SPECIAL COUNCIL MEETING - 23 December 2025 Attachments

4.1. DEVELOPMENT APPLICATION DA0312/2025 - 160-172A BATHURST STREET - CHANGE OF USE TO A MEDICAL CENTRE, PHYSIOTHERAPY CONSULTANCY, AND GYMNASIUM.....2

4.1.1. DA0312/2025 - Plans to be endorsed.....2

4.1.2. DA0312/2025 - 160-172A Bathurst Street Launceston - TasWater SPAN...136

1 SITE PLAN DA
1 : 250

PHILP LIGHTON ARCHITECTS

164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

AMENDED DA

SITE PLAN - DA	DRAWING No:	DA002
	PROJECT No:	054.24310
	SCALE:	1 : 250 @ A1
	DATE:	17-09-25
	REVISION:	B

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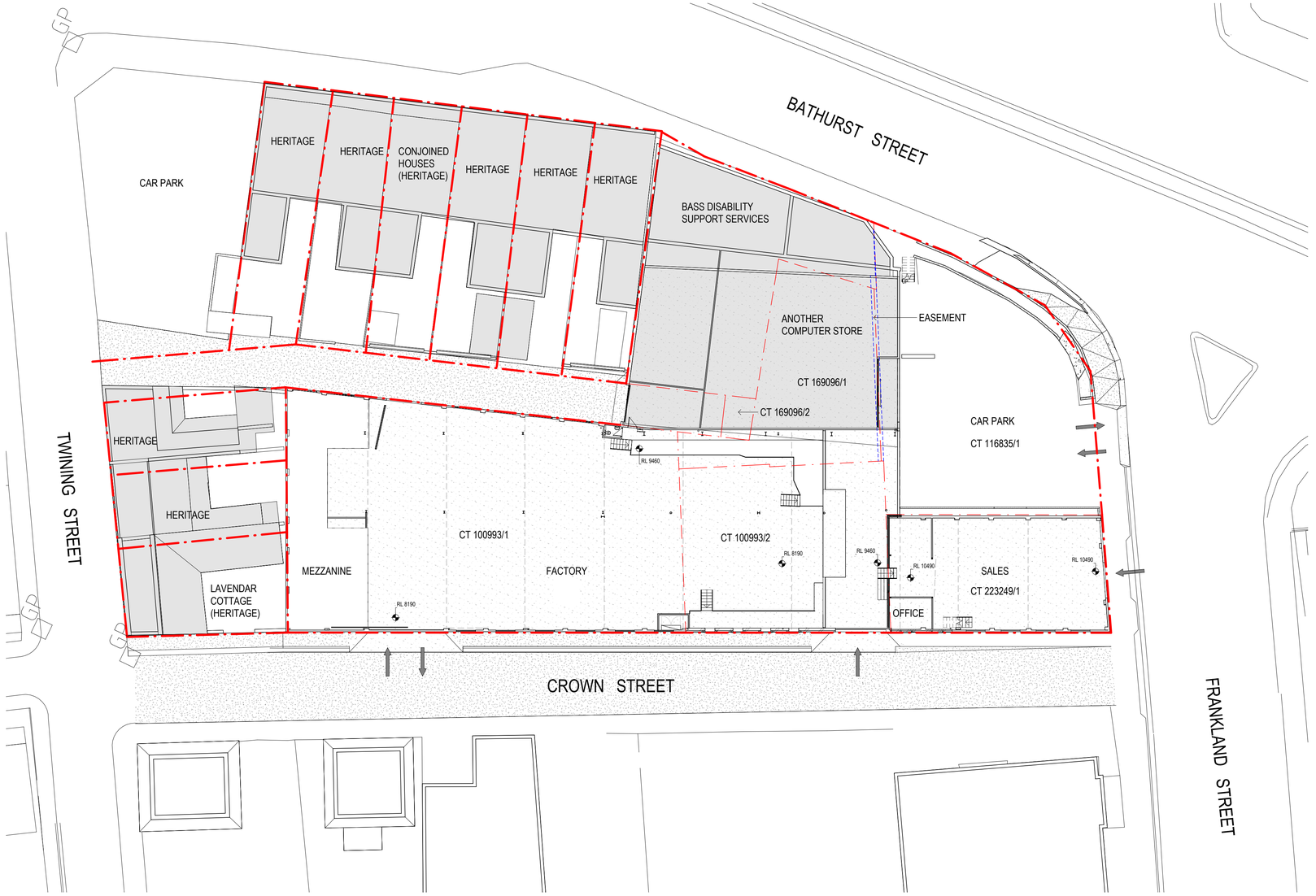

1 EXISTING PLAN DA
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PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

PHILP LIGHTON ARCHITECTS

164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

AMENDED DA

EXISTING PLAN - DA

DRAWING No: DA003
PROJECT No: 054.24310
SCALE: 1 : 200 @ A1
DATE: 17-09-25
REVISION: B

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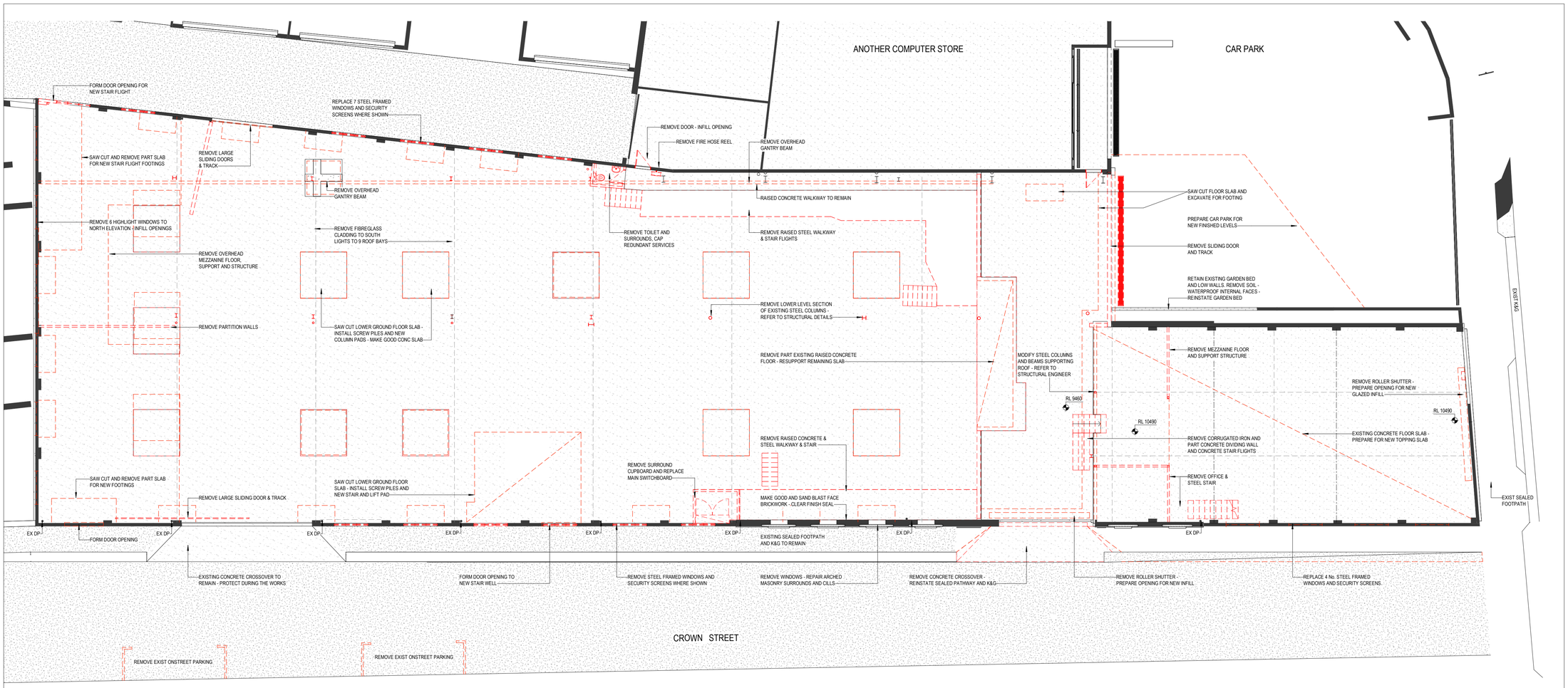

1 DEMOLITION PLAN DA
1 : 100

DEMOLITION - TYPICAL NOTES

REMOVE ALL OBSOLETE PLUMBING , ELECTRICAL, WATER & MECHANICAL SERVICES AND CAP
RETAIN AND PROTECT ALL SITE SPECIFIC SERVICES TO ADJACENT PROPERTIES AND ENSURE CONTINUED OPERATION.
REMOVE ALL INTERNAL FIRE HYDRANTS AND HOSE REELS. CAP OFF SUPPLY. RELOCATE WHERE SHOWN.
REMOVE OBSOLETE WINDOWS AND DOORS. INFILL MASONRY WALL OPENINGS

PROVIDE APPROVED LEVELLING PRODUCTS AND PREPARE CONCRETE FLOORS FOR NEW FLOOR FINISHES.
ARDIT OR EQUAL. CEMENT SCREED WHERE REQUIRED TO APPROVAL.

REMOVE ALL OBSOLETE JOINERY, BENCHES, CUPBOARDS, CONCRETE PLINTHS,
SIGNS & SHELVING, TOILET CUBICLE.

PROPRIETOR TO REMOVE ALL REQUIRED ITEMS BEFORE CONTRACTOR TO
COMMENCE ON SITE.

REMOVE ALL OBSOLETE MECHANICAL, FIRE, SECURITY, DATA AND ELECTRICAL
EQUIPMENT, SPEAKERS, HEATERS, LIGHT FITTINGS, SWITCHES AND 'EXIT' SIGNS.
REMOVE OBSOLETE GRILLES, AC DUCTS & UNITS.

FORM OPENINGS AND TRIM FOR PENETRATIONS FOR MECHANICAL GRILLES, DOORS AND WINDOWS
WHERE REQUIRED IN EXISTING WALLS - MAKE GOOD SURROUNDS.

FORM DOOR AND WINDOW OPENINGS IN MASONRY WALLS, BUILD IN GALINTELS.

REMOVE ENTIRE CEILINGS AND BULKHEADS WHERE NEW CEILINGS ARE NOTED.

REMOVE DOORS AND FRAMES WHERE SHOWN. MAKE GOOD SURROUNDS

SALVAGE FIRE EXTINGUISHERS, BLANKETS, SIGNAGE AND HOSE REELS FOR
REUSE. ALLOW TO REINSTALL AS PER ENGINEERS DETAIL(S)

REMOVE ALL ADVERTISING MATERIAL AS DIRECTED BY CLIENT.
STORE FOR REINSTALL.

ANY CIVIL OR STRUCTURAL ELEMENTS TO BE DEMOLISHED ARE REMOVED IS TO
BE DONE IN STRICT ACCORDANCE WITH ENGINEERS DETAILS.
ALLOW FOR TEMPORARY PROPPING AND SUPPORT

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration _____

PHILP LIGHTON ARCHITECTS

164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 5679 13835
Peter Gaggin: CC997A
Thomas Floyd: 611729668

NORTH

DEMOLITION PLAN - DA
DRAWING No: DA004
PROJECT No: 054.24310
SCALE: 1 : 100 @ A1
DATE: 17-09-25
REVISION: B

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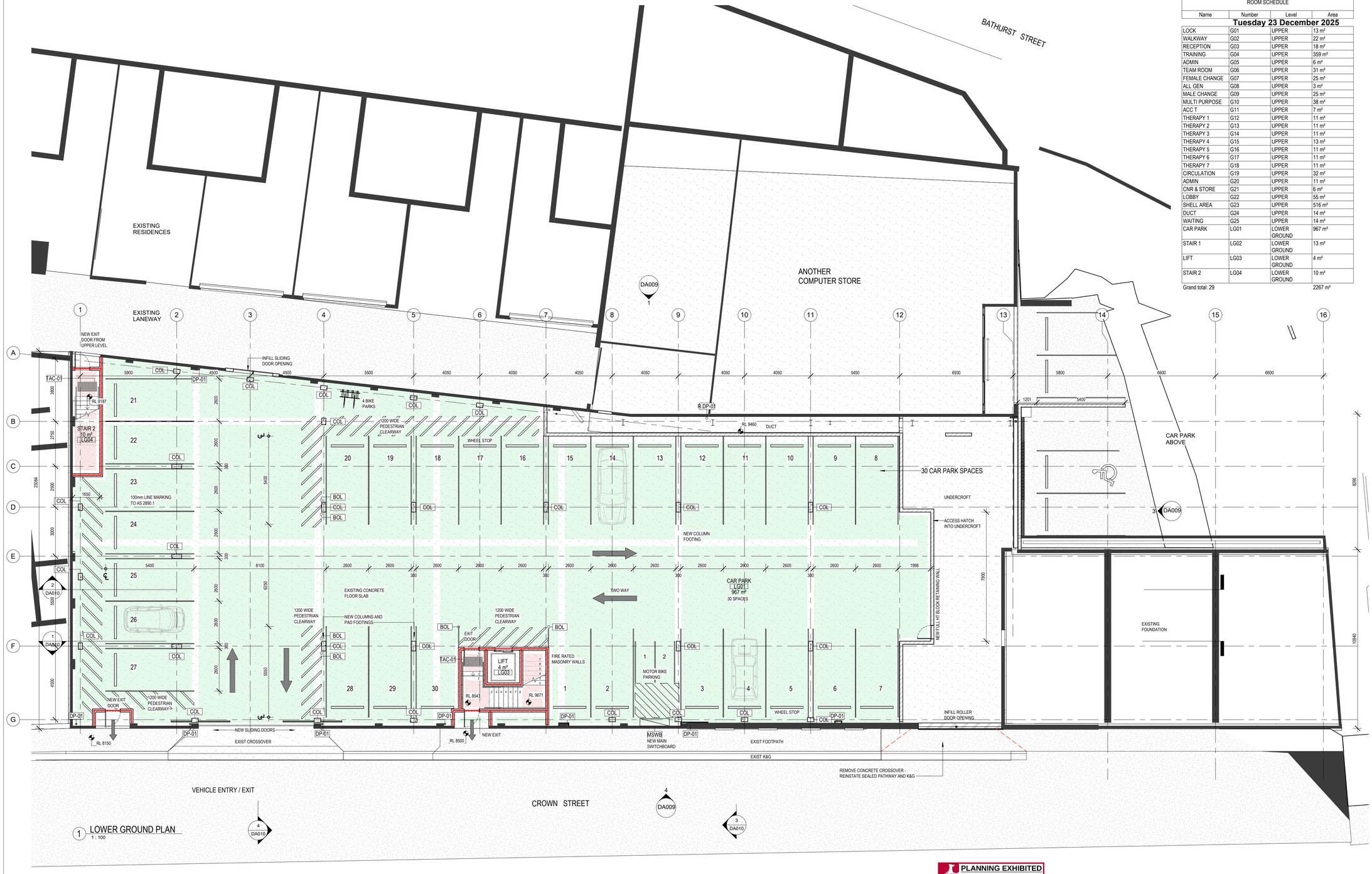
Tuesday 23 December 2025

ROOM SCHEDULE

Name	Number	Level	Area
LOCK	G01	UPPER	13 m²
WALKWAY	G02	UPPER	22 m²
RECEPTION	G03	UPPER	18 m²
TRAINING	G04	UPPER	359 m²
ADMIN	G05	UPPER	6 m²
TEAM ROOM	G06	UPPER	31 m²
FEMALE CHANGE	G07	UPPER	25 m²
ALL GEN	G08	UPPER	3 m²
MALE CHANGE	G09	UPPER	25 m²
MULTI PURPOSE	G10	UPPER	38 m²
ACC T	G11	UPPER	7 m²
THERAPY 1	G12	UPPER	11 m²
THERAPY 2	G13	UPPER	11 m²
THERAPY 3	G14	UPPER	11 m²
THERAPY 4	G15	UPPER	13 m²
THERAPY 5	G16	UPPER	11 m²
THERAPY 6	G17	UPPER	11 m²
THERAPY 7	G18	UPPER	11 m²
CIRCULATION	G19	UPPER	32 m²
ADMIN	G20	UPPER	11 m²
CNR & STORE	G21	UPPER	6 m²
LOBBY	G22	UPPER	55 m²
SHELL AREA	G23	UPPER	516 m²
DUCT	G24	UPPER	14 m²
WAITING	G25	UPPER	14 m²
CAR PARK	LG01	LOWER GROUND	967 m²
STAIR 1	LG02	LOWER GROUND	13 m²
LIFT	LG03	LOWER GROUND	4 m²
STAIR 2	LG04	LOWER GROUND	10 m²

Grand total: 29 2267 m²



1 LOWER GROUND PLAN
1 : 100

PHILP LIGHTON ARCHITECTS

164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 5679/3835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

AMENDED DA

LOWER GROUND FLOOR PLAN - DA	DRAWING No: DA005
	PROJECT No: 054.24310
© This drawing is copyright and remains the property of Philp Lighton Architects Pty Ltd	SCALE: 1 : 100 @ A1
	DATE: 17-09-25
	REVISION: B

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ROOM SCHEDULE			
Name			
LOCK	G01	UPPER	13 m²
WALKWAY	G02	UPPER	22 m²
RECEPTION	G03	UPPER	18 m²
TRAINING	G04	UPPER	359 m²
ADMIN	G05	UPPER	6 m²
TEAM ROOM	G06	UPPER	31 m²
FEMALE CHANGE	G07	UPPER	25 m²
ALL GEN	G08	UPPER	3 m²
MALE CHANGE	G09	UPPER	25 m²
MULTI PURPOSE	G10	UPPER	38 m²
ACC T	G11	UPPER	7 m²
THERAPY 1	G12	UPPER	11 m²
THERAPY 2	G13	UPPER	11 m²
THERAPY 3	G14	UPPER	11 m²
THERAPY 4	G15	UPPER	13 m²
THERAPY 5	G16	UPPER	11 m²
THERAPY 6	G17	UPPER	11 m²
THERAPY 7	G18	UPPER	11 m²
CIRCULATION	G19	UPPER	32 m²
ADMIN	G20	UPPER	11 m²
CNR & STORE	G21	UPPER	6 m²
LOBBY	G22	UPPER	55 m²
SHELL AREA	G23	UPPER	516 m²
DUCT	G24	UPPER	14 m²
WAITING	G25	UPPER	14 m²
CAR PARK	LG01	LOWER GROUND	967 m²
STAIR 1	LG02	LOWER GROUND	13 m²
LIFT	LG03	LOWER GROUND	4 m²
STAIR 2	LG04	LOWER GROUND	10 m²
Grand total: 29			2267 m²

1 UPPER PLAN DA
1 : 100

PHILP LIGHTON ARCHITECTS

164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 5679133835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

AMENDED DA

UPPER FLOOR PLAN - DA	DRAWING No:	DA006
	PROJECT No:	054.24310
	SCALE:	1 : 100 @ A1
	DATE:	17-09-25
	REVISION:	B

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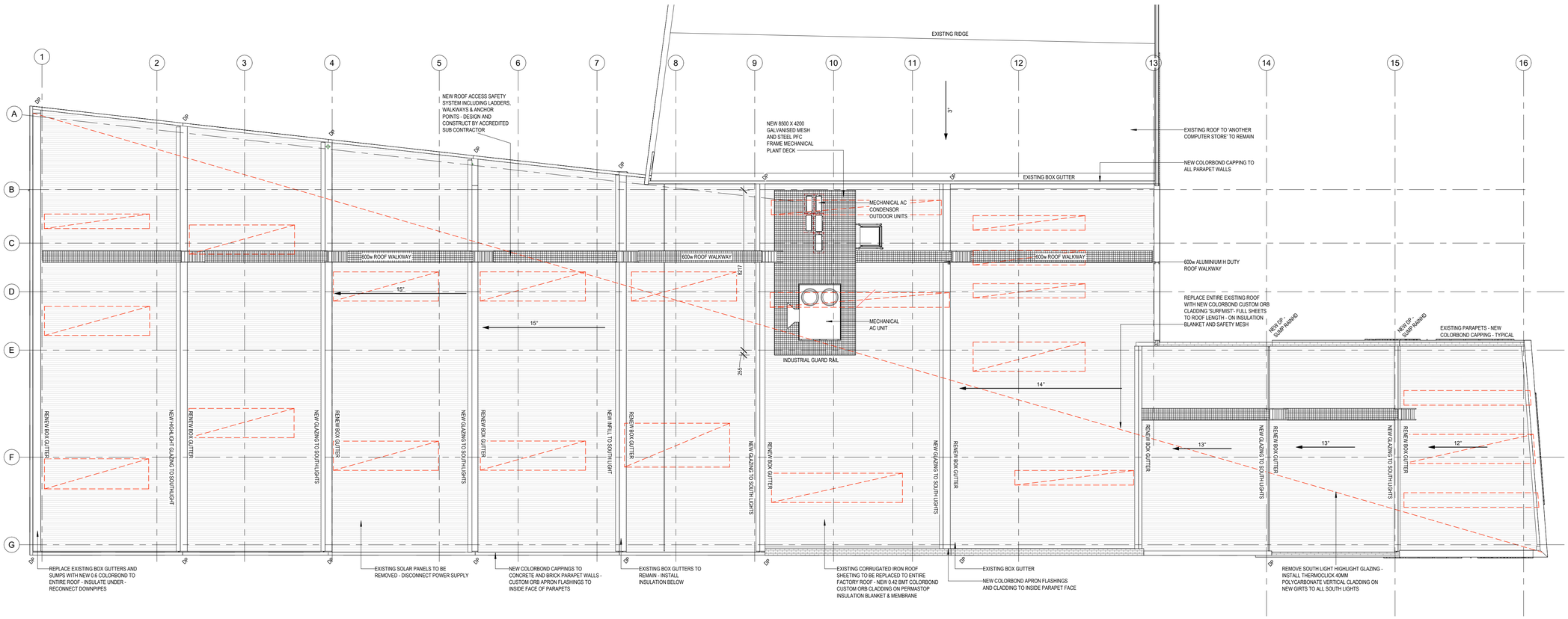

1 ROOF PLAN - DA
1 : 100

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Date advertised: 29/11/2025
Planning Administration

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164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 5679133835
Peter Gaggin: CC5697A
Thomas Floyd: 611728668

AMENDED DA

ROOF PLAN - DA

DRAWING No: DA007
PROJECT No: 054.24310
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DATE: 17-09-25
REVISION: B

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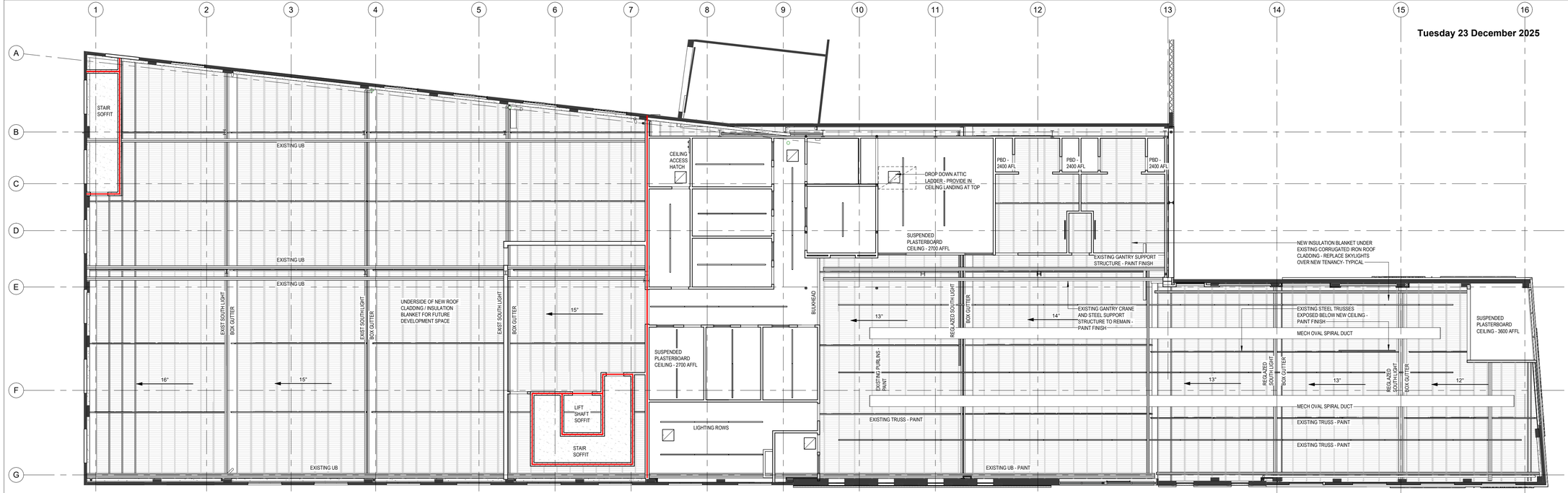

1 UPPER CEILING DA
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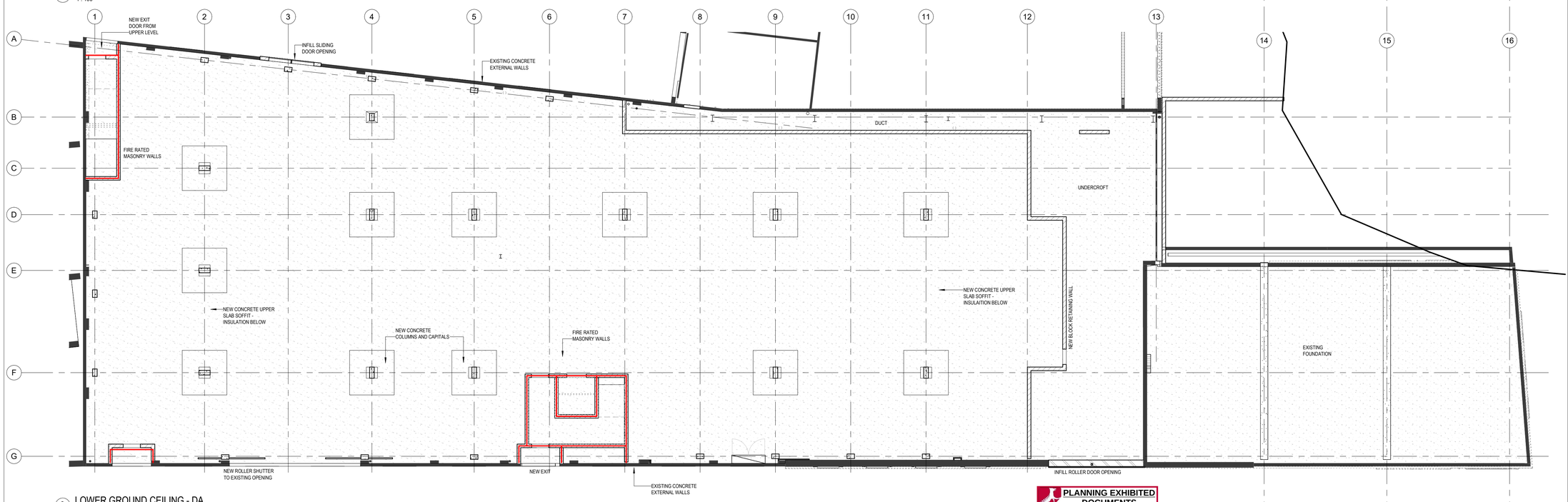

2 LOWER GROUND CEILING - DA
1 : 100

PHILP LIGHTON ARCHITECTS

164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 5679135835
Peter Gaggin: CC0974
Thomas Floyd: 611728668

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

NORTH

AMENDED DA

CEILING PLAN DA

DRAWING No: DA008
PROJECT No: 054.24310
SCALE: 1 : 100 @ A1
DATE: 17-09-25
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164 BATHURST ST LAUNCESTON

CLIENT: **STANTON MANAGEMENT GROUP**
ADDRESS: **REDEVELOPMENT**

Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

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Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

AMENDED DA

BUILDING ELEVATIONS - DA	DRAWING No: DA009
	PROJECT No: 054.24310
SCALE: 1 : 100 @ A1	
DATE: 17-09-25	REVISION: B

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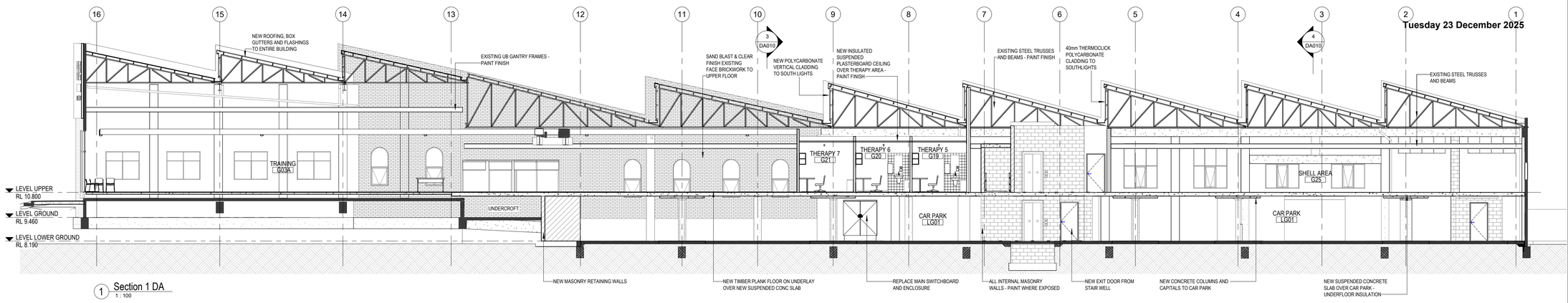

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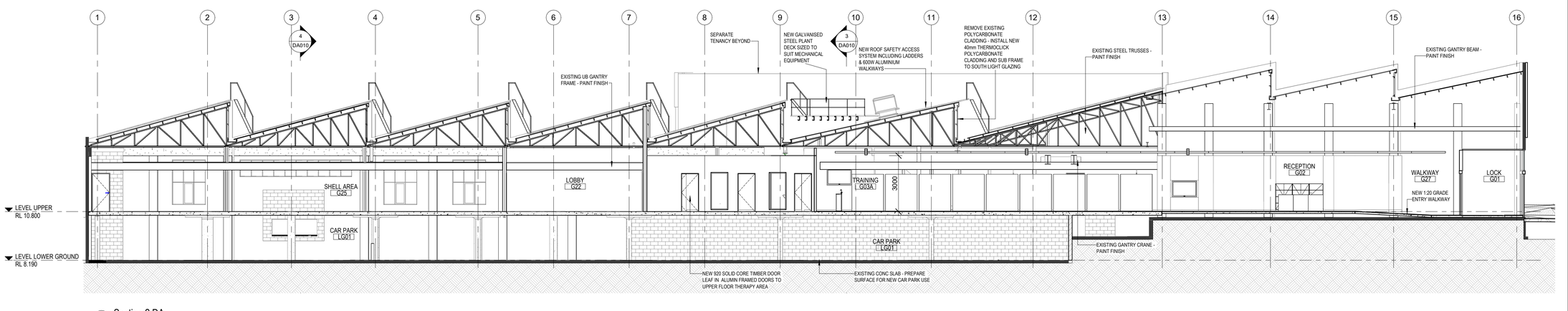

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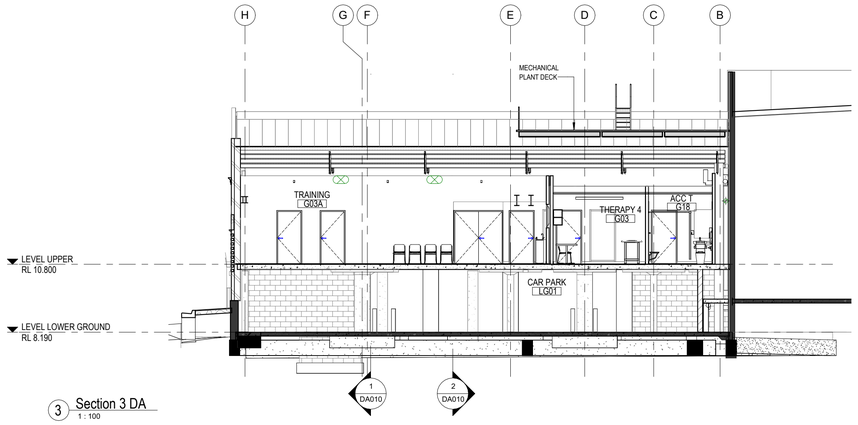

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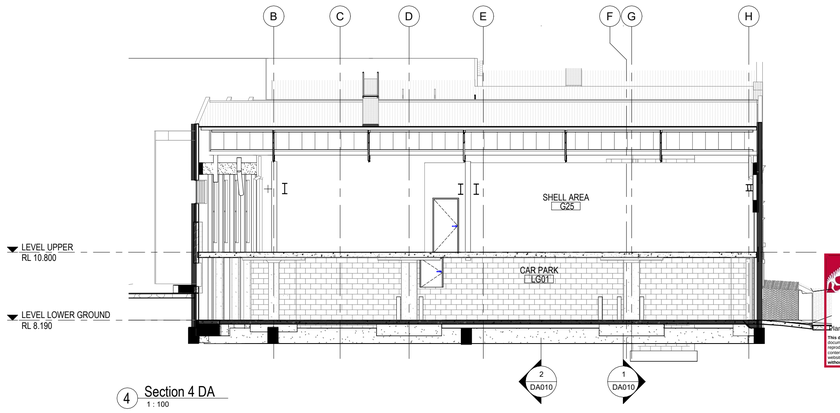

4 Section 4 DA
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Date advertised: 29/11/2025
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164 BATHURST ST LAUNCESTON

CLIENT: STANTON MANAGEMENT GROUP
ADDRESS: REDEVELOPMENT

Accredited Designers: Anthony Dalgleish: 5679113835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

AMENDED DA

BUILDING SECTIONS - DA

DRAWING No: DA010
PROJECT No: 054.24310

SCALE: 1 : 100 @ A1
DATE: 11-09-25
REVISION: B

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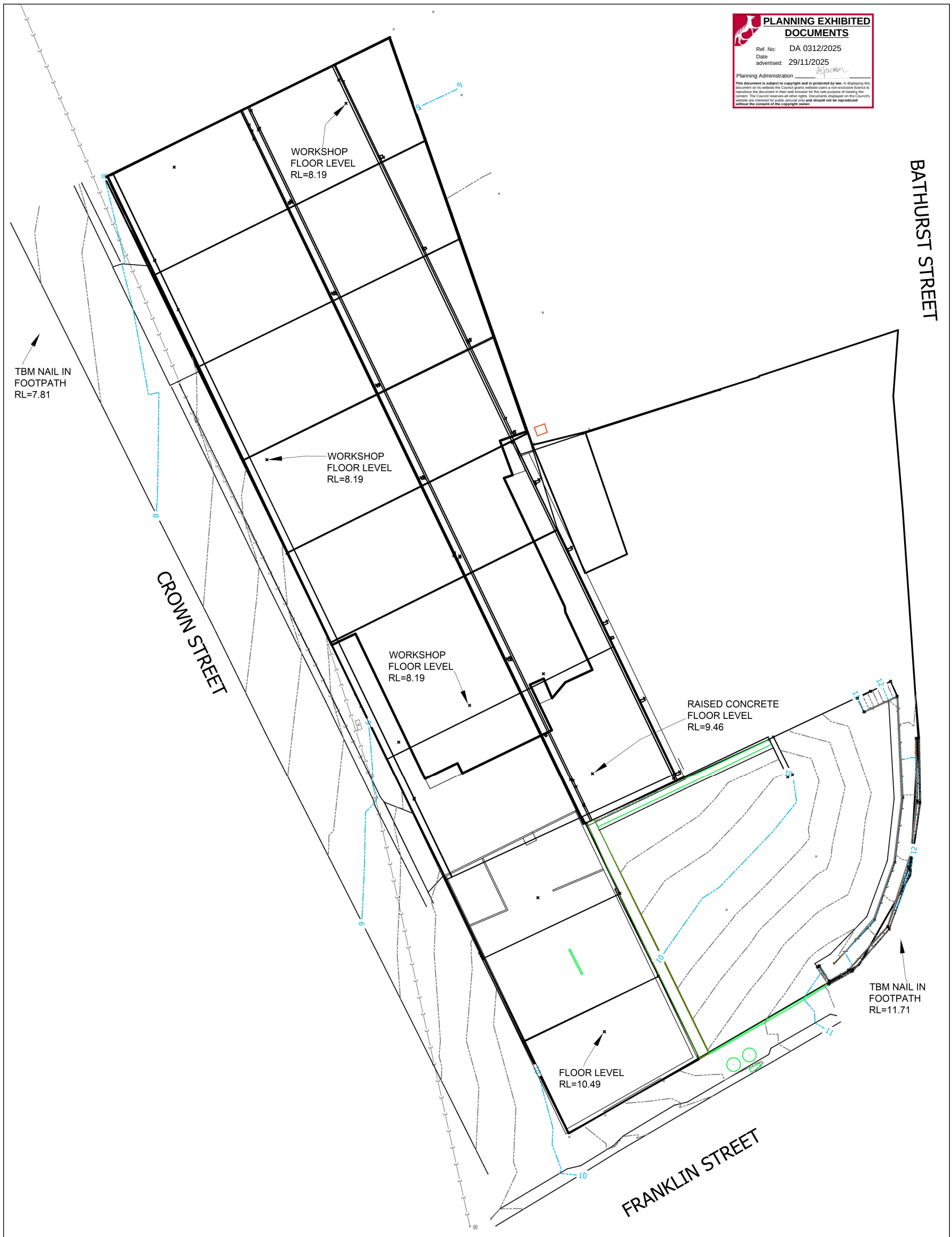

Notes:
- Contour Index is 1.00m
  Contour Interval is 0.20m
- Vertical Datum is AHD'83 based on DSM1111-40

SITE PLAN
164 BATHURST STREET, LAUNCESTON, 7250
C.T. 116835-1, C.T.169096-1, C.T.223249-1, C.T.100993-1, C.T.100993-2,

N

Woolcott LAND SERVICES
10 Goodman Court Invermay TAS 7248
PO Box 593 Mowbray Heights TAS 7248
Phone (03) 6332 3760
Fax (03) 6332 3764
Email: enquiries@woolcott.au

Job Number L250201

Drawn	File name	Date	Scale	Edition	Sheet
JAG	L250201_Site Plan_190325.dwg	18/03/25	1:250@A3	V1.0	1 of 1

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Hobart/**Launceston**/Burnie

Development Application - Further Information Request - DA0312/2025 - 160-172A Bathurst Street, Launceston

1. *Application Requirements – provision 6.1*
   The areas set aside for Shell area, Training and Multi-purpose rooms form a substantial area of the development. More detail is needed in the Project Description about how these areas will be used in accordance with 6.1.2(e).

