



Meander Valley Council  
Working Together

## PLANNING NOTICE

An application has been received for a Permit under s.57 of the Land Use Planning Approvals Act 1993:

APPLICANT:	<b>C Carpenter - PA\26\0034</b>
PROPERTY ADDRESS:	<b>14B Lyall Street WESTBURY (CT: 36327/2)</b>
DEVELOPMENT:	<b>Business and Professional Services (Consulting rooms) and Community Meeting and Entertainment (Community lunch) - car parking.</b>

The application can be inspected until **Monday, 29 September 2025**, at [www.meander.tas.gov.au](http://www.meander.tas.gov.au) or at the Council Office, 26 Lyall Street, Westbury (during normal office hours).

Written representations may be made during this time addressed to the General Manager, PO Box 102, Westbury 7303, or by email to [planning@mvc.tas.gov.au](mailto:planning@mvc.tas.gov.au). Please include a contact phone number. Please note any representations lodged will be available for public viewing.

If you have any questions about this application please do not hesitate to contact Council's Planning Department on 6393 5320.

Dated at Westbury on 13 September 2025.

Jonathan Harmey  
**GENERAL MANAGER**

# APPLICATION FORM

## PLANNING PERMIT

**Land Use Planning and Approvals Act 1993**

Index No.	14713		
Doc No.			
RCVD	31 JUL 2025	MVC	
Action Officer	SB	Dept.	013
EG		OD	✓



- Application form & details **MUST** be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

### OFFICE USE ONLY

Property No:	<input type="text"/>	Assessment No:	<input type="text"/>	-	<input type="text"/>	-	<input type="text"/>
DA\	<input type="text"/>	PA\	<input type="text"/>	PC\	<input type="text"/>		

- Is your application the result of an illegal building work?  Yes  No Indicate by ✓ box
- Have you already received a Planning Review for this proposal?  Yes  No
- Is a new vehicle access or crossover required?  Yes  No

### PROPERTY DETAILS:

Address:  Certificate of Title:

Suburb:   Lot No:

Land area:  <sup>(m<sup>2</sup>)</sup>/ ha

Present use of land/building:  (vacant, residential, rural, industrial, commercial or forestry)

- Does the application involve Crown Land or Private access via a Crown Access Licence:  Yes  No
- Heritage Listed Property:  Yes  No

### DETAILS OF USE OR DEVELOPMENT:

- Indicate by ✓ box
- Building work  Change of use  Subdivision  Demolition
- Forestry  Other

Total cost of development (inclusive of GST):  Includes total cost of building work, landscaping, road works and infrastructure

Description of work:

Use of building:  (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area:  m<sup>2</sup>      New building height:  m

Materials: External walls:  Colour:

Roof cladding:  Colour:

SEARCH OF TORRENS TITLE

VOLUME 36327	FOLIO 2
EDITION 5	DATE OF ISSUE 21-Jul-2020

SEARCH DATE : 24-Jun-2025

SEARCH TIME : 03.07 PM

DESCRIPTION OF LAND

Town of WESTBURY

Lot 2 on Diagram 36327

Derivation : Part of Lot 1 Section G.2. Gtd to R Lyall

Prior CT 4520/38

SCHEDULE 1

M826776 TRANSFER to MILES CHRISTOPHER IRVING and JEANETTE  
MAREE IRVING Registered 21-Jul-2020 at 12.01 PM

SCHEDULE 2

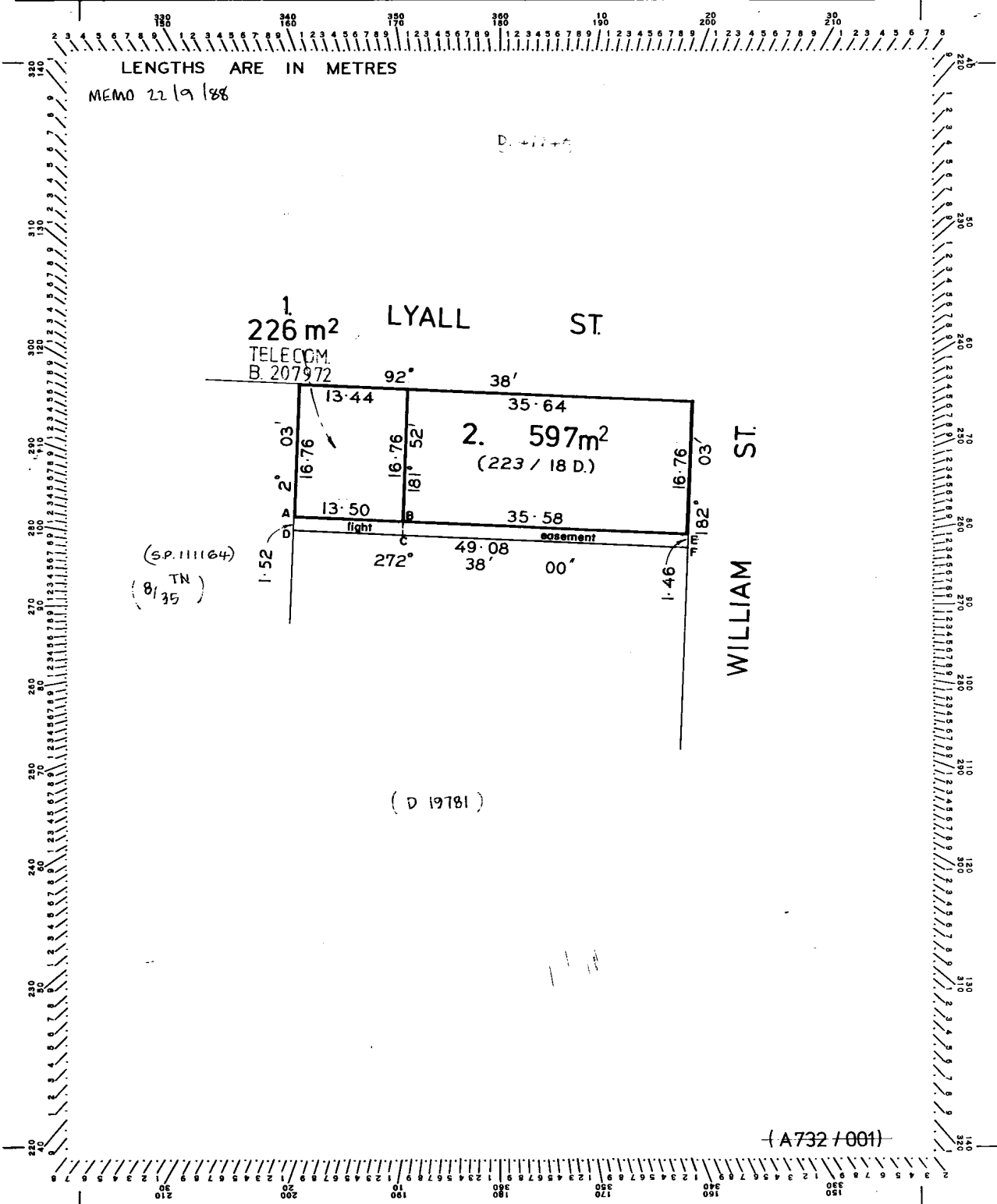
Reservations and conditions in the Crown Grant if any  
BENEFITING EASEMENT: the right to enjoy full free and  
unrestricted access of light and air over the land  
marked "light easement" on D 36327

