PLANNING NOTICE

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

APP NO.:	PA\26\0186
APPLICANT:	Plans to Build
SITE:	2 Vale Street, Prospect Vale (CT: 55867/33)
PROPOSAL:	Multiple dwellings (1 existing, 1 new), Extension to existing dwelling (deck), Demolition of Residential outbuildings (x2) & deck - privacy, fence, car parking, parking area, attenuation area.

The application can be inspected until Monday, 30 March 2026, at 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. 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.

Notified on 14 March 2026.

Jonathan Harmey
GENERAL MANAGER

APPLICATION FORM

Meander Valley Council
Working Together

PLANNING PERMIT

Land Use Planning and Approvals Act 1993

- 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: | | | | | | **Assessment No:** | | - | | | | | - | | | | |

DA | | **PA** | | **PC** | |

- 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: 2 Vale st. Certificate of Title: 55867/23

Suburb: Prospect Vale 7250 Lot No:

Land area: 1126m² m^2 / ha

Present use of land/building: Residential *(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)*: $450,000 *Includes total cost of building work, landscaping, road works and infrastructure*

Description of work: New dwelling at the back & strata.

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

New floor area: 143 m² New building height: 3.85 m

Materials: External walls: Brick veneer Colour: Red.

Roof cladding: Colorbond. Colour: Grey.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55867	33
EDITION	DATE OF ISSUE
7	02-Nov-2022

SEARCH DATE : 11-Mar-2026
SEARCH TIME : 01.59 pm

DESCRIPTION OF LAND

Town of PROSPECT VALE
Lot 33 on Diagram 55867 (formerly being 311-38D)
Derivation : Part of 321A-3R-25Ps. Gtd. to H. Burrows
Prior CT 3050/5

SCHEDULE 1

M540137 TRANSFER to THOMAS PETER LLEWELYN ROBERTS and HOLLI DIANNE ROBERTS Registered 12-Oct-2015 at 12.01 pm

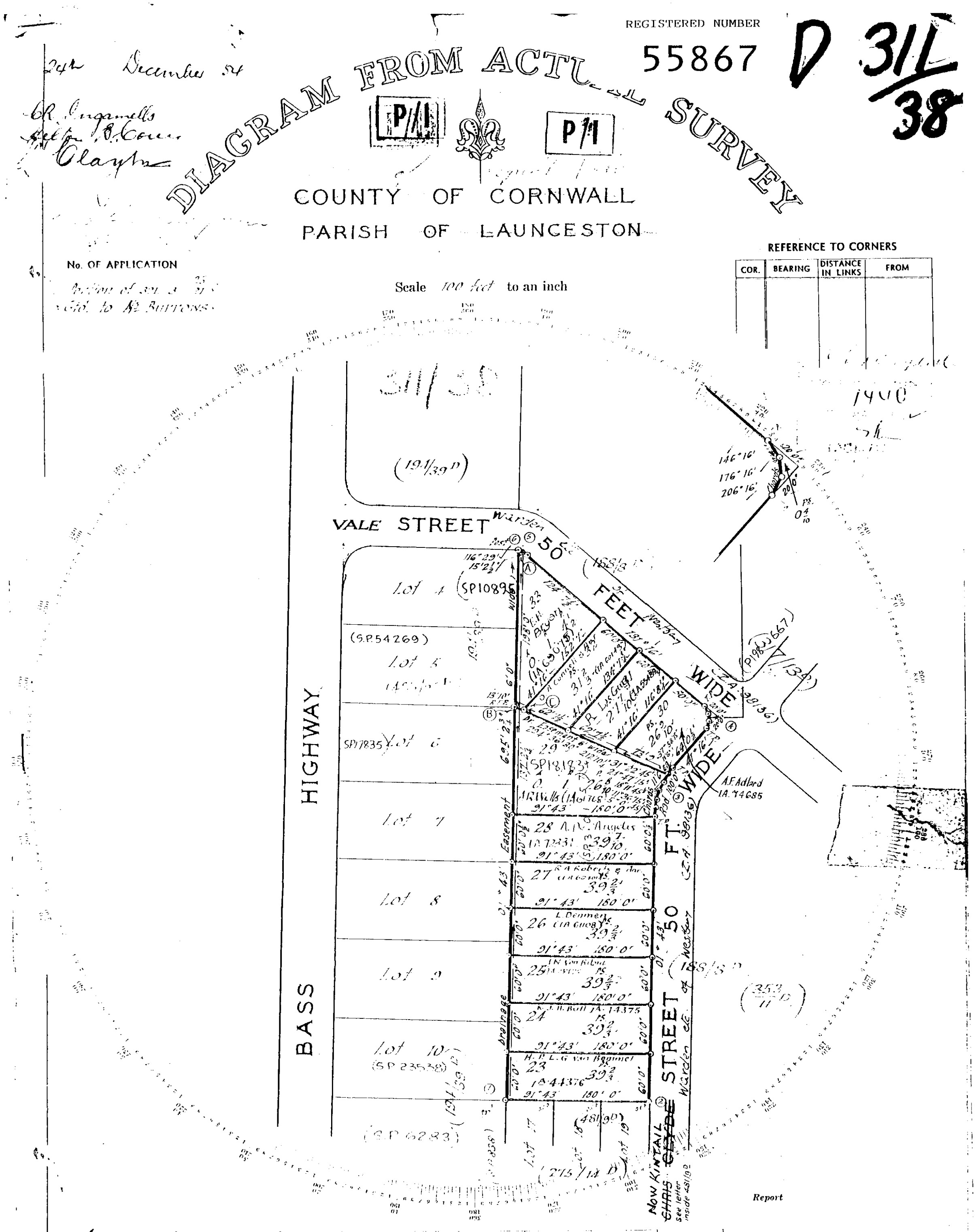
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: a right of drainage (appurtenant to Lots 30, 31 and 32 on Diagram No. 311/38) over the strips of land marked A.B.C. on D.55867
BENEFITTING EASEMENT a right of carriageway over the streets shown of Diagram Nos. 275/14, 311/38 and 317/13
BURDENING EASEMENT: a right of drainage (appurtenant to Lots 23 to 29 on Diagram No. 311/38) over the strip of land marked A.B. on D.55867
A69075 FENCING CONDITION in Transfer
E321997 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 02-Nov-2022 at 12.01 pm