   The Main Training area in the proposed development will comprise approximately 45 Kieser machines which are used by the patients for strength training. These are used as part of their independent training programs, and they will also have 1:1 session with our exercise scientist, physiotherapist or exercise physiologists. The customer frequency on average approximately 40 persons per hour – appointments with therapists and training session are 30 minutes on average. When at maximum capacity, there will be 10-15 team members at any one time.
   The Multipurpose Room in the proposed development is used for our physiotherapists and their patients for 1:1 rehab exercise outside of the strength training provided by our machines. The proposed development will also provide small group classes, which will be run by exercises physiologist. Refer to enclosed images for examples of use of the Main Training area & Multipurpose Room for reference.
   The Shell Area will be a separate tenancy subject to future development and will not be part of this development application.

2. *Signs*
   Additional information is required on the proposed signage to assess in accordance with the standards C1.6.1 and C1.6.2 of the Scheme. Please provide the following information.
   • Site plan detailing the location, type, and size of existing signs to be removed.
   • Dimensions of proposed signs;
   • Illumination levels/intensity of any proposed sign;
   • Hours of operation of proposed illuminated sign;
   • Dwell time of any proposed sign (if relevant); and
   • Content of any proposed sign.

   Hours of operation of proposed illuminated sign will be 4pm-8am.
   Refer to enclosed attached documents *(File Name: Kieser Launceston TAS Artwork V3 – Signage & Kieser Launceston Signage power consumption)* for information and details of signage.

3. *Car parking numbers – standard C2.5.1*
   The assessment of parking areas does not provide enough information about car parking generated by uses on the site, including the requirements of the existing general retail and hire activities, and the proposed use for the Shell area, Training and Multi-purpose rooms. Car parking appears to be shared with the existing retail and hire activities. Please provide more detail on the existing and approved use of the site in order to assess the application in accordance with standard C2.5.1.

   Refer to enclosed attached Traffic Impact Assessment document (*File Name: 164 Bathurst St Final TIA*) for response to C2.5.1 Car parking

numbers.

4. *Construction of parking areas – standard C2.6.1*
   The location of stormwater connections for the car parking area has not been identified. Please update plans to show how stormwater is drained to a public stormwater system in accordance with standard C2.6.1.
   Refer to enclosed attached Civil document (*File Name: 251007-Civil 25-09-15 DA*) for information and details responding to C2.6.1 Construction of parking area
5. *Pedestrian Access – standard C2.6.5*
   Following review of the use and car parking numbers an updated response may be required to whether safe and convenient pedestrian access is provided to the proposed development in response to C2.6.5 P1.

   Refer to enclosed attached Traffic Impact Assessment document (*File Name: 164 Bathurst St Final TIA*) for response to C2.6.5 Pedestrian Access.
6. *Traffic generation at a vehicle crossing, level crossing or new junction – standard C3.5.1*
   There is insufficient information on the use of the site to adequately assess the vehicle movements from the site. As discussed in relation to standard C2.5.1 the number of vehicles for the site and the likely number of vehicle movements necessary for practitioners, supporting staff and clients is anticipated to exceed the Acceptable Solution. Please provide further detail on the use of the site and demonstrate compliance with Performance Criteria for C3.5.1. The width of the existing road reserve for Crown Street is narrower than required for the existing two-way traffic, and the existing on-street parking configuration could limit the safe and efficient operation of the vehicle access. A Traffic Impact Assessment meeting the definition included in Table C3.3.1 may be required.

   Refer to enclosed attached Traffic Impact Assessment document (*File Name: 164 Bathurst St Final TIA*) for response to C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.

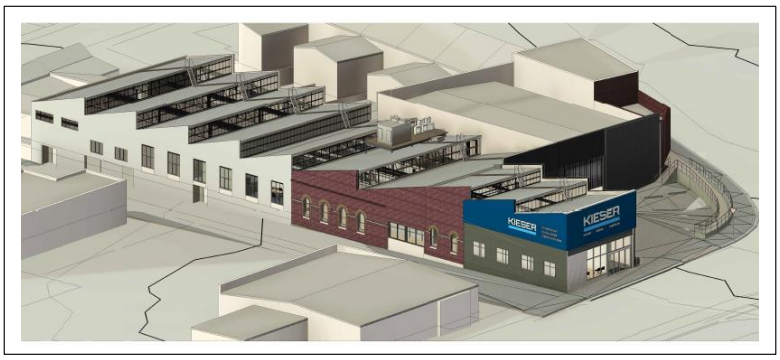
If you require additional information, please contact the undersigned.

Kind regards,

Philp Lighton Architects Pty Ltd

Anthony Dalgleish
Director

TRAFFIC & CIVIL SERVICES



164 BATHURST STREET
LAUNCESTON

TRAFFIC IMPACT ASSESSMENT

OCTOBER 2025

164 Bathurst Street
Kieser Fitness Centre, Launceston.

TRAFFIC IMPACT ASSESSMENT

- Final #3
- October 2025

Traffic & Civil Services
ABN 72617648601
1 Cooper Crescent
RIVERSIDE
Launceston TAS 7250 Australia
P: +61 3 634 8168
M: 0456 535 746
E: Richard.burk@trafficandcivil.com.au
W: www.trafficandcivil.com.au

Contents

1. Introduction 5
1.1 Background 5
1.2 Objectives 5
1.3 Scope of Traffic Impact Assessment (TIA) 5
1.4 References 5
1.5 Statement of Qualifications and Experience 6
1.6 Glossary of Terms 7
1.7 Site Specific Glossary of Terms 8
2. Site Description 9
3. Proposal, Planning Scheme and Road Owner objectives. 11
3.1 Description of Proposed Development 11
3.2 Tasmanian Planning Scheme - Launceston 19
3.3 Local Road Network Objectives 19
4. Existing Conditions 20
4.1 Transport Network 20
4.2 Bathurst Street 20
4.3 Frankland Street 21
4.4 Margaret Street 21
4.5 Crown Street 21
4.6 Twining Street 22
4.7 Bathurst / Frankland Street junction 23
4.8 Frankland Street / Crown Street junction 24
4.9 Twining Street / Crown Street Intersection 26
4.10 Bathurst Street / Twining Street Junction 28
4.11 Crown Street access to 164 Bathurst Street 30
4.12 Traffic Activity 32
4.12.1 Estimated 2025 Traffic Activity without proposal 32
4.12.2 Estimated 2035 Traffic Activity without proposal 32
4.13 Crash History 33
4.14 Road Safety Review 35
4.15 Austroads Safe System Assessment 36
5. Traffic Generation and Assignment 37
5.1 Background Traffic Growth Rate 37
5.2 Trip Generation 37
5.3 Trip Assignment 39
6. Impact on Road Network 40
6.1 Traffic Capacity Review 40

6.1.1 Bathurst Street / Frankland Street junction 40
6.1.2 Bathurst Street / Twining Street junction 40
6.1.3 Frankland Street / Crown Street junction 40
6.1.4 Crown Street / Twining Street intersection 40
6.2 Sight Distance requirements summary (Figure 40) 41
6.3 Austroads Guidelines for Junction Layout 41
6.3.1 Bathurst Street / Frankland Street Junction 41
6.3.2 Frankland Street / Crown Street Junction 43
6.3.3 Proposed Crown Street carpark access 45
6.4 Other impacts 46
6.4.1 Environmental 46
6.4.2 Street Lighting and Furniture 46
6.5 Internal Layout 47
6.5.1 Site layout 47
6.5.2 Light Rigid Vehicular access 47
6.6 Tasmanian Subdivision Guideline Considerations 47
6.7 Transport Planning Considerations 47
6.8 Urban Road access standard for commercial properties. 47
6.9 Liveability, Safety and Amenity Guidelines 48

7. Tas. Planning Scheme – Launceston 49

7.1 Parking and Sustainable Transport Code C2 49
7.2 Road and Railway Assets Code C3 58

8. Conclusions and Recommendations 60

8.1 Road Safety and Crash History 60
8.2 Austroads Safe System Assessment 60
8.3 Traffic activity and impact on traffic capacity 60
8.4 Tasmanian Planning Scheme – Launceston 61

Appendices 62

Appendix A – Site and Building Floor Plans 63

Appendix B – Arterial Rd AADT 74

Appendix C – Collector Rd AADT 80

Appendix D – Tas. 26m B Double Network 88

Appendix E – Safe System Assessments 89

Appendix F – Level of Service Descriptions 97

Appendix G – Bathurst Street Footpath 98

Appendix H – Crown Street 99

Appendix I – Crown St driveway turn paths 101

Traffic Impact Assessment

TRAFFIC & CIVIL SERVICES

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	12th Sept 2025	R Burk	R Burk	12th Sept 2025	Draft
2	17th Sept 2025	R Burk	R Burk	17th Sept 2025	Final
3	25th Sept 2025	R Burk	R Burk	25th Sept 2025	Final 2
4	20th Oct 2025	R Burk	R Burk	20th Oct 2025	Final 3

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Alan Leake (Collective Consulting)
Final	1	1	Alan Leake (Collective Consulting)
Final 2	1	1	Alan Leake (Collective Consulting)
Final 3	1	1	Alan Leake (Collective Consulting)

Printed:	
Last saved:	20 October 2025 09:17 PM
File name:	164 Bathurst
Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	TBA
Name of project:	164 Bathurst
Name of document:	164 Bathurst
Document version:	Final 3
Project number:	

1. Introduction

1.1 Background

This TIA reviews the proposed Kieser Physio Centre at 164 Bathurst Street, Launceston.

This Traffic Impact Assessment (TIA)should be submitted with the development application for the proposal and has been prepared based on Department of State Growth (DGG) guidelines and provides details as follows:

- Anticipated additional traffic and pedestrian movements,
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic,

1.2 Objectives

A traffic impact assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- Future development with traffic projections for 10 years

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on the adjacent road network including Bathurst Street, Frankland Street, Crown Street and Twinning Street. The TIA considers the adjacent road network, road safety, parking requirements and impact of traffic generated by the proposal.

1.4 References

- NSW Guide to Transport Impact Assessments – 2024
- Tasmanian Planning Scheme – Launceston
- Austroads Guidelines
    - Road Design Part 4A: Unsignalised & Signalised Intersections 2021
    - Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

1.5 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements.

Richard Burk is an experienced and qualified traffic engineer with:

- 38 years professional experience in road and traffic engineering industry
    - Director Traffic and Civil Service Pty Ltd since May 2017.
    - Manager Traffic Engineering at the Department of State Growth until May 2017.
    - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Certified Professional Engineer with Engineers Australia
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

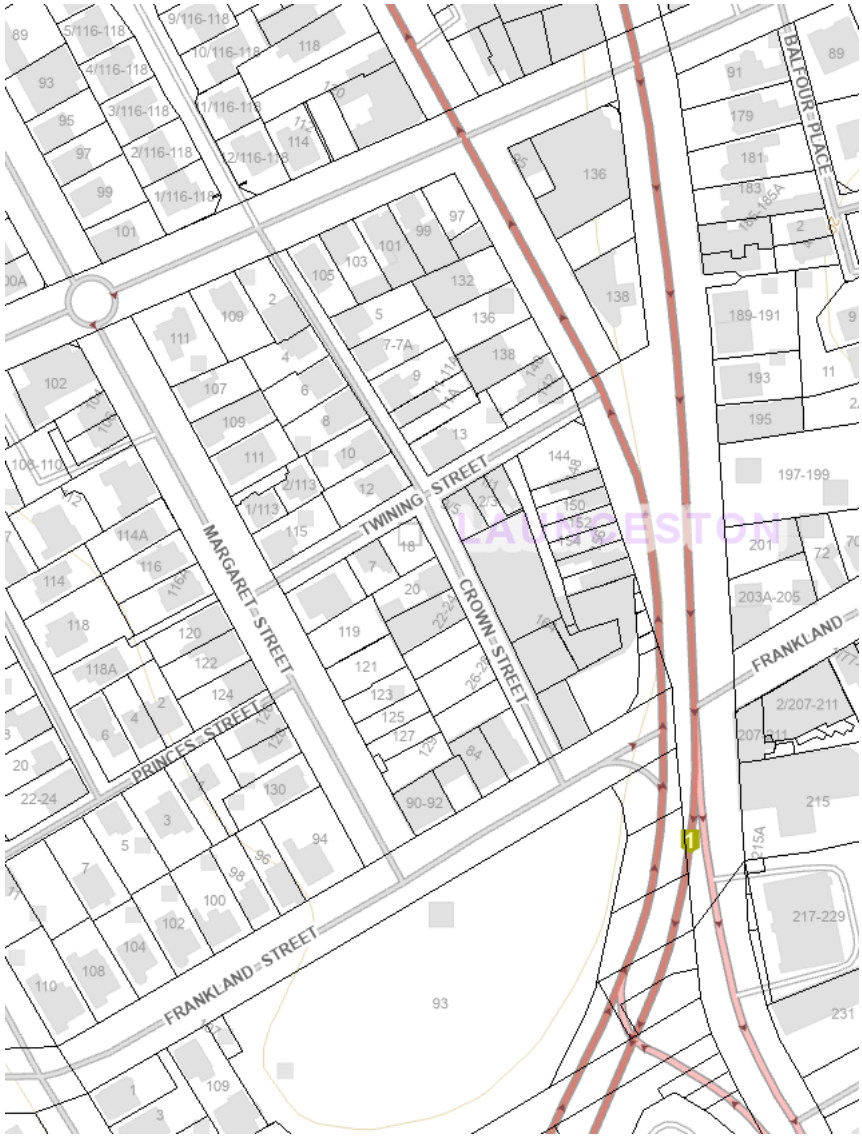
CoL	City of Launceston
SSA	Safe System Assessment

2. Site Description

The proposed development site at 164 Bathurst Street, Launceston is shown in Figure 1. Figure 2 shows the surrounding road network. The site has an existing two-way access at the Eastern side of the property on Crown Street.

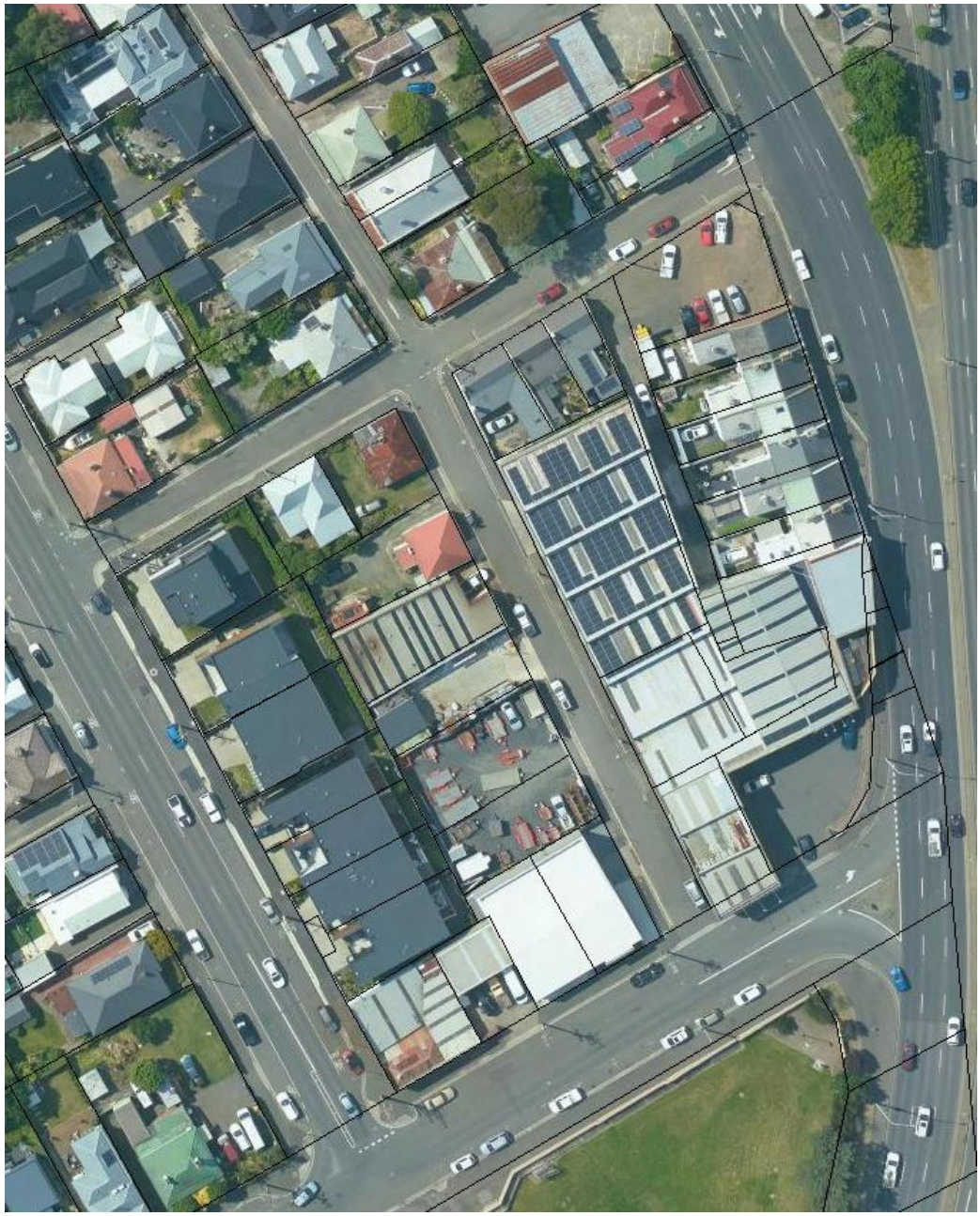
The topography consists of generally flat land.

Figure 1 - Location of proposed development



Source: The List, DPIPWE

Figure 2 – Aerial view of proposed development site and surroundings



Source: The List, DPIPWE

3. Proposal, Planning Scheme and Road Owner objectives.

3.1 Description of Proposed Development

The proposal is to refurbish the existing warehouse at 164 Bathurst Street with a Lower Ground Carpark and Upper Floor Kieser Exercise Centre, see Figure 3.

The tenancy for the Kieser Centre includes an accessible parking space indicated in Figure 3.

Appendix A shows the proposed layout plans.

Figures 4.1 & 4.2 show the proposed floor plans.

Figures 4.3 to 4.6 show the room schedule and floor use.

The Kieser Exercise Centre will have approximately 45 Kieser machines for strength training. The Keiser machines are used in physical training programs and involve instruction from exercise scientists, physiotherapists or exercise physiologists.

Customer frequency is estimated to average 40 persons per hour.

Appointments with therapists and training session are 30min on average.

It is estimated there will be 10-15 team members when at max capacity at any one time.

The Multipurpose room is for physiotherapist and patient 1:1 rehab exercise outside of the strength training provided by the Keiser machines.

Small group classes with exercise physiologists (4 patients) are proposed.

Figure 3 – Proposed Site Plan

Accessible parking space which is part of the Keiser tenancy.

Figure 4.1 – Lower Ground Floor Plan

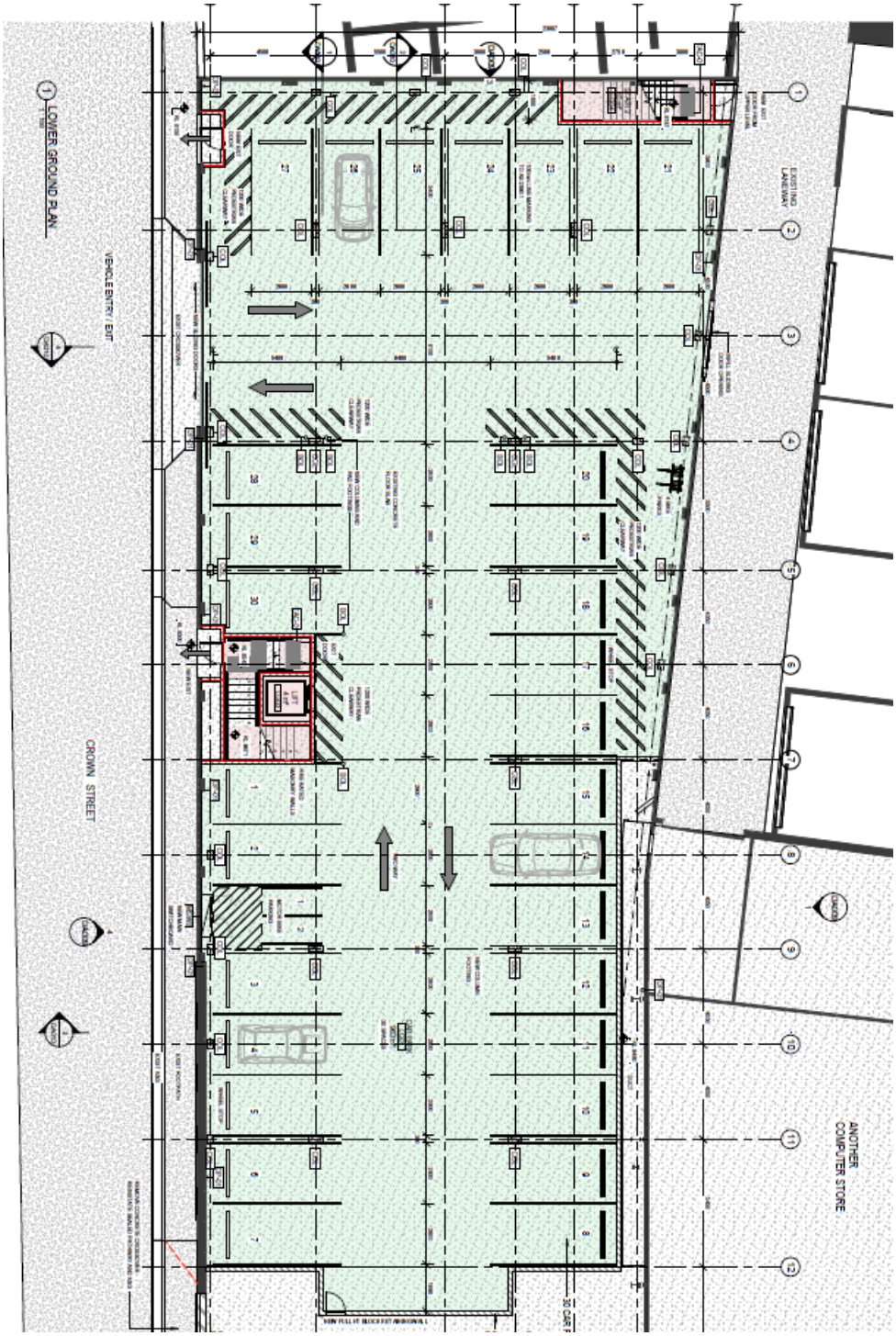
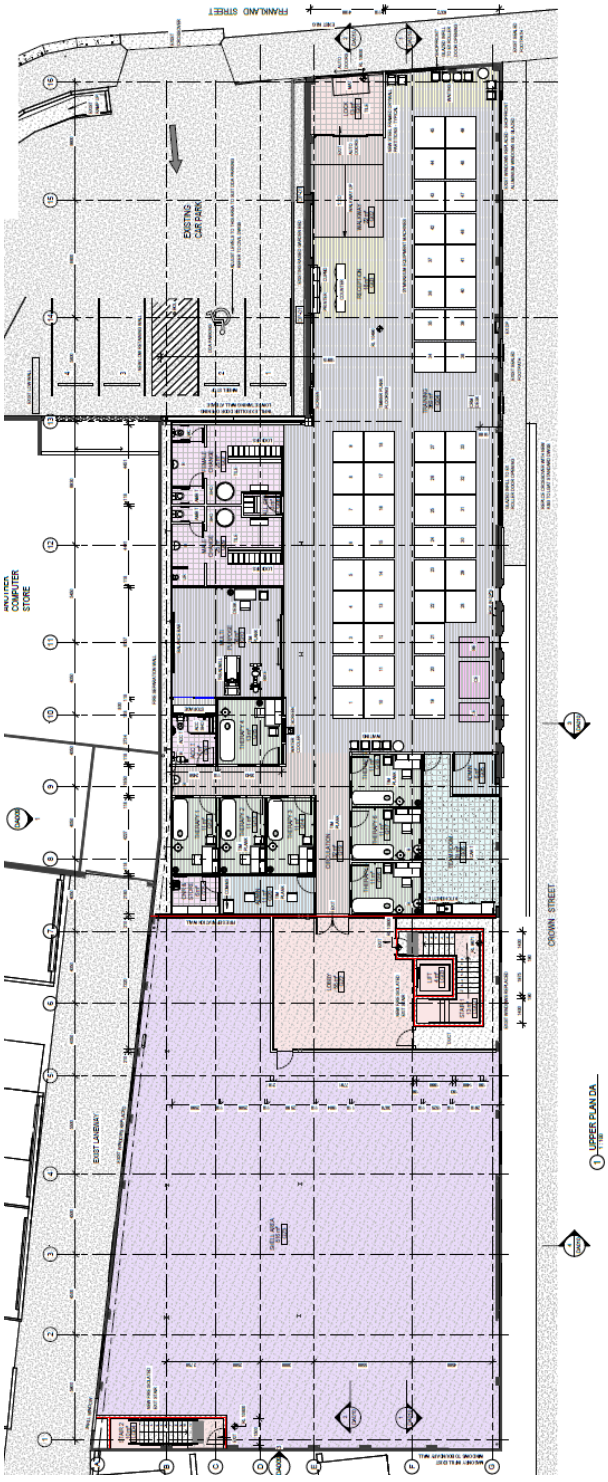


Figure 4.2 – Upper Floor Plan

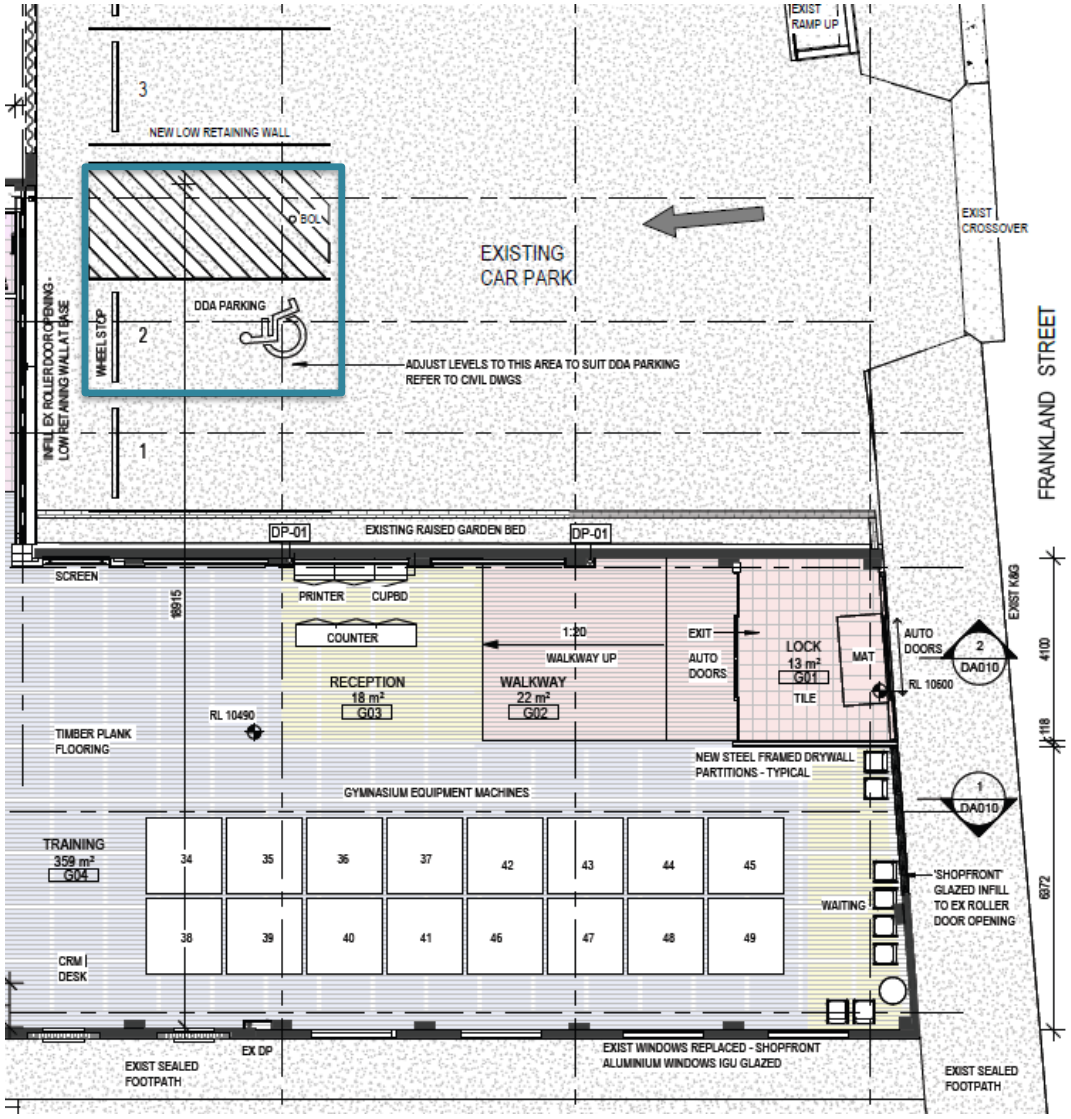


TRAFFIC & CIVIL SERVICES

Figure 4.3 – Room Schedule

Name	Number	Level	Area
LOCK	G01	UPPER	13 m²
WAITING	G02	Not Placed	Not Placed
TEAM ROOM	G03	UPPER	31 m²
MULTI PURPOSE	G04	UPPER	40 m²
RECEPTION	G05	UPPER	19 m²
ADMIN	G06	UPPER	6 m²
TRAINING	G07	UPPER	348 m²
THERAPY 1	G08	UPPER	11 m²
THERAPY 2	G09	UPPER	11 m²
THERAPY 3	G10	UPPER	11 m²
THERAPY 4	G11	UPPER	12 m²
THERAPY 5	G12	UPPER	11 m²
THERAPY 6	G13	UPPER	11 m²
THERAPY 7	G14	UPPER	11 m²
ACC	G15	UPPER	8 m²
FEMALE CHANGE	G16	UPPER	33 m²
CIRCULATION	G17	UPPER	32 m²
MALE CHANGE	G18	UPPER	33 m²
ALL GEN	G19	Not Placed	Not Placed
CNR & STORE	G20	UPPER	6 m²
IT	G21	Not Placed	Not Placed
LOBBY	G24	UPPER	50 m²
SHELL AREA	G34	UPPER	515 m²
LIFT	G35	UPPER	4 m²
STAIR 1	G36	UPPER	16 m²
STAIR 2	G37	UPPER	11 m²
STAIR 2	G38	LOWER GROUND	11 m²
LIFT	G39	LOWER GROUND	4 m²
STAIR 1	G40	LOWER GROUND	16 m²
ADMIN	G41	UPPER	12 m²
CIRCULATION	G42	UPPER	23 m²
CIRCULATION	G43	UPPER	10 m²
ALL GEN	G44	UPPER	3 m²
CAR PARK	LG01	LOWER GROUND	959 m²

Figure 4.4 – Reception & Training Area



Accessible parking space which is part of the Keiser tenancy.