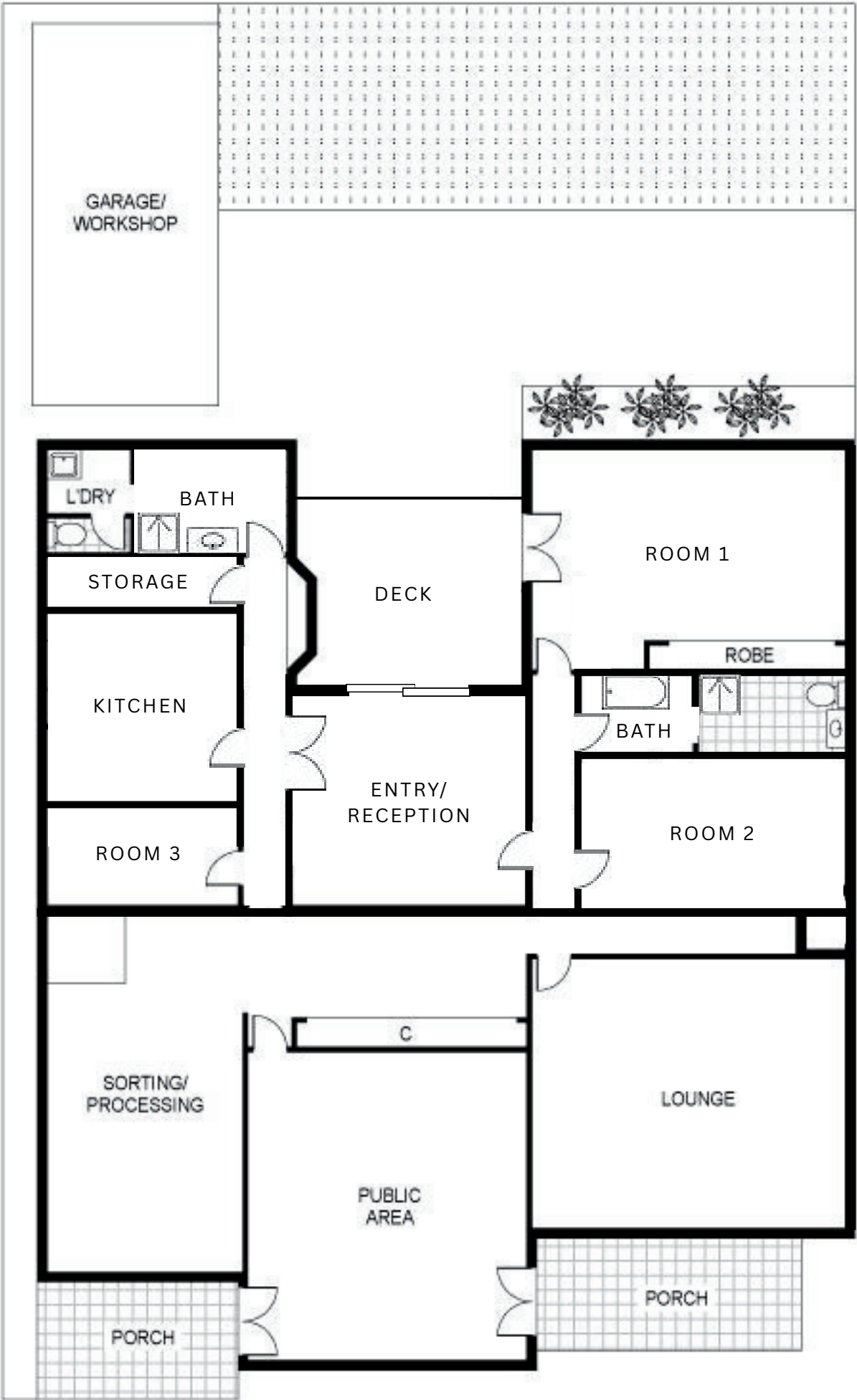
E226641 MORTGAGE to Australia and New Zealand Banking Group  
Limited Registered 21-Jul-2020 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

<b>Owner:</b> COMMONWEALTH OF AUSTRALIA AUSTRALIAN POSTAL COMMISSION	<b>PLAN OF SURVEY</b> by Surveyor <b>F. B. OCTIGAN</b> of land situated in the  <b>TOWN OF WESTBURY</b>  SCALE 1 : 500	<b>Registered Number:</b>  <b>D36327</b>  <b>Effective from:</b>
<b>Title Reference:</b> C.T. 3195-18		
<b>Grantee:</b> 1-3-24 1/2 PART OF <del>LOT 4</del> SEC. G2, GTD. TO ROBERT LYALL		Recorder of titles







300mm



200mm

Please find attached the documents for my planning application.

**Signage detail** - (see attached picture for rough location)

One small acrylic placard on right side of entry gate. Approx 300mm x 200mm.

**Details of proposed use -**

The proposed use of the premises at 14B Lyall Street, Westbury is for a small multidisciplinary wellness clinic offering a range of therapeutic services under the category of *Business and Professional Services*. This includes services such as structural integration, remedial massage, clinical herbalism, and counselling, provided by qualified practitioners.

