, manages the project costs and makes critical project decisions on behalf of the government's budgetary allocation to the project to see that it is delivered within time and cost requirements.

Ambulance Tasmania

- Regional Manager
- Technical Services
- Internal stakeholders as required

Ambulance Tasmania form the community user group for the project and have been integral throughout the design process for the station typology, providing valuable information and detailed technical requirements to assist in the development of the design for the project users.

Consultant Team

- Architect
- Sub-consultants
- Specialist sub-consultants

Ministry

As a significant public project, the Minister for Health will be involved in the process and will be the public face for the announcement of the project commencement.

4.3 Community Consultation

Pitt & Sherry engineers have undertaken a thorough community engagement process with local stakeholders to receive feedback on the impact of the proposal from a number of different community perspectives.

Stakeholders engaged with were:

- Local residents along both sides of Brickport Road
- Key members of management staff at the North West Regional Hospital (NWRH)
- Burnie City Council
- Ambulance Tasmania key stakeholders in the Northwest (User group)

Issues raised by the residents were primarily around loss of views from their dwellings and increased intensity of use for the site. The loss of some car parking on Brickport Road, which is currently used a lot for informal hospital staff parking, was the primary concern raised from the NWRH.

4.4 Design Approval

Ambulance Tasmania have endorsed the design for the Ambulance Station typology at the Glenorchy Site, and this endorsement is carried through to the Burnie Ambulance Station that, operationally, functions in the exact same manner. The project has gone through a review process with design meetings and circulation of documentation to the PWG.

The capital works project manager for DoH and the project manager infrastructure for Ambulance Tasmania have been instrumental in providing approvals of the design stages, including coordinating various approvals from senior personnel within both organisations.

5. Addressing the Need

"new station facilities should provide a healthy environment that exceeds expectations for the level of comfort and amenity provided for paramedics whilst based at the station during their shifts"

5.1 Design Philosophy

Together with Morrison & Breytenbach Architects and the PWG, the following principles have been developed to form part of the project brief for the station typology and initial design concepts. The key principles are expanded upon to define the vision and priorities, and guide decision making during the project development.

These principles address the specific needs of the ambulance service, respond to past issues where identified and look for opportunities within the design of the station that can improve the provision of the service and wellbeing of the paramedics that provide it.

PRINCIPLE 1: Improve response time performance

- Design for optimised workflow and functionality including relevant design features (such as high speed doors) and free-flowing circulation paths
- Designing for reduced travel distances from the operational stand-down areas and accommodation to the ambulance garage.
- Design travel paths that are free of obstacles or obstructions between operational stand-down areas and garage areas
- Detailing the design in a way that helps to minimise the turn out time from first notification to an ambulance commencing its journey

PRINCIPLE 2: Support improved workplace satisfaction

- Acknowledge the value of the paramedics (and others) who work at the station through high-quality design, material selection and fit–out
- Design a respectful and supportive workplace environment that allows all users of the station to feel comfort and support within their workplace
- Design in a 'homely', 'welcoming', and 'non-institutional' way for stand down areas to achieve positive user responses to the provided facilities and an improvement in workplace wellbeing

PRINCIPLE 3: Promote community pride & confidence in our AT emergency services

- Provide a visible, distinctive and recognisable landmark facility in clear view from public areas that will signify the presence of the ambulance service within the community
- Develop a contemporary high quality facility with a strong architectural aesthetic and identity within the community

PRINCIPLE 4: Deliver a safe and secure facility and environs addressing WHS and community safety

- Prioritise direct and level travel paths within the facility
- Locate staff living areas, working areas and after hours parking areas within a secure enclosure
- Provide a safe and dedicated access road for ambulance vehicles responding to emergency situations that is located away from the immediate vicinity of car parking and pedestrian accesses for residential, commercial and school properties

PRINCIPLE 5: Incorporate security features for safety of users in the facility

- Efficient, effective and appropriate spatial relationships with access control and alarm button systems for safe 24-hour use by paramedics and other personnel
- Crime Prevention Through Environmental Design (CPTED) design principles applied to external areas of the facility
- Designed for improved passive visual surveillance of the facility and surrounding areas
- CCTV at appropriate locations throughout the interior and exterior of the facility as required operationally, and for security

PRINCIPLE 6: Incorporate Environmentally Sustainable Design (ESD)

- Design for energy efficient operation
- Design using low toxicity materials for healthy internal environments
- Design comfortable interiors with consistent operating temperatures
- Design healthy, emotionally uplifting workplace and user environments through the use of natural daylighting and ventilation
- Efficient design to reduce running and maintenance costs
- Consideration of the construction and operational carbon footprint

PRINCIPLE 7: Reduce operating costs

- Energy efficient Environmentally Sustainable Design (ESD) to improve building efficiency and reliance on mechanical systems

PRINCIPLE 8: Utilise timber where appropriate for structural and interior application

- Clear structural spans for future adaptability
- Low maintenance
- Aesthetically pleasing
- Improvement of workplace atmosphere and user wellbeing

PRINCIPLE 9: Best use of the site for best project outcomes

- Site use, building footprint and considerations for the site's future flexibility and expansion.
- Building form to be considerate of the local community's desires and concerns
- Careful consideration of road access points for ambulance access and egress as well as personal vehicle access to provide safe and visible entry and egress points.
- Be considerate of the impact on adjacent sites

PRINCIPLE 10: Address budget and incorporate value management

- Maintain clarity on project essentials
- Test whether priorities are correctly perceived and are being efficiency met
- Initiate innovation where opportunity is presented
- Maximise cost benefits and end-product value for money

5.2 Design & Functionality

5.2.1 Design Approach

The architectural design of the Burnie Ambulance Station has been developed around addressing the above principles, with a primary focus on developing spatial relationships in a way that will improve response times, the use of timber for structural and wellbeing purposes and defining a tectonic response that is aspirational, uplifting and provides a comfortable and efficient design that enhances a positive workplace experience of the users of the station.

Every aspect of the station layout has been designed around efficiency of the operational aspects of the building, convenience to the paramedics that will be using the station and the safety of their workplace through both minimising risk in design and, importantly, the control and management of contamination.

5.2.2 Design Implementation

The siting of the Burnie Ambulance Station has been carefully selected to address a number of operational and community parameters around the selected site.

- Proximity to Brickport Road, an arterial road that connects to the Bass Highway in two directions as well as providing immediacy to the hospital.
- Proximity to the hospital decreases time travelling 'off-call' between a hospital patient drop-off and the return to the station, reducing turnaround times and, ultimately, response times for the service.
- The availability of a large area of publicly owned land assigned to DoH for future health uses.
- Design measures have been taken to minimise the impact on the surrounding residences. It is acknowledged that these residences are subject to some prime views of the Bass Strait and premium realestate, both of which will be impacted by this development, and wherever possible the siting of the building has aimed to mitigate these impacts.

5.2.3 Height / Bulk / Scale

Due to the nature of the ambulance station main garage being required to accommodate up to 20 vehicles, a substantial structure will be required in order to achieve this. The bulk of this building has been addressed through a number of design measures:

- Placement on the lower contours of the site to sit the floor level as far below the adjacent residences as possible
- A stepped building form toward the upper side of the building to minimise the perceived bulk
- Architectural detailing and depth of facade to create areas of shade, rhythm and relief on the larger facade
- Landscaping greenery will be provided in the foreground to soften the building as viewed from above
- The highest point in relation to the falling terrain is on the South Western corner facing Brickport Road. At this point, there are no houses in the vicinity and its adjacency to the road mean that overshadowing or other

issues with taller buildings will not be an issue. This frontage will be a primary facade for the ambulance station, becoming a key marker to the community of its presence, which is generally seen as a positive contribution.

5.2.4 Arrival from Brickport Road

The primary access to the site is from Brickport Road toward the top of the hill and next to some existing residential dwellings where there is currently a site access located. This position has been selected due to its relatively level access to the site due to the contours meeting at this point with no embankment to Brickport Road as in areas further to the West. The road leads past the main bulk of the building to the car parking area at the rear of the site, which is also where the main entrance is located.

The entry roadway drops gradually from the crossover point to sweep downward past the dramatic main entrance canopy on the way to the car park. The overhead canopy is a device that is used to signify the main entry to the station itself, but also to address the ambulances passing through as they return from a job to the rear vehicle entry of the garage and framing the view outward to the coast.

The main arrival by private vehicle for paramedics is via the same access off Brickport Road and entering the enclosed courtyard where secure car parking is provided. This area is entirely fenced for pedestrian safety and security, particularly for paramedics that are arriving or departing their shift at night. The paramedic entrance is separate from the main building entrance and arrives directly into the main operations area. This is important as it provides separation that is essential for the management of infection within the premises.

5.2.5 Ambulance Rapid Egress to Brickport Road

The ambulance garage is designed in a way that allows for any response vehicle within the garage to exit directly onto Brickport Road, a main arterial road, at a moment's notice and without obstruction. This is critical to the operation of the ambulance service and, as such, has been a key driver behind the placement of the station and orientation of the garage.

A new exit driveway is provided to carry the ambulances directly from the station exit response door onto Brickport Road. This driveway follows the site contours across the embankment, which keeps the driveway relatively flat and also increasing visibility to Brickport Road as the ambulances makes their way along to the crossover. This exit driveway will be a one way egress and is only to be used for ambulances and other operational vehicles with lights, high visibility graphics and driven by trained paramedics.

5.2.6 Operations - The Ambulance Garage

The ambulance garage for the Burnie Ambulance Station is required to hold up to 20 vehicles, making it one of the larger stations in Tasmania.