Figure 4.5 – Therapy Rooms and Change Rooms

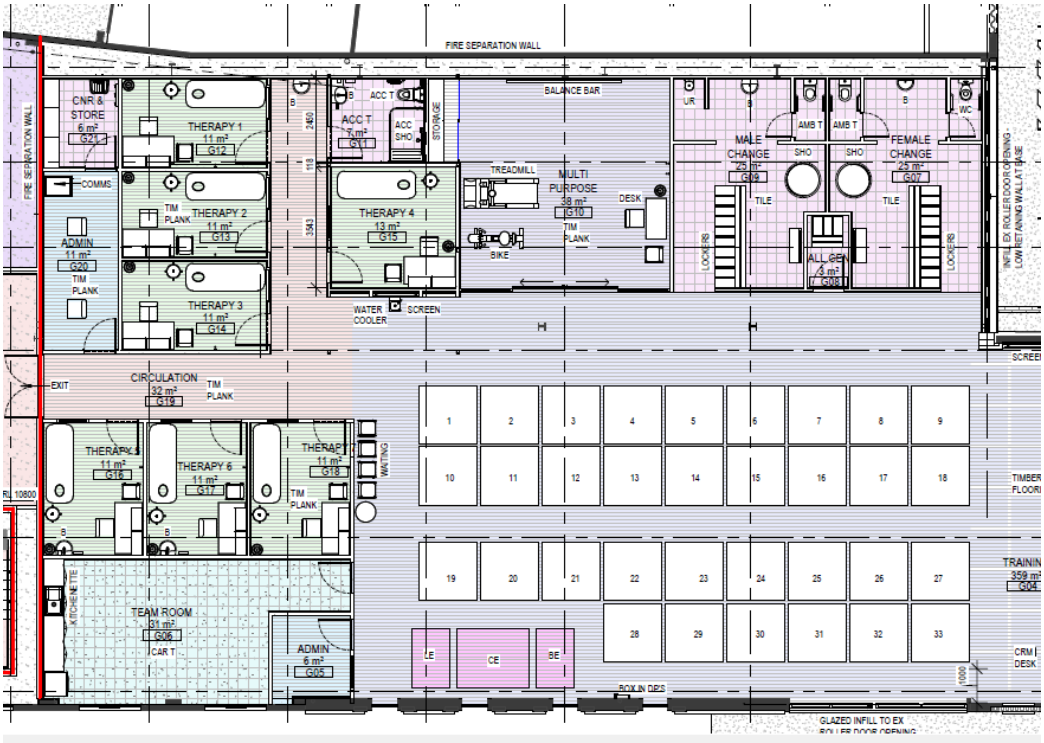
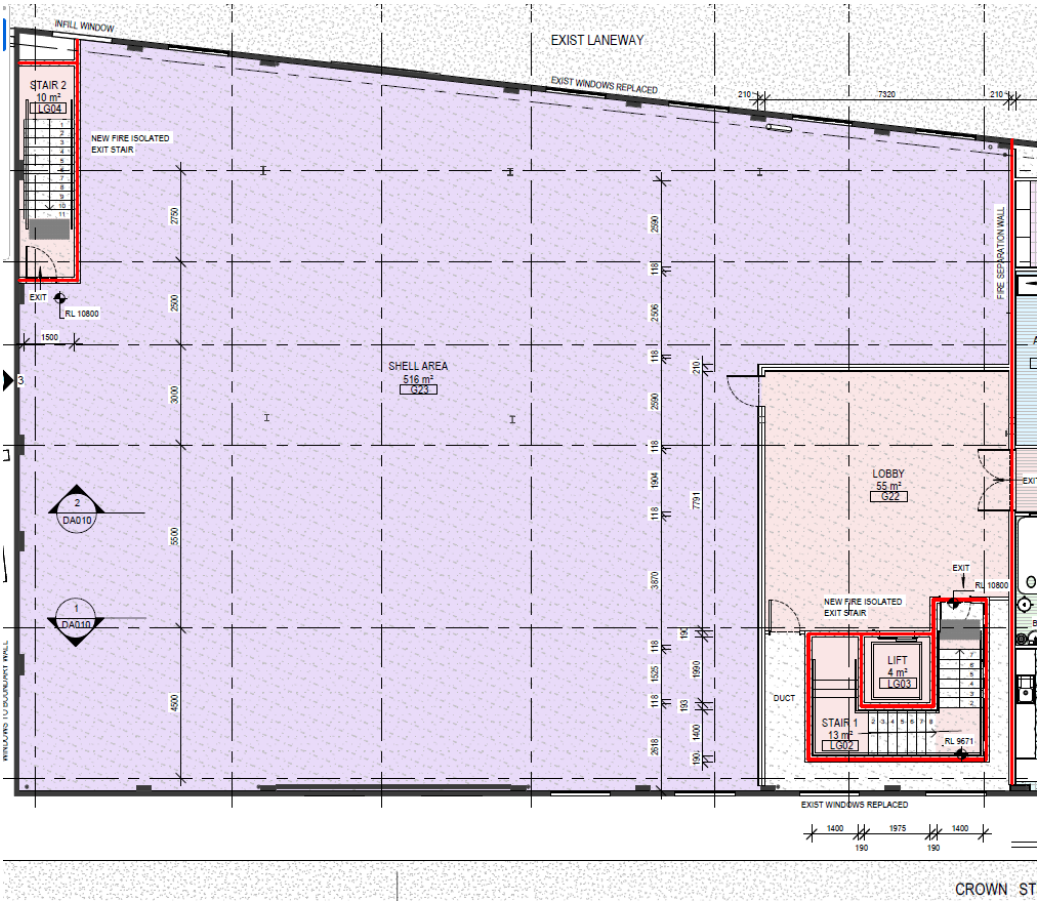


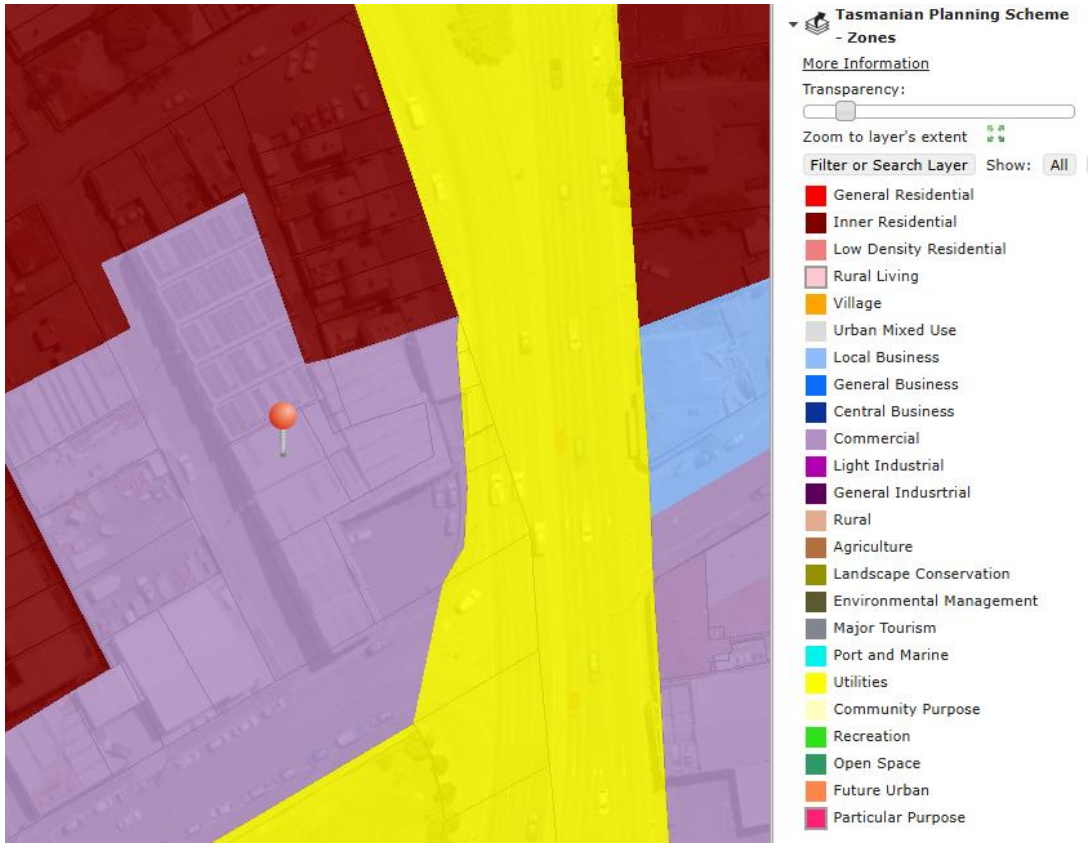
Figure 4.6 – Shell Area for Kieser Machines



3.2 Tasmanian Planning Scheme - Launceston

The proposed development site is zoned in accordance with the Tasmanian Planning Scheme – Launceston shown in Figure 5.

Figure 5 – 164 Bathurst Street is zoned Commercial



Source: The List, DPIPWE

3.3 Local Road Network Objectives

The local road network objective to is to maintain traffic safety and transport efficiency.

4. Existing Conditions

4.1 Transport Network

The local transport system consists of a network of State & Council Roads including Bathurst Street which is a One Way Primary Arterial Road. Bathurst Street and Margaret Street are part of the Tasmanian 26m B Double Network, see Appendix D.

4.2 Bathurst Street

Bathurst Street is a State Road linking the Midland and East Tamar Highways, see Appendix B. The Highways are Category 1 Trunk Road in the State Road Hierarchy and part of the National Highway network and part of the Tas. 26m B Double Network, see Appendix D.

Bathurst Street is a Northbound One Way Road which commences some 90m South of the Frankland Street junction and continues North to Lower Charles Street and the Charles Street Bridge. Figure 6 shows the nature of Bathurst Street approaching Frankland Street.

Bathurst Street consists of 3*3.3m wide North bound lanes and has a 50km/h Speed Limit. There is footpath on the West side and along most of the East side.

Figure 6 – Bathurst Street Southern approach to Frankland Street.

4.3 Frankland Street

Frankland Street has an Urban Collector Road function. The speed limit is 50km/hr and the road has a trafficable width of 12.6m with parking lanes both sides and 4m wide traffic lanes with footpaths both sides. Frankland Street is not part of the Tasmanian 26m B Double Network, see Appendix D.

4.4 Margaret Street

Margaret Street has an Urban Collector Road function. The speed limit is 50km/hr and the road has a trafficable width of 14.0m with footpaths, parking lanes and cycling facilities both sides and 3.5m wide traffic lanes.

4.5 Crown Street

Crown Street functions as an inner residential and commercial street. The speed limit is 50km/hr and the road has a trafficable width varying between 5.8 and 6.1m wide with footpaths both sides along most of the street, see Figure 7. The street is not part of the Tasmanian 26m B Double Network, see Appendix D.

Parking is regulated on the West side and there is no parking along the East side of the road.

There are businesses along the West side of Crown Street that depend on the street for supply and delivery of products and materials, see Appendix H.

Figure 7 – Looking North from Frankland Street along Crown Street.

4.6 Twining Street

Twining Street functions as an inner residential street and provides access for commercial traffic less than 5 Tonne and Crown Street. Twining Street has a Gross Load Limit of 5 Tonnes. The speed limit is 50km/hr and the road has a trafficable width of some 5.6m with footpaths both sides, see Figure 8.

Parking is regulated along both sides with alternating No Parking and 2P (Mon-Fri) 9AM to 5PM and Residential Permit Area D.

Figure 8 – Looking East from Margaret Street along Twining Street

4.7 Bathurst / Frankland Street junction

The junction layout and approaches are shown in Figures 9-12.

Figure 9 – Aerial view of Bathurst / Frankland Street junction

Source: The List, DPIPWE

Figure 10 – Bathurst Street Southern approach to Frankland Street

Figure 11 – Frankland Street approach to Bathurst Street.

Figure 12 – Looking right along Bathurst Street from Frankland Street

Sight distance right is 90m.

4.8 Frankland Street / Crown Street junction

The junction layout and approaches are shown in Figures 13 - 19.

Figure 13 – Aerial view of Frankland Street / Crown Street junction

Source: The List, DPIPWE

Figure 14 – Frankland Street Eastern approach to Crown Street.

Figure 15 – Frankland Street Eastern approach at Crown Street.

Figure 16 – Frankland Street Western approach at Crown Street.

Figure 17 – Elevation view of Crown Street junction with Frankland Street.

Figure 18 – Crown Street approach to Frankland Street.

Figure 19 – Looking right along Frankland Street from Crown Street

Sight distance right 200m.

4.9 Twining Street / Crown Street Intersection

The intersection layout and approaches are shown in Figures 20 - 25.

Figure 20 – Aerial view of Twining Street / Crown Street intersection

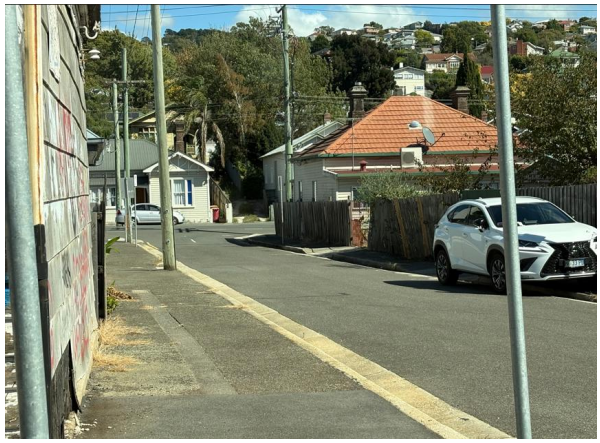
Source: The List, DPIPWE

Figure 21 – Crown Street approach to Twining Street

Figure 22 – Looking right along Twining Street from Crown Street

Sight distance right is 60m.

Figure 23 – Looking left along Twining Street from Crown Street



Sight distance left is 60m.

Figure 24 – Twining Street Eastern approach to Crown Street

Figure 25 – Twining Street Western approach to Crown Street

4.10 Bathurst Street / Twining Street Junction

The junction layout and approaches are shown in Figures 26 - 29.

Figure 26 – Aerial view of Bathurst Street / Twining Street Junction

Source: The List, DPIPWE

Figure 27 – Bathurst Street Southern approach to Twining Street.

Source: Google Maps

Figure 28 – Twining Street approach to Bathurst Street.

Figure 29 – Looking right along Bathurst Street from Twining Street

Sight distance right is 70m.

4.11 Crown Street access to 164 Bathurst Street

The junction layout and approaches are shown in Figures 30 – 35. See Appendix H for Crown Street parking and accesses.

Figure 30 – Aerial view of Crown Street carpark access

Source: The List, DPIPWE

Figure 31 – Crown Street Southern approach to the carpark access

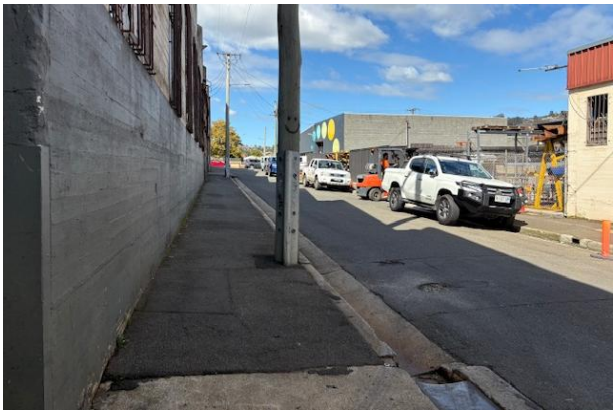
Figure 32 – Crown Street Northern approach to the carpark access

Figure 33 – Elevation view of the Crown Street carpark access.

Figure 34 – Looking right along Crown Street from carpark access

Sight distance right is 35m.

Figure 35 – Looking left along Crown Street from carpark access



Sight distance left is 70m.

4.12 Traffic Activity

4.12.1 Estimated 2025 Traffic Activity without proposal

Estimated AADTs based on DSG and TCS traffic survey data, see Appendix B & C.

- Bathurst St (Sth of York St) - AADT 22,300 vpd.
- Bathurst St (Nth of Pipeworks Rd) - AADT 15,500 vpd.
- Bathurst St (Sth of Frankland St) - AADT 18,900 vpd.
- Frankland St (West of Bathurst St) - AADT 3,000 vpd.
- Crown St - AADT 150 vpd.
- Twining St - AADT 150 vpd.

4.12.2 Estimated 2035 Traffic Activity without proposal

- Bathurst St (Sth of York St) - AADT 27,700 vpd.
- Bathurst St (Nth of Pipeworks Rd) - AADT 19,000 vpd.
- Bathurst St (Sth of Frankland St) - AADT 23.350 vpd.
- Frankland St (West of Bathurst St) - AADT 3,500 vpd.
- Crown St - AADT 150 vpd.
- Twining St - AADT 150 vpd.

4.13 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

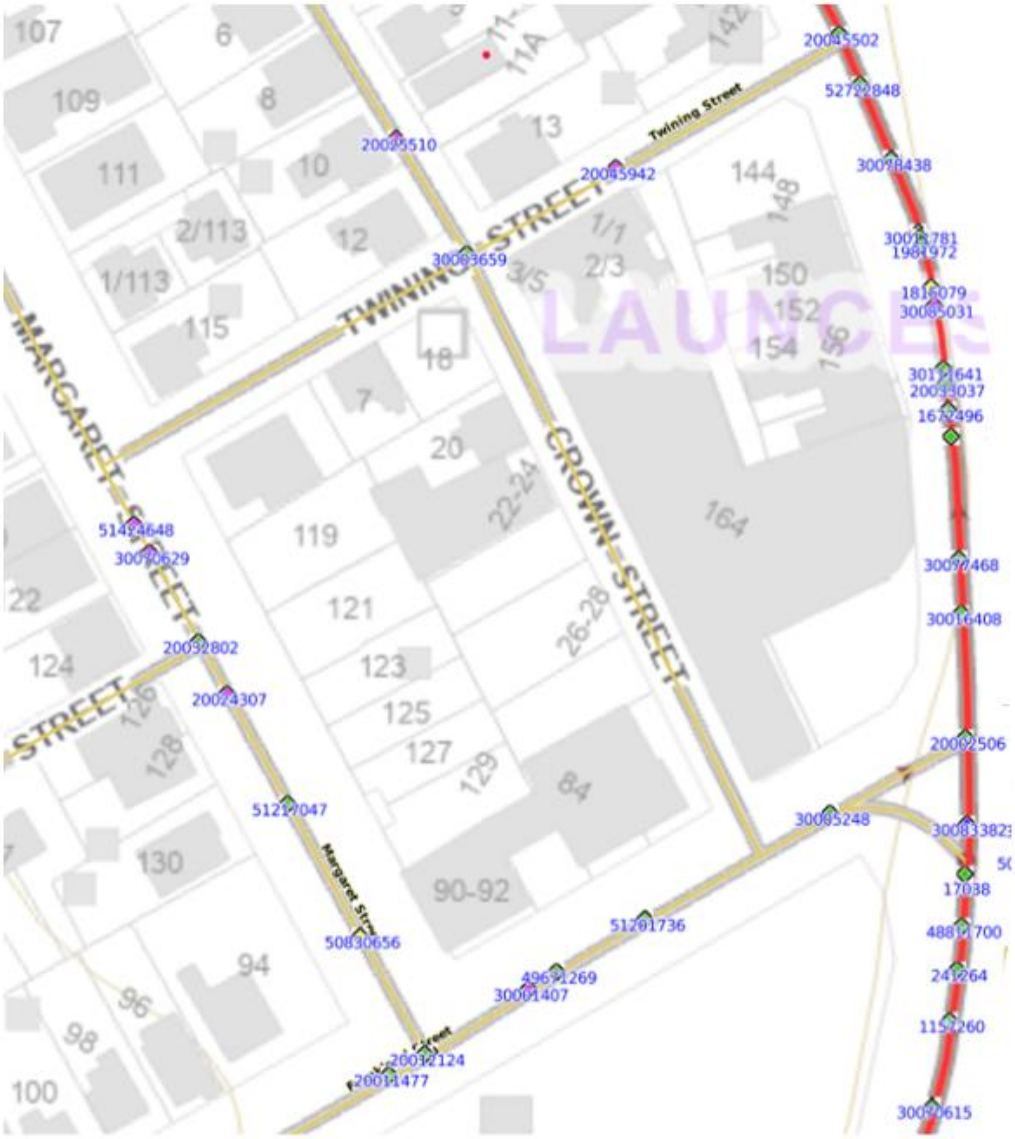
The current 5-year reported crash histories for Bathurst Street, Frankland Street, Crown Street and Twining Street provide no evidence of a crash propensity in the vicinity of the proposed e development site. Figures 36 & 37 summarise the data. Typically the major junctions experience 1 PDO crash pa which is a low crash rate for the situation.

Figure 36 – Bathurst St, Frankland St & Margaret St & other roads Crash History.

Crash ID	Date	Time	Severity	Crash Code	Location	Crash Factors
20045942	12/11/2004	23:30	NK	160 Parked	**Twining St**	Other
20025510	5/11/2002	21:30	NK	160 Parked	**Crown St**	Other
30003659	21/11/2007	10:10	PDO	112 Left far	**Crown / Twining**	Other obstruction on road,FGW
20012124	12/05/2001	16:40	PDO	113 Right near	**Frankland / Margaret Jcn**	FGW
20043233	22/06/2004	21:25	PDO	170 Off carriageway to left		Alcohol
20046109	23/11/2004	9:45	PDO	114 Two right turning		Other,Turning without care
30018451	16/06/2005	14:55	PDO	110 Cross traffic		FGW
30001409	12/07/2007	16:27	PDO	114 Two right turning		Turning without care,FGW
30112287	23/06/2010	9:20	PDO	110 Cross traffic		FGW
221068	18/02/2014	7:05	PDO	113 Right near		FGW
539584	13/03/2015	10:10	PDO	113 Right near		Inattentiveness,FGW
989391	1/10/2015	23:00	Minor	110 Cross traffic		FGW
49278207	30/05/2018	5:30	Minor	184 Out of control on c/way		Undetermined
51993144	12/05/2023	17:15	Minor	114 Two right turning		FGW
52067900	25/06/2023	10:00	Minor	110 Cross traffic		FGW
52282927	11/02/2024	9:00	PDO	110 Cross traffic		Inattentiveness
30001407	16/05/2007	13:00	NK	169 Other on path	**Frankland St**	Inattentiveness
49671269	19/11/2018	12:00	PDO	169 Other on path		Undetermined
51201736	26/05/2021	8:20	PDO	130 Veh in same lane/ rear end		Public Reported
20002506	13/06/2000	14:40	PDO	131 Veh in same lane/ left rear	**Bathurst / Frankland Jcn**	Other
20052362	22/03/2005	8:10	First Aid	130 Veh in same lane/ rear end		Other
30005248	6/03/2007	13:15	PDO	183 Off left bend into obj./parked veh		Inattentiveness,Inexperience
30087138	11/02/2010	20:30	PDO	189 Other curve		Turning without care
30077589	13/11/2010	11:20	PDO	137 Veh in parallel lane/ left turn SS		Turning without care
30104447	27/02/2011	11:25	PDO	113 Right near		UI,Asleep / fatigue,FOTS
30139871	26/03/2013	16:08	PDO	137 Veh in parallel lane/ left turn SS		UI,Turning without care, FGW
805204	10/07/2015	18:15	PDO	116 Left near		FGW
50136348	15/07/2019	16:45	PDO	131 Veh in same lane/ left rear		Inattentiveness

NK Not Known
SS Side Swipe
PDO Property Damage Only
UI Unwell / Infirm
FGW Failure to Give Way
FOTS Failure to observe Traffic Signals

Figure 37 – Bathurst St, Frankland St & Margaret St & other crash locations



4.14 Road Safety Review

- Bathurst St. (Frankland St to Twining St)
  - Simple left turn from Bathurst to Frankland St substandard for the situation.
  - CoL Planning advised during Microsoft Teams meeting of the 17th October 2025 that CoL and DSG are considering management of the left turn to Frankland Street separately and that this left turn does not need to be considered in this TIA.

- Frankland St. (Bathurst to Margaret)
  - Simple right turn from Frankland St to Crown St while currently acceptable, should be replaced with a BAR which is technically warranted and should be provided to support the proposal.
  - CoL Planning advised during Microsoft Teams meeting of the 17th October 2025 that CoL is considering management of Frankland Street separately and that a right turn facility does not need to be considered in this TIA.

- Crown St.
  - Access to proposed carpark could be limited by on street parking on the opposite side of the road.
  - CoL Planning advised during Microsoft Teams meeting of the 17th October 2025 that turn path checks are required for the Crown Street access, The turn path checks are provided in Appendix I.

- Twining St.
  - No issues.

4.15 Austroads Safe System Assessment

The streets surrounding the proposed development have been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment the following crash risk scores were determined for 2025 and estimated for 2035, see Appendix E for details:

- Bathurst St. (Frankland to Twining) – 72/448 (2025), 57/448 (2035) with AUL
- Frankland St. (Bathurst to Margaret) – 24/448 (2025), 15/448 (2035) with BAR
- Crown St. – 30/448 (2025), 21/448 (2035) with BAR
- Twining St.- 24/448 (2025), 24/448 (2035

From the crash risk scores the streets adjacent the development site are determined to be well aligned with the safe system objective. Figure 38 indicates correlation between crash risk score and crash risk.

Figure 38 – Austroads Safe System Assessment alignment between crash score and risk

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2035).

5.1 Background Traffic Growth Rate

Without the proposal, the rate of compound annual traffic growth on Bathurst Street is assumed to be 2.2% consistent with historic growth, see Appendix B.

Growth of 1% is assumed for Frankland Street.

Growth of 0% is assumed for Crown Street & Twinning Street.

5.2 Trip Generation

Applicable traffic generation rates have been used from NSW Guide to Transport Impact Assessment 2024 to estimate traffic due to the storage and offices provided at the site.

Proposed Kieser Exercise Centre

The Kieser Exercise Centre will have approximately 45 Kieser machines for strength training. The Kieser machines are used in physical training programs and involve instruction from exercise scientists, physiotherapists or exercise physiologists.

Customer frequency is estimated to average 40 persons per hour.

Appointments with therapists and training session are 30min on average.

It is estimated there will be 10-15 team members when at max capacity at any one time.

The Multipurpose room is for physiotherapist and patient 1:1 rehab exercise outside of the strength training provided by the Kieser machines.

Small group classes with exercise physiologists (4 patients) are proposed.

Facility has a floor area of 1,350m2

First Principles Traffic Generation Estimate

Limited data is available on situations as proposed. Accordingly, an estimate has been prepared based on first principles assuming light vehicle (car) as the primary access mode.

Assumed operation hours are 6AM to 9PM

Estimated traffic generation:

- 40 customers / hr i.e 80 vph
- 15 team members /hr at peak times i.e. 30 vph
- 2 staff (Admin & Recep.) at peak times i.e. 4 vph

Traffic generation 1,234 vpd with 114 vph at peak times i.e AM & PM peaks

NSW Guide to Transport Impact Assessments 2024

Metropolitan sub regional centres: 45vpd & 9vph / 100m2 GFA

For a 1,350m2 GFA facility: 608 vpd with 121 vph.

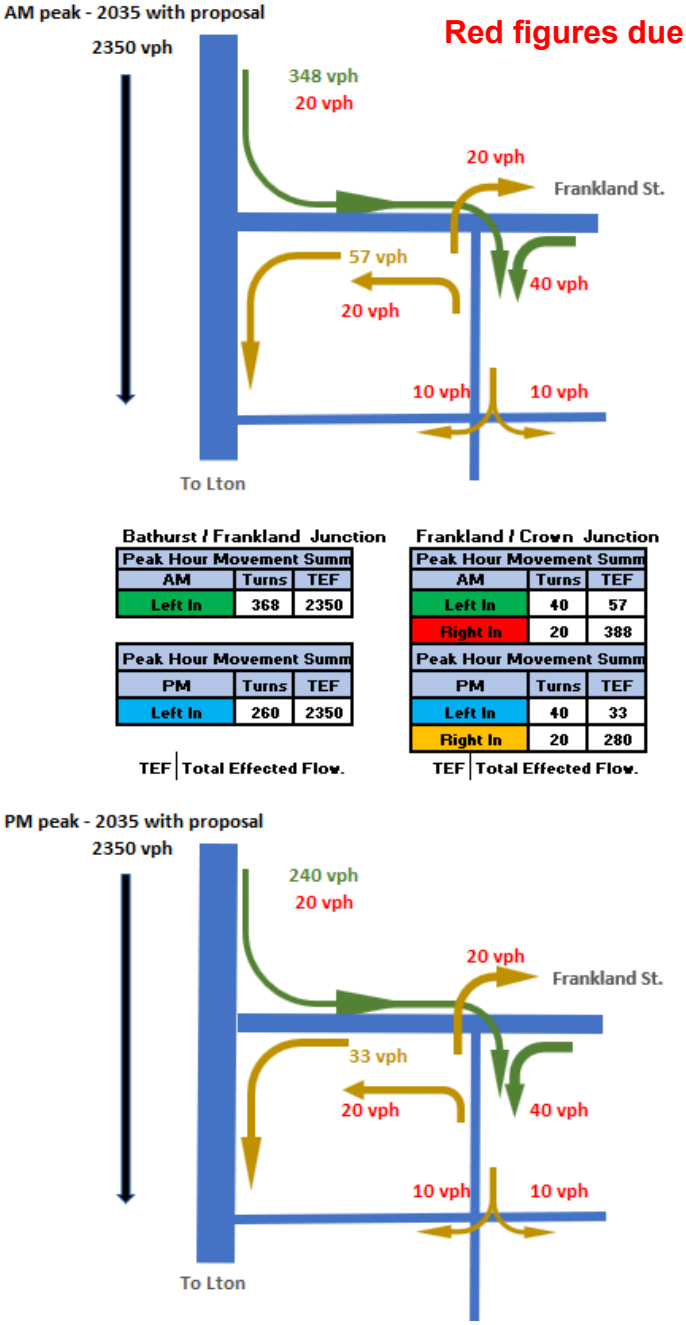
With both methods of estimation peak hour traffic is estimated at 114 to 121 vph

120vph is used for impact assessment purposes.

5.3 Trip Assignment

Figure 39 shows estimated trip assignment for AM and PM peaks respectively in 2035.

Figure 39 – Bathurst St / Frankland St junction 2035 AM & PM Peak



6. Impact on Road Network

6.1 Traffic Capacity Review

Traffic capacity of key road infrastructure is assessed for 2035.

6.1.1 Bathurst Street / Frankland Street junction

This intersection is estimated to be minorly impacted by the proposal with increased left turns off Bathurst Street to Frankland Street.

The existing left turn facility does not meet Austroads guidelines and increased left turn movements further justifies provision of an AUL left turn facility. See further discussion in Section 4.14.

The junction is estimated to operate at LOS A by 2035. See Appendix F for LOS descriptions.

6.1.2 Bathurst Street / Twining Street junction

The traffic generated by the proposal will have negligible impact on the junction as little increase in left turn movements onto Bathurst Street is expected

In summary the Bathurst Street / Twining Street junction is estimated to be negligibly impacted by the proposal and continue to operate at LOS A by 2035.

6.1.3 Frankland Street / Crown Street junction

This junction will experience a notable increase in turning movement as it will serve as the primary access to Crown Street and the proposed carpark. Traffic arriving from Bathurst Street will turn left into Frankland Street and then right into Crown Street. Without a Basic Right (BAR) facility the proposal will result in some queuing of right turners on Frankland Street and risk of rear end crashes from following traffic turning left off Bathurst Street.

See further discussion in Section 4.14.

6.1.4 Crown Street / Twining Street intersection

The traffic generated by the proposal will have negligible impact on this intersection as little increase in turn movements is expected

The intersection is estimated to continue to operate at LOS A by 2035.

6.2 Sight Distance requirements summary (Figure 40)

Figure 40 – Sight distance requirements summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance			
			Austroads	Available		AS/NZS 2890.1
			SISD (m)	Left(m)	Right(m)	SSD (m)
Bathurst - Frankland	50	50	97	na	90	na
Frankland - Crown	50	50	97	35	200	na
Twining - Crown	50	30	52	60	60	na
Bathurst - Twining	50	50	97	na	70	na
Primary carpark access	50	40	na	70	35	35

Austroads Compliant

Austroads Non Compliant

AS / NZS 2890.1 Compliant

6.3 Austroads Guidelines for Junction Layout

Junction layout requirements are based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and side road traffic.

6.3.1 Bathurst Street / Frankland Street Junction

The Bathurst Street / Frankland Street junction layout is shown in Figure 41. The left turn facility for vehicles turning left from Bathurst Street to Frankland Street has a BAL layout. The Bathurst Street approach to Frankland Street is shown in Figure 42.