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

REGISTERED NUMBER 55867 D 31/38



PURCHASER'S NAME	ACT	DATE OF CONTRACT	GRANTED

To be filled in by Surveyor:
- Date of Instructions
- Survey commenced 13 8 54
- Survey finished 15 9 54
- Error of close 1 in

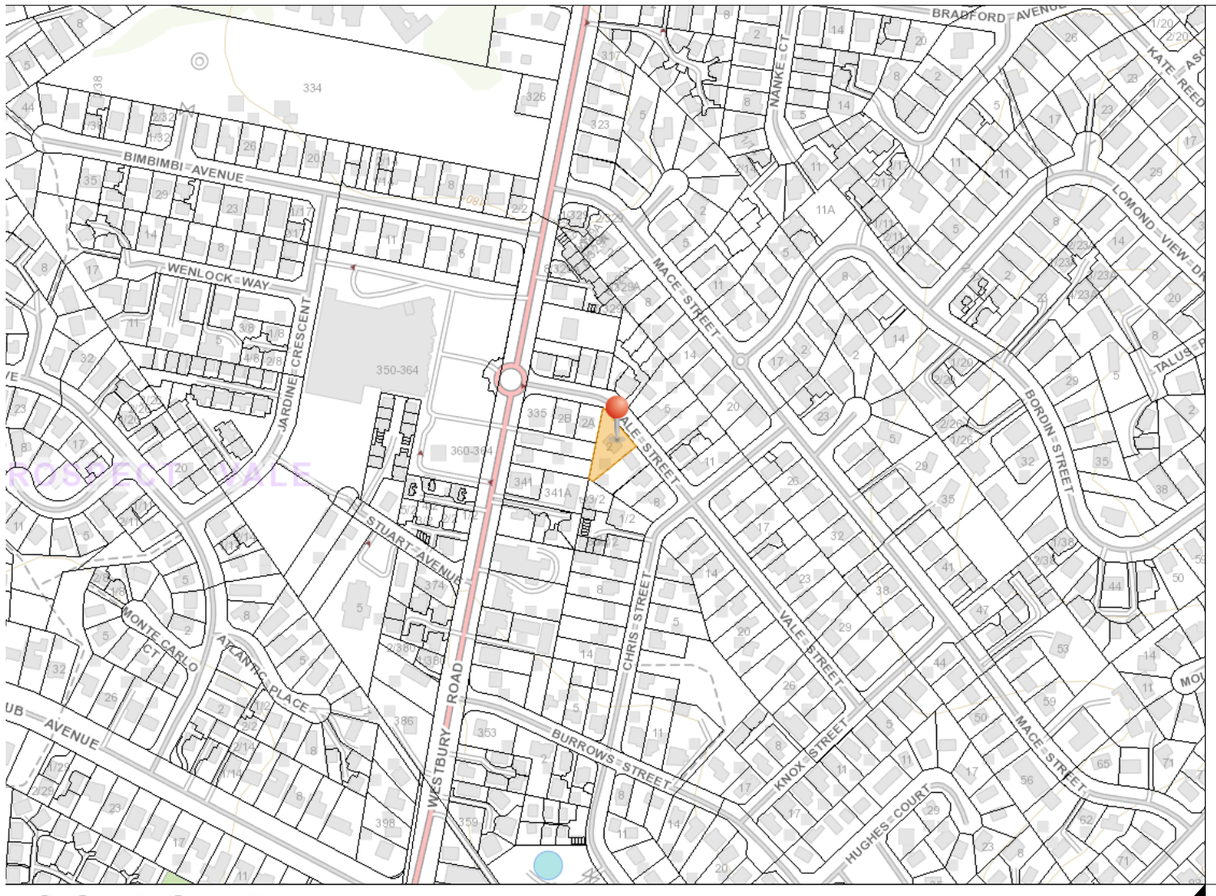
Office Examination:
- Plot Regulations Checked
- Computations Checked
- Examination as to Boundaries
- Entered on Diagrams
- Entered on General Plan
- State Permanent Marks
- Finally examined

May be acted upon

Acted upon

Authorised Surveyor.