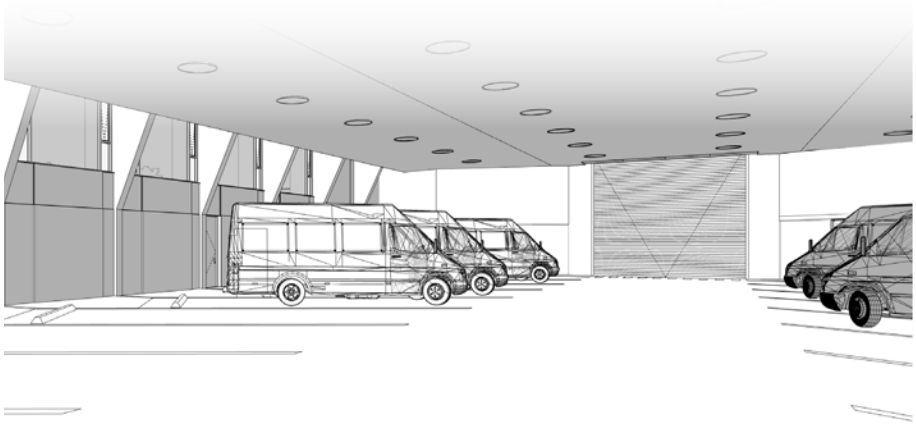
The garage is the primary operational function of the station and it is to be used for storage and maintenance of the ambulance vehicles, along with keeping their contents clean, stocked and ready for an emergency call out. The garage is for operational response vehicle use only and paramedic private vehicle parking is provided separately on the site.

The rapid exit from the garage is designed to allow for timely and safe exit in an emergency situation onto Brickport Road and the entry doors are positioned with clear vehicle circulation for a safe return. The garage position is prioritised on the site to provide the most direct egress to the street.

The garage is considered a 'non-contaminated' area, although fit-out and finish selections are chosen with consideration for contamination and infection control and the ability to be easily and effectively cleaned. An external vehicle wash bay is provided to minimise the risk of contamination to this area and proper vehicle and personnel decontamination will be required to have occurred prior to entering the garage after a call out.

The garage has been designed to make use of high level natural daylighting and cross-ventilation that reduces the operational load of the mechanical exhaust extraction system and also provides opportunity for natural ventilation to cool the space during summer months, as this will be an unconditioned zone, placing reliance on natural systems for the comfort of paramedics and other personnel that may be required to spend sustained periods of time within the garage restocking, maintaining and tending to the vehicles.

Kerbs to the garage area are eliminated, with the space making use of graphic line marking to ensure user safety and define pedestrian and vehicle travel paths and parking areas. This addresses the issue of kerb edging becoming trip hazards as identified in other stations and improves workflow around the ambulance vehicles.



5.2.7 Operations - Living Areas

The internal operational areas of the station are designed to respond to Ambulance Tasmania's requirements, but also to allow for future flexibility and change in operations models for the service.

Internal living spaces, rest areas, training areas area all carefully designed to address Ambulance Tasmania's requirements and desires for a progressive and contemporary station that meets current needs and has the flexibility for future requirements.

The station's living spaces are all designed and oriented in a way that offer views toward the coast, will be filled with natural daylight and opportunities for natural ventilation, make use of natural timbers and have a direct physical connection to the secure landscaped outdoor recreational area. All of these measures have been implemented to contribute in a positive way to the overall comfort and emotional wellbeing of the paramedics, a highly important aspect of the service given the enormity the situations that the paramedics are faced with on a daily basis.

Spatially, the living spaces are designed to enable different users to occupy different areas and take part in different activities such as eating, reading or watching TV at the same time, whilst still occupying the one overall interior volume. This has been achieved through a number of spatial devices that compartmentalise the space, providing flexibility for the area and to allow paramedics to occupy the space as they individually require or, alternatively, as groups or teams when necessary.

The kitchen is specifically designed for flexibility, to accommodate multiple users preparing individual meals at the same time and for a number of casual seating options where meals can be consumed. The nature of paramedic operations means that between shifts, if meals are being prepared, there is likely to be the two crew of a returned ambulance, at a minimum, trying to do so at once. This has been taken into consideration through the specific design of a well-flowing and flexible kitchen area that can accommodate multiple returned crew at once.

5.2.8 Operations - Stores, preparation and supplies

The operations support areas are the primary areas associated with the dispatch of ambulances from the station. These areas include stores for the resupply of ambulance consumables including classified medications, areas for the preparation of paramedic

personnel and areas for specific requirements such as charging bays, PPE stores and the like.

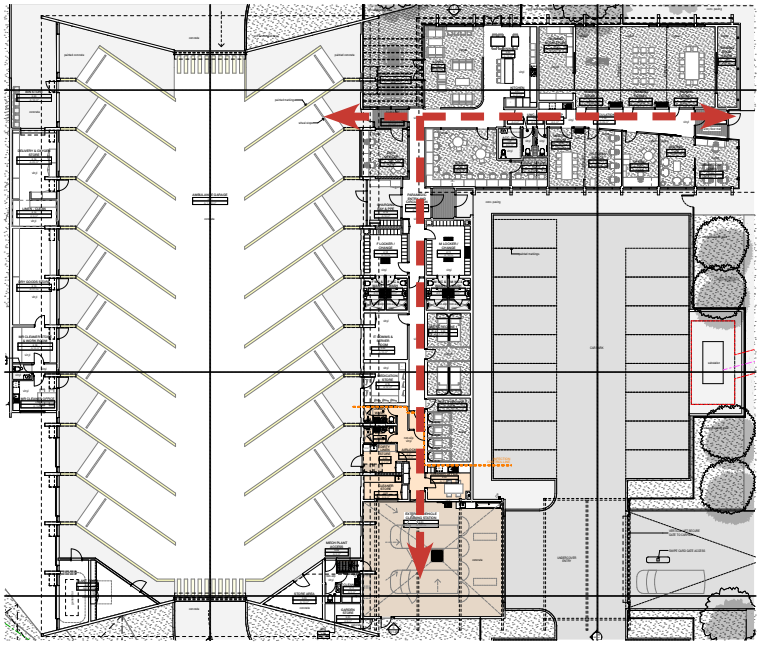
In addition to these areas that paramedics would use in the day to day preparation and maintenance of the service, Ambulance Tasmania intend to use a specific ‘clean team’ and ‘make ready’ personnel that maintain the ambulance provisions, clean and decontaminate vehicles and assist paramedics with the preparation for the service. Specific areas have been provided for these personnel in order to maintain separation of potential contamination for paramedics and provide staff areas in accordance with workplace requirements. These areas have been designed with thorough consideration of interactions, travel paths and proximities to enhance efficiencies and user experience at every opportunity.

5.2.9 Infection Control

A critical design outcome for the ambulance station is in its ability to accommodate the contamination and infection control management strategies for the ambulance service, protecting the provision of service to and limiting the spread of infection through the station and the community. The proposed responses to this requirement have been developed in close consultation with the PWG and addresses the requirements for separation, containment and management through spatial arrangement, entry sequencing and provision of multiple tiers of decontamination upon entry.

5.2.10 The Floor Plan

The floor plan layout is a tri-function linear arrangement made up of two main internal ‘corridors’ that run adjacent to each other to connect the three main internal functions of the building; Garage and supply areas, Operations areas and the Administration and Training areas. The primary access paths draw a line in the most direct route between these areas to minimise travel paths to the ambulance garage from any point in the building as well as allowing a ‘sectioning off’ of the building as may be required for infection control. An important aspect of these intersecting linear travel zones is that it directs foot traffic from all areas of the station to enter the garage past the duty office, assisting with



the tracking and management of paramedics' arrivals and departures from the station.

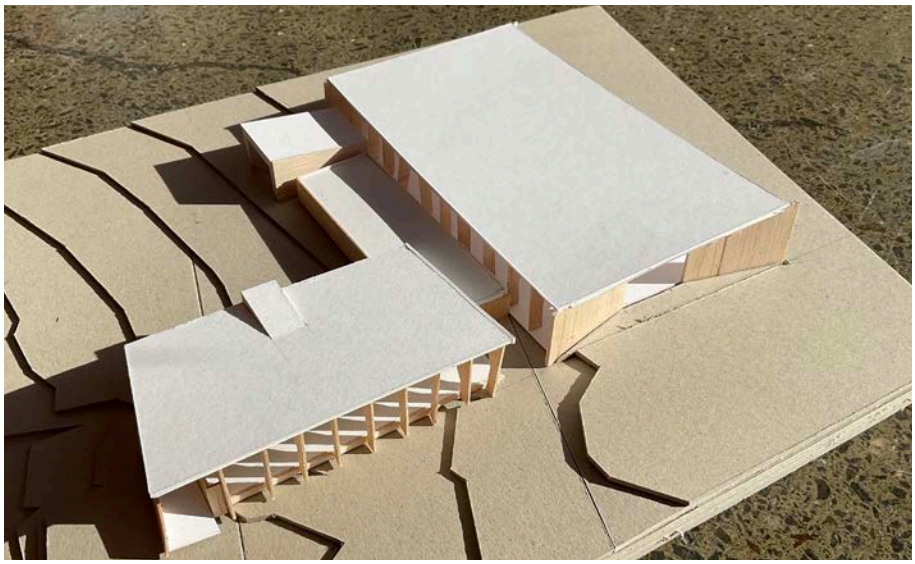
The requirement for some areas to remain quiet as opposed to those that may see more action and the relationship between living spaces and operations spaces and education and administration areas of the building are also primary design drivers for the layout of internal spaces.