Figure 41 – Austroads Junction Warrant – Bathurst St / Frankland St junction

Source: The List, DPIPWE

Figure 42 – Bathurst Street Southern approach to Frankland Street

Source: Google Maps

Figure 43 – Austroads Junction Warrant – Bathurst St / Frankland St junction

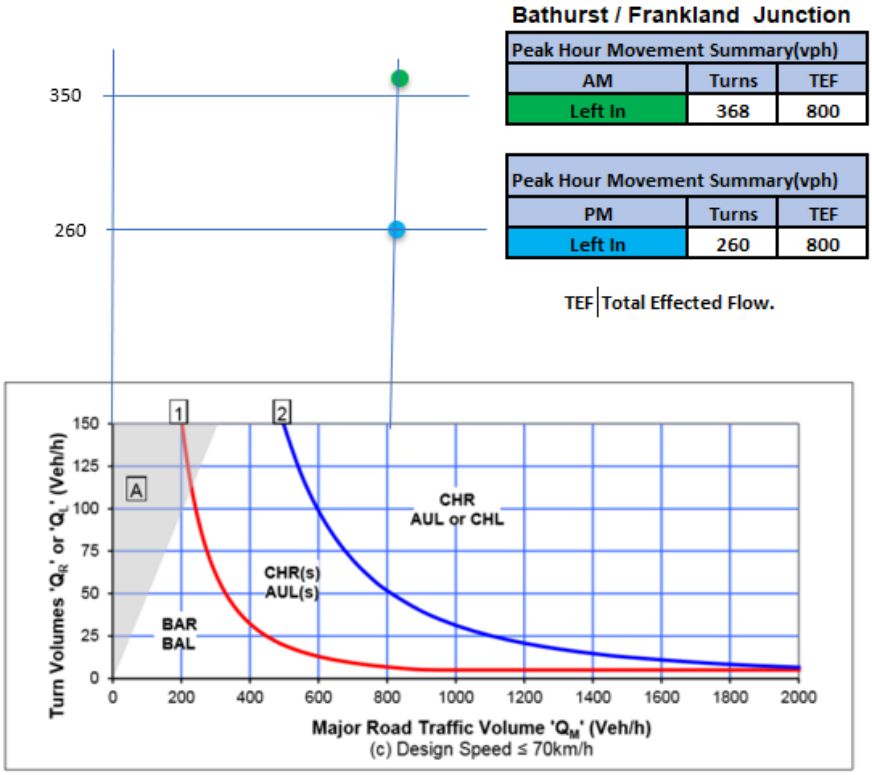


Figure 43 demonstrates that technically an Austroads AUL or CHL left turn facility is warranted. To place the situation in perspective, the exiting BAL facility caters for:

- AM Peak – 348 vph turning left
- PM Peak – 240 vph turning left

The proposal adds an estimated 20 vph to each movement i.e an increase of:

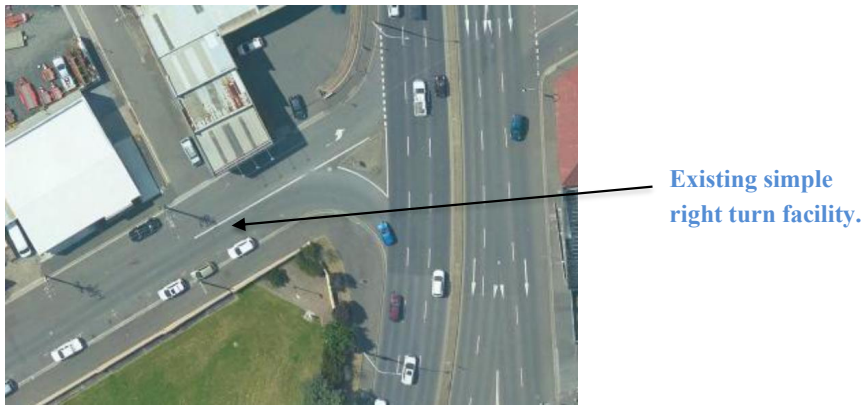
- AM Peak – 5.7% increase
- PM Peak – 8.3% increase

As the increase is small and the left turn facility is already deficient for the situation and is currently being considered separately by CoL. See discussion is Section 4.14.

6.3.2 Frankland Street / Crown Street Junction

The Frankland Street / Crown Street junction layout is shown in Figure 44. The right turn facility for vehicles turning right from Frankland Street to Crown Street has a simple layout with no width for through traffic to pass a propped right turner, see Figure 45 & 46.

Figure 44 – Austroads Junction Warrant – Frankland St / Crown St junction



Source: The List, DPIPWE

Figure 45 – Bathurst Street Southern approach to Frankland Street

Source: Google Maps

Figure 46 – Frankland Street Eastern approach to Crown Street

Figure 47 demonstrates that technically an Austroads BAR right turn facility is warranted.

A BAR facility caters for:

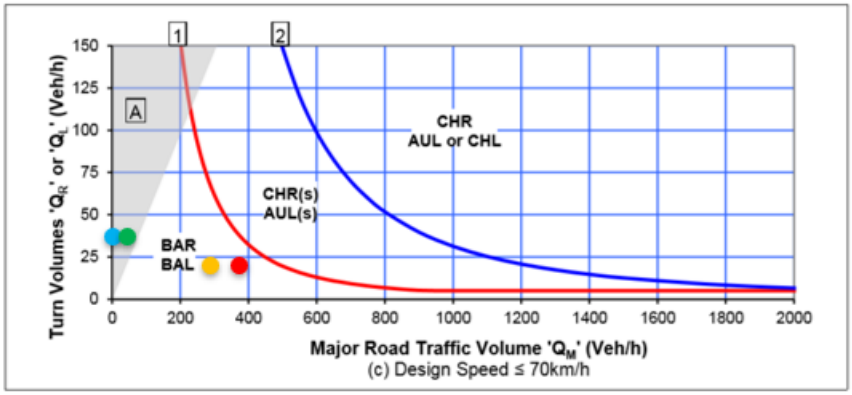
- AM Peak – 348 vph West bound through movements
- PM Peak – 240 vph West bound through movements

The proposal adds an estimated 20 vph of right turners to the current activity estimated 2 vph.

This is a significant increase in right turners due to the proposal.

The situation and is currently being considered separately by CoL. See discussion is Section 4.14.

Figure 47 – Austroads Junction Warrant – Frankland St / Crown St junction



Frankland / Crown Junction

Peak Hour Movement Summary(vph)		
AM	Turns	TEF
Left In	40	57
Right In	20	388
Peak Hour Movement Summary(vph)		
PM	Turns	TEF
Left In	40	33
Right In	20	280

TEF Total Effected Flow.

6.3.3 Proposed Crown Street carpark access

Crown Street has accesses on the West side, opposite or diagonally opposite the proposed carpark access. Travenco Engineering Pty Ltd operates at 22 & 24 Crown Street directly opposite the proposed carpark access.

Due to the limited width of Crown Street (6.0m face to face of kerb), Council manages on street parking with a Loading Zone and largely unrestricted on street parking throughout. This approach is supported as it allows flexibility for the stakeholders to adjust to suit the various situations that arise. This arrangement allows supply and delivery of raw materials and products to market as efficiently as possible within the confined space. From site observations the situation works due to a high degree of co-operation between the businesses with use of the available on street space for loading / unloading of heavy vehicles.

However, the proposal will change the dynamics of how the street will operate with some 120 vph and up to 1,234 vpd accessing the carpark directly opposite the Travenco site and access.

Truck activity will reduce due to the change in use of 164 Bathurst Street but light vehicle activity will significantly increase. Figure 48 shows proposed on street parking changes to support Travenco operations and proposed Kieser Fitness Centre carpark access.

CoL have requested turn paths checks for operation of the access and these are attached in Appendix I.

Figure 48 – Proposed Crown Street No Stopping Zone

6.4 Other impacts

6.4.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads
- Air Pollution, Dust and Dirt and Ecological Impacts
- Heritage and Conservation values

6.4.2 Street Lighting and Furniture

No additional street lighting is required. The proposal does not justify further roadside furniture such a bus Shelters, seats, street trees or fencing.

6.5 Internal Layout

6.5.1 Site layout

The proposed driveway suits the shape and contours of the site.

6.5.2 Light Rigid Vehicular access

The design vehicle (Austroads car) can negotiate the driveway and carpark.

6.6 Tasmanian Subdivision Guideline Considerations

No issues.

6.7 Transport Planning Considerations

No issues.

6.8 Urban Road access standard for commercial properties.

The driveway standard should be consistent with LGAT standard drawing TSD-R09 and design vehicle turning template requirements. This standard is available online at:

https://www.lgat.tas.gov.au/__data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf

The proposal includes use of the existing driveway for access to the proposed carpark. The existing driveway is considered suitable subject to introduction of some No Stopping on Crown Street opposite, see Figure 50.

6.9 Liveability, Safety and Amenity Guidelines

Guidelines for the safety and amenity of a residential areas include:

- Residential precincts need to be bounded by traffic routes and/or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cyclist and pedestrian demands should be catered for separately using path or cycle networks.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with > 3,000 vpd passing traffic.

These guidelines are from *TE&M Chapter 2.2: Design of New Urban Networks*.

The proposal satisfies the liveability, safety and amenity targets described above.

7. Tas. Planning Scheme – Launceston

7.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1: *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*

(a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,
(b) The site is contained within a parking precinct plan and subject to Clause C2.7,
(c) The site is subject to Clause C2.5.5; or
(d) It relates to an intensification of existing use or development or change of use where:
i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or

ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

N=A+ (C-B)
N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1.

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

The proposal involves the Keiser Tenancy only

The existing site has no on-site car parking spaces, A = 0 spaces.

The existing site has no current use, B = 0 spaces.

Sports & Recreation – Fitness Centre requirements of Table C2.1 are 4.5 spaces / 100m2 of floor area. The proposed facility floor area is 1,350m2 accordingly 61 car parking spaces are required in accordance with Table C2.1. C = 61 spaces.

N = 61 spaces

The proposal provides 30 car parking spaces.

A1 is not satisfied.

Performance Criteria P1.1: *The number of on-site car parking spaces for uses excluding dwellings, must meet the reasonable needs of the use, having regard to:*

(a) The availability of off-street public car parking spaces within reasonable walking distance of the site.

There are no off-street public car parks available in the area.

(b) The ability of multiple users to share spaces because of:
(i)variations in car parking demand over time;
Likely benefits as there may be more than 1 customer / vehicle and space utilisation off peak will be less than the available 30 spaces.
or
(ii) efficiencies gained by consolidation of car parking spaces
Limited benefit is expected in this regard.

(c) *The availability and frequency of public transport within reasonable walking distance of the site.*
There is public transport within reasonable walking distance.

The availability and frequency of other transport alternatives. Other transport alternatives are car-pooling, cycling, and motorcycling.

(d) *Any site constraints e.g. exist. buildings, slope, drainage, vegetation & landscaping.*
Site constraints affect the building layout and design.

(e) *The availability, accessibility, and safety of on -street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity*.
There is limited on street parking in the vicinity of the development due to narrowness of streets and high on street parking demand in the wider area due to close proximity to the Launceston General Hospital (LGH) and Launceston Health Hub precincts.

(f) *The effect on streetscape.* Proposal has negligibly impact.

(g) *Any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

Parking appraisal is part of this Traffic Impact Assessment.

The parking demand from Table C2.1 is 61 car parking spaces for a floor area of 1,350m2 is considered excessive for the situation, considering the following information supplied by the client:

- Customer frequency is estimated to average 40 persons per hour.
- Appointments with therapists and training sessions are 30min on average.
- There are 10-15 team members when at max capacity at any one time.

The customer frequency of 40 per hour indicates customer demand for car parking spaces is less than 40 due to:

- Variation in customer frequency during the day with off peak customer frequency of less than 40 / hour.
- Ride sharing i.e more than one customer / car
- Other transport modes i.e motorcycle, bicycle, walking & public transport
- Bicycle use is popular amongst fitness centre demographic, and 4 bicycle parking spaces are proposed.
- Staff parking off site

Considering the above points, it is considered that the proposal adequately caters for customer parking. **P1.1 is satisfied.**

C2.5.2 Bicycle parking numbers

Acceptable Solution A1: *Bicycle parking spaces must:*

(a) Be provided on the site or within 50m of the site; and
(b) Be no less than the number specified in Table C2.1.

Table C2.1 has no requirement for Fitness Centre use. 4 Bicycle parking spaces are proposed. **A1 is satisfied.**

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1: *The number of on-site motorcycle parking spaces for all uses must:*

(a) Be no less no less than the number specified in Table C2.4. and
(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle spaces is maintained.

From Table C2.4 where 60 car parking spaces are required 2 motorcycle parking spaces are required as proposed. **A1 is satisfied.**

C2.5.4 Loading Bays

Acceptable Solution A1: *A loading bay must be provided for uses with a floor area of more than 1,000m2 in a single occupancy.*

A1 is not applicable as the proposed use does not require a loading / unloading area.

C2.6.1 Construction of parking areas

Acceptable Solution A1: *All parking, access ways, manoeuvring and circulation spaces must:*

(a) be constructed with a durable all-weather pavement,
(b) be drained to the public stormwater system, or contain stormwater on the site; and
(c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

Sealed driveway and parking area is proposed with drainage to the public stormwater system, see Appendix A. **A1 is satisfied.**

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: *Parking, accessways, manoeuvring and circulation spaces must*

(a) comply with the following:

i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities, Parts 1-6.* The internal road gradient satisfies AS/NZS 2890.1, section 2.5.3 which specifies a maximum ramp grade of 20% for ramps up to 20m long.

ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces*. Adequate manoeuvre space is provided for vehicles to turn internally and at the access. Turning path checks for cars entering and exiting the access are attached in Appendix I. Yellow line is required, see Figure 48.

iii. *Have an access width not less than the requirements in Table C2.2.*
Table C2.2 requires a width of not less than 5.5m. The carpark entrance is 7m wide.

iv. *Have car parking space dimensions which satisfy Table C2.3.*
90-degree car parking spaces are proposed with width 2.6m, length 5.4m and 6.4m of manoeuvre space satisfying Table C2.3.

v. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.*
Satisfied.

vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level,*
Generally the plans show carpark has a minimum 2.3m of ceiling clearance (scaling from the plans) see Figure 49. The carpark entrance has a vertical clearance of 2.1m., see Figure 50. The existing access has a vertical clearance of 4.2m.

Figure 49 – Proposed carpark vertical clearance (at least 2.3m)

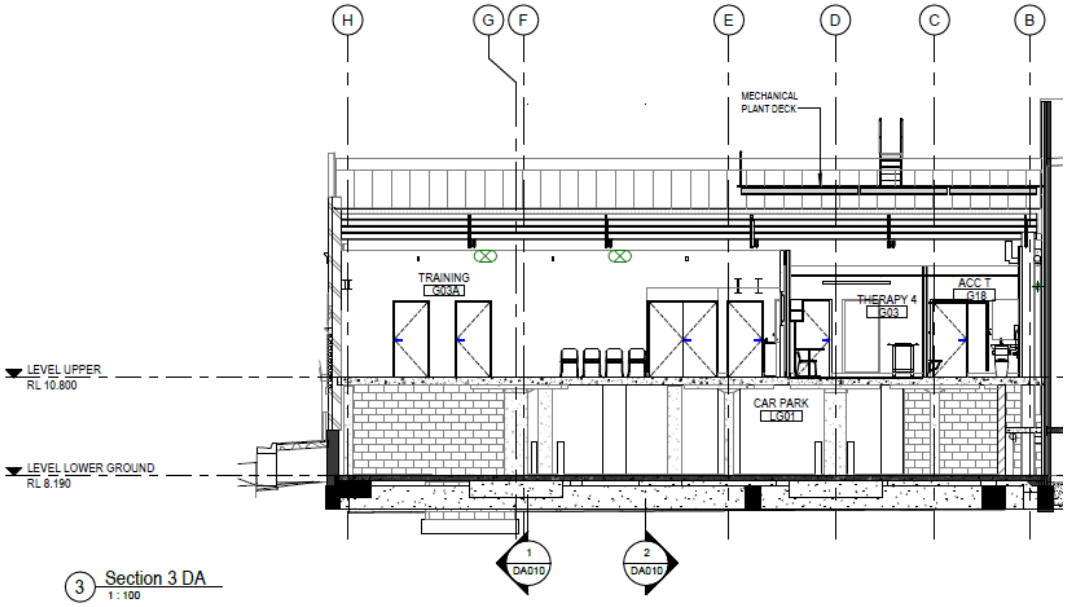
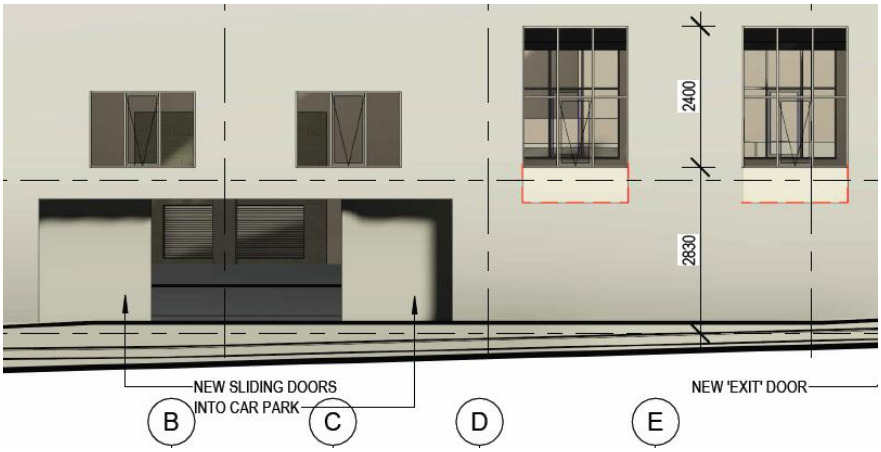


Figure 50 – Existing carpark entrance vertical clearance (>2.1m)



vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.

(b) Comply with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.
A1.1 is satisfied.

Acceptable Solution A1.2
Parking spaces provided for use by persons with a disability must satisfy the following:

(a) Be located as close as practical to the main entry point to the building. Satisfied.
(b) be incorporated into the overall car park design. Satisfied.
(c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.

As 30 off street parking spaces are proposed 1 accessible space should be provided.

The tenancy for the Kieser Centre includes an accessible parking space indicated in Figure 3.
A1.2 is satisfied.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1
The number of accesses provided for each frontage must:

(a) be no more that 1; or
(b) no more than the existing number of accesses whichever is greater.

The proposal involves one two-way accesses. **A1 is satisfied.**

TRAFFIC & CIVIL SERVICES

C2.6.5 Pedestrian access

Acceptable Solution A1.1
Applies to uses that require 10 or more car parking space must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

i. *a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
ii. *protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*

(b) be signed & line marked at points where pedestrians cross access ways or parking aisles.

Footpaths are provided within the carpark not completely satisfying A1.1.

A1.1 is not satisfied.

Performance Criteria P1
Safe and convenient pedestrian access must be provided within parking areas, regarding:

(a) the characteristics of the site.
(b) the nature of the use
(c) the number of parking spaces
(d) the frequency of vehicle movements
(e) the needs of persons with a disability
(f) the location and number of footpath crossings
(g) vehicle and pedestrian traffic safety
(h) the location of any access ways or parking aisles
(i) any protective devices proposed for pedestrian safety.

The site has insufficient width to provide footpath and 2.5m separation to the driveway throughout. Figures 51 & 52 show the proposed pedestrian facilities.

The use is customer car parking in a low-speed environment < 30km/h.

Adequate off-street parking is proposed.

Vehicle activity is estimated at 120 vph.

Sealed surfaces are provided in all areas conducive to safe pedestrian use.

From Austroads Safe System Assessment crash risk is considered very low:

- Crash exposure is low as traffic activity levels are low and pedestrian activity in the vicinity of vehicles is low i.e low crash exposure.

- Crash likelihood is low as Australian Standard off street parking is provided, sight lines are open and pedestrian activity and parking areas are reasonable separate and at low activity levels.

- Crash severity is low as the vehicle speed environment is low < 30km/h.

As the crash risk is considered low the proposed pedestrian facilities are considered adequate.

Accordingly, TCS recommends acceptance of the proposal. **P1 is satisfied.**

Figure 51 – Carpark plan showing pedestrian ways shown in diagonal hatching

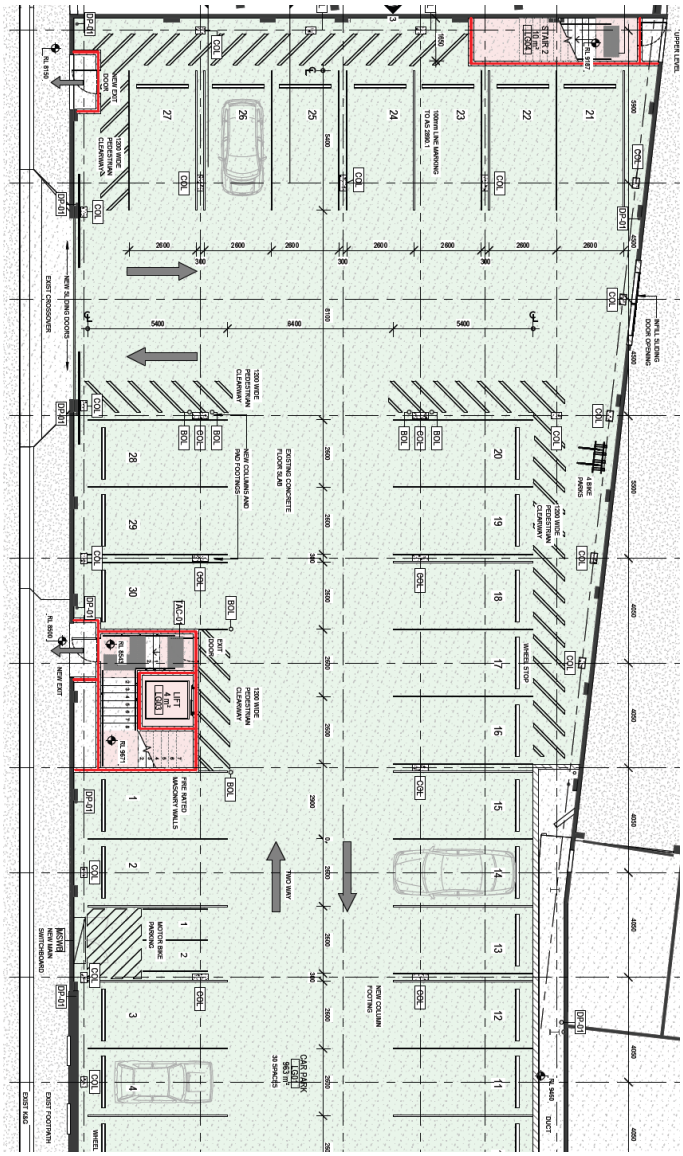
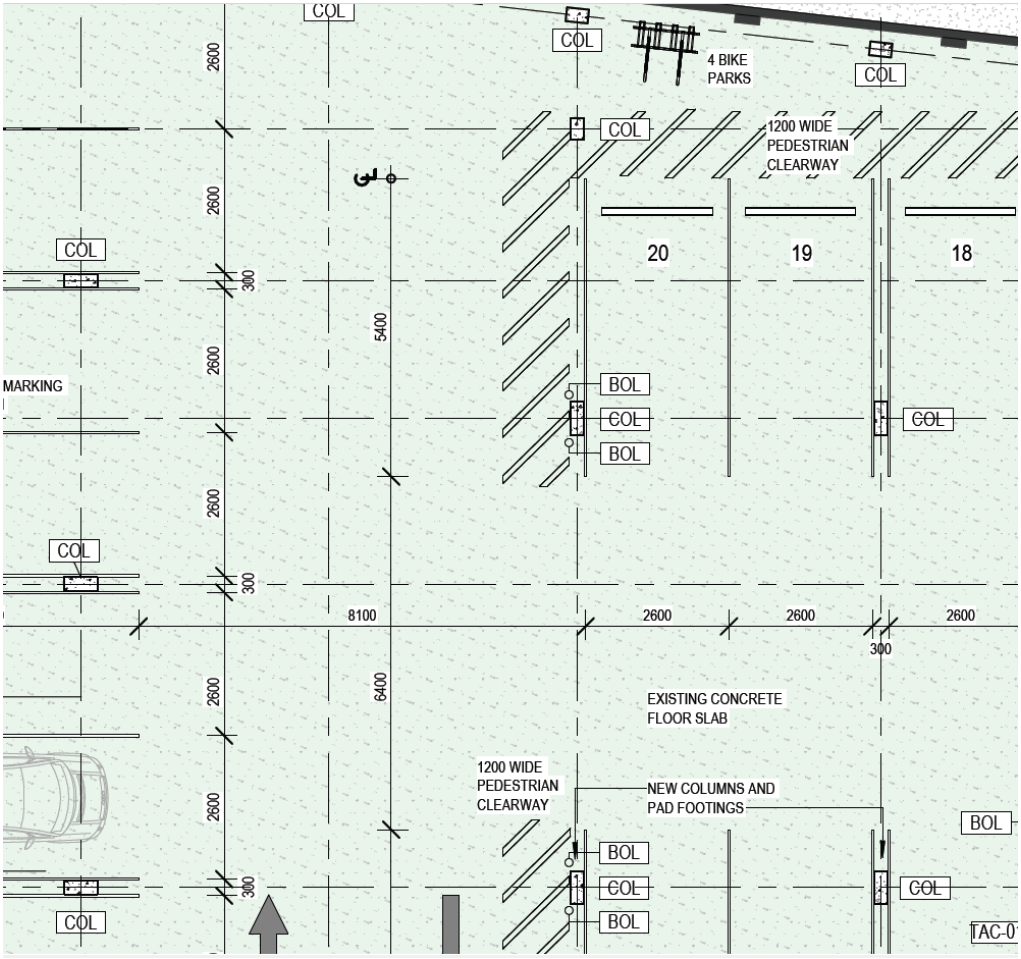


Figure 52 – Carpark plan showing pedestrian ways



7.2 Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Acceptable Solution A1.1 *– For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:*

(a) A new junction
(b) A new vehicle crossing
(c) A new level crossing

Not applicable as the proposal does not trigger works on Bathurst Street.

Acceptable Solution A1.2 *– For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

A1.2 is satisfied. An existing vehicle crossing is proposed for access to the development.
.

Acceptable Solution A1.3 *– For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.*

Not applicable as a new private level crossing is not required.

Acceptable solution A1.4:
Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:

(a) The amounts in Table C3.1
(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

Estimated traffic increases due to the proposal are summarised in Figure 53.

Figure 53 – Impact of proposal on AADT of the roads adjacent the development site

Road		AADT (vpd)	Esimated Increase (vpd)	Acceptable Increase (vpd)			Table C3.1
				Greater of			
Major Road							
	Bathurst St	19000	**300**	10	10%	**1,900**	Satisfied
	Frankland St	3000	**600**	10	10%	**300**	Not Satisfied
Minor Road							
	Crown St	150	**1000**	**40**	20%	30	Not Satisfied

A1.4 is not satisfied for Frankland Street or Crown Street, see Figure 53.

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) any increase in traffic caused by the use.

Bathurst / Frankland St Junction:
See advice from COL in Section 4.14.

Frankland / Crown St Junction:
See advice from COL in Section 4.14.

In summary the proposal will not significantly impact operation of the adjacent road network and traffic can operate safely and efficiently along Bathurst, Frankland and Crown Streets subject to the recommendations and advice received from CoL. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.
A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve habitable buildings.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a subdivision for sensitive uses.

8. Conclusions and Recommendations

This traffic impact assessment has been prepared to consider the proposed Kieser Fitness Centre at 164 Bathurst Street, Launceston.
The assessment has reviewed existing conditions, road safety, crash history, traffic activity, Austroads Safe System Assessment of Bathurst Street, Frankland Street and Crown Street e and Austroads junction guidelines to understand requirements. The proposal is assessed in terms of the Tasmanian Planning Scheme – Launceston.

8.1 Road Safety and Crash History

From road safety review and advice from CoL, of the potential issues identified in this report the following are relevant to the proposal:

- There is a risk that the proposed Crown Street carpark access and parking beside Travenco (22-24 Crown Street) will limit carpark access.

The 5-year reported crash history for the junctions impacted by the proposal provide no evidence of a crash propensity with a low crash rate and crash severity rate typically 1 PDO crash pa, which is a very low rate.

8.2 Austroads Safe System Assessment

Crash risk scores indicate how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment crash risk scores between 15 and 72 / 448 were determined for the streets impacted by the proposal indicating good alignment with the safe system objective.

See detail in Section 4.16.

8.3 Traffic activity and impact on traffic capacity

The proposal is estimated to add up to 1234 vpd or 120 vph to Crown Street. This traffic will be distributed across the adjacent road network as indicated in Figure 54.

Figure 54 – Impact of proposal on adjacent road AADTs

Road		AADT (vpd)	Esimated Increase (vpd)	Acceptable Increase (vpd)			Table C3.1
				Greater of			
Major Road							
	Bathurst St	19000	**300**	10	10%	**1,900**	Satisfied
	Frankland St	3000	**600**	10	10%	**300**	Not Satisfied
Minor Road							
	Crown St	150	**1000**	**40**	20%	30	Not Satisfied

8.4 Tasmanian Planning Scheme – Launceston

Evidence is provided that demonstrates the proposal satisfies the requirements of the Parking and Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Recommendations:

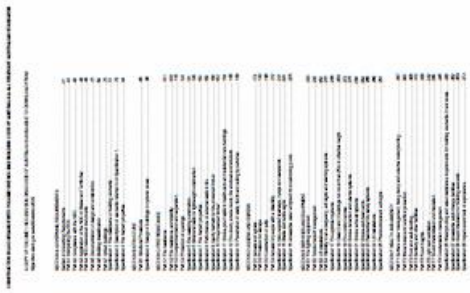
- *Subject to CoL Parking Management Policy, retrofit Yellow Line (No Stopping) to Crown Street opposite the proposed Crown Street carpark access. See Figure 48 for concept plan.*

It is considered that subject to the advice received from Council, see Section 4.14, the proposal will not create any traffic issues and traffic can operate safely and efficiently on Bathurst Street, Frankland Street, Crown Street and Twining Street. Based on the findings of this report the proposed development is supported on traffic grounds.