PROPOSED UNIT & STAGED STRATA
at 2 VALE ST PROSPECT VALE TAS 7250
for T & H ROBERTS



LOCATION PLAN

DRAWING SCHEDULE

A00	COVER PAGE
A01	EXISTING SITE PLAN
A02	PROPOSED SITE PLAN
A03	SITE PERMIABILITY PLAN
A04	SITE STRATA PLAN
A05	STAGED STRATA PLAN
A06	EXISTING UNIT 1 FLOOR PLAN
A07	PROPOSED UNIT 2 PLAN
A08	UNIT 2 ROOF PLAN
A09	ELEVATIONS

PLANS TO BUILD

ABN 23 269 055 701
Level 1, 52-60 York Street, Launceston
Tasmania, 7250.
Tel - 6388 9287 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au
L .M.DELL LIC. No. CC5932 G

GENERAL NOTES:

IN ACCORDANCE WITH THE N.C.C.S BUILDING CODE OF AUSTRALIA VOLUME TWO, ALL BUILDING WORK SHALL BE IN STRICT COMPLIANCE WITH COUNCIL LAWS, REFERENCED AUSTRALIAN STANDARDS, BUILDING ACTS & REGULATIONS REFER ALSO TO THE GENERAL REQUIREMENTS PAGE.

THE BUILDER SHALL SECURE AND MAKE SAFE THE WORKSITE IN ACCORDANCE WITH WORK SAFE TASMANIA & WHS GUIDELINES & REGULATIONS.

THE BUILDER SHALL CARRY OUT DIAL BEFORE YOU DIG REFERRAL FOR LOCATIONS OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EARTHWORKS.

THE BUILDER SHALL INSTALL SILT TRAPS & SCREENS AT THE PROPERTY BOUNDARY TO PREVENT SILT RUNOFF INTO THE COUNCIL MAIN SYSTEM FOR THE DURATION OF SITE WORKS.

THE BUILDER SHALL BE RESPONSIBLE FOR THE CORRECT SETOUT OF ALL WORKS. A LAND SURVEYOR IS RECOMMENDED BY THE DESIGNER FOR ALL SETOUT.
USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS.

ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE ENGINEERING DRAWINGS AND SPECIFICATIONS. THE DESIGNER SHALL BE NOTIFIED OF ANY DISCREPANCIES WITH THE DRAWINGS.

ALL FITTINGS & FIXTURES INSTALLED SHALL BE PURCHASED AS NEW CONDITION & QUALITY & CARRY THE RELEVANT AUSTRALIAN STANDARD COMPLIANCES.

PROJECT INFORMATION:

FLOOR AREAS: *PROPOSED UNIT 2-143m²* *POS-147m²*	*EXISTING DWELLING UNIT 1 -115m²* *PROPOSED DECK-35m²* *POS-408m²*	*SITE AREA:* *1126m²*	*WIND SPEED* **N2**	*LAND TITLE, VOLUME & FOLIO* **55867/33**
SITE OVERLAYS: **N/A**	*SITE CLASSIFICATION :*	*CLIMATE ZONE:* **7**	*ALPINE AREA:* **N/A**	*BUSHFIRE ATTACK LEVEL:* **EXEMPT**
COUNCIL: *MEANDER VALLEY*	*WIND REGION:* **A3**	*CORROSION ENVIRONMENT* **LOW**		*TERRAIN CLASSIFICATION:* **T2.5**
SCHEME / ZONE: *GENERAL RESIDENTIAL*	*SCALE: IF IN DOUBT ASK* **SCALE @ A3**	*PRINT DATE:* **17/02/2026**		*PROJECT NUMBER:* **25129**

rev.	*Amendment*	*Date*

DRAWING No: **A00** **1 of 10**
ISSUE: APPROVAL
REV: 0

EXISTING STORMWATER MANHOLE

ADJOINING PROPERTY
ID: 7033585
CT: 10895/1

ADJOINING PROPERTY
ID: 7023109
CT: 83847/5

TITLE BOUNDARY 60.35

ADJOINING PROPERTY
ID: 7023117
CT: 83847/7

EXISTING SEWER MANHOLE

EXISTING SEWER CONNECTION RETAINED

EXISTING SEWER CONNECTION

EXISTING STORMWATER MANHOLE

EXISTING. STORMWATER CONNECTION LOTS 1 & 2

TB 4.2

ADJOINING PROPERTY
ID: 7784100
CT: 100472/3

EXISTING DECK TO BE DEMOLISHED.