The two-direction linear plan allows for substantial light penetration from two sides into all habitable areas of the building, reducing reliance on electrical lighting and improving user experience and wellbeing throughout all habitable areas within the station.

Three main pedestrian entries are provided for different functions of the station:

1. The primary entry 'front door' of the facility is provided for a public interface (even though, primarily, the facility is not open to public), entry for administration staff and people attending training sessions at the station. This entrance is designed to be fully AS1428.1 (disabled access) compliant and connects directly to office and administration areas and the training facilities. There is a connection through to the operational areas of the station, however this would primarily be used for paramedics when attending training sessions.
2. The secondary entry is the paramedic entry that is located within the secure car parking area. This is separate from the main entry and allows the paramedics to come and go from the station directly and securely to their private vehicles. Internally, this entrance is directly related to the duty office, change and personal storage locker rooms and the main living areas of the station.

5.2.11 Building Form

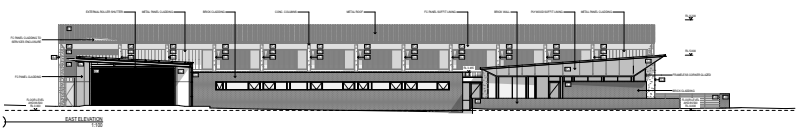


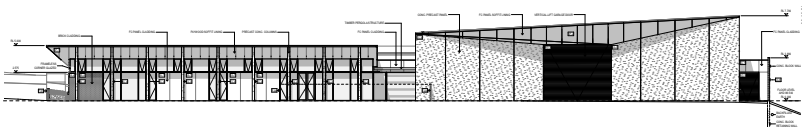
The building form has been developed in response to a number of influences such as daylight, sun penetration and cross ventilation as well as developing a system where timber is used for multiple functions (principle 6, principle 8). Factors such as naturally lit

working and living internal environments, outlook and ventilation that improve the health and wellbeing of operational and non-operational staff have informed the sculpted roof forms for the building (principle 2).

Stronger formal elements have been used to express the structural system, in particular for the ambulance garage, solidly grounding the building, providing shadow play on the facades and alternating between solid and transparent materials.

Angled end facades of the ambulance garage have been developed in response to the angled parking bays within and to visually emphasise the transit of ambulances as they enter and exit the garage, the main function of the station. Emphasising this function is one of the architectural devices used to assist with promoting the new facility and the improved service it provides





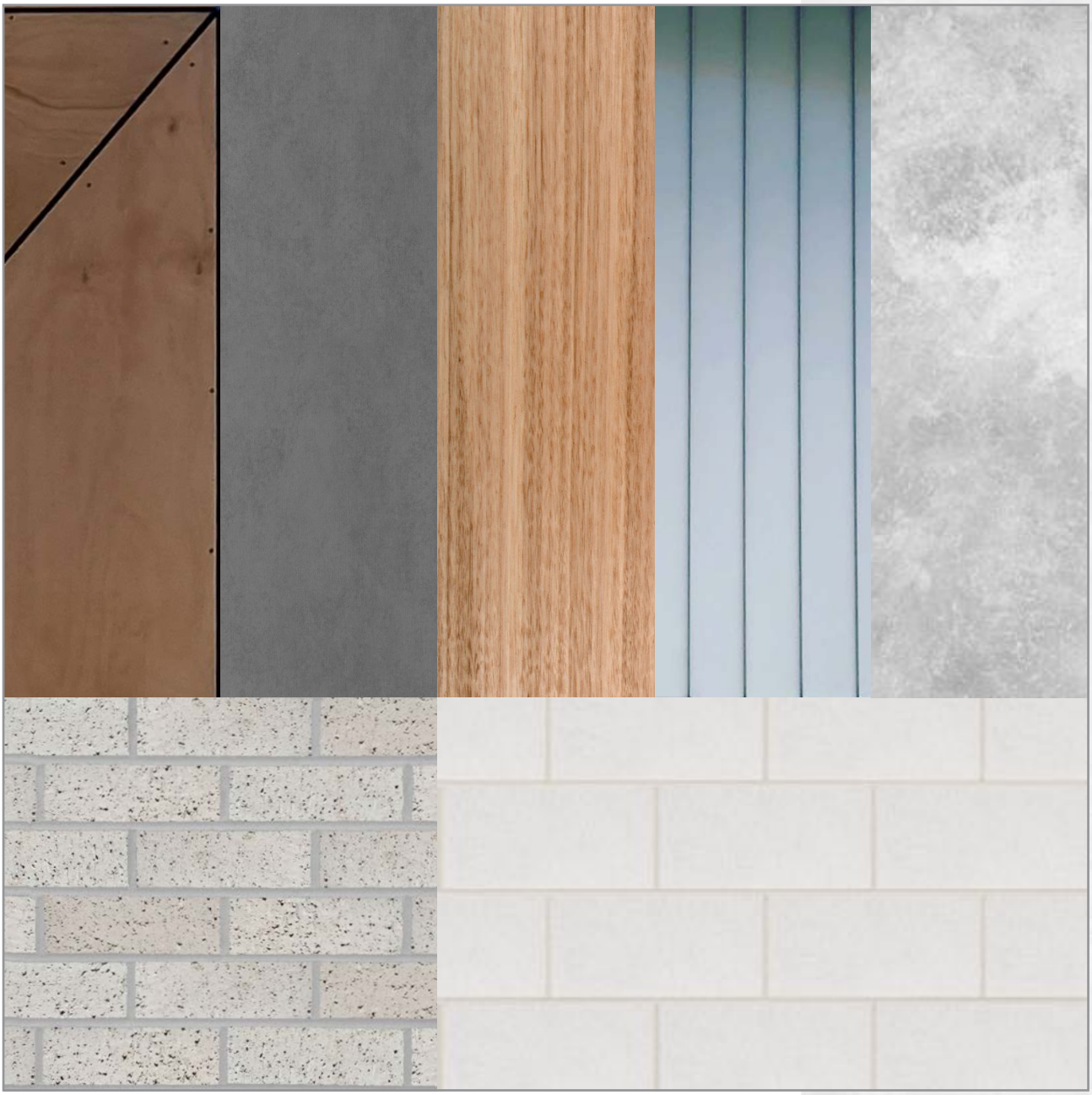
to the greater community (principle 3).

5.2.12 Materials

The exterior materials selected for the project have been considered with three main objectives:

1. To express the civic nature of the building typology and its positive contribution to the greater community.
2. The implementation of timber wherever possible for structural and aesthetic uses throughout the station.
3. Materials selected to be pre-finished or natural materials that are hard wearing and easy to clean for longevity and usability of the station. Applied finishes (paint etc) have been avoided wherever possible throughout the exterior of the station.

5.3 Exterior Colour Palette



6. Project Schedule and Budget

6.1 Project Schedule

6.1.1 A summary of the development timeline is as follows:

Community and stakeholder consultation and engagement	**August / September 2021**
Lodgement of Development Application with Burnie City Council	**22nd of September 2021**
Completion of Design Development	**October 2021**
Completion of construction documentation for tender	**December 2021**
Construction tender (advertising, closing and assessment)	**December 2021**
Construction start	**March 2022**
Practical completion of construction	**December 2023**
Final completion (completion of defects liability period)	**December 2024**

6.2 Project Cost

6.2.1 Estimate of Likely Cost for the project

WT Partnership Hobart have been engaged for cost control services on the project and have provided a measured estimate based on current (June 2021) rates. Attention should be drawn to the fact that this includes a 20% market loading to account for the industry being under pressure and generally receiving high prices across the state.

Construction Breakdown (ex. GST)	
Construction costs	**$8,804,813**
Design contingency (10%)	**$895,187**
Market loading (20%)	**$1,940,000**
CONSTRUCTION COSTS	**$11,640,000**

Construction, Furnishing & Fit Out (ex. GST)	
Construction	**$11,640,000**
Post-occupancy allowance	**$110,000**
Tasmanian Government Site Art Scheme	**$80,000**
ICT Infrastructure (inc. 20% contingency)	**$ 225,000**
Furniture and Equipment (inc. 20% contingency)	**$ 226,000**
TOTAL COSTS	**$ 12,281,000**

7. Recommendations

The Department of Health and Ambulance Tasmania, along with the project team have carefully assessed various project possibilities and design alternatives and have agreed that the proposal for the Burnie Ambulance Station addresses the criteria set out in the initial project functional brief. The design is consistent with the long-term strategic development of the services offered by Ambulance Tasmania and meets the requirements as set out in the rapid review report.

It is recommended that this submission is viewed favourably given the many benefits that it will offer to the local ambulance service and paramedics, the broader community and Ambulance Tasmania's presence in the North West through the delivery of a contemporary, purpose-built Ambulance Station. The project, once completed, will address the current issues that the Burnie ambulance service faces and will improve the health, wellbeing and general workplace positivity of the paramedics, provide suitable garaging for Ambulance Tasmania's vehicle fleet into the future and improve response times to the region.