Traffic Impact Assessment

Appendices

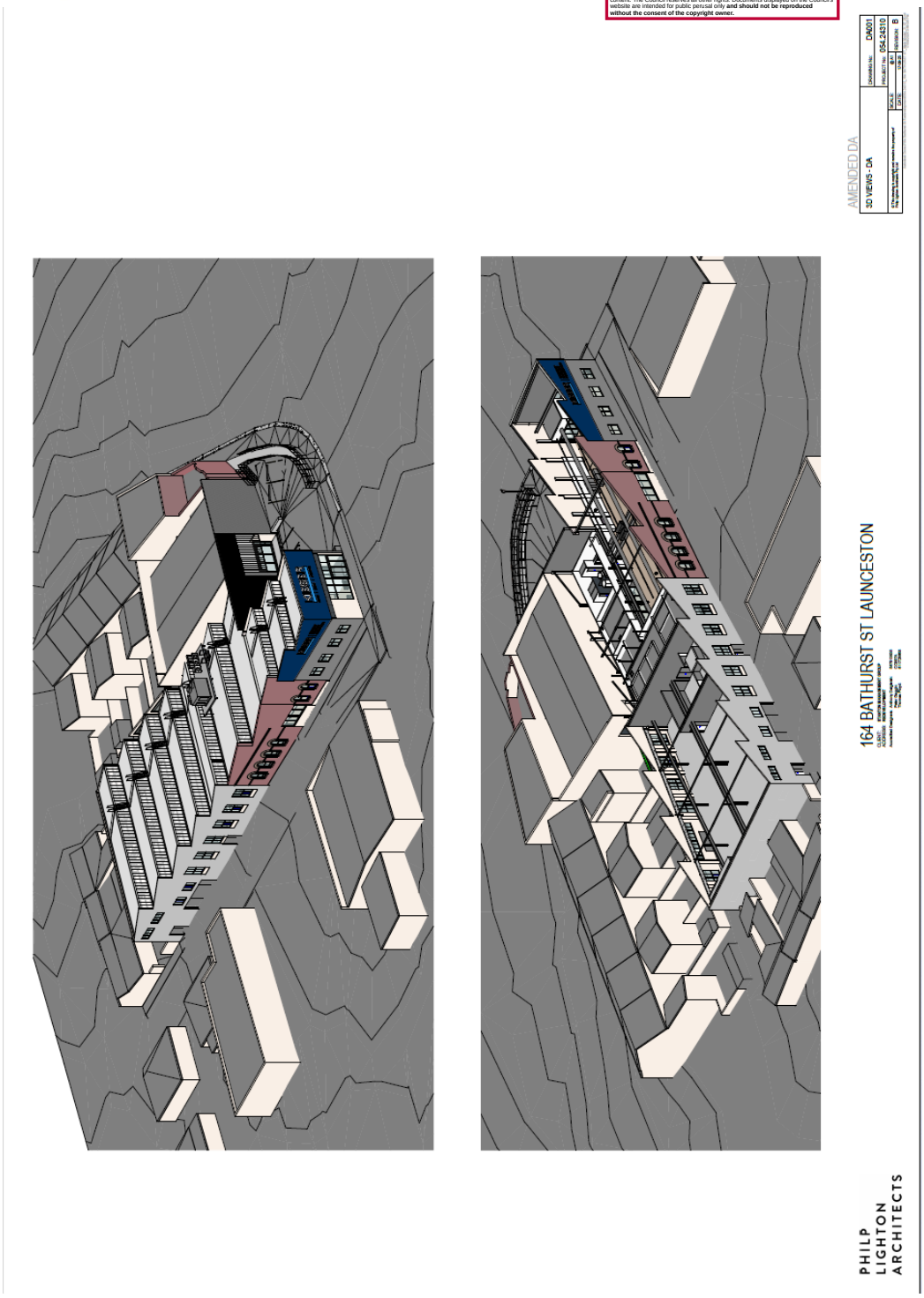
Appendix A – Site and Building Floor Plans



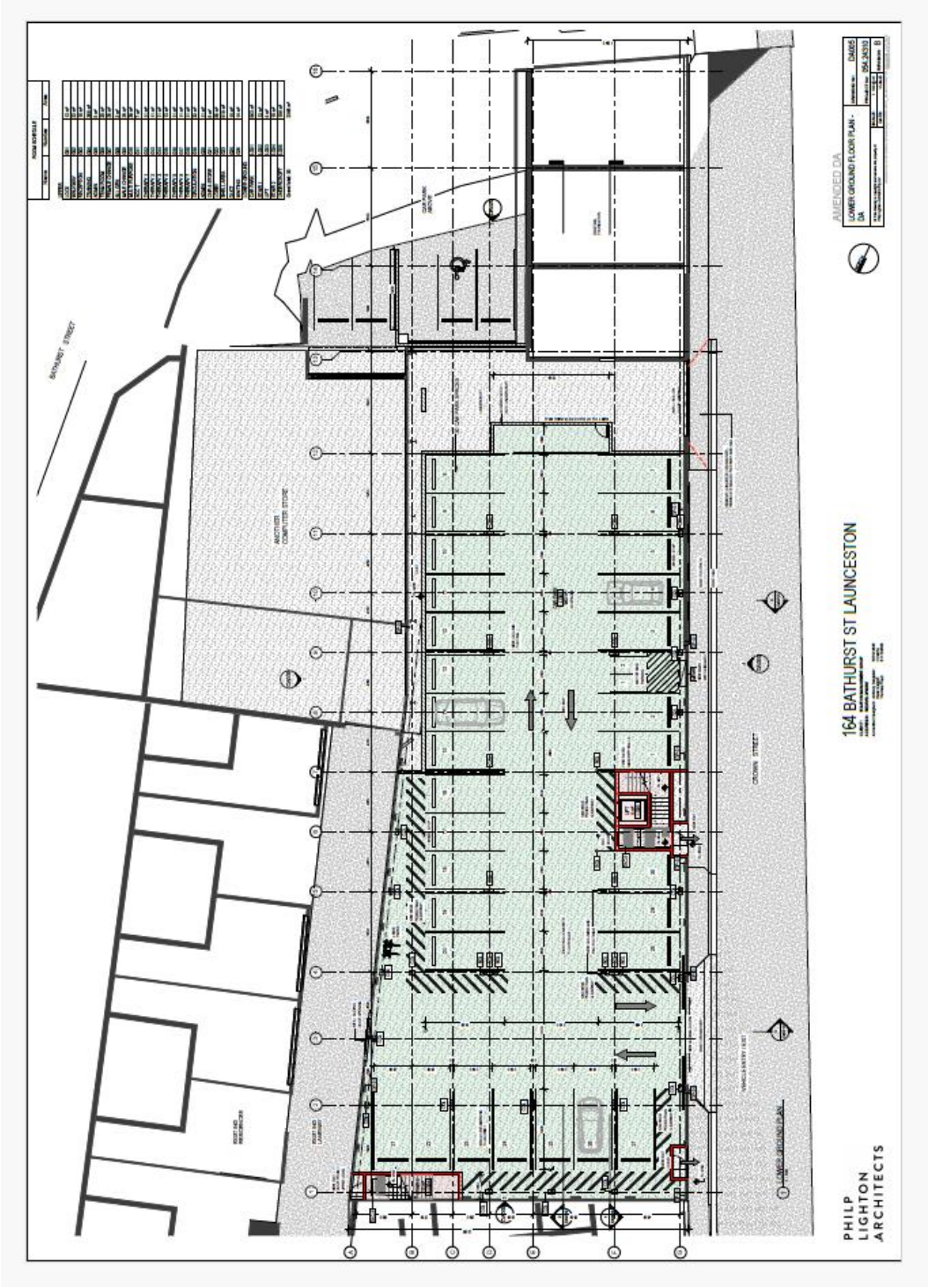
PHILP LIGHTON ARCHITECTS

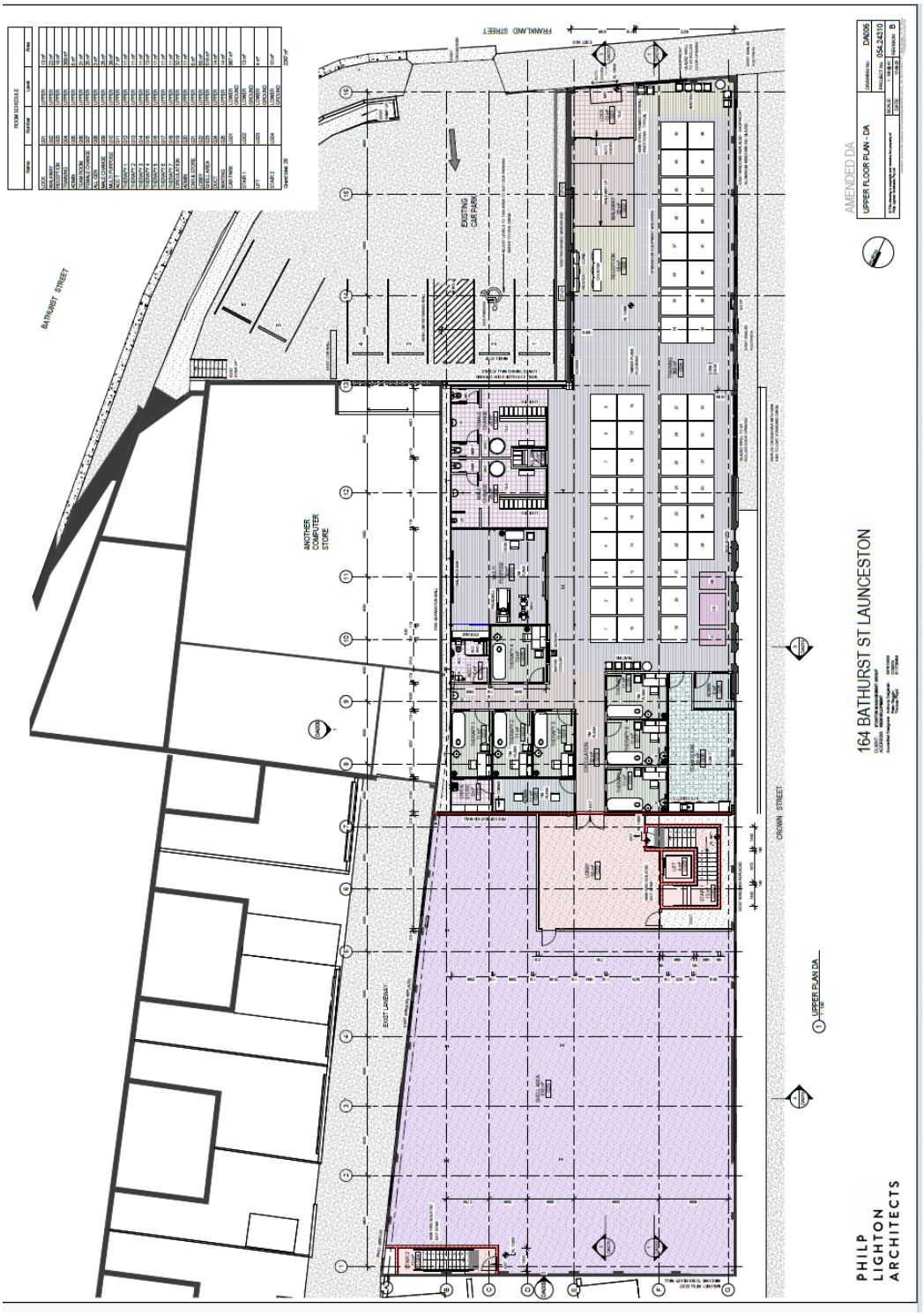
AMENDED DA
054.24310 STANTON MANAGEMENT GROUP
164 BATHURST ST LAUNCESTON
REDEVELOPMENT

Traffic Impact Assessment

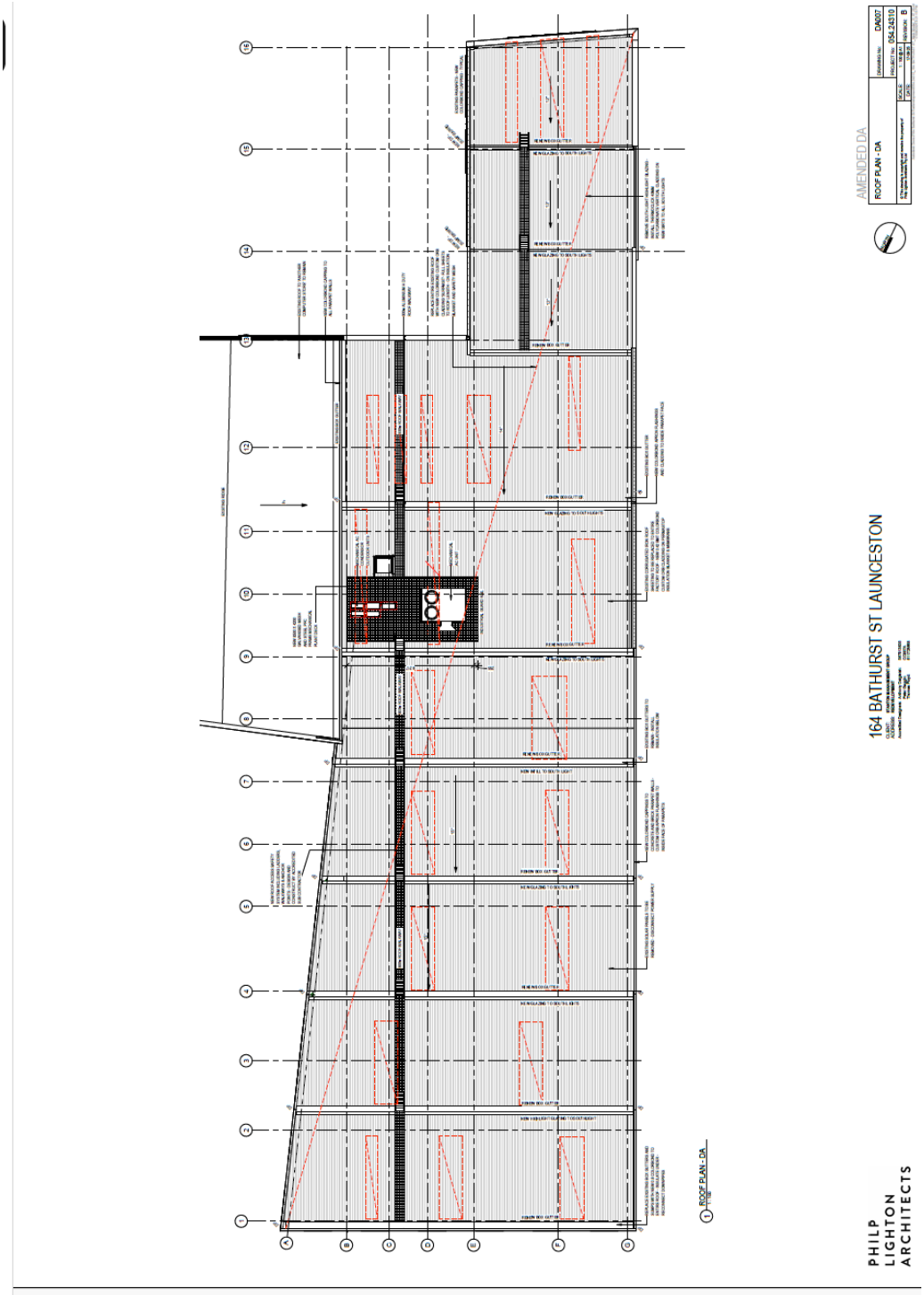


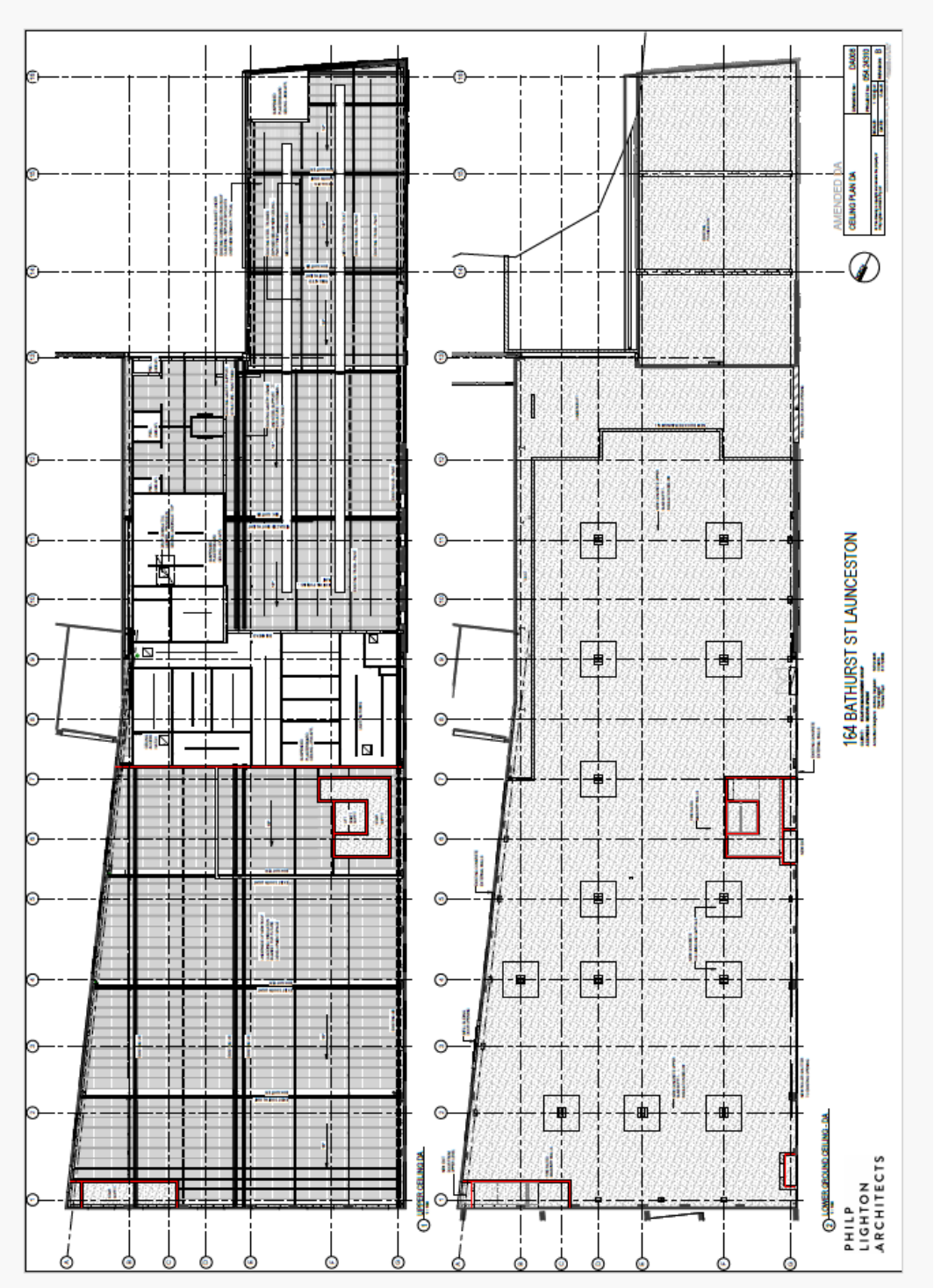
Traffic Impact Assessment

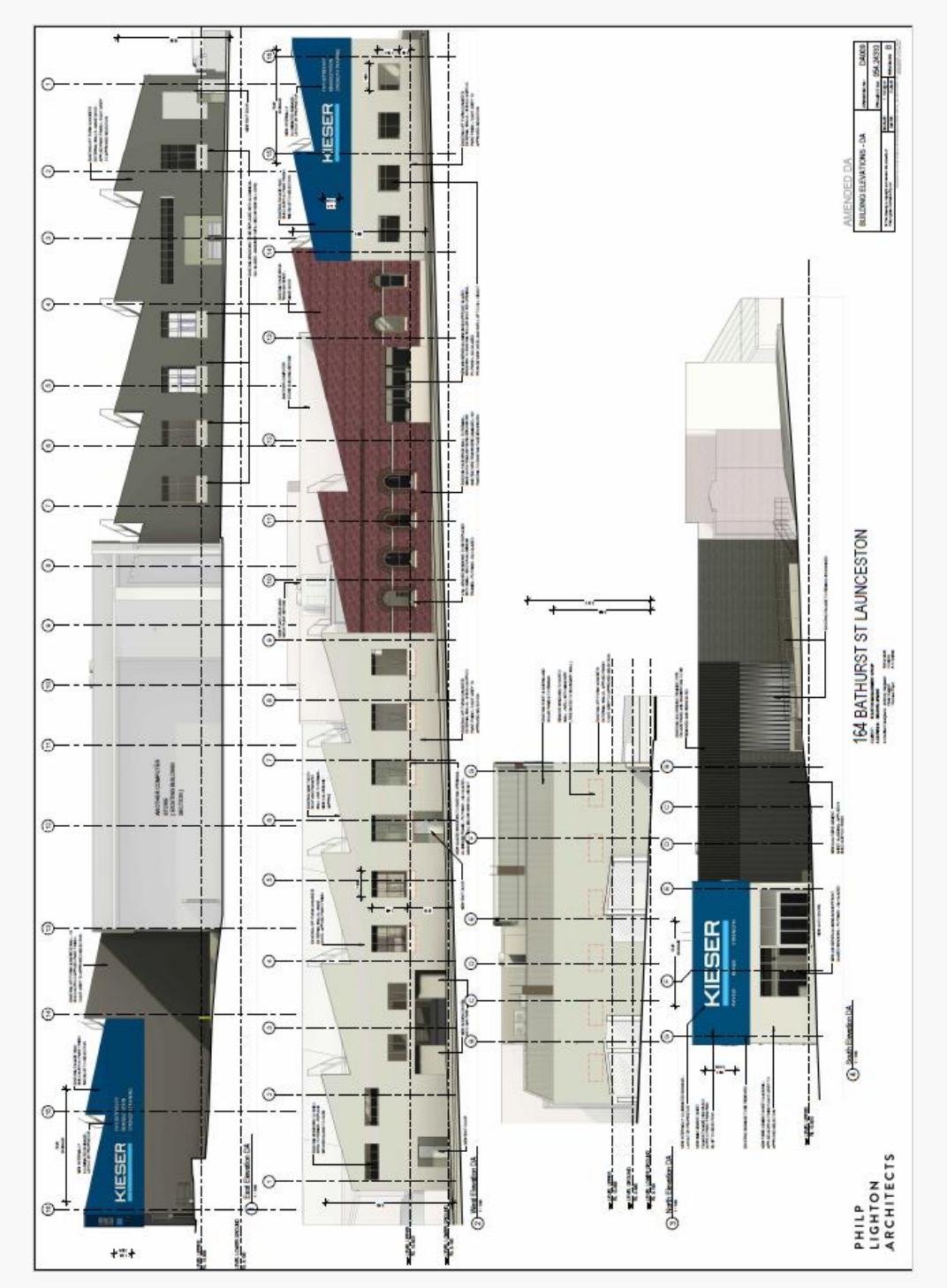


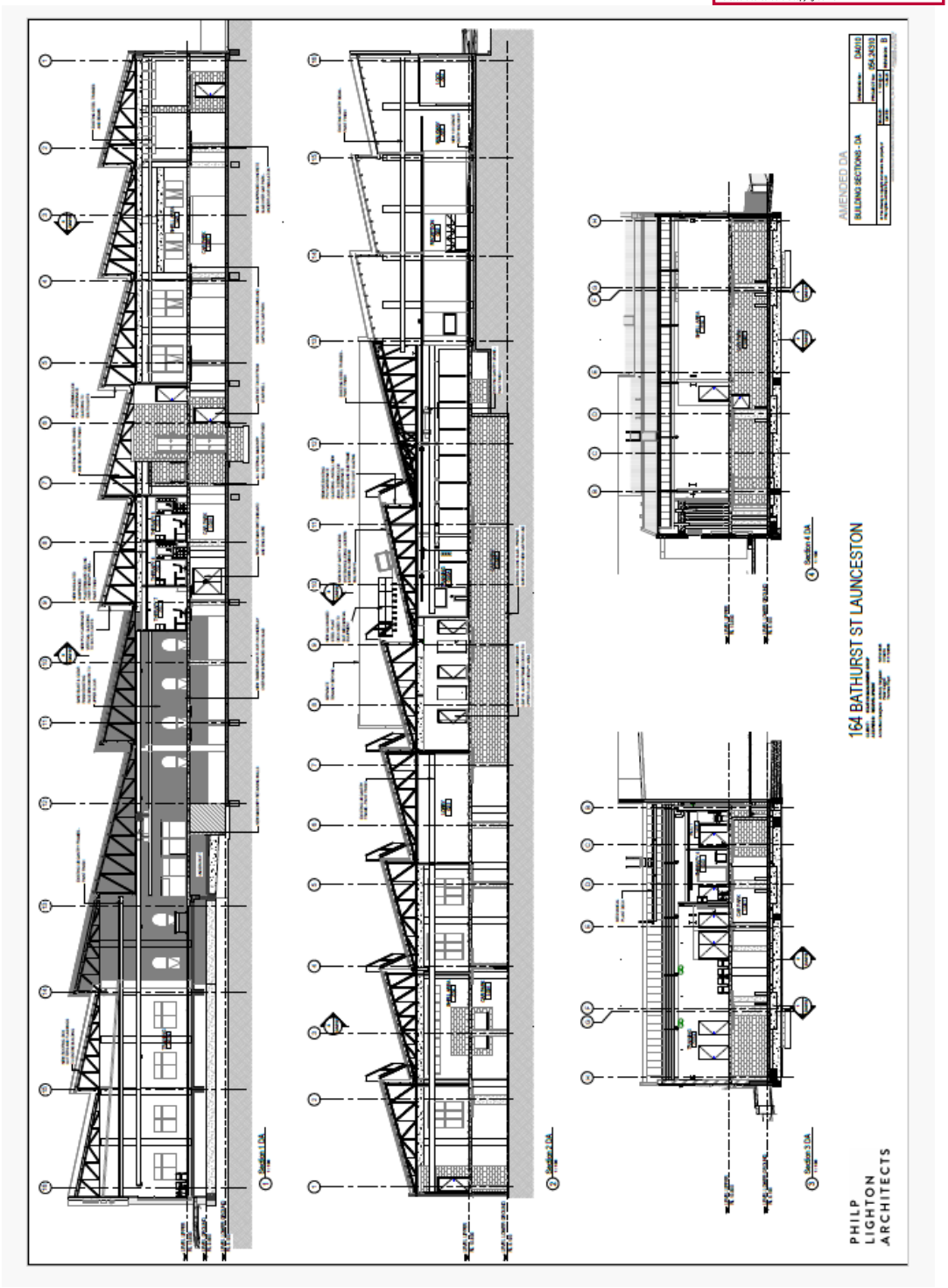


Traffic Impact Assessment

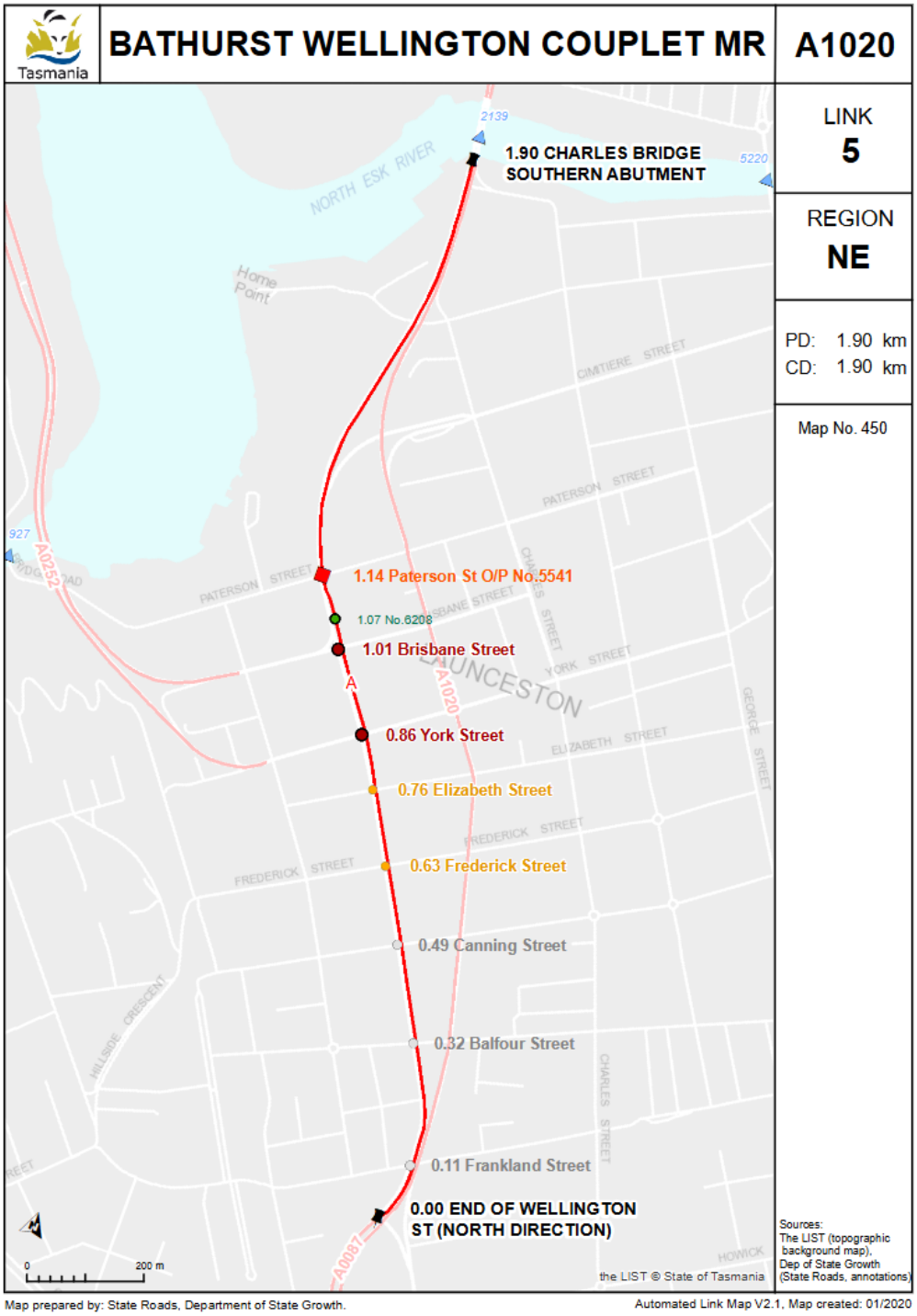








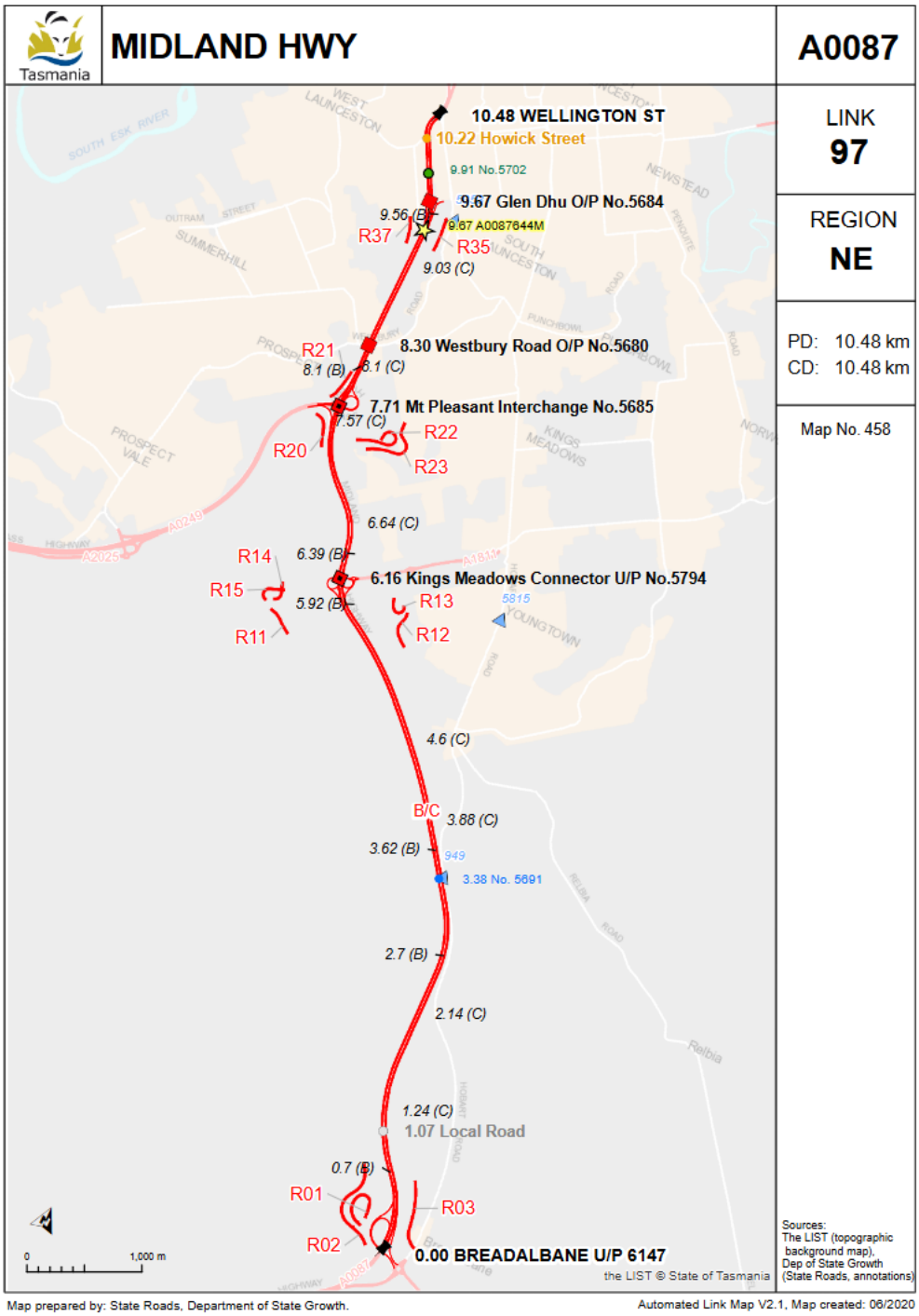
Appendix B – Arterial Rd AADT



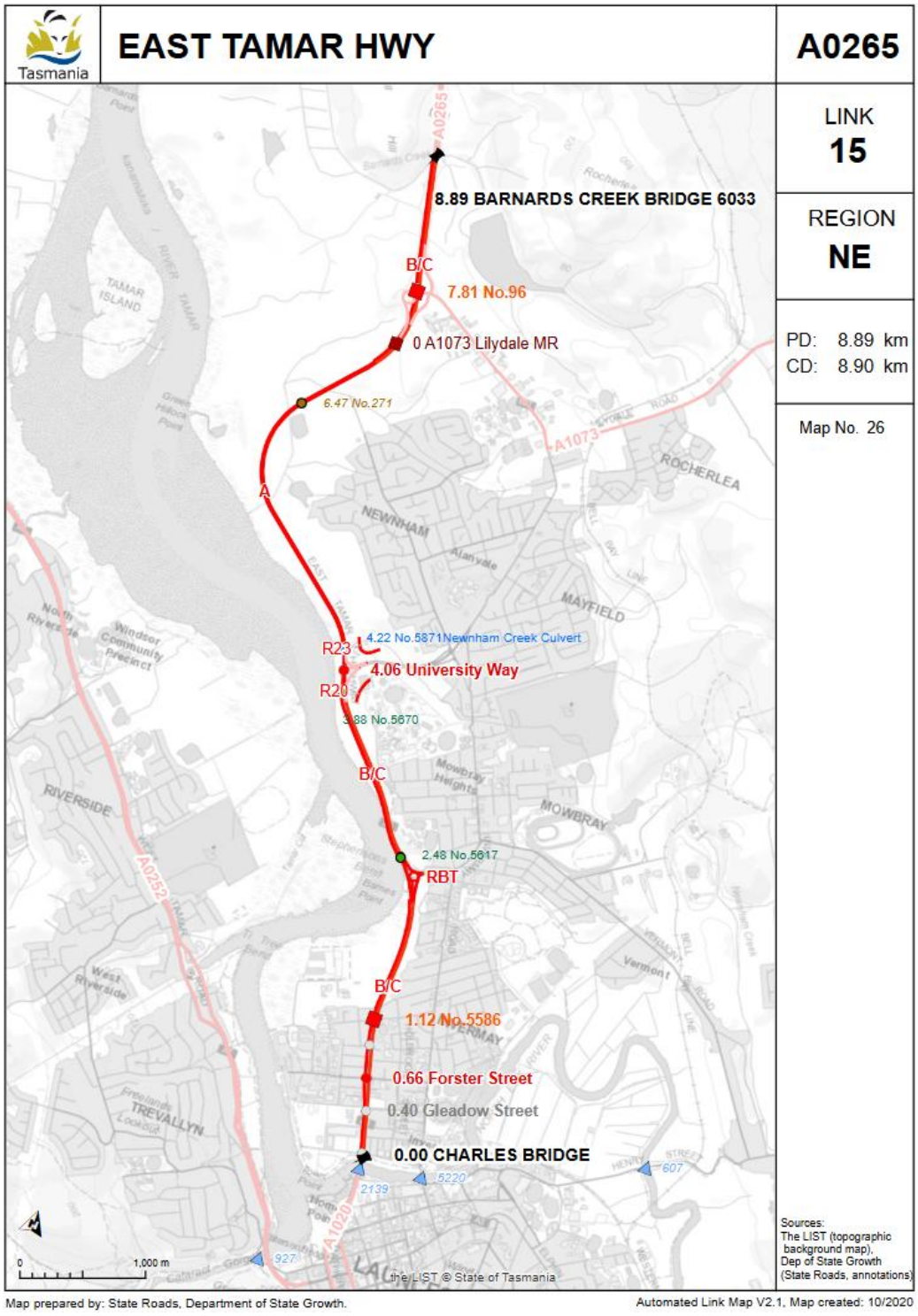
Map prepared by: State Roads, Department of State Growth.