EX. DECK

EX. DWELLING
112.41 m²

EX. DECK **10.24 m²**

EX. PATHWAY

EX. PATHWAY

EXISTING GARAGE TO BE DEMOLISHED

EX. GARAGE

EX. GARAGE

4,000

4,500 EXISTING

EXISTING WATER CONNECTION

TITLE BOUNDARY 46.5

185m

185m

ADJOINING PROPERTY
ID: 7028241
CT: 55867/32

TITLE BOUNDARY 34.4

V A L E S T

2 VALE ST PROSPECT
VALE TAS 7250
ID: 7028268
CT: 55867/33
COUNCIL: MEANDER VALLEY
ZONE: GENERAL RESIDENTIAL
OVERLAY: N/A

North

EXISTING SITE PLAN

SCALE 1:200

0mm 2000 4000 6000

PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

PLANS TO BUILD
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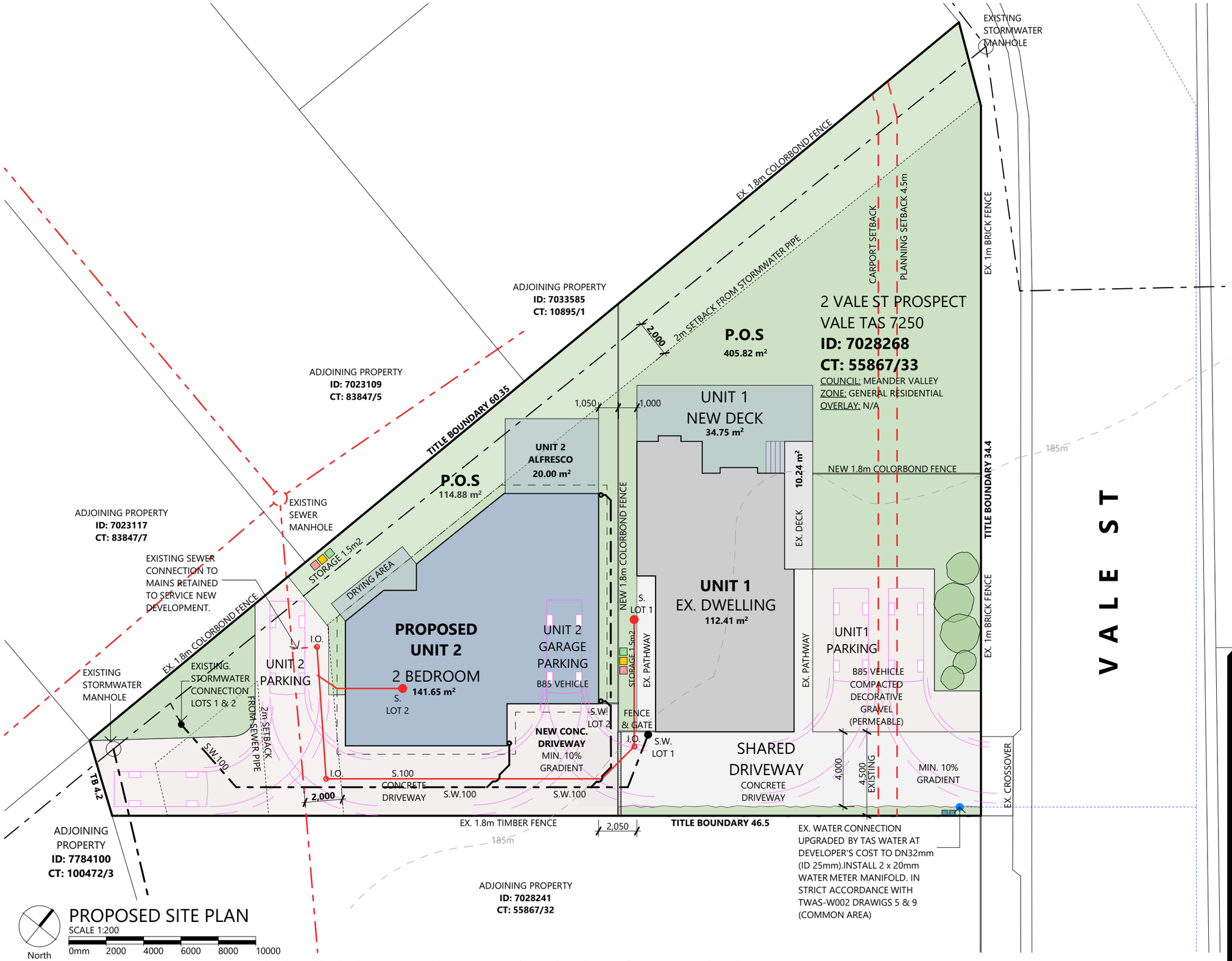
L .M.DELL LIC. No. CC5932 G

Owner:
T & H ROBERTS

rev.	Amendment	Date

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
23049	SCALE @ A3	17/02/2026	A01 2 of 10	REV: 0



PROPOSED SITE PLAN
SCALE 1:200

SITE PLAN NOTES

SURFACE AND SUBSURFACE DRAINAGE SYSTEMS
IN ACCORDANCE WITH PART D2. NCC PLUMBING CODE OF AUSTRALIA VOLUME THREE THE DESIGN, CONSTRUCTION AND INSTALLATION OF A STORMWATER DRAINAGE SYSTEM MUST BE IN ACCORDANCE WITH AS/NZS 3500.3

SOIL AND WATER MANAGEMENT
PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT WORKS THE APPLICANT OR BUILDER MUST INSTALL ALL NECESSARY SILT FENCES AND CUT-OFF DRAINS TO PREVENT THE SOIL, GRAVEL AND OTHER DEBRIS FROM ESCAPING THE SITE. ADDITIONAL WORKS MAY BE REQUIRED ON COMPLEX SITES.