In addition to our core services, we propose to host a **monthly community lunch** in line with the *Community Meeting and Entertainment* category. This will be a free, non-commercial event designed to foster social connection and community wellbeing. It is not intended as a fundraising or food business activity and will be offered on a voluntary, inclusive basis.

The clinic will operate:

- **Monday to Saturday**, generally between **8am and 6pm**
- With 1 - 3 practitioners on-site at any given time
- By appointment only, with minimal waiting or overlap of clients
- Relying on **existing on-street parking** on Lyall Street and nearby

There are no planned changes to the external structure of the building. Internal spaces will be used for consulting and treatment rooms, a reception/waiting area, and occasional group use (such as workshops or community meals).

The rear sheds on the property are currently unused and not intended for business operations at this stage.



18<sup>th</sup> August 2025

1 Cooper Crescent  
Riverside TAS 7250  
M: 0456 535 746  
P: 03 6334 1868  
E: [Richard.burk@trafficandcivil.com.au](mailto:Richard.burk@trafficandcivil.com.au)

Mr Chris Carpenter  
Director  
Acacia Healing

[acaciahealingtherapies@gmail.com](mailto:acaciahealingtherapies@gmail.com)

Dear Chris,

**TRAFFIC IMPACT STATEMENT FOR PROPOSED WELLNESS CLINIC  
#14B LYALL STREET, WESTBURY**

This traffic impact statement assesses the proposed access in terms of traffic engineering principles, Tasmanian Planning Scheme – Meander Valley Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Department of State Growth (DSG) Traffic Impact Assessment guidelines and requirements are also considered including:

- site inspection and review of available sight distances and the speed environment,
- consideration of property access requirements,
- consideration of traffic safety for all road users.



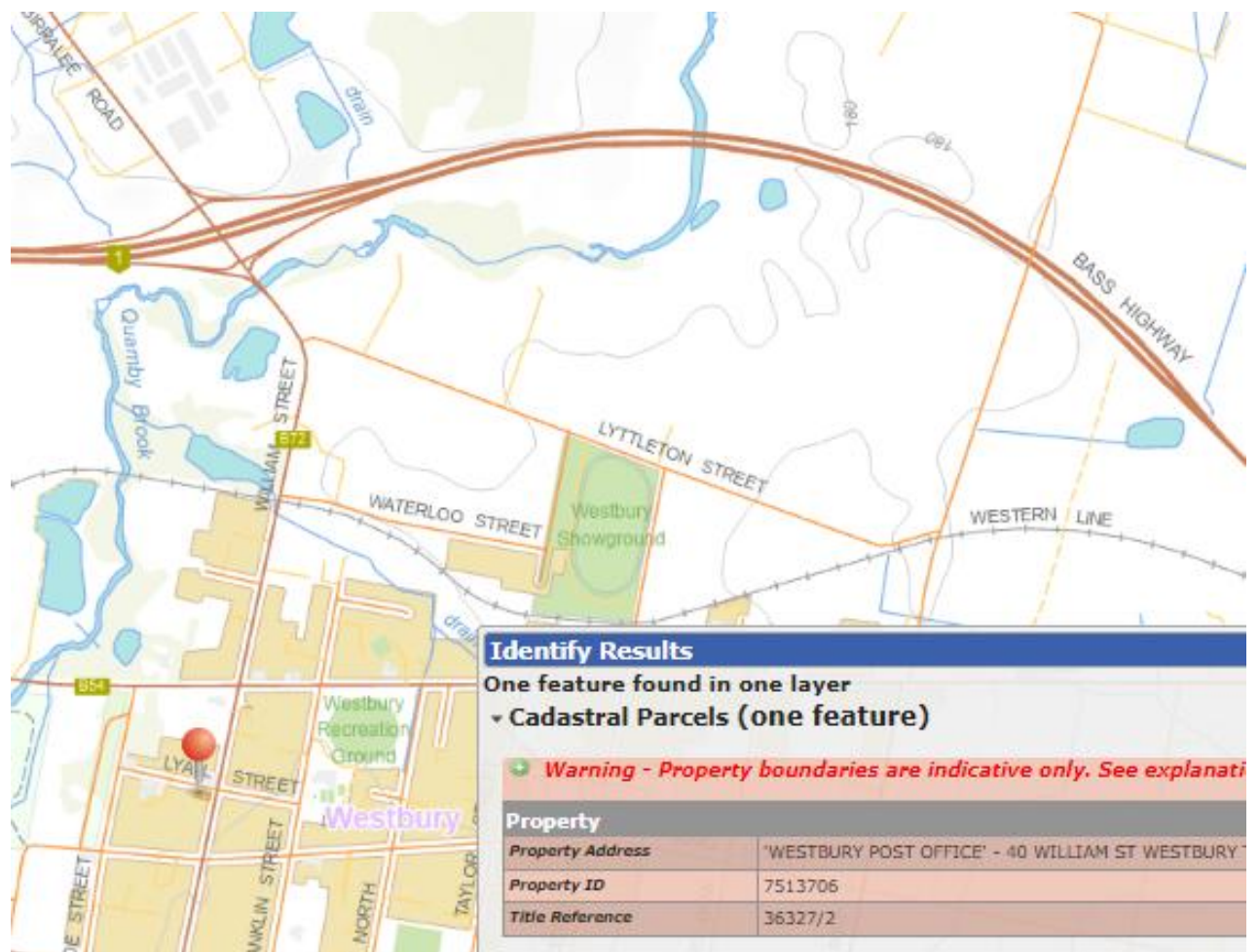
## 1) Background

The developer proposes to convert 14B Lyall Street to a Wellness Clinic Road including a new carpark and an existing driveway.

## 2) Site Description

14B Lyall Street is within the Westbury CBD, see Figure 1. The area is well developed with residential, community and business land uses. The topography is flat.