Automated Link Map V2.1, Map created: 01/2020

Traffic Impact Assessment



Traffic Impact Assessment



Map prepared by: State Roads, Department of State Growth.

Automated Link Map V2.1, Map created: 10/2020

Traffic Impact Assessment

Midland Hwy (Nth of Pipeworks Rd)

Compound annual growth rate 2.2%

25,462 (2016)

29,100 (2022)

31,000 (2025) Projected

38,000 (2035) Projected

Bathurst St

Compound annual growth rate 2.2%

15,500 (2025) Projected

19,000 (2035) Projected

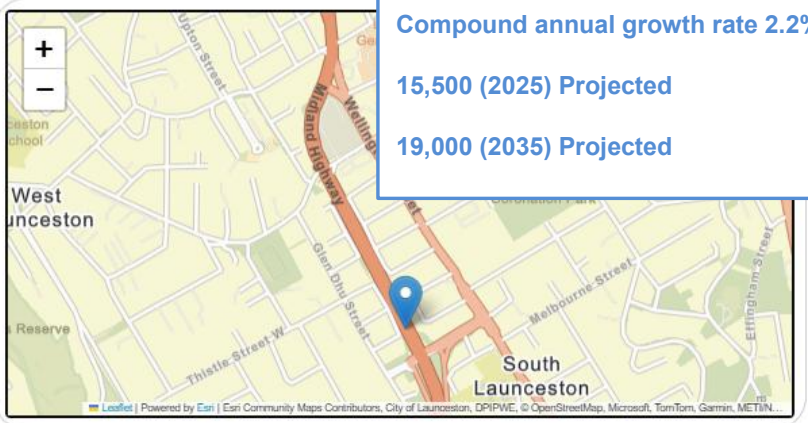
Site 0000A0087645

A0087645

- Midland Highway 80m N Of Glen Dhu Overpass
City: Glen Dhu
Route number: A0087

Site Data

100 km/h

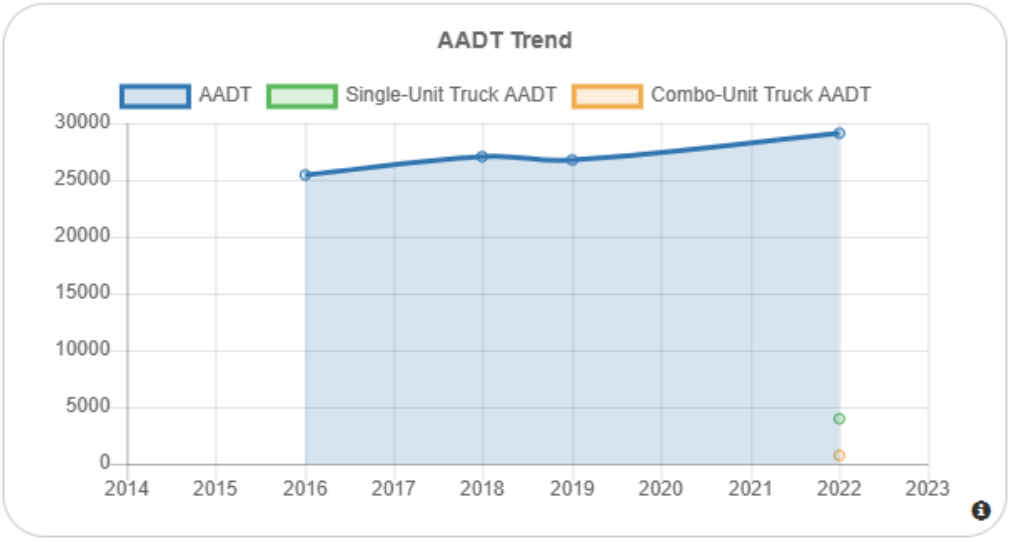


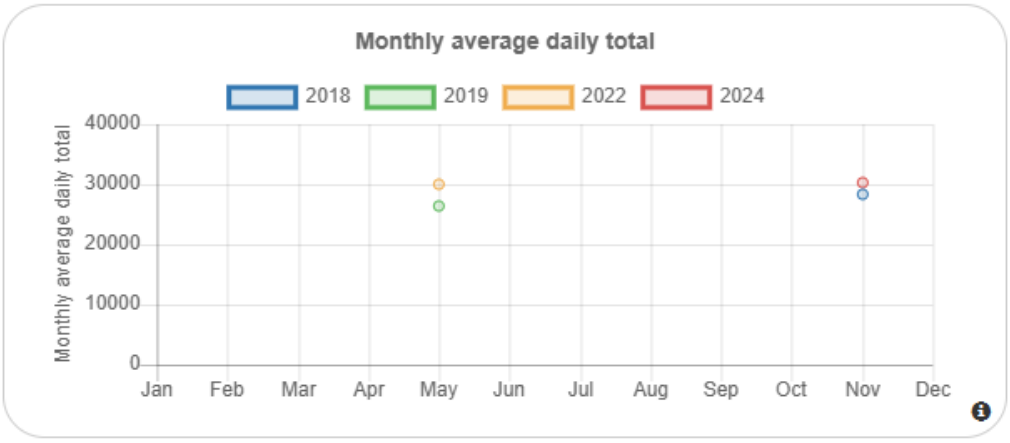
Traffic Statistics by Channel

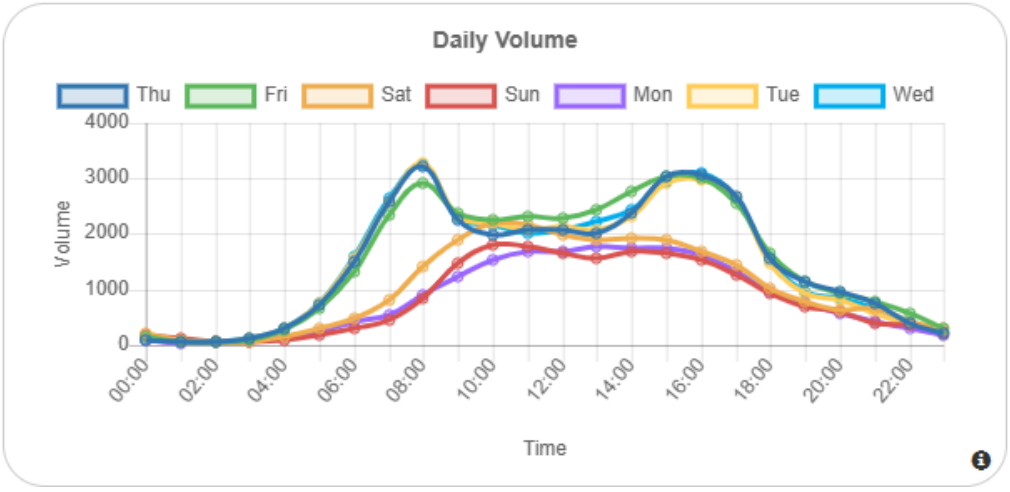
Channel	Weekday average total traffic	7-day average traffic	Weekly traffic total
Total	0	0	0

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AADT	-	-	25,462	-	27,041	26,726	-	-	29,100	-
% HV	-	-	10.5%	-	11.0%	11.3%	-	-	16.2%	-







Traffic Impact Assessment

A1020120

- Bathurst St S of York St
City: Launceston
Route number: A1020

Site Data

Traffic Statistics by Channel

Channel	Weekday average total traffic	7-day average traffic	Weekly traffic total
Total	0	0	0

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AADT	-	-	-	-	-	19,542	-	-	-	-
% HV	-	-	-	-	-	-	-	-	-	-

Bathurst St (Sth of York St)

Compound annual growth rate 2.2%

19,542 (2019)

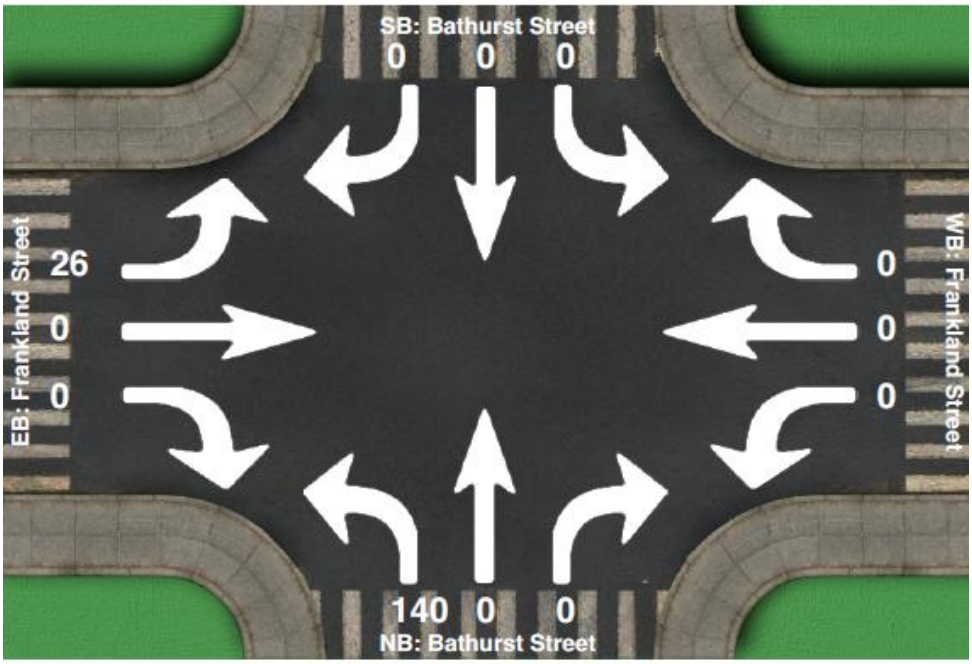
22,300 (2025) Projected

27,700 (2035) Projected

Appendix C – Collector Rd AADT

Intersection Count Summary

Location: Bathurst Street at Frankland Street, Launceston
GPS Coordinates: Lat=-41.447301, Lon=147.138859
Date: 2025-04-02
Day of week: Wednesday
Weather: Fine
Analyst: Sid Saxby



Intersection Count Summary

08:00 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	140	0	0	26	0	0	166

Turn Count Summary

Location: Bathurst Street at Frankland Street, Launceston
GPS Coordinates: Lat=-41.447301, Lon=147.138859
Date: 2025-04-02
Day of week: Wednesday
Weather: Fine
Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	0	0	0	0	0	0	22	0	0	4	0	0	26
08:05	0	0	0	0	0	0	14	0	0	3	0	0	17
08:10	0	0	0	0	0	0	21	0	0	2	0	0	23
08:15	0	0	0	0	0	0	17	0	0	5	0	0	22
08:20	0	0	0	0	0	0	33	0	0	5	0	0	38
08:25	0	0	0	0	0	0	33	0	0	6	0	0	39
08:30	0	0	0	0	0	0	0	0	0	1	0	0	1

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	0	0	0	0	0	0	21	0	0	2	0	0	23
08:05	0	0	0	0	0	0	14	0	0	2	0	0	16
08:10	0	0	0	0	0	0	17	0	0	2	0	0	19
08:15	0	0	0	0	0	0	15	0	0	5	0	0	20
08:20	0	0	0	0	0	0	32	0	0	5	0	0	37
08:25	0	0	0	0	0	0	30	0	0	6	0	0	36
08:30	0	0	0	0	0	0	0	0	0	1	0	0	1

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	0	0	0	0	0	0	1	0	0	2	0	0	3
08:05	0	0	0	0	0	0	0	0	0	1	0	0	1
08:10	0	0	0	0	0	0	3	0	0	0	0	0	3
08:15	0	0	0	0	0	0	2	0	0	0	0	0	2
08:20	0	0	0	0	0	0	1	0	0	0	0	0	1
08:25	0	0	0	0	0	0	3	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	0	0	0	0	0	0	1	0	0	2	0	0	3
08:05	0	0	0	0	0	0	0	0	0	1	0	0	1
08:10	0	0	0	0	0	0	3	0	0	0	0	0	3
08:15	0	0	0	0	0	0	2	0	0	0	0	0	2
08:20	0	0	0	0	0	0	1	0	0	0	0	0	1
08:25	0	0	0	0	0	0	3	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
08:00	0	0	0	0	0	0	0	0	0	1	0	1	1
08:05	0	0	0	0	0	0	0	1	1	0	0	0	1
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	1	0	1	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Count Summary

08:00 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	140	0	0	26	0	0	166

Vehicle Summary

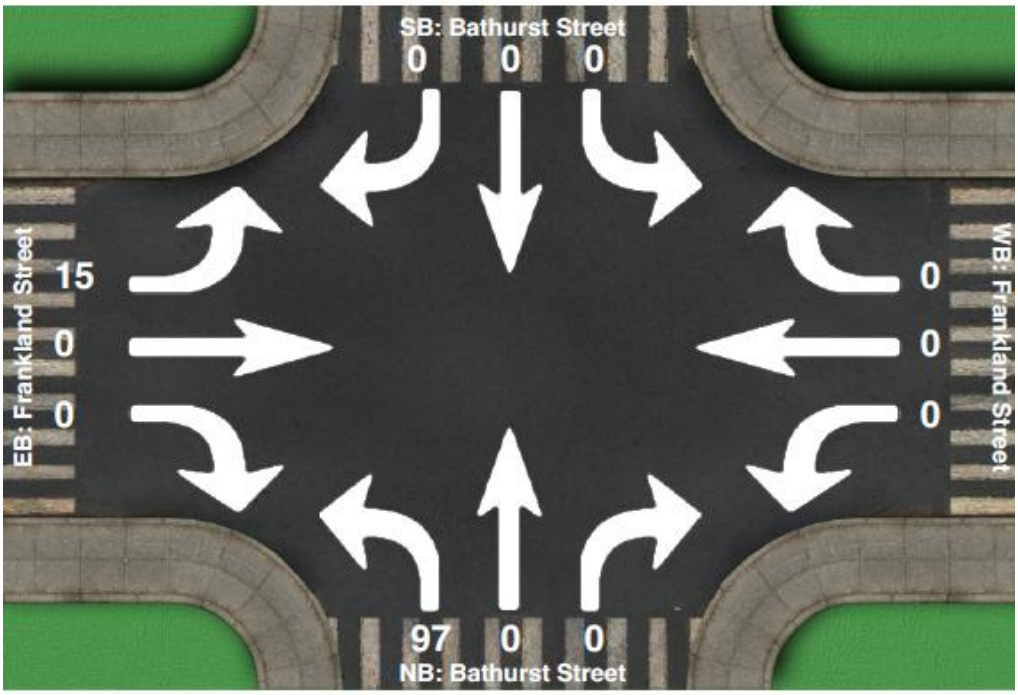
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	0	0	0	0	0	129	0	0	23	0	0	152
Truck	0	0	0	0	0	0	10	0	0	3	0	0	13
Bicycle	0	0	0	0	0	0	1	0	0	0	0	0	1

Pedestrians Summary

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	1	1	2	1	0	1	3

Intersection Count Summary

Location: Bathurst Street at Frankland Street, Launceston
GPS Coordinates: Lat=-41.447060, Lon=147.138854
Date: 2025-04-02
Day of week: Wednesday
Weather: Fine
Analyst: Sid Saxby



Intersection Count Summary

17:30 - 17:59

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	97	0	0	15	0	0	112

Turn Count Summary

Location: Bathurst Street at Frankland Street, Launceston
GPS Coordinates: Lat=-41.447060, Lon=147.138854
Date: 2025-04-02
Day of week: Wednesday
Weather: Fine
Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:30	0	0	0	0	0	0	9	0	0	4	0	0	13
17:35	0	0	0	0	0	0	24	0	0	0	0	0	24
17:40	0	0	0	0	0	0	17	0	0	2	0	0	19
17:45	0	0	0	0	0	0	22	0	0	3	0	0	25
17:50	0	0	0	0	0	0	14	0	0	3	0	0	17
17:55	0	0	0	0	0	0	11	0	0	3	0	0	14

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:30	0	0	0	0	0	0	9	0	0	4	0	0	13
17:35	0	0	0	0	0	0	24	0	0	0	0	0	24
17:40	0	0	0	0	0	0	17	0	0	2	0	0	19
17:45	0	0	0	0	0	0	21	0	0	3	0	0	24
17:50	0	0	0	0	0	0	14	0	0	3	0	0	17
17:55	0	0	0	0	0	0	11	0	0	3	0	0	14

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	0	0	0	1
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	0	0	0	1
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
17:30	0	0	0	0	0	0	1	0	1	1	0	1	2
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	1	1	2	0	2	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Impact Assessment

Intersection Count Summary

17:30 - 17:59

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	97	0	0	15	0	0	112

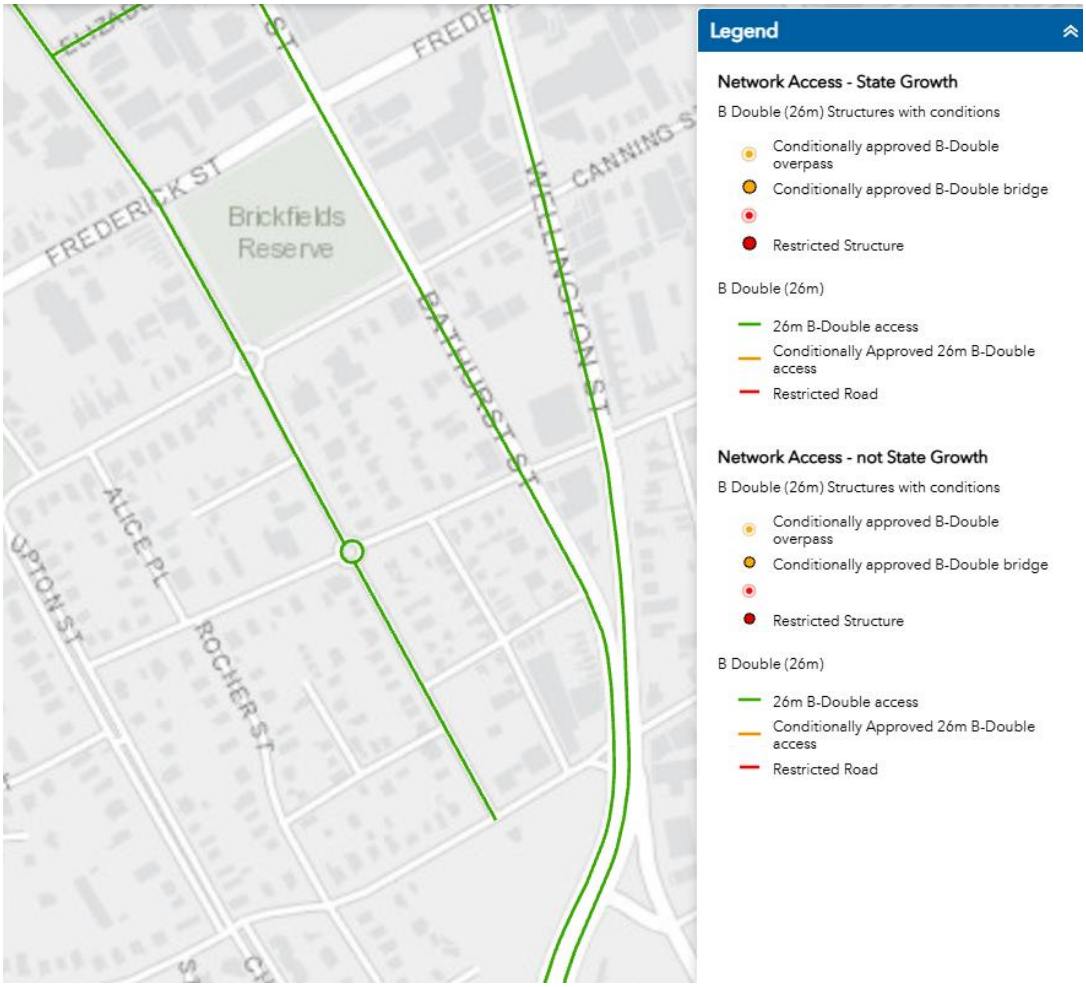
Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	0	0	0	0	0	96	0	0	15	0	0	111
Truck	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	1	1	3	0	3	1	0	1	5

Appendix D – Tas. 26m B Double Network



Source: DSG

Appendix E – Safe System Assessments

Safe System Assessment — **Existing situation - Bathurst Street 2025**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 18,900 vpd)**	High AADT, no reported crashes	High AADT, no reported crashes	Frankland Street has 3,000 vpd AADT, with 8 PDO & 1 First Aid crashes reported over 5 years	Heavy commerical vehicles, no reported crashes	Some pedestrian activity at >20 pph	Low cyclist activity	High AADT, motorcyclist activity.	
	Score /4	4	4	4	4	2	1	4	
Likelihood	**Justification**	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated	Substandard simple left turn facility at Frankland Street junction located on a bend	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated	Footpaths and traffic signals for crossing Bathurst Street	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated, footpaths, no cyclist facilities	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated on a bend	
	Score /4	1	0	4	1	2	4	2	
Severity	**Justification (50km/h speed limit.)**	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate to High severity for pedestrians.	Moderate to High severity for cyclists	Moderate to High severity for motorcyclists	
	Score /4	1	1	1	1	3	3	3	**Total /448**
Product	**Total Score /64**	**4**	**0**	**16**	**4**	**12**	**12**	**24**	**72**

TRAFFIC & CIVIL SERVICES

Safe System Assessment — **With proposal and AUL retrofit - Bathurst Street 2035**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 23,350 vpd)**	High AADT, no reported crashes	High AADT, no reported crashes	Frankland Street has 3,000 vpd AADT, with no crashes	Heavy commerical vehicles, no reported crashes	Some pedestrian activity at >20 pph	Low cyclist activity	High AADT, motorcyclist activity.	
	Score / 4	4	4	4	4	2	1	4	
Likelihood	**Justification**	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated	AUL Junction	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated	Footpaths and traffic signals for crossing Bathurst Street	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated, footpaths, no cyclist facilities	One Way Road with staigh alignment, 3 lanes 3.3m wide, well delineated on a bend	
	Score / 4	1	0	1	1	2	3	2	
Severity	**Justification (50km/h speed limit.)**	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate to High severity for pedestrians.	Moderate to High severity for cyclists	Moderate to High severity for motorcyclists	
	Score / 4	1	1	1	1	3	3	3	**Total /448**
Product	**Total Score /64**	**4**	**0**	**4**	**4**	**12**	**9**	**24**	**57**

Safe System Assessment — **Existing situation -Frankland Street 2025**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	Justification (AADT 3,000 vpd)	Low AADT, no reported crashes	Low AADT, no reported crashes	Crown Street (270 vpd), Margaret St (3,000 vpd) with 9 PDO & 4 Minor crashes reported over 5 years	Heavy commerical vehicles, no reported crashes	Some pedestrian activity at 20 pph	Low cyclist activity	Low motorcyclist activity.	
	Score / 4	1	1	3	1	1	1	1	
Likelihood	Justification	Straight alignment, 4.2m wide traffic lanes, well delineated	Straight alignment, 4.2m wide traffic lanes, well delineated	BAR junction at Margaret St junction and simple junction at Crown St	Straight alignment, 4.2m wide traffic lanes, well delineated	Footpaths both sides of the road	Straight alignment, 4.2m wide traffic lanes, well delineated	Straight alignment, 4.2m wide traffic lanes, well delineated	
	Score / 4	1	1	4	1	1	1	1	
Severity	Justification (50km/h speed limit.)	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate to High severity for pedestrians.	Moderate to High severity for cyclists	Moderate to High severity for motorcyclists	
	Score / 4	1	1	1	1	3	3	3	
Product	Total Score /64	1	1	12	1	3	3	3	24

TRAFFIC & CIVIL SERVICES

Safe System Assessment — **With proposal and BAR - Frankland Street 2035**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 3,500 vpd)**	Low AADT, no reported crashes	Low AADT, no reported crashes	Crown Street (270 vpd), Margaret St (3,500 vpd) with no crashes	Heavy commerical vehicles, no reported crashes	Some pedestrian activity at 20 pph	Low cyclist activity	Low motorcyclist activity.	
	Score / 4	1	1	3	1	1	1	1	
Likelihood	**Justification**	Straight alignment, 4.2m wide traffic lanes, well delineated	Straight alignment, 4.2m wide traffic lanes, well delineated	BAR junction at Margaret St and Crown St junctions	Straight alignment, 4.2m wide traffic lanes, well delineated	Footpaths both sides of the road	Straight alignment, 4.2m wide traffic lanes, well delineated	Straight alignment, 4.2m wide traffic lanes, well delineated	
	Score / 4	1	1	1	1	1	1	1	
Severity	**Justification (50km/h speed limit.)**	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate to High severity for pedestrians.	Moderate to High severity for cyclists	Moderate to High severity for motorcyclists	
	Score / 4	1	1	1	1	3	3	3	**Total /448**
Product	**Total Score /64**	**1**	**1**	**3**	**1**	**3**	**3**	**3**	**15**

Safe System Assessment — **Existing situation - Crown Street 2025**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 150 vpd)**	Low AADT, no reported crashes	Low AADT, no reported crashes	Franskland Street (3,000 vpd), Twinning St (150 vpd) with 1 PDO crash over 5 years	Heavy commerical vehicles, no reported crashes	Some pedestrian activity at 20 pph	Low cyclist activity	Low motorcyclist activity.	
	Score /4	1	1	3	1	1	1	1	
Likelihood	**Justification**	Straight alignment and narrow road (6.0m)	Straight alignment and narrow road (6.0m)	Simple junction & intersection	Straight alignment and narrow road (6.0m)	Footpaths both sides of the road	Straight alignment and narrow road (6.0m)	Straight alignment and narrow road (6.0m)	
	Score /4	2	2	4	2	2	2	2	
Severity	**Justification (50km/h speed limit, 30km/h speed environment.)**	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate severity for pedestrians.	Moderate severity for cyclists	Moderate severity for motorcyclists	
	Score /4	1	1	1	1	2	2	2	**Total /448**
Product	**Total Score /64**	**2**	**2**	**12**	**2**	**4**	**4**	**4**	**30**

Safe System Assessment — **With proposal and BAR - Crown Street 2035**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 270 vpd)**	Low AADT, no reported crashes	Low AADT, no reported crashes	Frankland Street (3,500 vpd), Twinning St (150 vpd) & no crashes	Heavy commerical vehicles, no reported crashes	Some pedestrian activity at 20 pph	Low cyclist activity	Low motorcyclist activity.	
	Score /4	1	1	3	1	1	1	1	
Likelihood	**Justification**	Straight alignment and narrow road (6.0m)	Straight alignment and narrow road (6.0m)	BAR junction & simple intersection	Straight alignment and narrow road (6.0m)	Footpaths both sides of the road	Straight alignment and narrow road (6.0m)	Straight alignment and narrow road (6.0m)	
	Score /4	2	2	1	2	2	2	2	
Severity	**Justification (50km/h speed limit, 30km/h speed environment.)**	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate severity for pedestrians.	Moderate severity for cyclists	Moderate severity for motorcyclists	
	Score /4	1	1	1	1	2	2	2	**Total /448**
Product	**Total Score /64**	**2**	**2**	**3**	**2**	**4**	**4**	**4**	**21**

Safe System Assessment — **Existing situation - Twinning Street 2025**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 150 vpd)**	Low AADT, no reported crashes	Low AADT, no reported crashes	Bathurst Street 18,900 vpd), Margaret St (3,000 vpd) with no crashes	5 Tonne Load Limit, no reported crashes	Some pedestrian activity at 20 pph	Low cyclist activity	Low motorcyclist activity.	
	Score /4	1	1	3	1	1	1	1	
Likelihood	**Justification**	Straight alignment and narrow road (5.6m)	Straight alignment and narrow road (5.6m)	Simple junctions	Straight alignment and narrow road (5.6m)	Footpaths both sides of the road	Straight alignment and narrow road (6.0m)	Straight alignment and narrow road (5.6m)	
	Score /4	2	2	2	2	2	2	2	
Severity	**Justification (50km/h speed limit, 30km/h speed environment.)**	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate severity for pedestrians.	Moderate severity for cyclists	Moderate severity for motorcyclists	
	Score /4	1	1	1	1	2	2	2	**Total /448**
Product	**Total Score /64**	**2**	**2**	**6**	**2**	**4**	**4**	**4**	**24**

Safe System Assessment — **With proposal - Twinning Street 2035**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	**Justification (AADT 250 vpd)**	Low AADT, no reported crashes	Low AADT, no reported crashes	Bathurst Street 23,350 vpd), Margaret St (3,500 vpd) with no crashes	5 Tonne Load Limit, no reported crashes	Some pedestrian activity at 20 pph	Low cyclist activity	Low motorcyclist activity.	
	Score /4	1	1	3	1	1	1	1	
Likelihood	**Justification**	Straight alignment and narrow road (5.6m)	Straight alignment and narrow road (5.6m)	Simple junctions	Straight alignment and narrow road (5.6m)	Footpaths both sides of the road	Straight alignment and narrow road (6.0m)	Straight alignment and narrow road (5.6m)	
	Score /4	2	2	2	2	2	2	2	
Severity	**Justification (50km/h speed limit, 30km/h speed environment.)**	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate severity for pedestrians.	Moderate severity for cyclists	Moderate severity for motorcyclists	
	Score /4	1	1	1	1	2	2	2	
Product	**Total Score /64**	2	2	6	2	4	4	4	24

Appendix F – Level of Service Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Appendix G – Bathurst Street Footpath

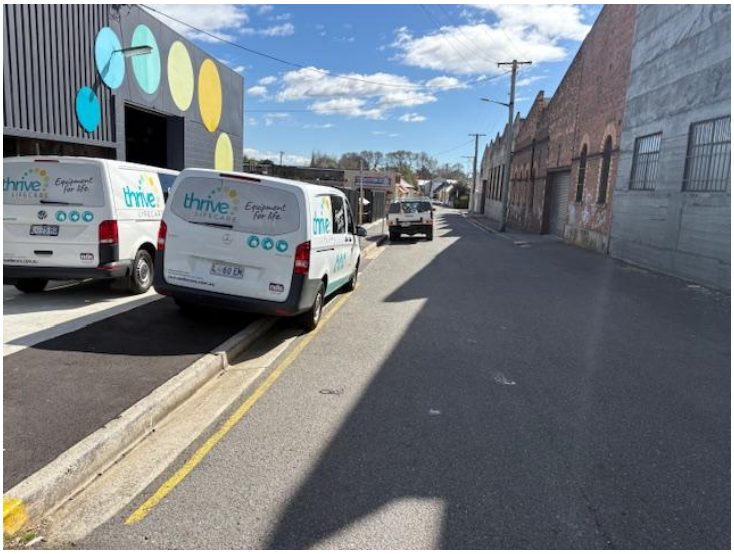
Bathurst St footpath southern approach to Frankland St

Bathurst St footpath Looking South from Frankland St

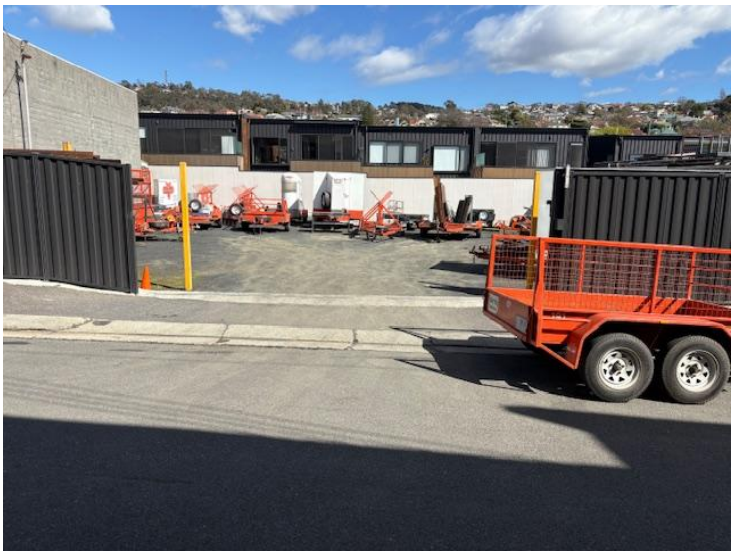
2.1m wide footpath

Appendix H – Crown Street

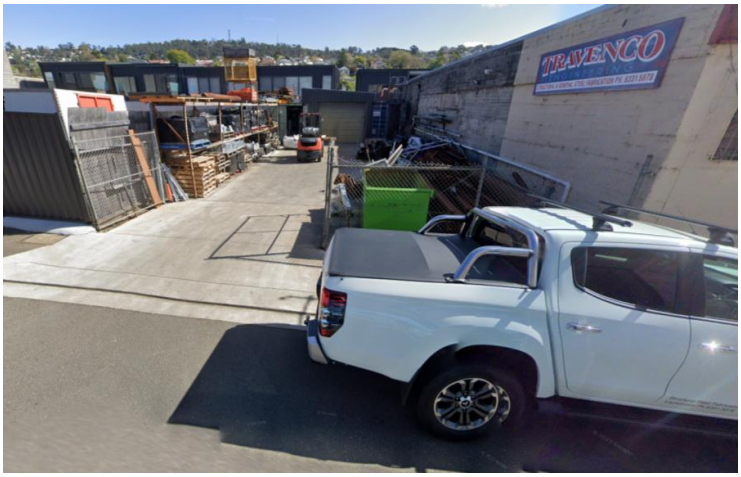
Crown St southern approach to proposed carpark access



Crown St access opposite side to proposed carpark access



Crown St access opposite side to proposed carpark access



Crown St access directly opposite proposed carpark access

Appendix I – Crown St driveway turn paths

To be inserted.

COLLECTIVE CONSULTING

INFRASTRUCUTRE REPORT

NOVEMBER 2025

PREPARED FOR

PHILP LIGHTON ARCHITECTS – BATHURST STREET REDEVELOPMENT

251007– DR01 ISSUE 01 VERSION 01

COLLECTIVE CONSULTING

Engineering a future of possibilities.