8. Appendix A - Proposed Design

AMBULANCE TASMANIA

PROPOSED BURNIE AMBULANCE STATION

SITE INFORMATION

ADDRESS	23 BRICKPORT ROAD, BURNIE, TAS 7320 INCLUDING PARTS OF ROAD RESERVE
PROPERTY ID	7842622, 0
TITLE REFERENCE	125373/2 INC. 100438/3
AUTHORITY	THE CROWN IN RIGHT OF TASMANIA REPRESENTED BY THE DEPARTMENT OF HEALTH (125373/2) THE CROWN IN RIGHT OF TASMANIA REPRESENTED BY THE BURNIE CITY COUNCIL (100438/3)
SITE AREA	35,112sqm
PROPOSED SITE WORKS AREA	9,390sqm (APPROX.) 675sqm WORKS WITHIN COUNCIL VERGE (APPROX) WIDENING OF COUNCIL OWNED ROAD, OPPOSITE SIDE OF BRICKPORT ROAD TO DEVELOPMENT NEW LINE MARKING TO BRICKPORT ROAD
EXISTING BUILDING AREA	N/A
PROPOSED BUILDING AREA	2,256sqm GROSS FLOOR AREA
PROPOSED GROUND FLOOR LEVEL	AHD 86.5M
PROPOSED HIGHEST POINT	AHD 94.2M
SEWER	NEW CONNECTION TO EXISTING SEWER ON BRICKPORT ROAD
POWER	NEW SUB-STATION TO BE PROVIDED ON SITE, PROPOSED CONNECTION FROM EXISTING HV AT HOSPITAL - BY TASNETWORKS
GAS	NO NEW CONNECTION REQUIRED NOTE: GAS MAINS BELOW BRICKPORT ROAD, DBYD AND LIAISE WITH GAS AUTHORITY PRIOR TO CONDUCTING WORK IN THE AREA
STORMWATER	ON-SITE RETENTION AND FILTRATION, CONNECT TO EXISTING COUNCIL SYSTEM ON BRICKPORT ROAD
WATER	CONNECT TO 150DIA WATER MAINS ON BRICKPORT ROAD

DRAWING REGISTER

Number	Title	Issue ID	Revision	Issue Name	Recipient	Date	Reason for Issue
DA 1.101	COVER PAGE	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.102	LOCATION PLAN	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.103	SITE PLAN	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.104	FLOOR PLAN	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.105	ROOF PLAN	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.106	SITE PLAN - DEMOLITION / PREPARATION	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.107	PROPOSED SITE ACCESS PLAN	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.201	ELEVATIONS	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.202	ELEVATIONS	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.301	SECTIONS	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.302	SECTIONS	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.303	SECTIONS	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.401	SITE MONTAGE	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.402	3D IMAGES	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.403	3D IMAGES	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.404	SITE LOCATION DIAGRAM	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT
DA 1.405	SITE DIAGRAMS	DA - A	A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	20/9/21, 2:18 pm	APPLICATION FOR PLANNING PERMIT

00 - LOCATION OVERVIEW PLAN
1:1000

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

N

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
62 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.101 COVER PAGE - A

01 - LOCATION PLAN 1:500

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

1:1000 @ 50% SCALE PRINTED ON A3 PAGE
0 5m 25m 1:500 @ 100% SCALE PRINTED ON A1 PAGE

N

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
92 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.102 LOCATION PLAN - A

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

02
-
SITE PLAN - DA
1:200

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.103 SITE PLAN - A

PAGE SCALE 1:200 @ FULL SIZE A1

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

GROUND FLOOR PLAN
1:100

PAGE SCALE 1:100 @ FULL SIZE A1

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

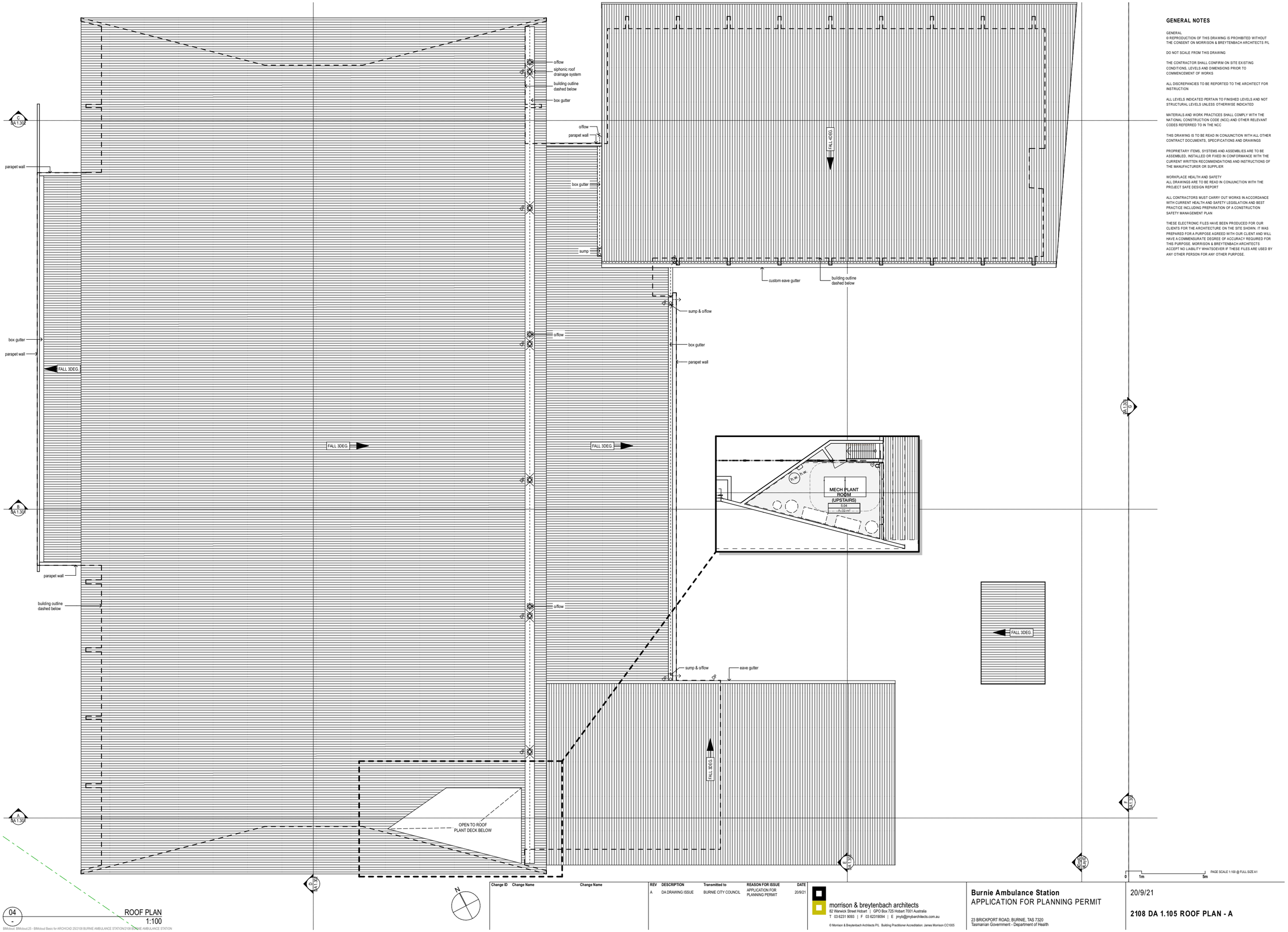
morrison & breytenbach architects
92 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.104 FLOOR PLAN - A



GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

04
-
ROOF PLAN
1:100

PAGE SCALE 1:100 @ FULL SIZE A1

0 1m 5m

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.105 ROOF PLAN - A

Materials Schedule

ref.	material.	colour / finish
CL-1	Compressed fibre cement wall cladding, expressed joint	natural (light grey)
CL-2	Face brick veneer, light colour	neutral, light grey
CL-3	Profiled metal panel wall cladding	Colorbond Windspray
CL-4	Pre-cast concrete wall panel	natural concrete
CL-5	Polycarbonate translucent cladding	white
CL-6	Concrete block wall	white, natural
R-1	Metal roof sheeting - cliplok profile (or similar) Gutters, fascias etc - colour to match roof (typ.)	Colorbond Windspray
SF-1	Plywood soffit lining, expressed joint clear external finish	natural timber
SF-2	Fibre cement soffit lining, expressed joint paint finish	light grey
RD-1	Rapid Action Roller Door, garage exit	Colorbond Windspray
RD-2	Standard Action Roller Door, garage entry	Colorbond Windspray
RD-3	Standard Action Roller Door, deliveries	Colorbond Windspray
RD-4	Standard Action Roller Shutter, carpark entry	Colorbond Windspray
F-01	Fence Type 01 - steel tube fencing, 2.1m high	Grey, Paint Finish
F-02	Fence Type 02 - steel tube fencing, 1.8m high	Grey, Paint Finish
F-03	Fence Type 03 - Brick Wall	neutral, light grey
F-04	Fence Type 04 - horizontal timber board screen	Natural Timber
G-01	Manually operated pedestrian gate, metal to match F-01	Colorbond Windspray
G-02	Manually operated pedestrian gate, timber to match F-04	Natural Timber
LV-1	folded metal Louvre, colourbond finish	Shale Grey

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

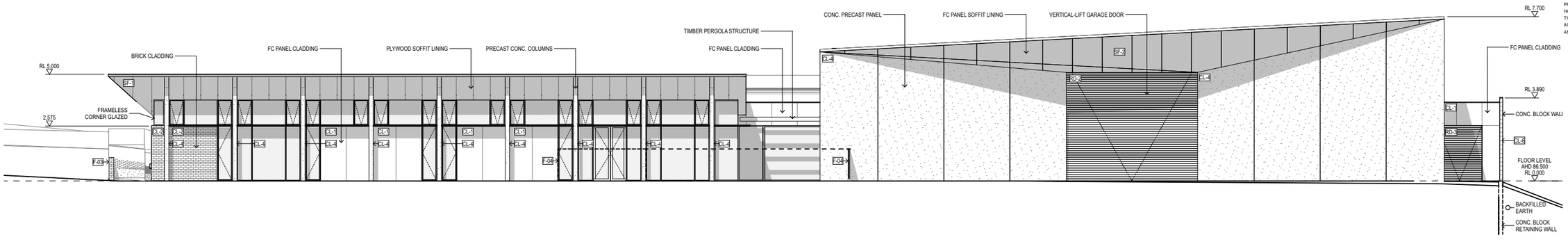
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

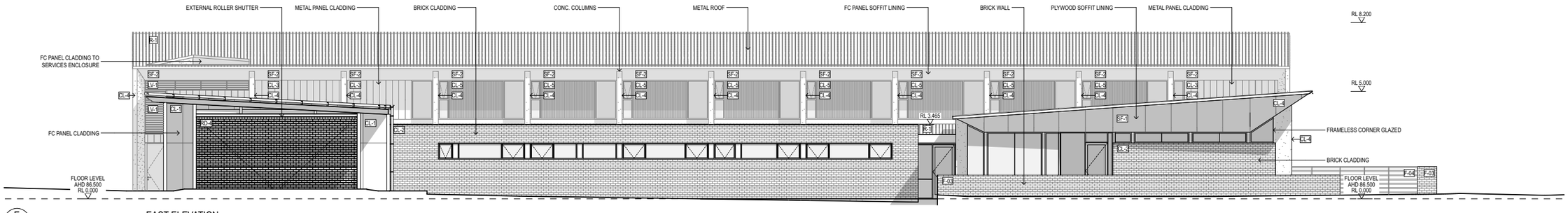
ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.