NO MATERIAL OR DEBRIS IS TO BE TRANSPORTED ONTO THE ROAD RESERVE (INCLUDING THE NATURE STRIP, FOOTPATH AND ROAD PAVEMENT). ANY MATERIAL THAT IS DEPOSITED ONTO THE ROAD RESERVE AS A RESULT OF THE DEVELOPMENT ACTIVITY IS TO BE REMOVED BY THE APPLICANT OR BUILDER.

THE SILT FENCING, CUT-OFF DRAINS AND OTHER WORKS TO MINIMISE EROSION ARE TO BE MAINTAINED ON THE SITE UNTILL SUCH TIME AS THE SITE HAS REVEGETATED SUFFICIENTLY TO MITIGATE EROSION AND SEDIMENT TRANSPORT.

MIN. 60m² OF PERVIOUS, IMPERVIOUS SURFACES

SHARED CONCRETE DRIVEWAY

PLUMBING LEGEND

S. 100 — NEW 100mm DWV PVC SN6 SEWER PIPE WITH 1: 60 MINUMUM GRADE UNLESS NOTED OTHERWISE BELOW TO EX CONNECTION.

SW. 100 — NEW 100mm DWV PVC SN6 STORMWATER PIPE WITH 1: 100 MINUMUM GRADE UNLESS NOTED OTHERWISE BELOW TO EX CONNECTION

SEWER PIPE SIZES AND GRADES

BASIN DIA 40mm, 1: 40	SINK 50mm, 1: 40
WC DIA 100mm, 1: 40	BATH DIA 50mm, 1: 40
VENT DIA 65mm, 1: 40	SHOWER DIA 50mm, 1: 40
WASH TUB 50mm, 1: 40	FLOOR WASTE DIA 65mm, 1: 40

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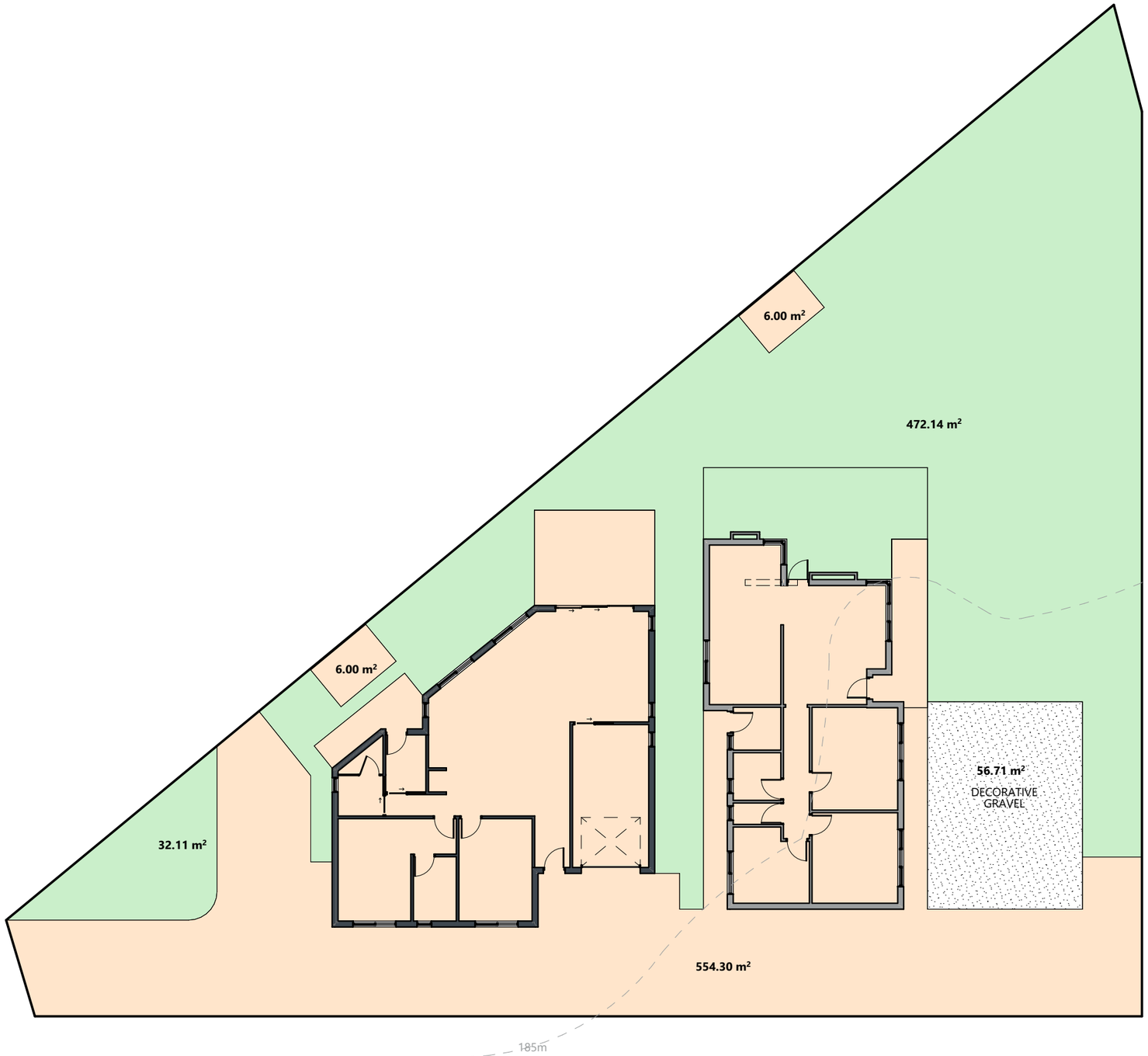
Email - leigh@planstobuild.com.au
L .M.DELL LIC. No. CC5932 G