DOCUMENT TRANSMITTAL

RECORD OF ISSUE

Issue	Reason	Version	Date	Prepared By	Approved By
01	Development Approval	01	20/11/2025	JTA	JTA

RECORD OF ISSUE

Company	Name & Address	Contact
Fairbrother	Anthony Dalgleish 65 Tamar Street Launceston TAS 7250	adalgleish@philplighton.com.au

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1. INTRODUCTION

This infrastructure services report has been prepared to provide supplementary information to the planning authority for the purpose of assessing and approving the planned development.

The proposal is for a mixed used development including a gym, a physio, future development area and a carpark. At the time of this report, it is unlcear on the type of development that will be included in the 'shell area', however discussion have been had regarding possibility of residential accommodation. The number of units that could be built within the shell is estimated at 5 two-bedroom units. The development is within the existing building at 164 Bathurst Street (CT: 223249/1, 100993/2, 100993/1, 169096/1).

Figure 1 – location Plan

This report details the demand for water and sewer infrastructure services.

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2. WATER INFRASTRUCTURE

2.1. Water Introduction

This report should be read in conjunction with the development application drawings prepared by Collective Consulting, project number 251007 (Appendix A).

The site is currently serviced by a DN50 meter located in the alley way off Twining Street. The meter services this development and the neighbouring building (Another Computer Store). It is proposed to provide a new meter off the water main within the alley way and separate it from Another Computer Store.

2.2. Demand / Sizing

TasWater's supplement to Water Supply Code of Australia (WSA-03) specifies two methods to determine the required flow rate of a development depending on the number of equivalent tenements.

Appendix A of TasWater's supplement to WSA-03 provides equivalent tenements (ET) for various residential, commercial and industrial developments.

The supplement suggests the following allowances;

- 0.6 ETs per 2 bedroom unit equates to 3 ETs
- 0.4 ETs per room for medical centres which equates to 2.8 ETs.

The design ET for this development is there for **5.8 ET**.

For developments under 100 ET, the Probable Simultaneous Demand (PSD) method, outlined in AS3500.1 Plumbing and Drainage – Part 1: Water Services, can be used.

The probable simultaneous flow rate for varying ET's (or dwellings) can be found in Table 3.2.3 of AS3500.1. For developments of 5.8 ETs, a minimum flow rate of **1.30 L/s** should be used.

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3. SEWER INFRASTRUCTURE

3.1. Sewer Introduction

This report should be read in conjunction with the development application drawings prepared by Collective Consulting, project number 251007 (Appendix A).

The site is currently serviced by a DN2250 sewer line running within the alley way to Twinging Street. Due to internal configurations of the development, it is not achievable to connect to the existing connection and extension to TasWater's main in Crown Street is required.

3.2. Demand

The Water Services Association of Australia – Sewerage Code of Australia (WSA 02) specifies the method to determine average flows.

- The average dry weather flow (ADWF) = 0.0021 x EP and
- Peak dry weather flow (PDWF) = d x ADWF

Appendix A of TasWater's supplement to WSA-02 provides equivalent tenements (ET) for various residential, commercial and industrial developments.

The supplement suggests the following allowances;

- 0.75 ETs per 2 bedroom unit equates to 3.75 ETs
- 0.6 ETs per room for medical centres which equates to 4.2 ETs.

The design ET for this development is therefore **7.95 ET**.

From WSA, EP = Equivalent population = ET x 3.0 = **23.85**

ADWF = 0.0021 x 23.85 = **0.050 L/s**

d = **6**

Thus, PDWF = **0.3 L/s**

Peak day usage (L/day) is based on 450L/day/ET.

Peak day usage = 450L/day x 4.2 = **1.9kL/day**.

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4. CONCLUSION

The above report, in conjunction with the attached development application drawings and calculations, demonstrates that the surrounding infrastructure can accommodate the new development and will not have detrimental effects on the public drainage and water reticulation infrastructure.

The existing sewer drainage and water reticulation lot connections will be utilised for this development.

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5. 6. APPENDICES

5.1. Appendix A – Collective Consulting Drawings 231038-C

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OVERALL SITE PLAN
SCALE 1:500

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
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DANGER
OVERHEAD POWER LINES

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
C	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25
B	DEVELOPMENT APPLICATION	JTA	11-09-25
A	REVIEW / INFORMATION	OWM	16-04-25

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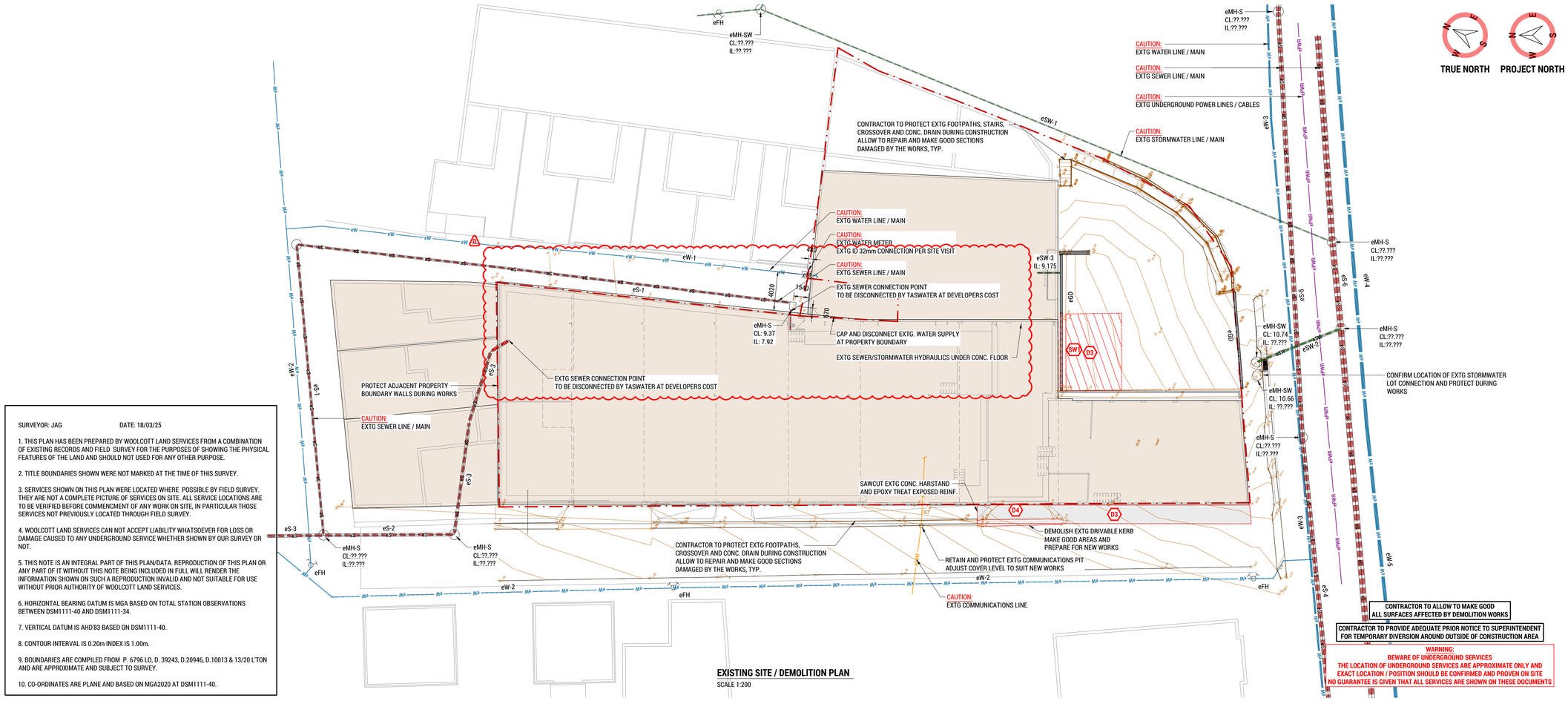
STANTON MANAGEMENT GROUP

PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
OVERALL SITE PLAN

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:500	251007	C100	C



EXISTING SITE / DEMOLITION PLAN

SCALE 1:200

SURVEYOR: JAG DATE: 18/03/25

1. THIS PLAN HAS BEEN PREPARED BY WOOLCOTT LAND SERVICES FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT USED FOR ANY OTHER PURPOSE.

2. TITLE BOUNDARIES SHOWN WERE NOT MARKED AT THE TIME OF THIS SURVEY.

3. SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.

4. WOOLCOTT LAND SERVICES CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT.

5. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN FULL WILL RENDER THE INFORMATION SHOWN ON SUCH A REPRODUCTION INVALID AND NOT SUITABLE FOR USE WITHOUT PRIOR AUTHORITY OF WOOLCOTT LAND SERVICES.

6. HORIZONTAL BEARING DATUM IS MGA BASED ON TOTAL STATION OBSERVATIONS BETWEEN DSM1111-40 AND DSM1111-34.

7. VERTICAL DATUM IS AHD'83 BASED ON DSM1111-40.

8. CONTOUR INTERVAL IS 0.20m INDEX IS 1.00m.

9. BOUNDARIES ARE COMPILED FROM P. 6796 LO, D. 39243, D.20946, D.10013 & 13/20 L'TON AND ARE APPROXIMATE AND SUBJECT TO SURVEY.

10. CO-ORDINATES ARE PLANE AND BASED ON MGA2020 AT DSM1111-40.

EXISTING SITE / DEMOLITION NOTES:

1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.
2. LOCATE ALL EXISTING UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCING ANY SITE AND DEMOLITION WORKS. REFER 'EXISTING INFRASTRUCTURE' NOTES ON DRAWING C001 FOR METHODS.
3. ANY CLASHES WITH DESIGNED INFRASTRUCTURE ON THE FOLLOWING DESIGN DRAWINGS ARE TO BE REPORTED TO DESIGN ENGINEER FOR DIRECTION.
4. ALL EXISTING INFRASTRUCURE IS TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING INFRASTRUCTURES IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.
5. CONTRACTOR TO MAKE ALL NECESSARY ALLOWANCES FOR REQUIRED DEMOLITIONS, REMOVALS AND RELOCATIONS TO SUIT NEW WORKS. REFER 'DEMOLITION WORKS' NOTES ON DRAWING C001.
6. CAP, TERMINATE AND REMOVE REDUNDANT DISUSED DRAINAGE SERVICES TO SATISFACTION OF ENGINEER, LOCAL AUTHORITIES AND IN ACCORDANCE WITH AS3500.
7. TRENCHES WHERE SERVICES ARE REMOVED ARE TO BE FILLED WITH AN APPROVED COMPACTED MATERIAL AND TO ENGINEERS COMPACTION SPECIFICATIONS. MATCH AND MAKE GOOD EXISTING SURFACES TO MATCH EXISTING SURROUNDINGS.
8. CONTRACTOR TO ALLOW TO MAKE GOOD ALL SURFACES AFFECTED BY DEMOLITION WORKS TO SUPERINTENDENT / PRINCIPAL SATISFACTION.

EXISTING SITE LEGEND:

CL	COVER LEVEL
e / EXTG	EXISTING ITEM / ELEMENT
eEP	EXISTING ELECTRICAL / COMMS PIT
eET	EXISTING ELECTRICAL TURRET
eFP	EXISTING FIRE PLUG
eGP	EXISTING GRATED / GULLY PIT
eHW	EXISTING HEADWALL
eLP	EXISTING LIGHT POLE
eMH	EXISTING MANHOLE
ePOLE	EXISTING ELECTRICAL / COMMS POLE
ePP	EXISTING POWER / LIGHT POLE
eSEP	EXISTING SIDE ENTRY PIT
eSIGN	EXISTING SIGN
eSV	EXISTING STOP / SWITCH VALVE
eTP	EXISTING TELSTRA PIT
IL	INVERT LEVEL
S	SEWER
SW	STORMWATER
W	WATER

EXISTING STORMWATER PIPE SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eSW-1	DN300	RCP
eSW-2	DN225	RCP

EXISTING SEWER PIPE SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eS-1	DN225	RCP
eS-2	DN300	UPVC
eS-3	DN300	VC
eS-4	DN450	RC
eS-5	DN450	VC
eS-6	DN675	CO

EXISTING WATER MAIN SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eW-1	DN32	PE100
eW-2	DN100	CICL
eW-3	DN225	DICL

DEMOLITION LEGEND:

- D1 DEMOLISH EXTG BUILDINGS (INCLUDING ROOFS, WALLS, FLOORS, FOOTINGS, ETC.)
  CAP AND TERMINATE REDUNDANT INFRASTRUCTURE CLEAR OF NEW WORKS
  READ IN CONJUNCTION WITH ARCH. DEMOLITION PLANS - ALL WORKS TO A SAW CUT EDGE
  MAKE GOOD AREAS AND EXTG SURFACES AND PREPARE FOR NEW WORKS
- D2 DEMOLISH AND REMOVE EXTG CONC. HARDSTANDS (INCLUDING KERBS, OTHER SURFACES, ETC.)
  READ IN CONJUNCTION WITH ARCH. DEMOLITION PLANS - ALL WORKS TO A SAW CUT EDGE
  MAKE GOOD AREAS AND EXTG SURFACES AND PREPARE FOR NEW WORKS
- D3 DEMOLISH AND REMOVE EXTG HOTMIX HARDSTANDS (INCLUDING KERBS, OTHER SURFACES, ETC.)
  READ IN CONJUNCTION WITH ARCH. DEMOLITION PLANS - ALL WORKS TO A SAW CUT EDGE
  MAKE GOOD AREAS AND EXTG SURFACES AND PREPARE FOR NEW WORKS
- D4 DEMOLISH AND REMOVE EXTG CONC. KERBS
  READ IN CONJUNCTION WITH ARCH. DEMOLITION PLANS - ALL WORKS TO A SAW CUT EDGE
  MAKE GOOD AREAS AND EXTG SURFACES AND PREPARE FOR NEW WORKS
- SW1 DEMOLISH AND REMOVE EXISTING STORMWATER INFRASTRUCTURE AND ASSOCIATED PIPEWORK
  ALL WORKS TO A SAW CUT EDGE
  MAKE GOOD AREAS ADJACENT AND PREPARE FOR NEW WORKS

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

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C	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25
B	DEVELOPMENT APPLICATION	JTA	11-09-25
A	REVIEW / INFORMATION	OWM	16-04-25

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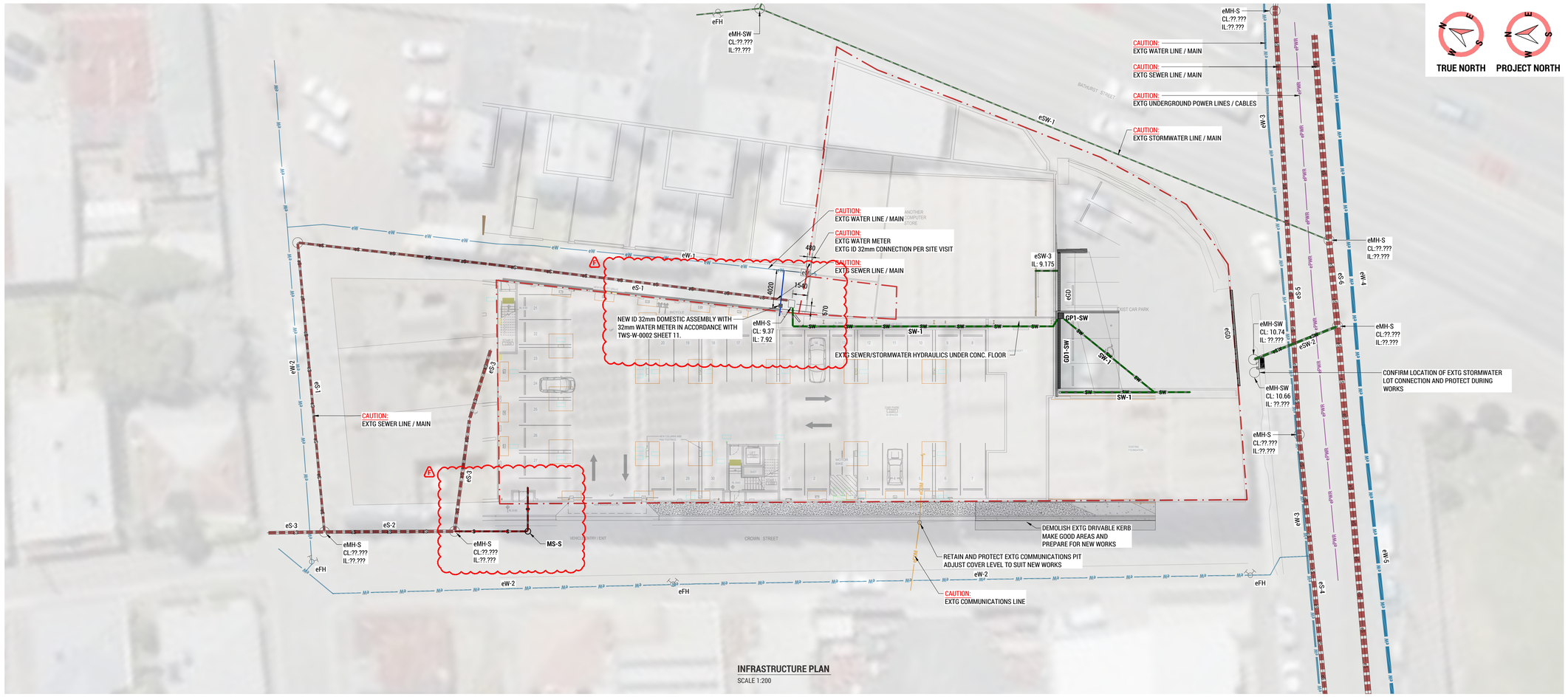
STANTON MANAGEMENT GROUP

PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
EXISTING SITE / DEMOLITION PLAN

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:200	251007	C101	D



INFRASTRUCTURE PLAN

SCALE 1:200

INFRASTRUCTURE NOTES:

1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.
2. STORMWATER PIPES SHALL BE INSTALLED WITH MIN. 0.5% GRADE FOR SIZES Ø225 AND ABOVE UNLESS NOTED / SCHEDULED OTHERWISE.
3. STORMWATER PIPES SHALL BE INSTALLED WITH MIN. 1.0% GRADE FOR PIPE SIZES Ø150 AND BELOW UNLESS NOTED / SCHEDULED OTHERWISE.
4. SEWER PIPES SHALL BE INSTALLED WITH MIN. 1.0% GRADE FOR PIPE SIZES Ø150 AND AND ABOVE UNLESS NOTED / SCHEDULED OTHERWISE.
5. SEWER PIPES SHALL BE INSTALLED WITH MIN. 1.65% GRADE FOR PIPE SIZES Ø100 AND BELOW UNLESS NOTED / SCHEDULED OTHERWISE.
6. ALL 'DN' SIZES SCHEDULED OR NOTED INDICATE INTERNAL DIAMETER.
7. REFER SECTIONS AND DETAILS FOR PIPE TRENCHING SPEC'S.
8. WATER LINES SHALL GENERALLY BE LAID ABOVE SEWER PIPES WHEREVER POSSIBLE.
9. ALL PIPES SHALL BE INSTALLED WITH MIN. 750mm COVER (U.N.O.)

INFRASTRUCTURE LEGEND:

CL	COVER LEVEL
DN	NOMINAL PIPE DIAMETER - INTERNAL DIAMETER (U.N.O.)
DP	DOWNPIPE - AS SCHEDULED
e / EXTG	EXISTING ITEM / ELEMENT
FH	FIRE HYDRANT - REFER SECTIONS AND DETAILS
FM	FIRE WATER SERVICE LINE / MAIN
FP	FIRE PLUG
GD	GRATED DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
GP	GRATED / GULLY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
GVP	GRATED VEE PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
HBC	HOSE BIB COCK
IL	INVERT LEVEL
IO	INSPECTION OPENING - FINISHED TO SURFACE LEVEL
M	METER
MH	MANHOLE - AS SCHEDULED / REFER SECTIONS AND DETAILS
MS	MAINTENANCE SHAFT - AS SCHEDULED
RL	REDUCED LEVEL
S	SEWER
SEP	SIDE ENTRY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
SM	SUB-METER
SV	STOP / SWITCH VALVE
SW	STORMWATER
VD	VEE DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
W	WATER

EXISTING STORMWATER PIPE SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eSW-1	DN300	RCP
eSW-2	DN225	RCP
eSW-3	DN150	PVC

STORMWATER PIPE SCHEDULE

MARK	PIPE SIZE	TYPE	CLASS	GRADE
SW-1	DN150	SN8	uPVC	MIN. 1%

STORMWATER DRAIN / PIT / MANHOLE SCHEDULE

MARK	SIZE	TYPE	ACCESSORIES
GD1-SW	150 WIDE	-	CLASS 'D' GALV GRATE
GP1-SW	600x600	PRECAST CONC.	CLASS 'D' GALV GRATE

EXISTING SEWER PIPE SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eS-1	DN225	REINFORCED CONC.
eS-2	DN300	uPVC
eS-3	DN300	VITRIFIED CLAY
eS-4	DN450	REINFORCED CONC.
eS-5	DN450	VITRIFIED CLAY
eS-6	DN675	REINFORCED CONC.

EXISTING WATER MAIN SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eW-1	DN32	PE100
eW-2	DN100	CAST IRON CEMENT LINED
eW-3	DN225	DUCTILE IRON CEMENT LINED
eW-4	DN375	DUCTILE IRON CEMENT LINED
eW-5	DN375	MILD STEEL CEMENT LINED

SEWER PIT / MANHOLE SCHEDULE

MARK	SIZE	TYPE	ACCESSORIES
MS1-S	0600	PRECAST CONC.	CLASS D LID

PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
F	REVISED DEVELOPMENT APPLICATION	JTA	20-11-25
E	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25
D	RESPONSE TO RFI	JTA	08-10-25
C	DEVELOPMENT APPLICATION	JTA	15-09-25
B	DEVELOPMENT APPLICATION	JTA	11-09-25
A	REVIEW / INFORMATION	OWM	16-04-25

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Launceston TAS 7250
P (03) 6334 0834
collectiveconsulting.com.au

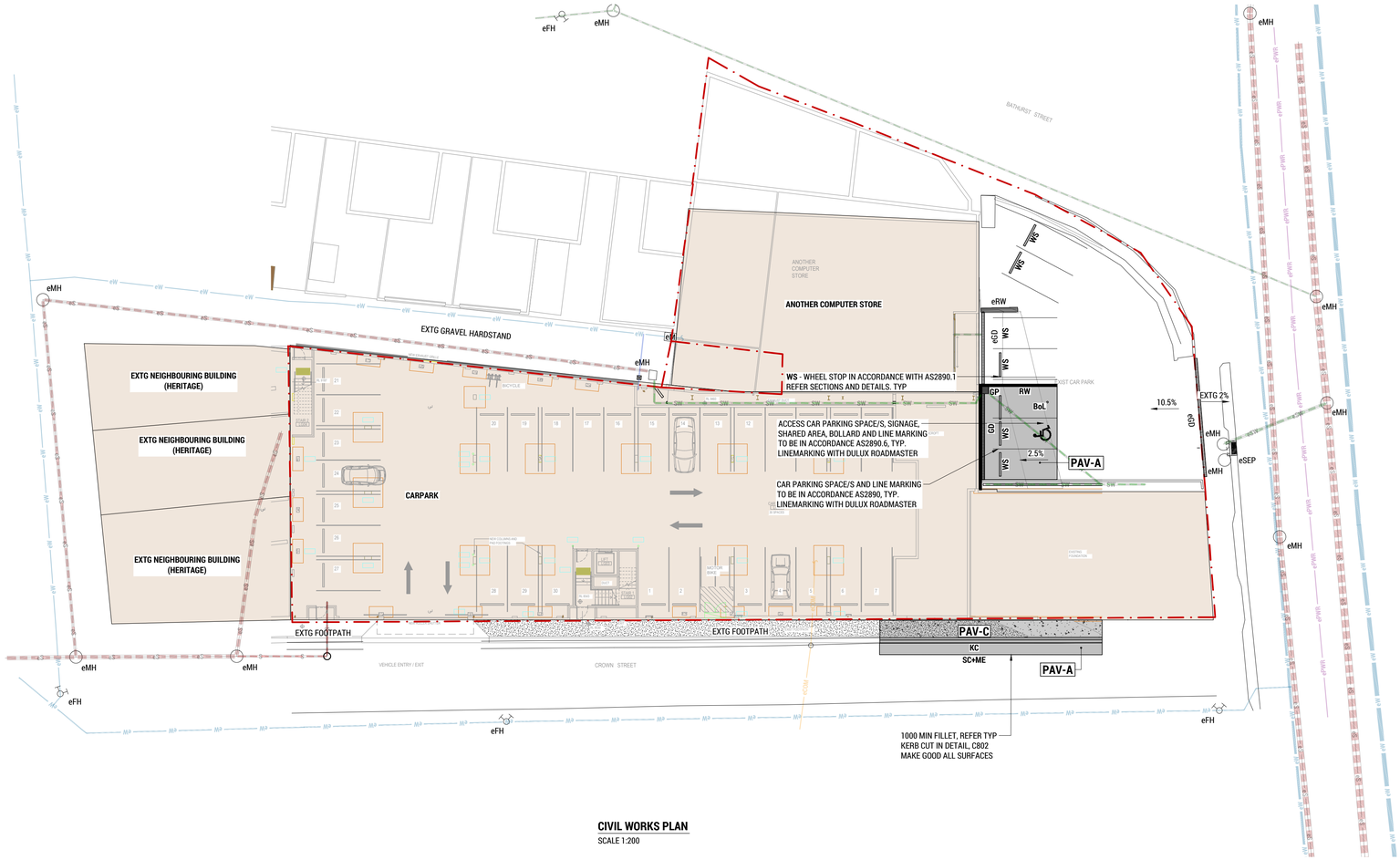
CLIENT / ARCHITECT:
STANTON MANAGEMENT GROUP

PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
INFRASTRUCTURE PLAN

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:200	251007	C401	F



CIVIL WORKS PLAN

SCALE 1:200

CIVIL WORKS NOTES:

1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.

PAV-A - HOTMIX - TRAFFICABLE
REFER SECTIONS AND DETAILS

PAV-B - CONCRETE HARDSTAND - TRAFFICABLE
REFER SECTIONS AND DETAILS

PAV-C - CONCRETE HARDSTAND - NON-TRAFFICABLE
REFER SECTIONS AND DETAILS

SURF-A - LANDSCAPING / SOFT AREAS
200mm MINIMUM GOOD QUALITY TOPSOIL
(UNLESS SPECIFIED OTHERWISE BY ARCHITECT / LANDSCAPE ARCHITECT / PRINCIPAL)

BK	BARRIER KERB - REFER SECTIONS AND DETAILS
Bol	BOLLARD - REFER SECTIONS AND DETAILS
CL	COVER LEVEL
DN	NOMINAL PIPE DIAMETER - INTERNAL DIAMETER (U.N.O.)
DP	DOWNPIPE - AS SCHEDULED
e / EXTG	EXISTING ITEM / ELEMENT
FFL	FINISHED FLOOR LEVEL
FH	FIRE HYDRANT - AS SCHEDULED / REFER SECTIONS AND DETAILS
FK	FLUSH KERB - REFER SECTIONS AND DETAILS
FM	FIRE MAIN SERVICE LINE
FP	FIRE PLUG
FSL	FINISHED SURFACE LEVEL
GD	GRATED DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
GP	GRATED / GULLY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
GVP	GRATED VEE PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
HBC	HOSE BIB COCK
HW	HEADWALL - AS SCHEDULED / REFER SECTIONS AND DETAILS
IL	INVERT LEVEL
IO	INSPECTION OPENING
KC	KERB AND CHANNEL - REFER SECTIONS AND DETAILS
KCM	KERB AND CHANNEL - MOUNTABLE - REFER SECTIONS AND DETAILS
KCS	KERB AND CHANNEL - SMALL - REFER SECTIONS AND DETAILS
KCV	KERB AND CHANNEL - VEHICULAR - REFER SECTIONS AND DETAILS
M	WATER METER - AS SCHEDULED / REFER SECTIONS AND DETAILS
ME	MATCH EXISTING / MAKE GOOD TO PRINCIPAL SATISFACTION
MH	MANHOLE - AS SCHEDULED / REFER SECTIONS AND DETAILS
NSL	NATURAL SURFACE LEVEL
PED	PEDESTRIAN ACCESS RAMP - REFER SECTIONS AND DETAILS
PCBC	PRECAST CONC. BOX CULVERT - AS SCHEDULED / REFER SECTIONS AND DETAILS
RL	REDUCED LEVEL
RW	RETAINING WALL - AS SCHEDULED / REFER SECTIONS AND DETAILS
S	SEWER
SC	WORKS TO A SAWCUT EDGE - MAKE GOOD TO PRINCIPAL SATISFACTION
SCJ	SLAB SAWCUT JOINT - AS SCHEDULED / REFER SECTIONS AND DETAILS
SEP	SIDE ENTRY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
SL	SURFACE LEVEL
SV	STOP / SWITCH VALVE
SW	STORMWATER
TOK	TOP OF KERB
TOW	TOP OF WALL
VC	VEE CHANNEL - REFER SECTIONS AND DETAILS
VD	VEE DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
W	WATER
WS	WHEEL STOP - IN ACCORDANCE WITH AS2890.1 - REFER SECTIONS AND DETAILS

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
D	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25
C	DEVELOPMENT APPLICATION	JTA	15-09-25
B	DEVELOPMENT APPLICATION	JTA	11-09-25
A	REVIEW / INFORMATION	OWM	16-04-25

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CLIENT / ARCHITECT:
STANTON MANAGEMENT GROUP

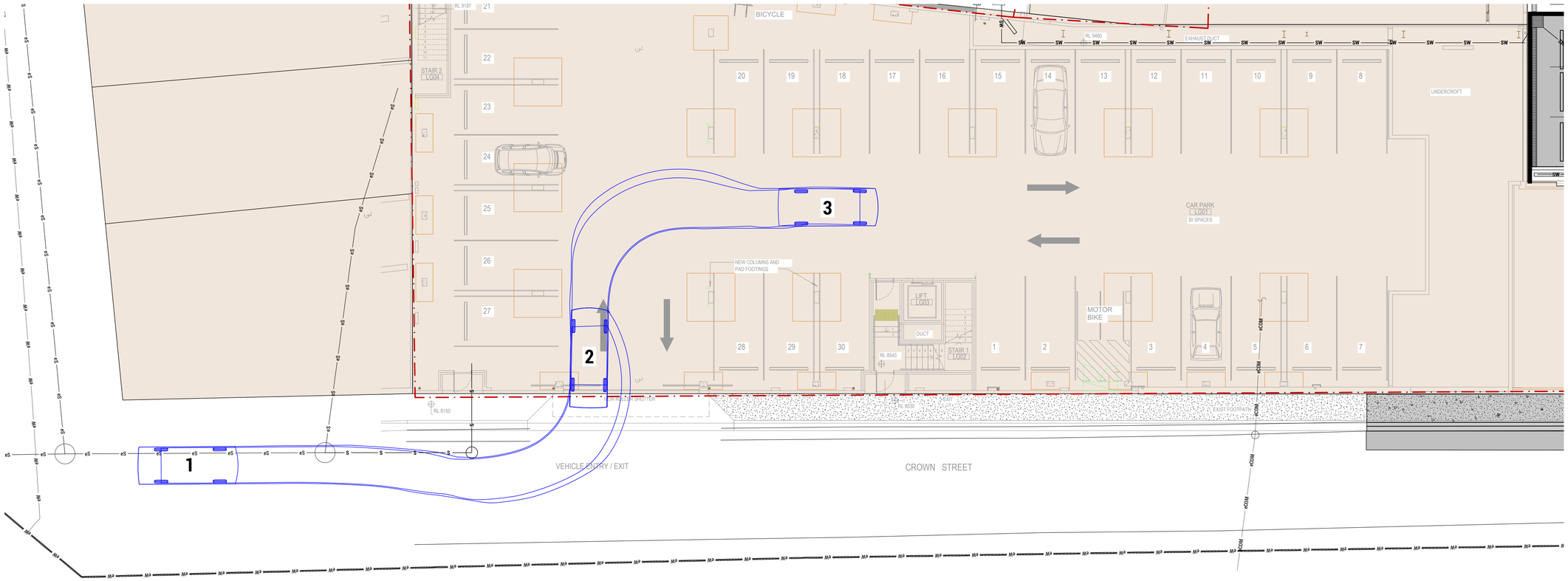
PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

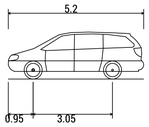
DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
CIVIL WORKS PLAN

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:200	251007	C501	D

TRUE NORTH PROJECT NORTH





PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0312/2025
Date advertised: 29/11/2025

Planning Administration

Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25

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CLIENT / ARCHITECT:
STANTON MANAGEMENT GROUP

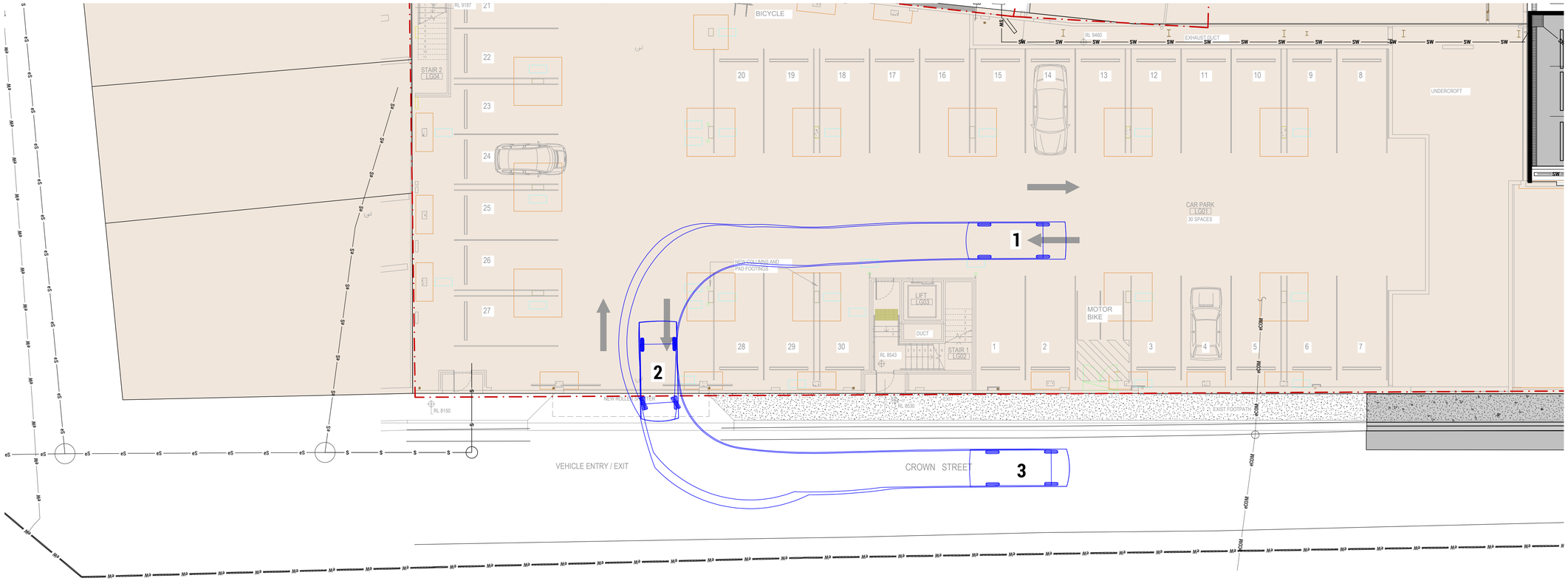
PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

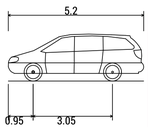
DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
VEHICLE TURNING MOVEMENTS PLAN - SHEET 1

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:100	251007	C701	A

TRUE NORTH PROJECT NORTH





PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

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Curb to Curb Turning Radius	6.300m

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25

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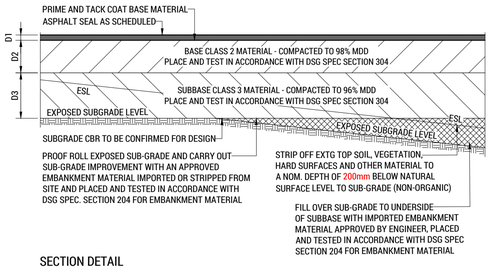
CLIENT / ARCHITECT:
STANTON MANAGEMENT GROUP

PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

DRAWING TITLE:
VEHICLE TURNING MOVEMENTS PLAN - SHEET 2

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:100	251007	C702	A

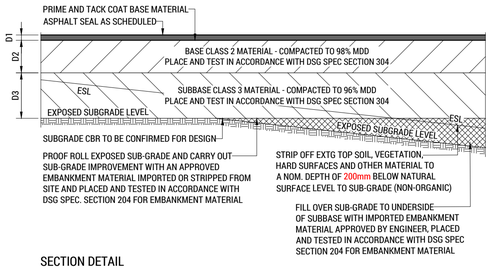


SECTION DETAIL

PAVEMENT - 'PAV-A' - ASPHALT SEAL - TRAFFICABLE (TYP.)