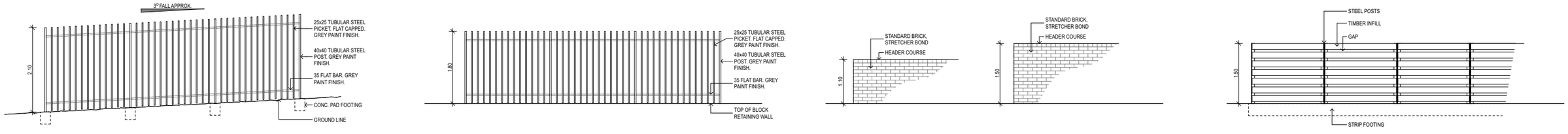
N
-

NORTH ELEVATION
1:100



E
-

EAST ELEVATION
1:100



FENCE TYPE F-01 | FENCE TYPE F-02 | FENCE TYPE F-03 | FENCE TYPE F-04

F
-

FENCING ELEVATIONS
1:50

0 1m 5m PAGE SCALE 1:100 @ FULL SIZE A1

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

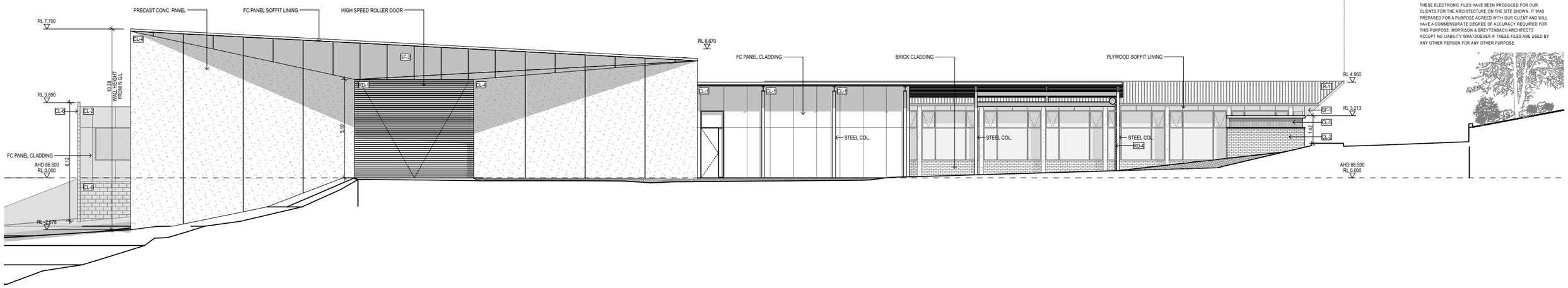
20/9/21

2108 DA 1.201 ELEVATIONS - A

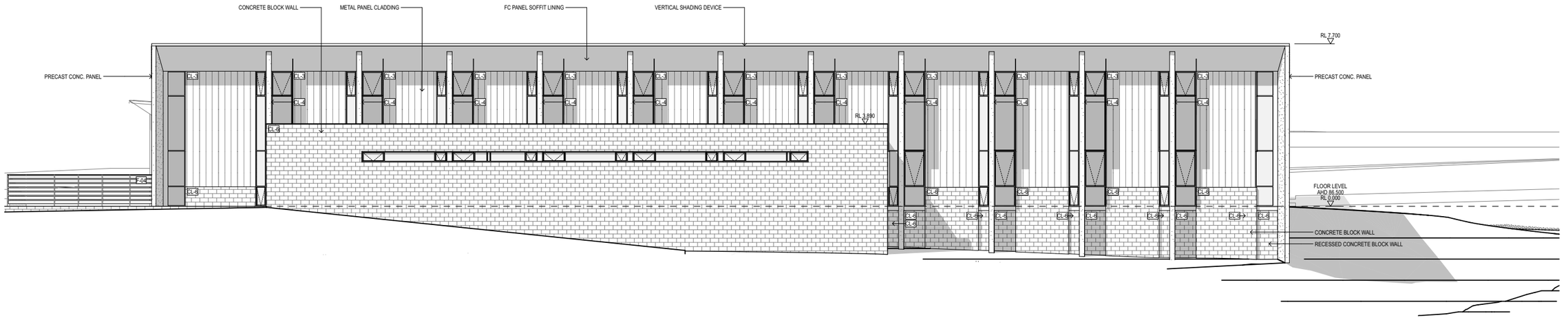
Materials Schedule

ref.	material.	colour / finish
CL-1	Compressed fibre cement wall cladding, expressed joint	natural (light grey)
CL-2	Face brick veneer, light colour	neutral, light grey
CL-3	Profiled metal panel wall cladding	Colorbond Windspray
CL-4	Pre-cast concrete wall panel	natural concrete
CL-5	Polycarbonate translucent cladding	white
CL-6	Concrete block wall	white, natural
R-1	Metal roof sheeting - cliplok profile (or similar) Gutters, fascias etc - colour to match roof (typ.)	Colorbond Windspray
SF-1	Plywood soffit lining, expressed joint clear external finish	natural timber
SF-2	Fibre cement soffit lining, expressed joint paint finish	light grey
RD-1	Rapid Action Roller Door, garage exit	Colorbond Windspray
RD-2	Standard Action Roller Door, garage entry	Colorbond Windspray
RD-3	Standard Action Roller Door, deliveries	Colorbond Windspray
RD-4	Standard Action Roller Shutter, carpark entry	Colorbond Windspray
F-01	Fence Type 01 - steel tube fencing, 2.1m high	Grey, Paint Finish
F-02	Fence Type 02 - steel tube fencing, 1.8m high	Grey, Paint Finish
F-03	Fence Type 03 - Brick Wall	neutral, light grey
F-04	Fence Type 04 - horizontal timber board screen	Natural Timber
G-01	Manually operated pedestrian gate, metal to match F-01	Colorbond Windspray
G-02	Manually operated pedestrian gate, timber to match F-04	Natural Timber
LV-1	folded metal Louvre, colourbond finish	Shale Grey

S1.1
-
SOUTH CONCEALED ELEVATION
1:100



S
-
SOUTH ELEVATION
1:100



W
-
WEST ELEVATION
1:100

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

PAGE SCALE 1:100 @ FULL SIZE A1
0 1m 5m

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

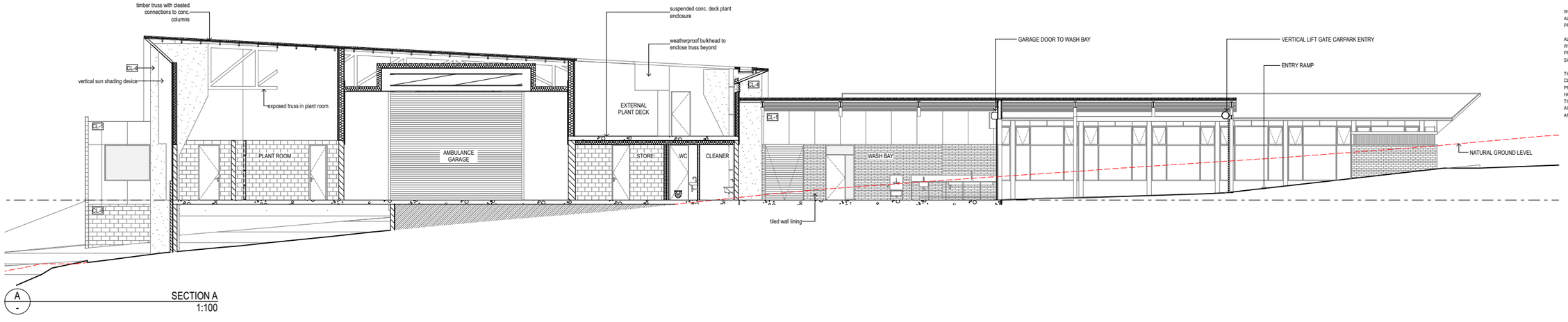
morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