Owner:
T & H ROBERTS

PROPOSED UNIT & STAGED STRATA
2 VALE ST PROSPECT VALE TAS 7250

rev.	Amendment	Date

PROJECT NUMBER: 23049	SCALE: IF IN DOUBT ASK SCALE @ A3	PRINT DATE: 17/02/2026	DRAWING No: A02 3 of 10
			ISSUE: APPROVAL REV: 0

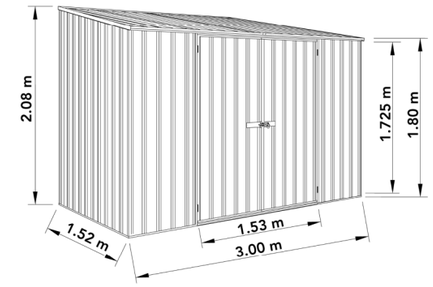


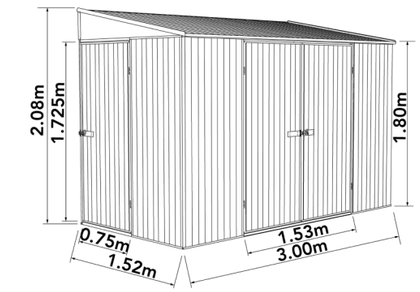
COVERAGE AREA

SITE AREA- **1126 m²**

PERVIOUS SURFACES- **560 m² (49%)**

IMPERVIOUS SURFACES- **566 m² (50%)**





GARDEN SHED- STORAGE 9m³

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Owner:
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North

SITE PERMIABLITY PLAN
SCALE 1:200
0mm 2000 4000 6000 8000 10000

PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

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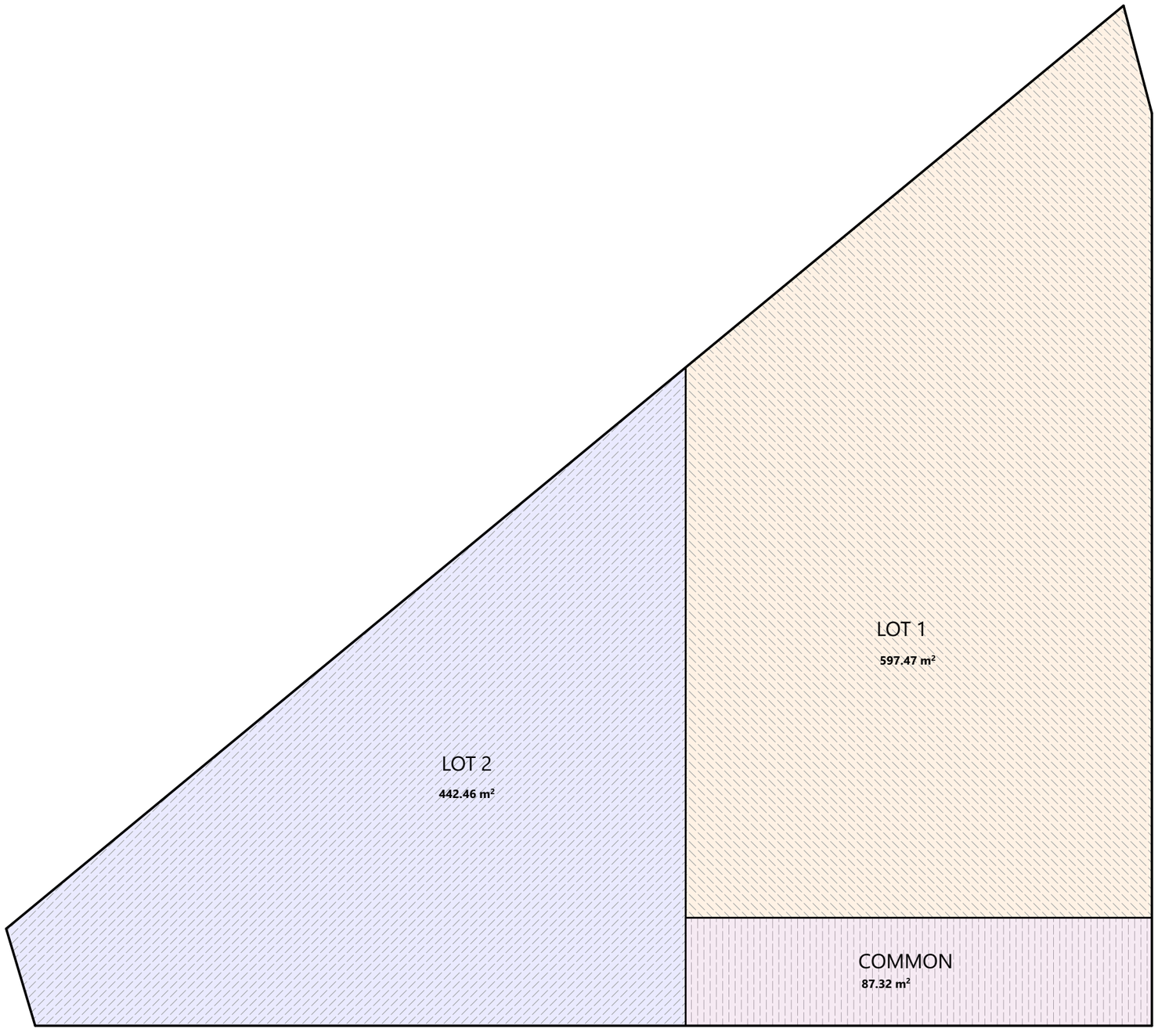