SCALE 1:20

NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS

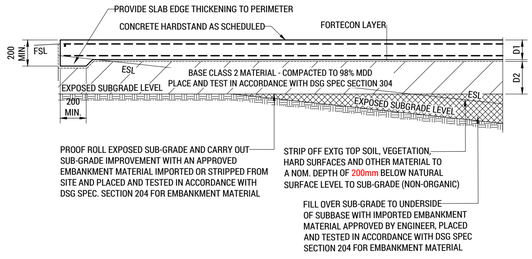


SECTION DETAIL

PAVEMENT - 'PAV-B' - ASPHALT SEAL - NON-TRAFFICABLE (TYP.)

SCALE 1:20

NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS

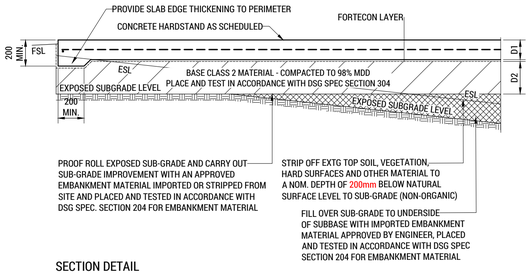


SECTION DETAIL

PAVEMENT - 'PAV-C' - CONCRETE HARDSTAND - TRAFFICABLE (TYP.)

SCALE 1:20

NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS
REFER LGAT STANDARD DRAWING TSD-R09-v3 FOR ADDITIONAL DRIVEWAY DETAILS

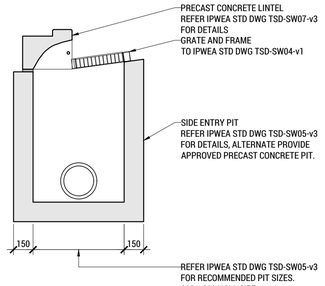


SECTION DETAIL

PAVEMENT - 'PAV-D' - CONCRETE HARDSTAND - NON-TRAFFICABLE (TYP.)

SCALE 1:20

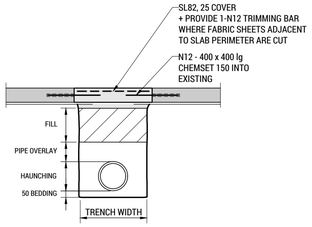
NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS
REFER LGAT STANDARD DRAWING TSD-R09-v3 FOR ADDITIONAL DRIVEWAY DETAILS



SIDE ENTRY PIT 'TYPE 1' - SEP

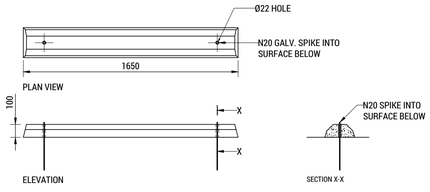
SCALE 1:20

REFER IPWEA STANDARD DRAWINGS FOR ADDITIONAL SIDE ENTRY PIT DETAILS



D01 **SLAB REPAIR DETAIL**

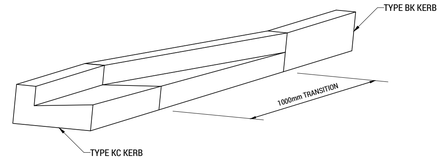
SCALE 1:20



WHEEL STOP DETAIL (TYP.)

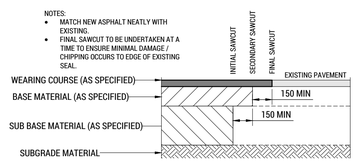
SCALE 1:20

NOTE:
HUDSON CIVIL PRODUCT WHEEL STOP (1650 LONG x 100 HIGH)
INSTALLED TO MANUFACTURERS SPECIFICATION



KC TO BK KERB TRANSITION (TYP.)

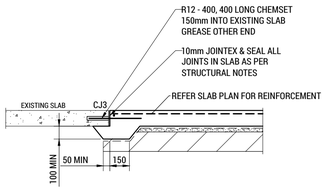
SCALE 1:20



NEW TO EXISTING HOT MIX TRANSITION

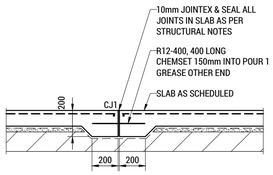
SCALE 1:20

MIN CBR 4% (CONTRACTOR TO CONFIRM ONSITE)



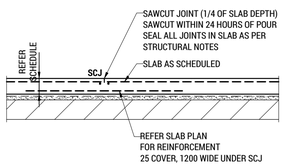
CONSTRUCTION JOINT DETAIL - CJ3

SCALE 1:20



CONSTRUCTION JOINT DETAIL - CJ1

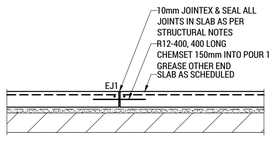
SCALE 1:20



SAW CUT JOINT DETAIL - SCJ

SCALE 1:20

NOTE: REFER LGAT STANDARD DRAWING TSD-R11-v3 FOR
ADDITIONAL FOOTPATH DETAILS.
PROVIDE SAWCUT JOINTS AT 2.0m MAX. CRS FOR FOOTPATHS



EXPANSION JOINT DETAIL - EJ1 (TYP.)

SCALE 1:20

PROVIDE EXPANSION JOINTS EACH SIDE DRIVEWAYS AND AT
18.0m MAX CRS
REFER IPWEA STD DWG TSD-R09-v3 & TSD-R11-v3 FOR DETAILS

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
C	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25
B	DEVELOPMENT APPLICATION	JTA	11-09-25
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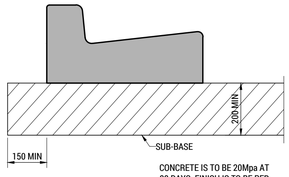
PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
SECTIONS & DETAILS - SHEET 1

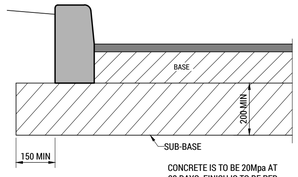
SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:20	251007	C801	C



CONCRETE IS TO BE 20Mpa AT
28 DAYS. FINISH IS TO BE PER
D.S.G. SPEC SECTION 703.

KERB AND CHANNEL 'KC' (TYP.)
SCALE 1:10

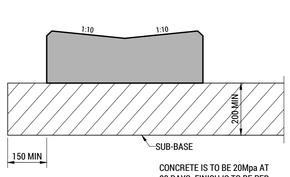
REFER IPWEA STD DWG TSD-R14-v3
FOR APPROVED KERB & CHANNEL
PROFILES & DIMENSIONS



CONCRETE IS TO BE 20Mpa AT
28 DAYS. FINISH IS TO BE PER
D.S.G. SPEC SECTION 703.

BARRIER KERB 'BK' (TYP.)
SCALE 1:10

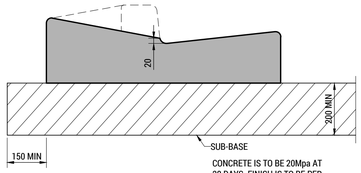
REFER IPWEA STD DWG TSD-R14-v3
FOR APPROVED KERB & CHANNEL
PROFILES & DIMENSIONS



CONCRETE IS TO BE 20Mpa AT
28 DAYS. FINISH IS TO BE PER
D.S.G. SPEC SECTION 703.

VEE CHANNEL 'VC' (TYP.)
SCALE 1:10

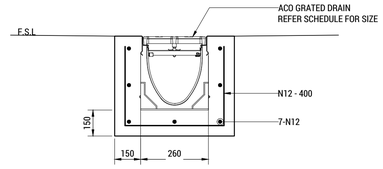
REFER IPWEA STD DWG TSD-R14-v3
FOR APPROVED KERB & CHANNEL
PROFILES & DIMENSIONS



CONCRETE IS TO BE 20Mpa AT
28 DAYS. FINISH IS TO BE PER
D.S.G. SPEC SECTION 703.

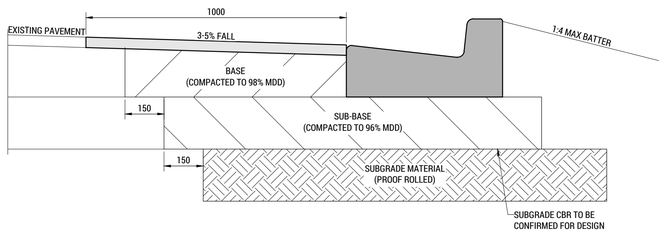
KERB AND CHANNEL VEHICULAR CROSSING 'KCV' (TYP.)
SCALE 1:10

REFER IPWEA STD DWG TSD-R14-v3
FOR APPROVED KERB & CHANNEL
PROFILES & DIMENSIONS



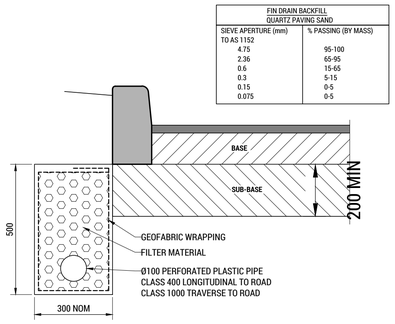
GRATED DRAIN DETAIL - GD1 - S200K
SCALE 1:10

REFER ACO FOR INSTALLATION & SPEC. DETAILS
ALTERNATIVE UNIT MAYBE SUBSTITUTED.

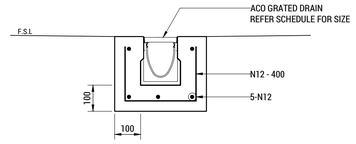


KERB CUT IN DETAIL (TYP.)
SCALE 1:10

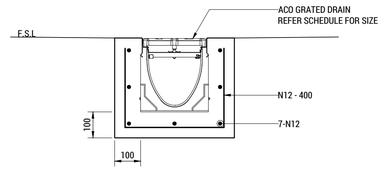
NOTE - HOTMIX PAVEMENT - ROADWAYS FOR BASE MATERIAL TYPES & DEPTHS



D03 - **SUB-SOIL DRAIN DETAIL**
SCALE 1:10
INSTALL TO D.S.G. SPEC ON DWG
3401-3/P17-4



GRATED DRAIN DETAIL - GD1
SCALE 1:10



GRATED DRAIN DETAIL - GD1
SCALE 1:10

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
C	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25
B	DEVELOPMENT APPLICATION	JTA	11-09-25
A	REVIEW / INFORMATION	OWM	16-04-25

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COLLECTIVE CONSULTING
E admin@collectiveconsulting.com.au
Level 1 10-14 Paterson Street
Launceston TAS 7250
P (03) 6334 0834
collectiveconsulting.com.au

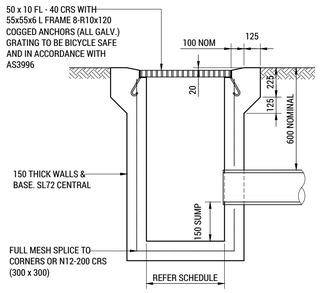
CLIENT / ARCHITECT:
STANTON MANAGEMENT GROUP

PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
SECTIONS & DETAILS - SHEET 2

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:10	251007	C802	C



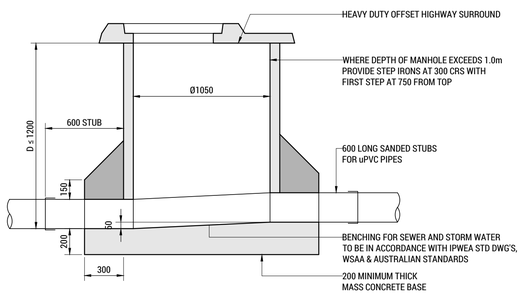
GRATED PIT - TRAFFICABLE

SCALE 1:20

REFER IPWEA STANDARD DRAWINGS FOR ALTERNATE PIT CONSTRUCTION DETAILS.
APPROVED PRECAST UNIT MAYBE SUBSTITUTED.

MANHOLE LIDS TO BE 'GATIC' TYPE OR SIMILAR
- HEAVY DUTY 'CLASS D' FOR TRAFFIC AREAS
- MEDIUM DUTY 'CLASS B' FOR ALL OTHER AREAS

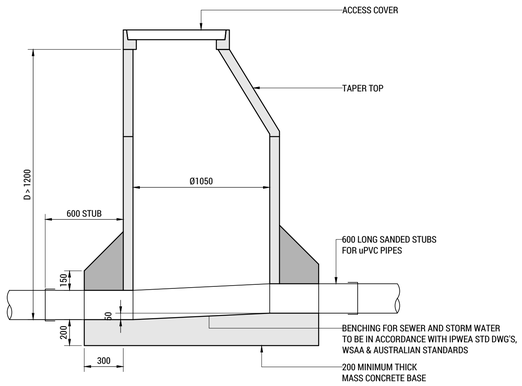
ALL STORM WATER MANHOLES TO HAVE 'SW' CAST INTO LIDS. SEWER MANHOLES TO HAVE 'S' CAST IN.



MANHOLE DETAIL - D < 1200

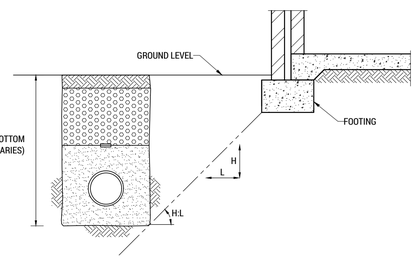
SCALE 1:20

REFER IPWEA STD DWG TSD-SW02-v3
FOR STORMWATER MANHOLE DETAILS
REFER WSAA STD DWG'S FOR SEWER
MANHOLE DETAILS



MANHOLE DETAIL - D > 1200

SCALE 1:20

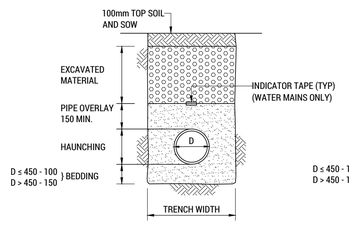


SOIL TYPE	SLOPE H:L	
	COMPACTED FILL	UNDISTURBED GROUND
STABLE ROCK	2:3	8:1
SAND	1:2	1:2
SILT	1:4	1:4
FIRM CLAY	1:2	1:1
SOFT CLAY	NOT SUITABLE	2:3
SOFT SOILS	NOT SUITABLE	NOT SUITABLE

(TABLE ADAPTED FROM NCC 2016 BCA - VOLUME TWO)

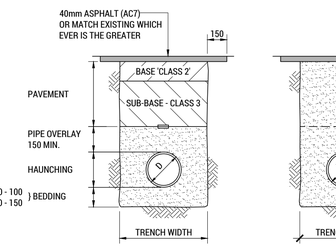
TYPICAL 'ZONE OF INFLUENCE' DETAIL

SCALE 1:20



TRENCHES - NON-TRAFFICABLE

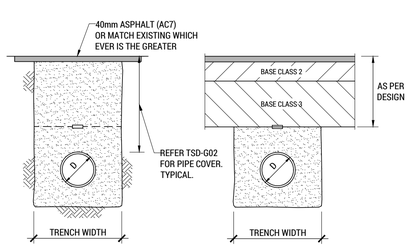
SCALE 1:20



CLASS 1, 2 AND 3 ROADS

TRENCHES - EXISTING ROADS

SCALE 1:20



CLASS 4 LOCAL ROADS
PARKING LANES - ALL ROADS
FOOTPATHS / DRIVEWAYS

TRENCHES - NEW ROADS

SCALE 1:20

TRENCH WIDTH		
PIPE TYPE	NOM. DIA (D)	TRENCH WIDTH
CONCRETE	≤ 1500	D + 300
	> 1500	DESIGN REQ.
OTHER PIPES	100	300
	150	450
	225-300	600
	450	750
	450-1500	D + 600
	> 1500	DESIGN REQ.

MINIMUM TRENCH WIDTHS MAY BE VARIED ABOVE THE PIPE OVERLAY ZONE TO MEET 'WORKPLACE STANDARDS' REQUIREMENTS.
ie EXCAVATIONS OVER 1.5m MAY REQUIRE RISK ASSESSMENT.

COMPACTION OF BEDDING, HAUNCHING & OVERLAY
REFER TO AS 1289-5.5
CONCRETE PIPES = MIN. DENSITY INDEX = 60% (85% STD. COMPACTION)
uPVC PIPES = DENSITY INDEX = 65% (90% STD. COMPACTION)
DICL PIPES = DENSITY INDEX = 65% (90% STD. COMPACTION)

BEDDING, HAUNCHING AND OVERLAY MATERIAL
BEDDING , HAUNCHING AND PIPE OVERLAY MATERIAL SHALL CONTAIN NO DELETERIOUS MATERIAL OR CLAY LUMPS AND SHALL COMPLY WITH THE FOLLOWING GRADINGS:

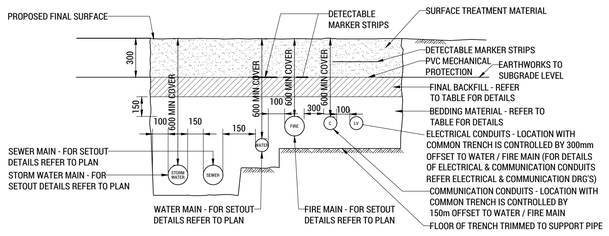
FOR uPVC AND DUCTILE IRON PIPES
SAND OR CRUSHED ROCK (STONE DUST)

SIEVE APERTURE (mm) TO AS1152	% PASSING (BY MASS)
6.7	100
2.36	70-100
0.6	20-90
0.3	8-50
0.15	0-20
0.075	0-10

FOR CONCRETE PIPES
CRUSHED ROCK

SIEVE APERTER (mm) TO AS1152	% PASSING (BY MASS)
19	100
2.36	50-100
0.6	20-90
0.3	10-60
0.15	0-25
0.075	0-10

ALL MATERIAL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH AS3725 AND TO THE SATISFACTION OF THE SUPERINTENDENT.

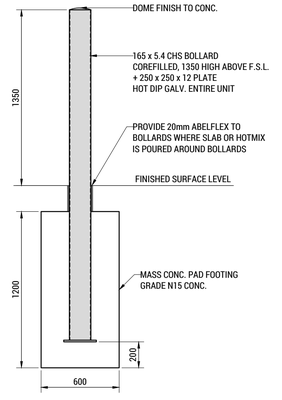


COMPACTION DETAILS EXPRESSED AS MMDD		
MATERIAL	GENERAL	UNDER ROADS*
BEDDING MATERIAL	90%	90%
INITIAL BACKFILL	90%	95%
FINAL BACKFILL	SAME AS SURROUNDING SOIL	95%

* OR AS DIRECTED BY SUPERINTENDENT

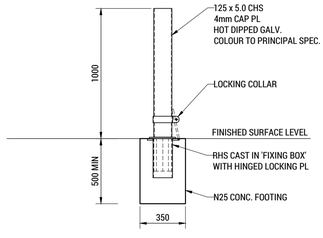
TYPICAL COMBINED TRENCH DETAIL

SCALE 1:10



BOLLARD 'Bol' DETAIL

SCALE 1:20

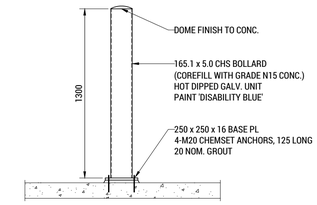


D01

REMOVABLE BOLLARD 'Bol-R' DETAIL

SCALE 1:20

REFER LGAT STD DWG TSD-R31-v3 & TSD-R32-v3
FOR ADDITIONAL DETAILS



D01

BOLLARD DETAIL 'Bol' - ACCESSABLE PARKING

SCALE 1:20

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
C	REVISED DEVELOPMENT APPLICATION	OWM	30-10-25
B	DEVELOPMENT APPLICATION	JTA	11-09-25
A	REVIEW / INFORMATION	OWM	16-04-25

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E admin@collectiveconsulting.com.au
Level 1, 10-14 Paterson Street
Launceston TAS 7250
P (03) 6334 0834
collectiveconsulting.com.au

CLIENT / ARCHITECT:
STANTON MANAGEMENT GROUP

PROJECT DETAILS:
KIESER LAUNCESTON REDEVELOPMENT
164 BATHURST STREET, LAUNCESTON

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
OWM	JTA	EJW	JTA	

DRAWING TITLE:
SECTIONS & DETAILS - SHEET 3

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:20	251007	C803	C

BOUNCE LED

Unit 8, 17 Cadogan St, Marrickville, NSW 2204
PO Box 230, Bondi Junction NSW 1355
P 02 9517 3222 **F** 02 9552 2101
E sales@bounceled.com.au
www.bounceled.com.au

Date: 01/07/2025

To: Cameron Drysdale
174 Holt Parade
Thomastown
VIC 3074

Subject: **KIESER LED ILLUMINATED FABRICATED LETTERS**

Dear Cameron,

I am writing to confirm that the **maximum night-time luminance** for the signage manufactured by **CS&G Signs** will **not exceed 2,000 lux** on the surface of the illuminated area. This specification has been determined based on the photometric performance of the specified luminaires and the optical properties of the substrates outlined in the project brief.

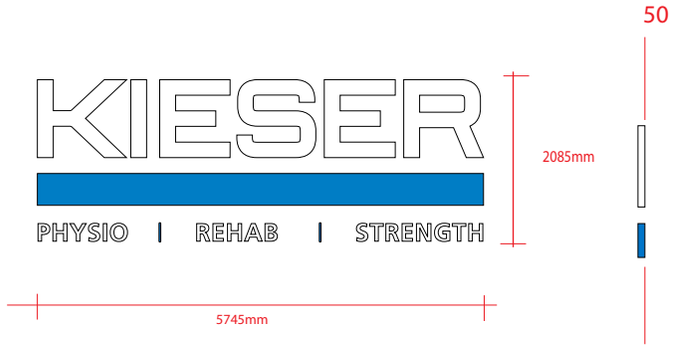
Furthermore, I can confirm the following key compliance and design elements:

> **Luminance levels** have been calculated to align with established industry best practices and are fully compliant with **AS 4282: Control of the Obtrusive Effects of Outdoor Lighting**, particularly with respect to light spill and its impact on adjacent properties and public spaces.
>
> The illuminated signage is engineered to operate **without any flashing, pulsating, or flickering** effects, ensuring a stable, non-intrusive visual experience that meets both aesthetic and regulatory requirements.

Should you require any additional technical documentation or clarification, please feel free to contact me directly at **simeon@bounceled.com.au** or on **0414 139 467**.

Simeon Krecklenberg
Director
Bounce LED Pty Ltd

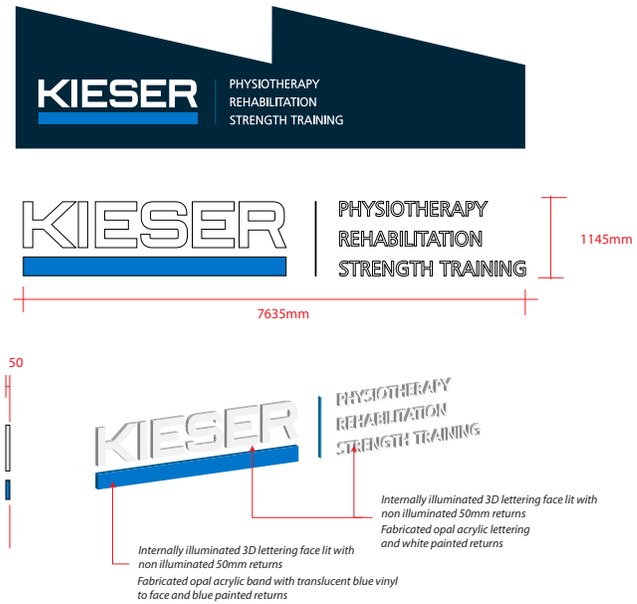
1



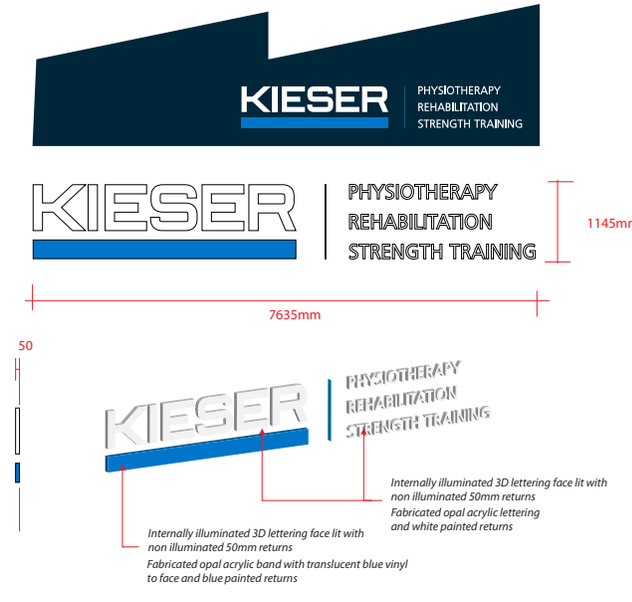
Internally illuminated 3D lettering face lit with non illuminated 50mm returns Fabricated opal acrylic lettering and white painted returns

Internally illuminated 3D lettering face lit with non illuminated 50mm returns Fabricated opal acrylic band with translucent blue vinyl to face and blue painted returns

2



3



CS&G SIGNS PTY. LTD.
T: (03) 9359 5495
174 Holt Parade , Thomastown
ABN: 47 151 024 449
www.csandg.com.au

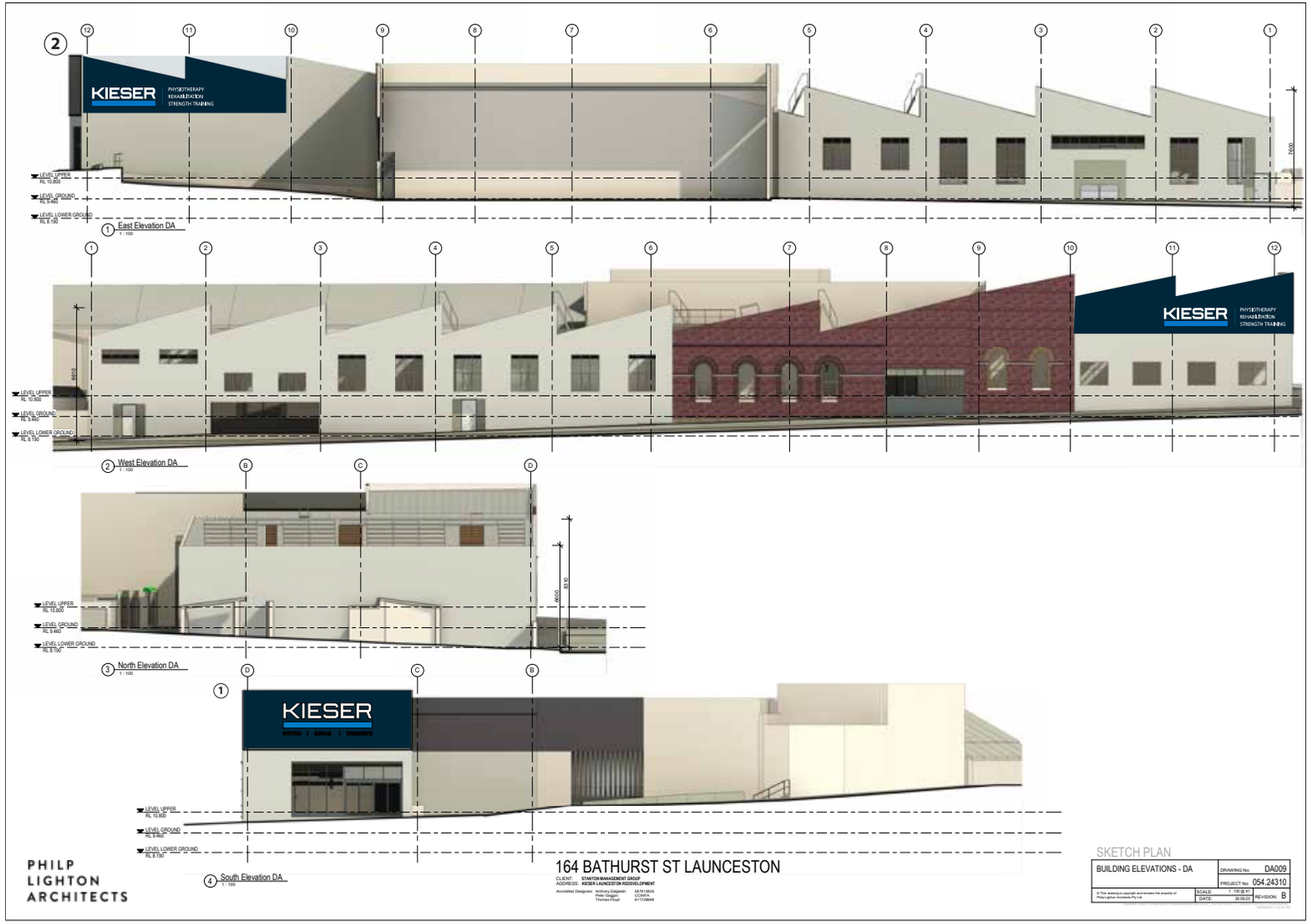
Client:
Kieser
LAUNCESTON, TAS

Date:	5/8/2025
Job #	
Revision:	V3

Contact email:
joel@csandg.com.au
michael@csandg.com.au

Notes:
EXTERNAL SIGNAGE

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration



CS&G SIGNS PTY. LTD.

T: (03) 9359 5495
174 Holt Parade, Thomastown
ABN: 47 151 024 449
www.csandg.com.au

Client:
Kieser
LAUNCESTON, TAS

Date:	5/8/2025
Job #	
Revision:	V3

Contact email:
joel@csandg.com.au
michael@csandg.com.au

Notes:
EXTERNAL SIGNAGE

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ABN: 47 151 024 449
www.csandg.com.au

Client:
Kieser
LAUNCESTON, TAS

Date:	5/08/2025
Job #	
Revision:	V3

Contact email:
joel@csandg.com.au
michael@csandg.com.au

Notes:
EXTERNAL SIGNAGE

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0312/2025
Date advertised: 29/11/2025
Planning Administration

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA0312/2025
Council notice date	24/09/2025
TasWater Reference No.	TWDA 2025/01137-LCC
Date of response	25/11/2025
TasWater Contact	Jake Walley
Phone No.	0467 625 805

Response issued to

Council name	CITY OF LAUNCESTON
Contact details	Planning.Admin@launceston.tas.gov.au
Development details	
Address	164 BATHURST ST, LAUNCESTON
Property ID (PID)	7785410
Description of development	Change of use to a medical and physiotherapy consultancy

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Phillip Lighton Architects	054.24310 All sheets	B	17/09/2025
Collective Consulting	251007 All sheets	C	30/10/2025

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

ASSET CREATION & INFRASTRUCTURE WORKS

4. Prior to applying for a Certificate for Certifiable Works, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
5. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
6. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.
7. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

DEVELOPMENT ASSESSMENT FEES

8. The applicant or landowner as the case may be, must pay a development assessment fee of $417.63 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General
For information on TasWater development standards, please visit
https://www.taswater.com.au/building-and-development/technical-standards
For application forms please visit
https://www.taswater.com.au/building-and-development/application-information/application-for-development-services-form

Important Notice Regarding Plumbing Plans and Associated Costs
The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Water Submetering
As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

Service Locations
Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

a. A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
b. TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit https://www.taswater.com.au/building-and-development/service-locations for a list of companies.
c. Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.