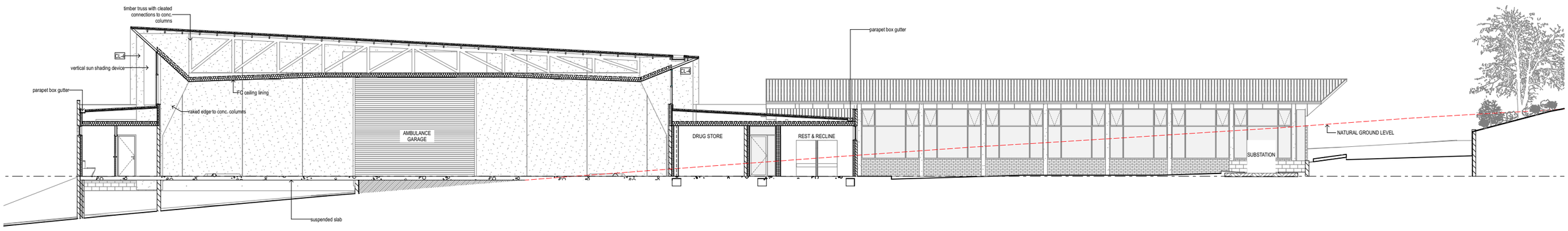
20/9/21

2108 DA 1.202 ELEVATIONS - A



A
-

SECTION A
1:100



B
-

SECTION B
1:100

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

PAGE SCALE 1:100 @ FULL SIZE A1
0 1m 5m

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

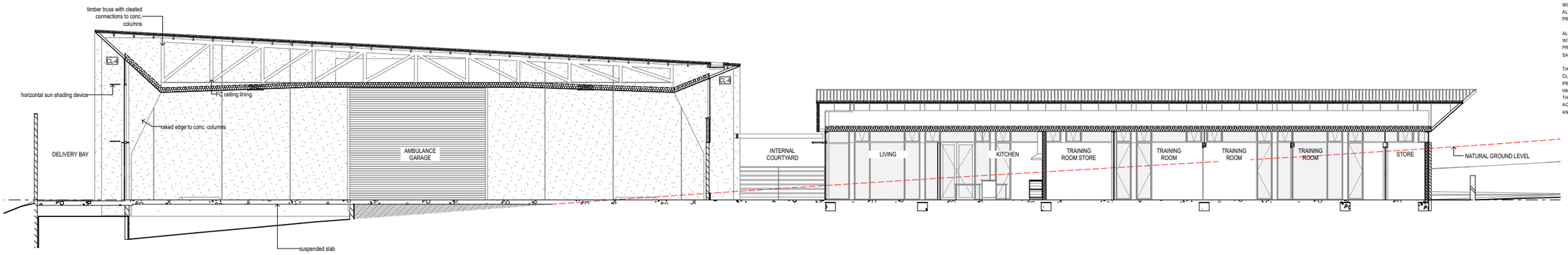
morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

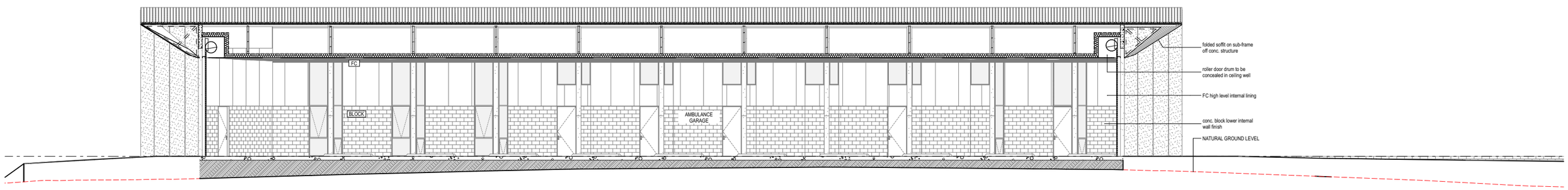
20/9/21

2108 DA 1.301 SECTIONS - A



C
-

SECTION C
1:100



D
-

SECTION D
1:100

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

PAGE SCALE 1:100 @ FULL SIZE A1
0 1m 5m

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

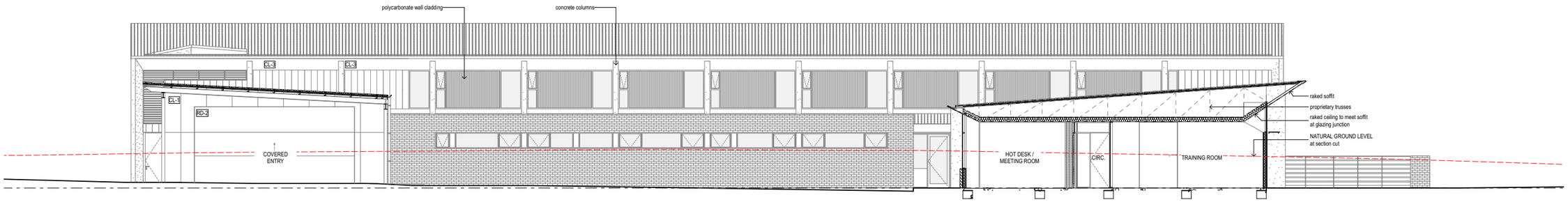
morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.302 SECTIONS - A



E
-
SECTION E
1:100

GENERAL NOTES

GENERAL

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

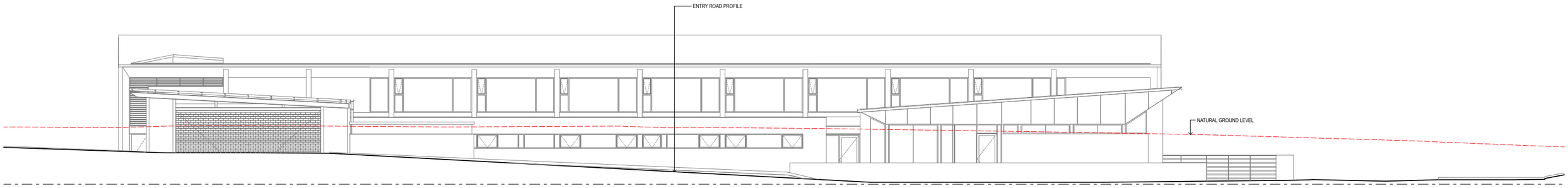
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

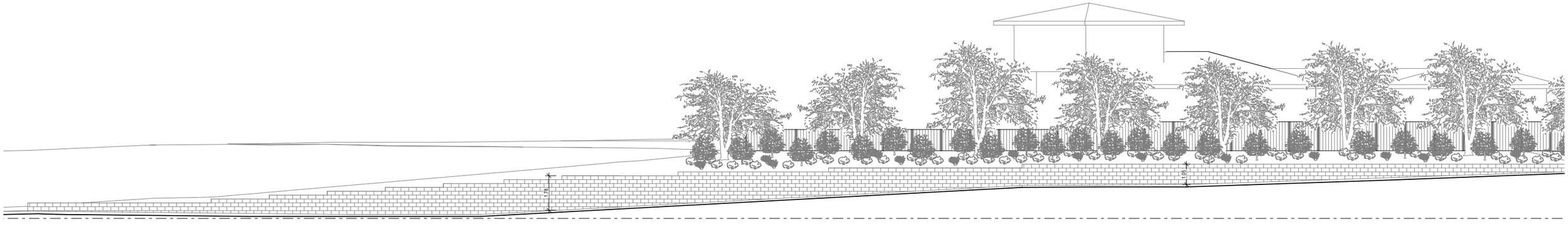
WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.



F
-
SECTION F - ROAD PROFILE
1:100



G
-
SECTION G - RETAINING WALL ELEVATION
1:100

PAGE SCALE 1:100 @ FULL SIZE A1
0 1m 5m

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.303 SECTIONS - A

VIEW 1 PHOTOMONTAGE FROM HOUSES BEHIND SITE

VIEW 2 PHOTOMONTAGE FROM FENCE CORNER

NOTE:
These 3d rendered images are graphic representations of the project and have not been geolocated to the photographs to determine accurate scale and position. Every care has been taken to accurately portray the proposed building position and scale in these images, however the scaled plan, elevation and section drawings included in this package must be used as the means for determining the scale of the proposed building.

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT ON MORRISON & BREYTENBACH ARCHITECTS P/L

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.401 SITE MONTAGE - A

VIEW FROM NORTH SHOWING CUTTING AND HOUSES BEYOND

VIEW FROM ENTRY ROAD

VIEW OF MAIN ENTRY FROM CARPARK

OVERVIEW FROM ENTRY SHOWING NEIGHBOURING HOUSE

GENERAL NOTES

GENERAL

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

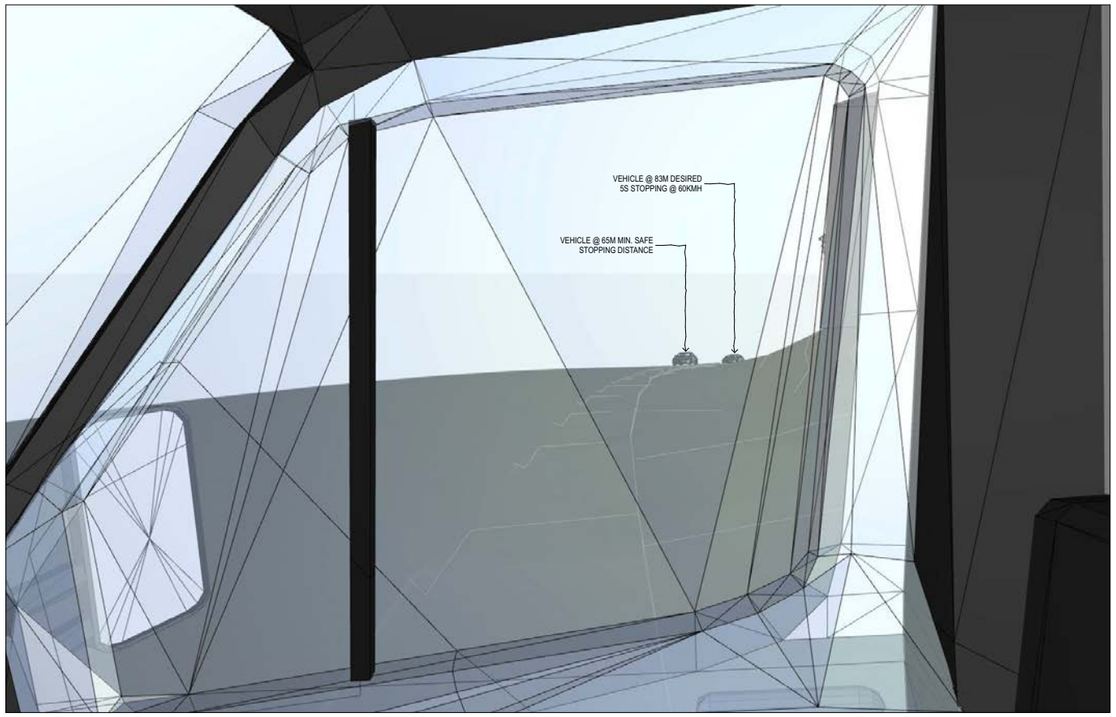
morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au
© Morrison & Breytenbach Architects P/L Building Practitioner Accreditation: James Morrison CC1005