STRATA

LOT 1- **597 m²**

LOT 2- **442 m²**

COMMON- **87 m²**

North

STRATA PLAN

SCALE 1:200

0mm 2000 4000 6000

PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

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STRATA

LOT 1- **597 m²**

LOT 2- **442 m²**

COMMON- **87 m²**

EXISTING STORMWATER MANHOLE

EX. 1.8m COLORBOND FENCE

STORAGE **6.00 m²**

EX. STORMWATER PIPE

2m SETBACK FROM STORMWATER PIPE

CARPORT SETBACK

PLANNING SETBACK 4.5m

EX. 1m BRICK FENCE

ADJOINING PROPERTY
ID: 7033585
CT: 10895/1

2,000

P.O.S
405.82 m²

2 VALE ST PROSPECT
VALE TAS 7250
ID: 7028268
CT: 55867/33
COUNCIL: MEANDER VALLEY
ZONE: GENERAL RESIDENTIAL
OVERLAY: N/A

ADJOINING PROPERTY
ID: 7023109
CT: 83847/5

TITLE BOUNDARY 60.35

1,000

UNIT 1
NEW DECK
34.75 m²

10.24 m²

EX. DECK

NEW 1.8m COLORBOND FENCE

NEW 1.8m COLORBOND FENCE

185m

TITLE BOUNDARY 34.4

ADJOINING PROPERTY
ID: 7023117
CT: 83847/7

EXISTING SEWER MANHOLE

VACANT LOT STAGE 1

UNIT 1
EX. DWELLING
112.41 m²

EX. PATHWAY

EX. PATHWAY

UNIT1 PARKING

B85 VEHICLE

DECORATIVE GRAVEL (PERMEABLE)