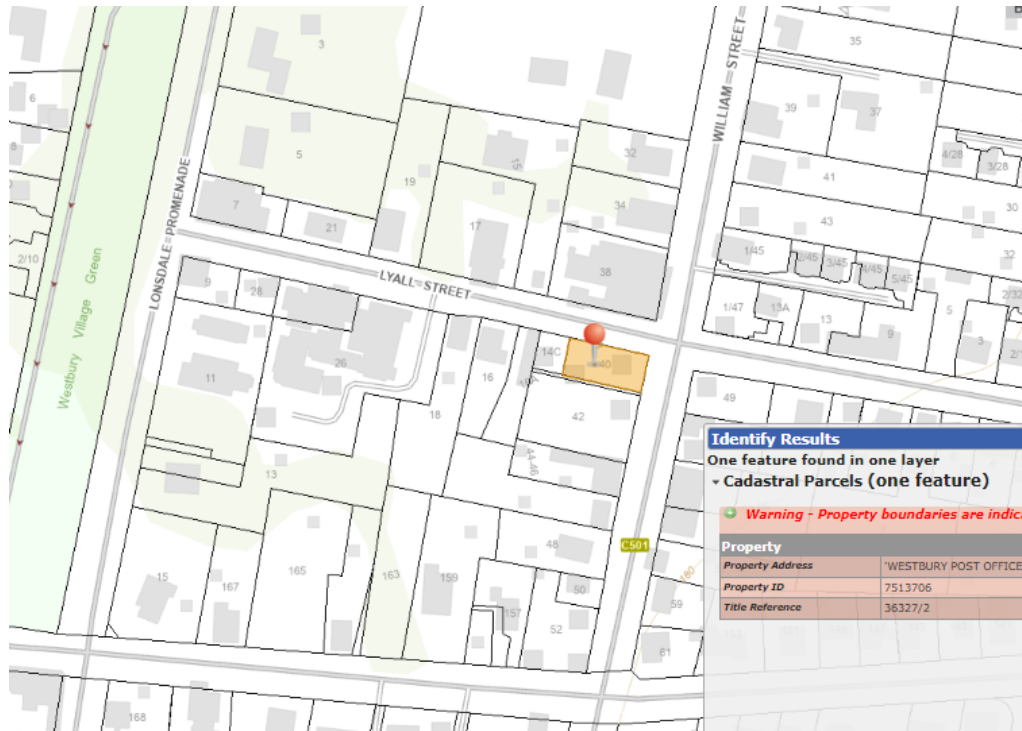
Figure 1 – 14B Lyall Street location, Westbury



Source: LISTmap, DPIPWE



Figure 2 – 14B Lyall Street, Westbury



Source: LISTmap, DPIPWE

Figure 3 – Aerial view of 14B Lyall Street, Westbury



Source: LISTmap, DPIPWE



### **3) Proposal**

#### **3.1 Description of Proposed Development**

The proposed use of the premises at 14B Lyall St, Westbury, is for a small multidisciplinary wellness clinic offering a range of therapeutic services under the category of Business and Professional Services. These services will include structural integration, remedial massage, clinical herbalism, and counselling, all provided by qualified practitioners.

In addition to our core services, we propose to host a monthly community lunch in line with the Community Meeting & Entertainment category. This will be a free, non-commercial event designed to foster social connection and community wellbeing. It is not intended as a fundraising or food business activity and will be offered on a voluntary, inclusive basis.

The clinic will operate:

- Tuesday to Saturday, generally between 8am and 6pm.
- With 1–3 practitioners on-site at any given time
- By appointment only, with minimal waiting or overlap of clients
- Rely on existing on-street parking on Lyall St. and William St.
- Access will solely be from the Lyall Street gate.

Internal spaces will be used for consulting and treatment rooms, a reception/waiting area, and occasional group use (such as workshops or community meals).

The rear sheds on the property are currently unused and are not intended for business operations at this stage.

The proposed floor plan is shown in Figures 4 & 5, also see Appendix A.

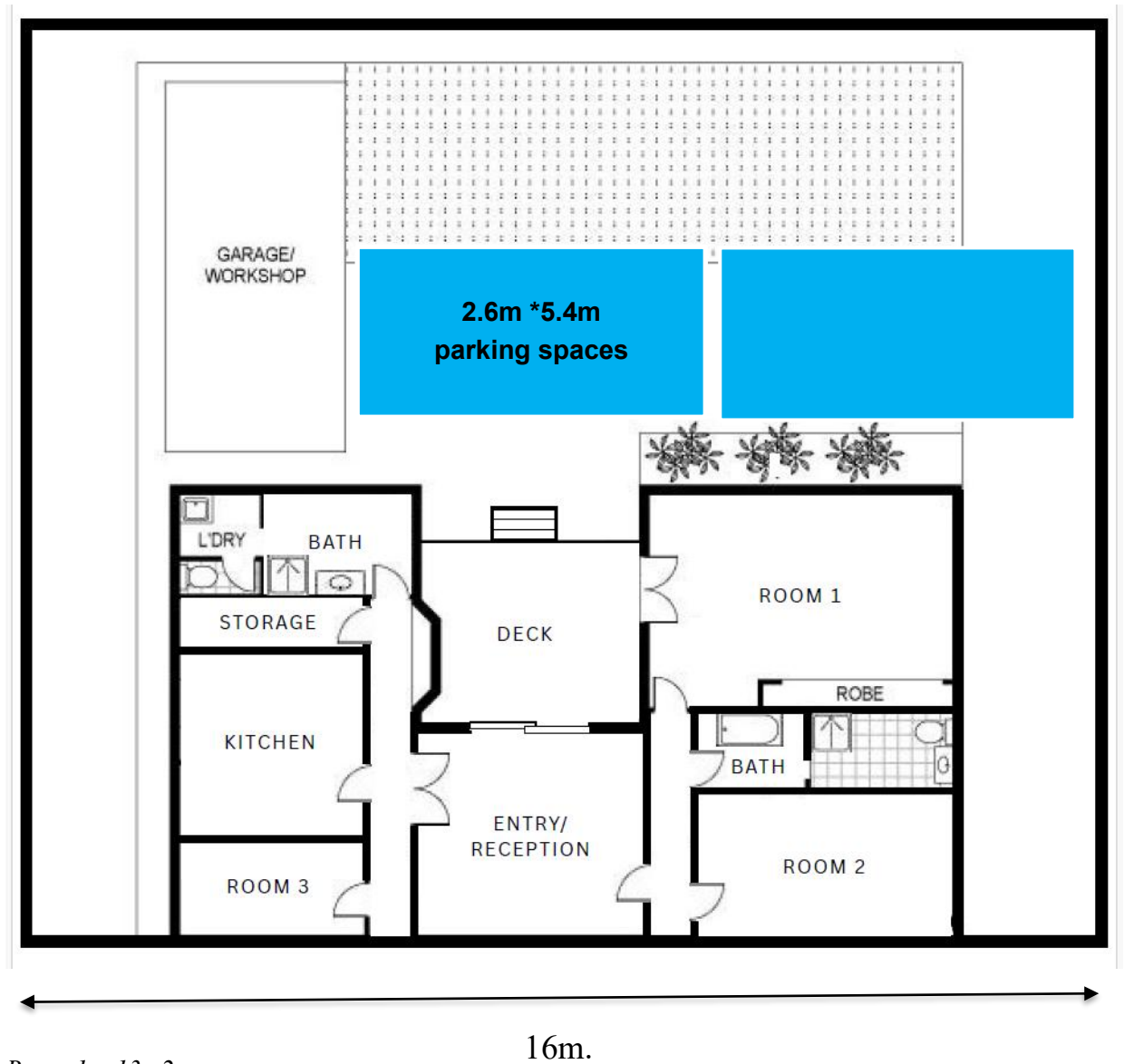
**Figure 4 – Proposed development floorplan and layout.**