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

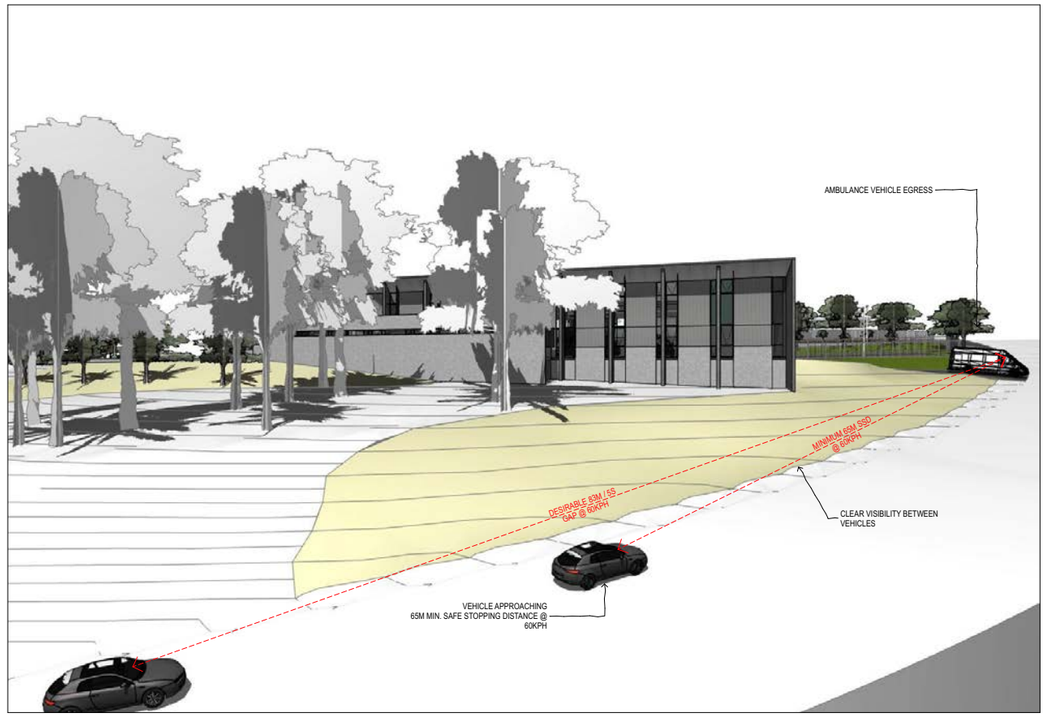
23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

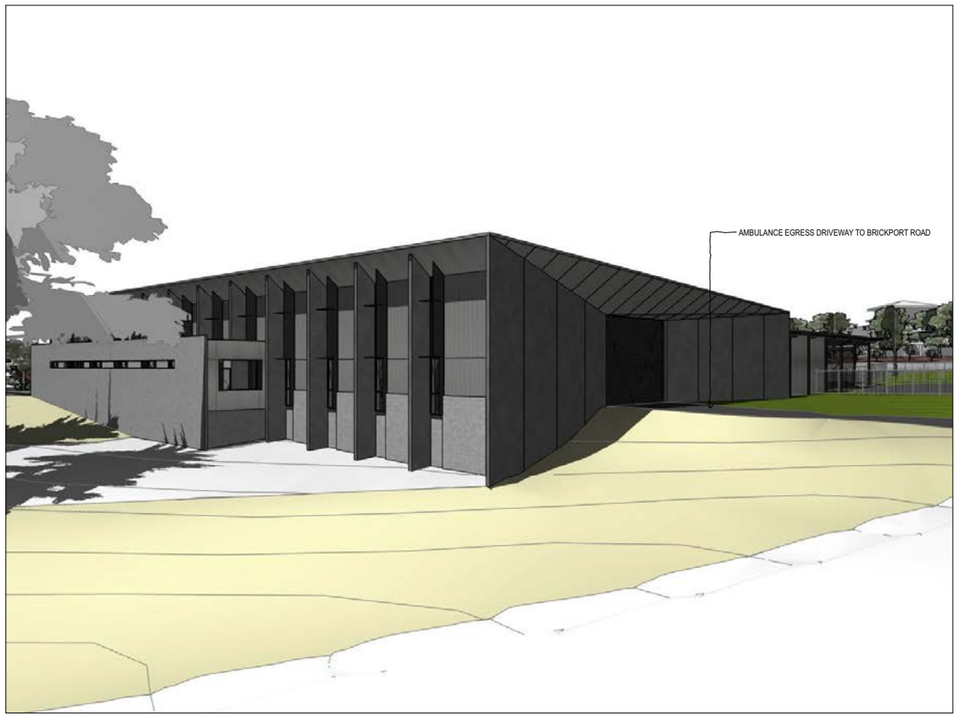
2108 DA 1.402 3D IMAGES - A



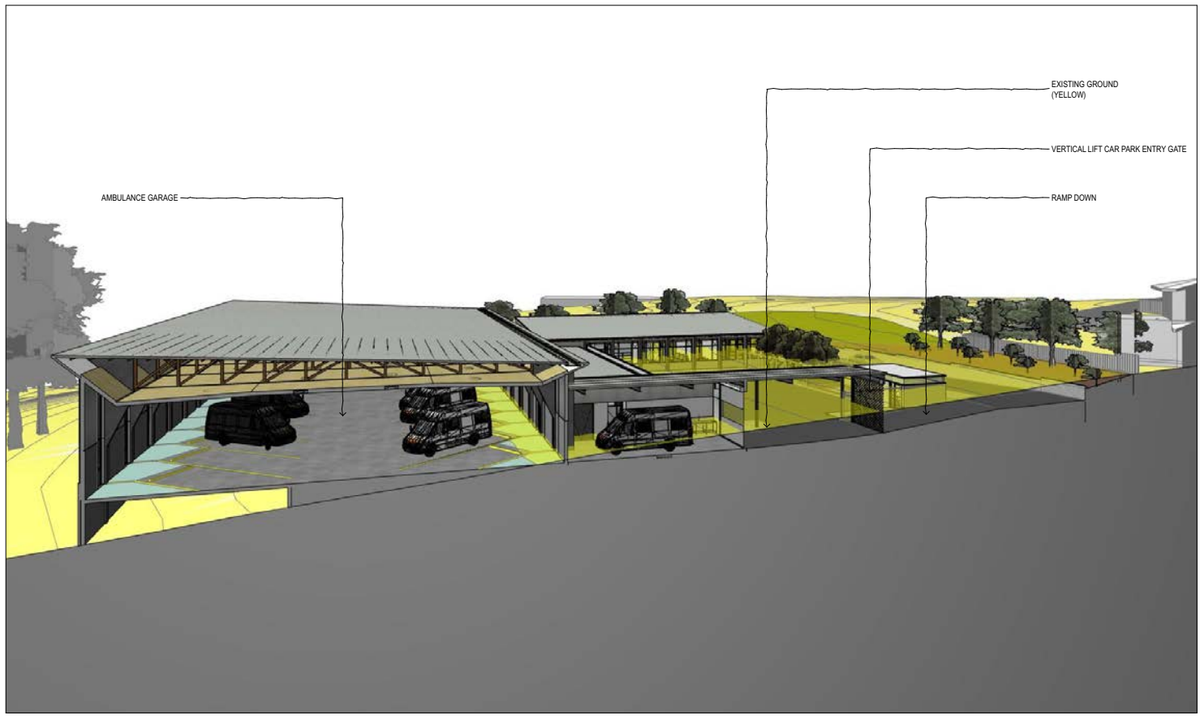
VIEW FROM AMBULANCE DRIVER SEAT SHOWING ONCOMING TRAFFIC



OVERVIEW OF AMBULANCE EXIT TO BRICKPORT RD



ELEVATION TO BRICKPORT RD



SECTION PERSPECTIVE SHOWING EXISTING GROUND

GENERAL NOTES

GENERAL

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

THESE ELECTRONIC FILES HAVE BEEN PRODUCED FOR OUR CLIENTS FOR THE ARCHITECTURE ON THE SITE SHOWN. IT WAS PREPARED FOR A PURPOSE AGREED WITH OUR CLIENT AND WILL HAVE A COMMENSURATE DEGREE OF ACCURACY REQUIRED FOR THIS PURPOSE. MORRISON & BREYTENBACH ARCHITECTS ACCEPT NO LIABILITY WHATSOEVER IF THESE FILES ARE USED BY ANY OTHER PERSON FOR ANY OTHER PURPOSE.

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.403 3D IMAGES - A

SOLAR ORIENTATION PRIORITISED FOR LIVING AND TRAINING AREAS OF STATION

OCEAN VIEWS FROM LIVING AND TRAINING AREAS OF THE STATION

WINTER SUN

WINTER SUN

NORTH FACING PARAMEDIC OUTDOOR USABLE SPACE

CONTROLLED DAYLIGHT AND SUNLIGHT TO PARAMEDIC LIVING AREAS

CONTROLLED DAYLIGHT TO TRAINING AREAS

STUDY, SLEEPING & ADMINISTRATION AREAS TO THE SOUTH

CONTROLLED NATURAL DAYLIGHT TO GARAGE

ALLOWANCE FOR VEHICLE CLEARANCE WHERE ROAD RAMPS UNDER EAVE

MAIN PEDESTRIAN ENTRY AREAS AWAY FROM RESIDENTIAL NEIGHBOURING PROPERTIES

LOW LEVEL PLANTING TO PROVIDE SCREENING TO NEIGHBOURING PROPERTIES

RETAIN EXISTING TREES WHERE POSSIBLE

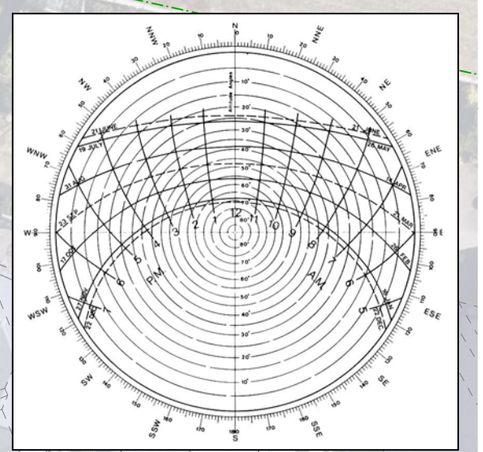
REMOVE SCRUB AND EXCAVATE BANK TO PROVIDE CLEAR VISUAL ACCESS TO BRICKPORT ROAD ONCOMING TRAFFIC

CURVE OF EXIT ROAD TO FOLLOW CONTOURS OF SITE FOR LEVEL EGRESS

RAPID AMBULANCE EGRESS TO BRICKPORT ROAD

NO ENTRY

N



PRIMARY DESIGN & SITING CONSIDERATIONS

- Northern aspect for paramedic living areas will improve the amenity of the workplace and paramedic wellbeing by allowing the sun to reach deep into the building through winter when desirable and allowing effective shading through summer
- Outdoor areas for paramedics are placed to the North to make the most of year-round sun and therefore usability, increasing opportunity for on-duty paramedics to spend time in an outdoor environment
- Building sited as close to Brickport Road as possible to minimise the impact on views from the neighbouring properties to Bass Strait.
- Views to the ocean from the paramedic living and dining areas will greatly improve paramedics outlook and provide visual relief

N

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

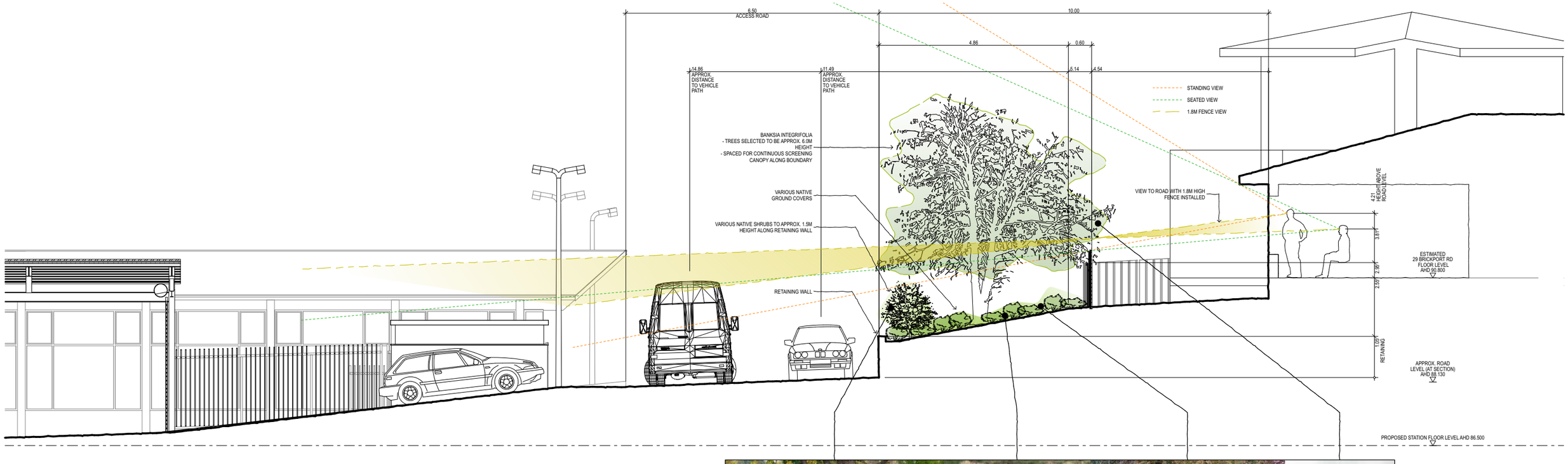
morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
ISSUE FOR INFORMATION

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

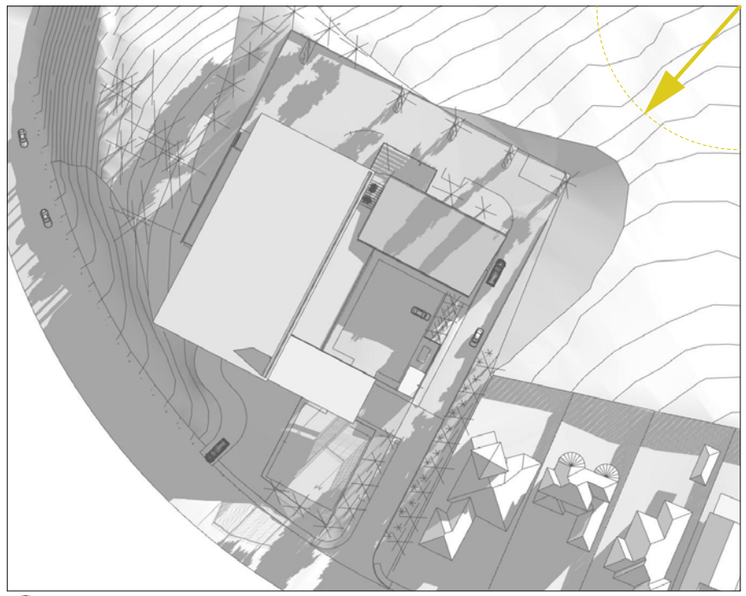
20/9/21

2108 DA 1.404 SITE LOCATION DIAGRAM - A



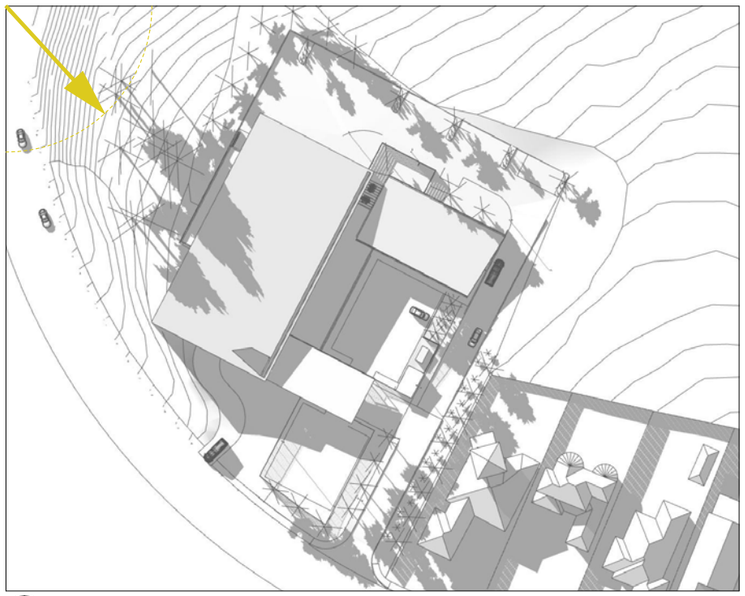
1 - ENTRY ROAD SECTION
1:50

EXAMPLE OF PLANT TYPES PROPOSED



2 - SHADOW DIAGRAM - JUNE 21 AT 9AM

3 - SHADOW DIAGRAM - JUNE 21 AT 12PM



4 - SHADOW DIAGRAM - JUNE 21 AT 3PM

N

Change ID	Change Name	Change Name

REV	DESCRIPTION	Transmitted to	REASON FOR ISSUE	DATE
A	DA DRAWING ISSUE	BURNIE CITY COUNCIL	APPLICATION FOR PLANNING PERMIT	20/9/21

morrison & breytenbach architects
82 Warwick Street Hobart | GPO Box 725 Hobart 7001 Australia
T 03 6231 9093 | F 03 62319094 | E jmyb@jmybarchitects.com.au

Burnie Ambulance Station
APPLICATION FOR PLANNING PERMIT

23 BRICKPORT ROAD, BURNIE, TAS 7320
Tasmanian Government - Department of Health

20/9/21

2108 DA 1.405 SITE DIAGRAMS - A