Source: LISTmap, DPIPWE



Figure 5 – Proposed development floorplan and layout.



Room 1 – 13m<sup>2</sup>

Room 2 – 8.5m<sup>2</sup>

Room 3 – 4m<sup>2</sup>

Kitchen – 7.5m<sup>2</sup>

Entry / Reception – 11m<sup>2</sup>

Deck – 9m<sup>2</sup>

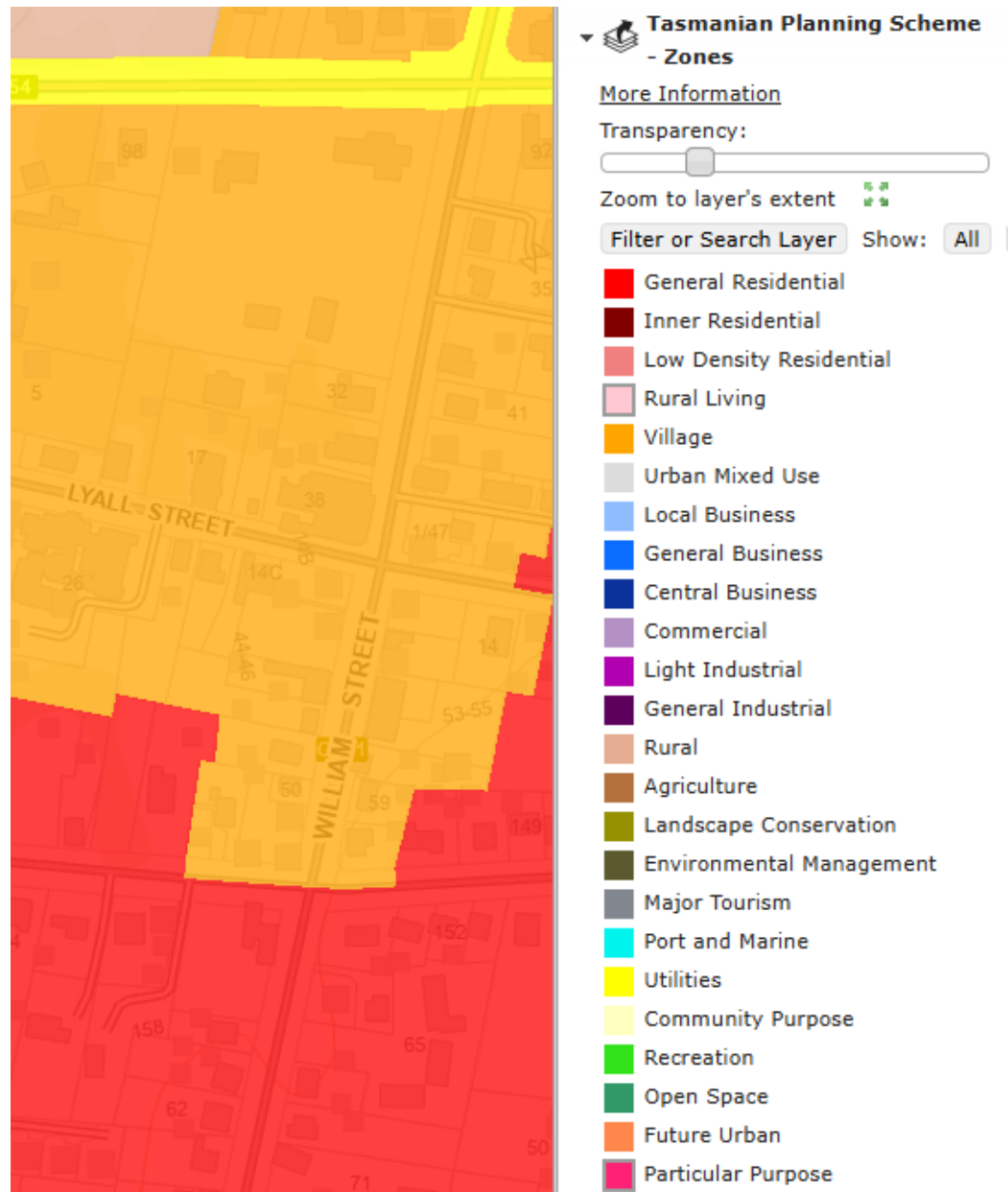
Storage – 2m<sup>2</sup>



### 3.2 Tasmanian Planning Scheme – Meander Valley

Tas. Planning Scheme – Meander Valley zoning is shown in Figure 6.

Figure 6 – 14B Lyall Street is zoned Village



### 3.3 Local Road Network Owner Objectives

The Meander Valley Council objectives for Lyall Street are to maintain traffic safety and capacity.



#### **4) Existing Conditions**

##### **4.1 William Street**

William Street is a 14m wide sealed Council Urban Street through the Westbury CBD. The Street has a Collector Road function, is not part of the Tasmanian 26m B Double Network, see Appendix D and has a sign posted 40km/h Speed Limit in the vicinity of the proposal, see Figure 7. There are footpaths both sides of the road.

**Figure 7 – Looking South along William Street from Meander Valley Road**



*Source: Google Maps*

##### **4.2 Lyall Street**

Lyall Street is a 10.3m wide sealed Council Urban Street with a 50km/h Speed Limit and footpaths both sides of the road, see Figure 8.

**Figure 8 – Looking West along Lyall St from William St.**



*Source: Google Maps*



### **4.3 William Street / Lyall Street intersection**

Figures 9 to 11 show available sight distances, the access standard and sight distances for the existing access.

**Figure 9 – Aerial view of William Street / Lyall Street intersection**



*Source: LISTmap, DPIPWE*

**Figure 10 – William Street Southern approach to the intersection**





Figure 11 – Looking South along William St footpath, West side



#### 4.4 Access to #14B Lyall Street

Figures 12 to 19 show available sight distances, the access standard and sight distances for the existing access.

Figure 12 – Aerial view of access to 14B Lyall St



Source: LISTmap, DPIPW



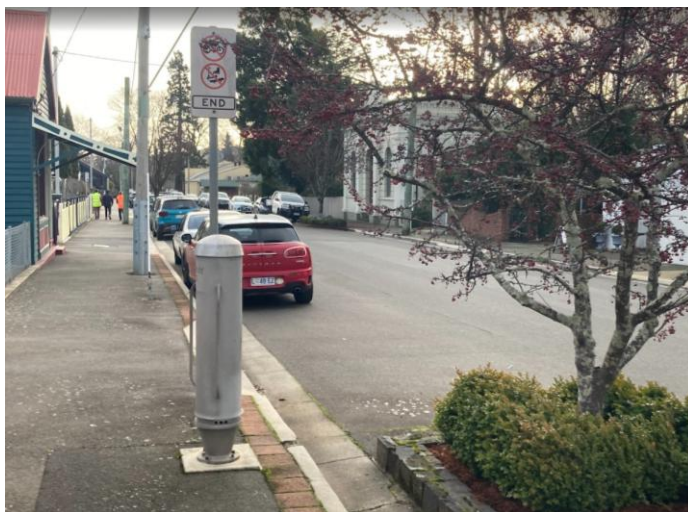
Figure 13 – Looking right along Lyall St from access to 14B Lyall St



Sight distance  
right is 45m.



Figure 14 – Looking left along Lyall St from access to 14B Lyall St



Sight distance  
left is >>100m.



**Figure 15 – Lyall St Eastern approach to 14B Lyall Street**



**Figure 16 – Lyall St Western approach to 14B Lyall Street**





**Figure 17 – Lyall St Western approach at 14B Lyall Street**



**Figure 18 – Elevation view of access to 14b Lyall St**



**Figure 19 – Lyall Street Parking Control opposite access to 14b Lyall St**





#### **4.5 Traffic Activity**

Estimated traffic activity on Lyall Street is 300vpd.

#### **4.6 Road Safety Review**

- **Road Safety Audit from site inspection**

No road safety issues were identified from site inspection.

- **Reported Crash History**

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

The 5-year reported crash history for Lyall Street as of the 17<sup>th</sup> July 2025 records no crashes and therefore no evidence of a crash propensity.

- **Austrroads Safe System Assessment**

From Austrroads Safe System assessment the Lyall Street approaches to the access are assessed as follows:

- Crash exposure is low as traffic activity is low at 300vpd with vulnerable road user activity.
- Crash likelihood is low as the road alignment is straight and wide with good visibility and footpaths both sides of the road.
- Crash severity is low as the estimated speed environment is 40km/h.

Consistent with Austrroads Safe System Assessment methodology crash risk on Lyall Street approaches to #14B is assessed as very low.



#### 4.7 Sight Distance Review

Sight distance review is summarised in Figure 21.

Figure 21 – Summary of required and available SISD

			Austroroads	Current Provision	AS / NZS 2890.1 (m)	
Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environ. (km/h)	Road frontage sight distance			
			SISD (m)	Available		SSD(m)
				Left(m)	Right(m)	
14B Lyall	50	40	73	>>100	45	35

AS/NZS 2890.1 Compliant

Austroroads Compliant

#### 4.8 Access Standard

Accesses on council roads should comply with LGAT Standard Drawing TSD-R09 which is accessible online.

[Tasmanian Municipal Standards Drawings v3 December 2020 | PDF | Traffic | Transport Infrastructure \(scribd.com\)](#)

With widening to 5.5m the existing access to #14B Lyall Street meets the required standard.



## **5) Traffic Generation and Assignment**

This section of the report determines how traffic generated by the proposal is distributed within the adjacent road network now and future.

### **5.1 Traffic Growth**

Estimated compound annual traffic growth rate on Lyall Street is 0 %

### **5.2 Trip Generation**

The developer has advised the following guide to the site operation:

Small multidisciplinary wellness clinic offering:

- therapeutic services considered Business & Professional Services including remedial massage, clinical herbalism, and counselling, all provided by qualified practitioners.
- monthly community lunches considered Community Meeting & Entertainment. This will be a free, non-commercial event designed to foster social connection and community wellbeing. It is not intended as a fundraising or food business activity.

Proposed clinic operation:

- Tuesday to Saturday, generally between 8am and 6pm.
- With 1–3 practitioners on-site at any given time
- By appointment only, with minimal waiting or overlap of clients
- Rely on existing on-street parking on Lyall St. and William St.
- Access via the Lyall Street gate only.

Business & Professional Services is considered the primary use and the main traffic generator with remedial massage, clinical herbalism, and counselling. When the community Meeting and Entertainment use would not coincide with the Business & Professional Services use.

With between two & three consulting rooms operating with 3 off-street parking spaces, estimated traffic generation is 1customer /hr i.e between 5 and 6 vph or 50vpd.

The existing site generates some 10 vpd. Accordingly, the proposal is estimated to increase traffic activity when fully developed by 40vpd.

### **5.3 Trip Assignment**

Given that the site is West of the William / Lyall Street intersection and the Westbury CBD it is assumed that some 80% all vehicle movements at the access be to and from the East i.e primarily left in and right out.



## **6) Tasmanian Planning Scheme – Meander Valley**

### **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 an existing use or development or a 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*



## Business & Professional Services

- remedial massage, clinical herbalism, and counselling.

Table C2.1 Parking Space requirement:

- 4 spaces / medical practitioner
- 1 space / 30m<sup>2</sup> for non-medical practitioners

Proposed use:

- 3 rooms total floor area 25.4m<sup>2</sup> consisting of:
  - Room 1 - Pilates studio
  - Room 2 - Massage
  - Room 3 - Counselling

Though these uses involve qualified practitioners, they are not the same category as medical practitioners and therefore office floor area is used to estimated parking space requirements.

i.e total car parking space requirement is deemed to be 1 space

## Community Meeting & Entertainment

- monthly community lunches, but not food business activity.

Table C2.1 Parking Space requirement:

- 1 space / 15m<sup>2</sup> or
- 1 space / 4 seats whichever is greater

Proposed use:

- *Floor area of 15m<sup>2</sup> or 12 seats.*

*Requirement is 3 car parking spaces.*

Based on the assumptions required off-street parking based on Table C2.1 is 3 spaces.

2 off-street & 1 on-street space are proposed. **A1 is not satisfied.**



**Performance criteria P1.1:** *The number of on-site car parking spaces for uses excluding dwellings, must meet 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; No public off-street car parking is available.*
- b) *The ability of multiple users to share spaces because of:*
  - (i) *variations in car parking demand over time; or*
  - (ii) *Efficiencies gained by consolidation of car parking spaces.*
- c) *The availability and frequency of public transport within reasonable walking distance of the site; Public transport is not available within reasonable walking distance of the site.*
- d) *The availability and frequency of other transport alternatives; Limited other transport alternatives are available.*
- e) *Any site constraints such as existing buildings, slope, drainage, vegetation, and landscaping. The site is highly constrained due to presence of existing buildings.*
- f) *The availability, accessibility, and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; Ample On-Street parking spaces are available on Lyall Street and William Street within walking distance, see Figure 22.*
- g) *The effect on streetscape.*  
*The proposal has no impact on streetscape.*
- h) *Any assessment of the actual car parking demand determined in light of the nature of the use and development.*

On Street parking within 80m of 14B Lyall St is shown in Figure 22:

Figure 22 – On Street Parking within 80m of 14b Lyall Street.



160m  
Diameter

**Parking within 80m of 14B Lyall St:**

**Supply: 37 on street spaces.**

**Estimated Demand:**

- **During business hours – 10 to 30 spaces.**
- **Outside business hours – 0 to 5 spaces.**

The proposal requires 3 parking spaces.

The proposed provides space in the driveway for two parking cars.

It is estimated that the proposal requires access to 1 to 2 on street spaces within 80m walking distance.

There is adequate on street parking within 80m of 14b Lyall St (37 spaces) to cater for current demand and the proposal. **P1 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 requires for

#### **Business & Professional Services:**

- 2 bicycle spaces/ 8 practitioners i.e 1 space

#### **Community Meeting & Entertainment:**

- monthly community lunches, but not food business activity.

Table C2.1 Bicycle Parking Space requirement:

- 1 space / 50m<sup>2</sup>
- 1 space / 40 seats

In summary 1 bicycle space is deemed required. A bicycle parking space is 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 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.*

Where < 20 car parking spaces are required, there is no requirement.

**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 1000m<sup>2</sup> in a single occupancy.*

**Not applicable** as proposed floor area is < 1000m<sup>2</sup>.

#### **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 is proposed with stormwater drainage the public stormwater drainage system.

**A1 is satisfied.**

#### **C2.6.2 Design and layout of parking areas**

**Acceptable Solution A1.1:** *Parking, accessways, manoeuvring and circulation spaces must All parking, access ways, manoeuvring and circulation spaces must either:*

- (a) comply with the following:*
  - i. have a gradient in accordance with Australian Standard AS 2890 Parking facilities. Satisfied.*
  - ii. Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces. Satisfied.*
  - iii. Have an access width not less than the requirements in Table C2.2. Where 5 or less off-street parking spaces are provided, driveway width required is 3m. Satisfied.*



- iv. *Have car parking space dimensions satisfying Table C2.3. Satisfied.*
- 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. Satisfied.*
- vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means. 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/NZS 2890.6 indicates 1 accessible space should be provided per 50 car parking spaces as a guideline. As only 3 car parking spaces are proposed, an accessible space is not justified or proposed. **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 than 1; or*
- (b) no more than the existing number of accesses whichever is greater.*

One two-way access is proposed. **A1 is satisfied.**



### **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/ parking aisles, by:*

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

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

Less than 10 car parking spaces are proposed and the adjacent on street parking has footpaths.

**A1.1 is satisfied.**



## Road and Railway Assets Code C3

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

**Acceptable Solution A1.1: Not applicable** as the roads under consideration are not Category 1.

**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.*

**Not applicable** as an existing access is proposed.

**Acceptable Solution A1.3: Not applicable** as no rail-line is impacted.

#### **Acceptable solution A1.4:**

*Vehicular traffic to and from the site, using an 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*

### Existing use is estimated at 10 vpd

#### **Business & Professional Services**

- remedial massage, clinical herbalism, and counselling.

With between 1 & 3 consulting rooms operating generating 1 customer /hr i.e some 6 vph over 9 hours, traffic generation is estimated at 50vpd.

#### **Community Meeting & Entertainment**

- monthly community lunches, but not food business activity.

*Floor area of 15m<sup>2</sup> or 12 seats requiring 3 car parking spaces i.e 6 vph.*

Typically, the proposal is estimated to increase traffic generation by 40 vpd with peak of 6 vph when monthly community lunches occur.



Lyall Street is considered as *other road* as it is low volume residential street, and accordingly a 40 vpd increase in light vehicles is acceptable as per Table C2.1. **A1 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**

Proposal does not involve habitable buildings.

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

Not applicable as no subdivision is proposed.

## **7) Impacts on the environment and road users**

The proposal will have negligible impact on road users provided the recommendations are implemented.

### **7.1 Environment**

- No adverse environmental impacts are anticipated in terms of:
  - Noise, vibration, visual impact and residential amenity
  - Ecological Impacts, Heritage and Conservation
- Additional street lighting is not required.

### **7.2 Road users**

- Public Transport - No impact.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists - No impact.



## **8) Recommendations and Conclusions**

This traffic impact statement has been prepared to assess the proposed wellness clinic at 14B Lyall Street, Westbury.

Existing road conditions have been reviewed including the speed environment and available sight distances. Road safety has been reviewed with consideration of 5 year reported crash history and Austroads Safe System Assessment.

It is assessed that the proposal will have minimal impact on traffic safety and capacity for all road users and the proposed access location is safe and appropriate.

Evidence is provided that the proposal satisfies the Tasmanian Planning Scheme – Meander Valley - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

### ***Recommendations:***

- *Show bicycle parking space on the design plans.*

Overall, it has been concluded that the proposal will not create any traffic issues and traffic will continue to operate safely and efficiently along Lyall Street Based on the findings of this report and subject to the recommendations above, the proposal is supported on traffic grounds.



### **9) Assessor Credentials**

Richard Burk is a qualified Traffic and Civil Engineer with over 38 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit [www.trafficandcivil.com.au](http://www.trafficandcivil.com.au) .

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Burk', is placed over a light blue rectangular background.

**Richard Burk**

Director

Traffic and Civil Services

M: 0456 535 746

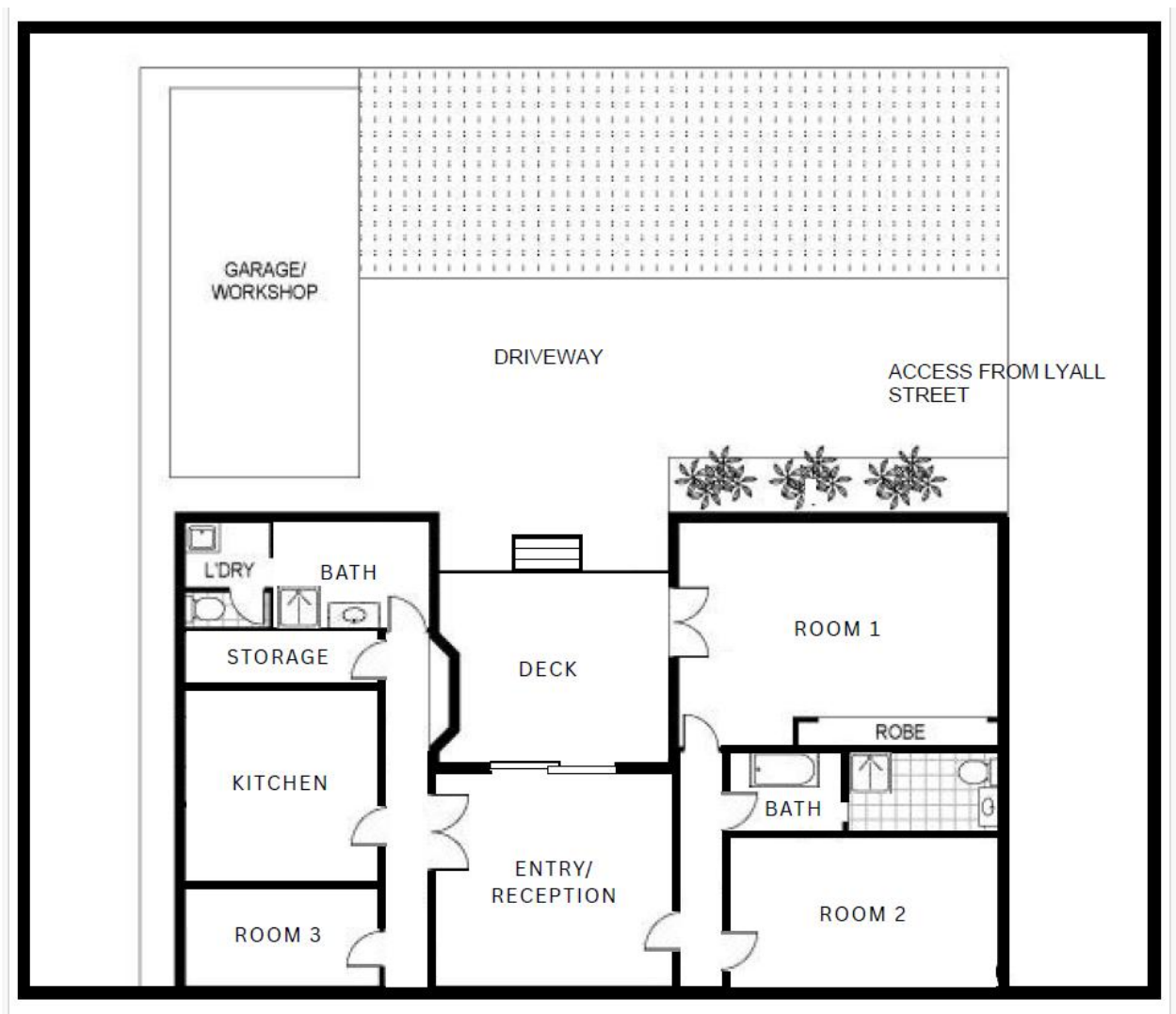
P: 03 63341868

E: [Richard.burk@trafficandcivil.com.au](mailto:Richard.burk@trafficandcivil.com.au)

### **Appendices**

- **Appendix A – Location and site plans**

## Appendix A – Location and site plans



There is an internal area of 175m<sup>2</sup> plus an external deck and off-street parking for three vehicles. On the floor plan, the rooms will be used as follows

Room 1 - Pilates studio

Room 2 - Massage

Room 3 - Counselling

Entry/Reception - Waiting room

Existing parking in the immediate area is as follows -



- Parallel street parking down both sides of Lyall St from the Village Green all the way to the Franklin St intersection.
  
- Approximately 22\* angle parking spaces along the West side of William St extending North and South of Lyall/William St intersection.
  
- Parallel street parking along the East and West side of William St beyond the angle parking spaces.
  
- The Council staff car park with approx. 50 parking spots ensures staff do not consume public on street parking.