EX. 1m BRICK FENCE

FENCE & GATE

EX. 1.8m COLORBOND FENCE

EXISTING STORMWATER MANHOLE

EX. STW CONNECTION

2m SETBACK FROM SEWER PIPE

S.W.100

TB 4.2

S.100

S.W.100

S.100

2,000

SHARED DRIVEWAY
CONCRETE DRIVEWAY

4,000

4,500 EXISTING

MIN. 10% GRADIENT

EX. CROSSOVER

ADJOINING PROPERTY
ID: 7784100
CT: 100472/3

EX. 1.8m TIMBER FENCE

TITLE BOUNDARY 46.5

185m

NEW SEWER CONNECTION BY TAS WATER AT DEVELOPER'S COST

EX. WATER CONNECTION UPGRADED BY TAS WATER AT DEVELOPER'S COST

ADJOINING PROPERTY
ID: 7028241
CT: 55867/32

V A L E S T

North

STAGED STRATA PLAN - STAGE 1

SCALE 1:200

0mm 2000 4000 6000 8000 10000

PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

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Owner:
T & H ROBERTS

rev.	Amendment	Date

DRAWING No:		ISSUE: APPROVAL
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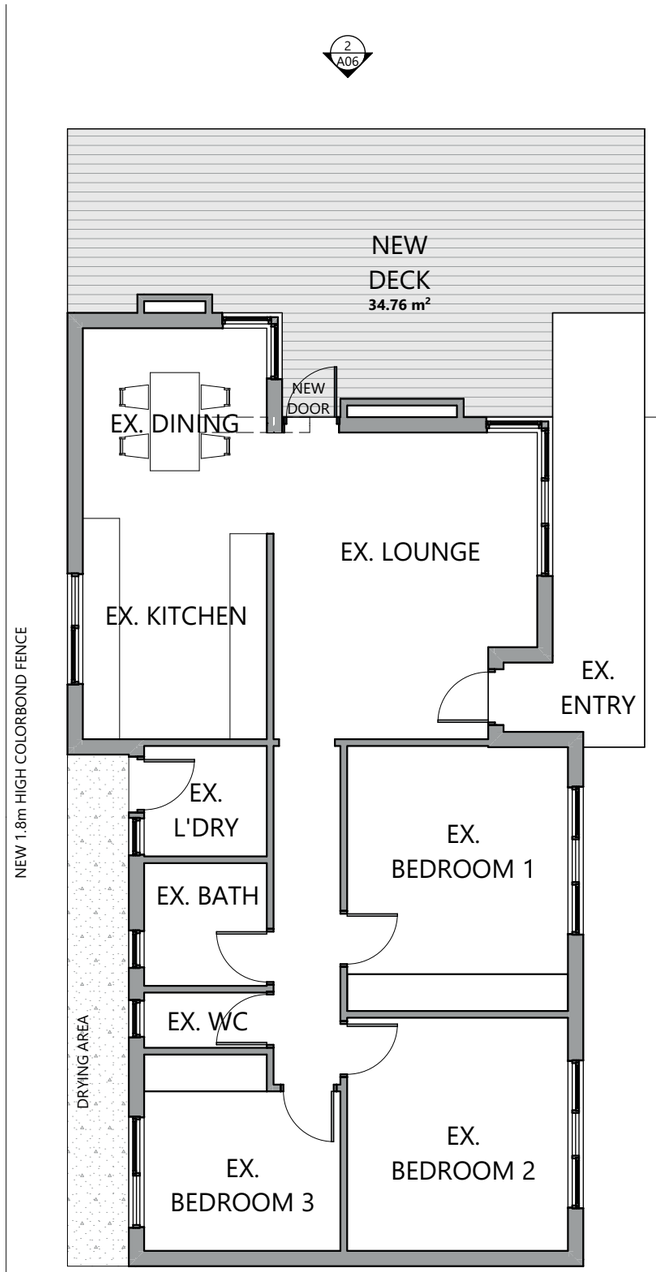
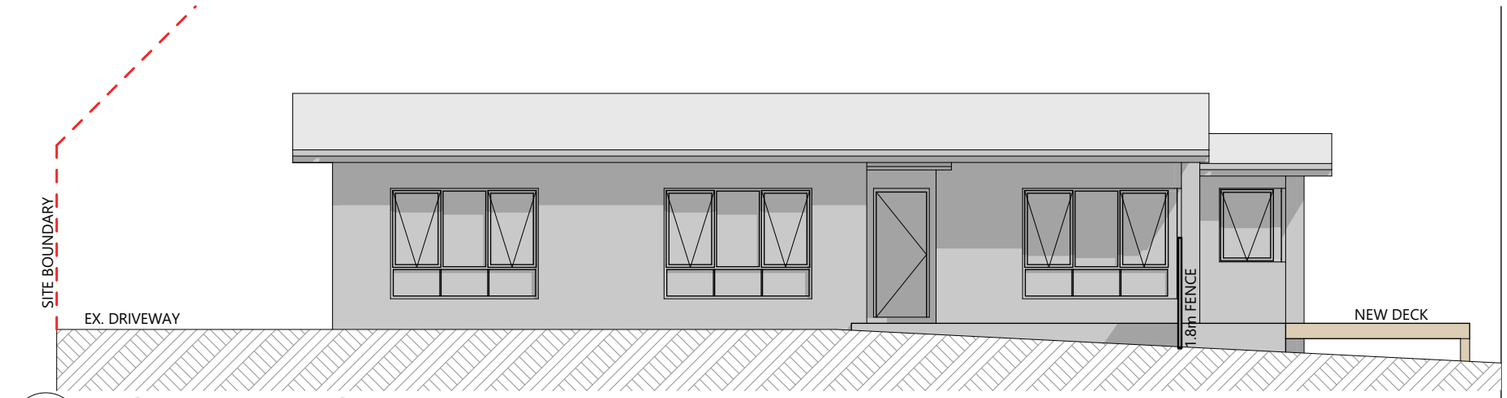
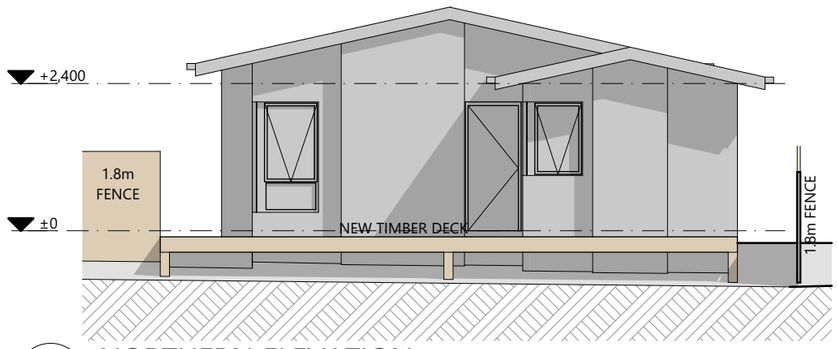


UNIT 1- GROUND FLOOR PLAN
SCALE 1:100
0mm 1000 2000 3000 4000 5000

Project North



1 - EASTERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



2 - NORTHERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000

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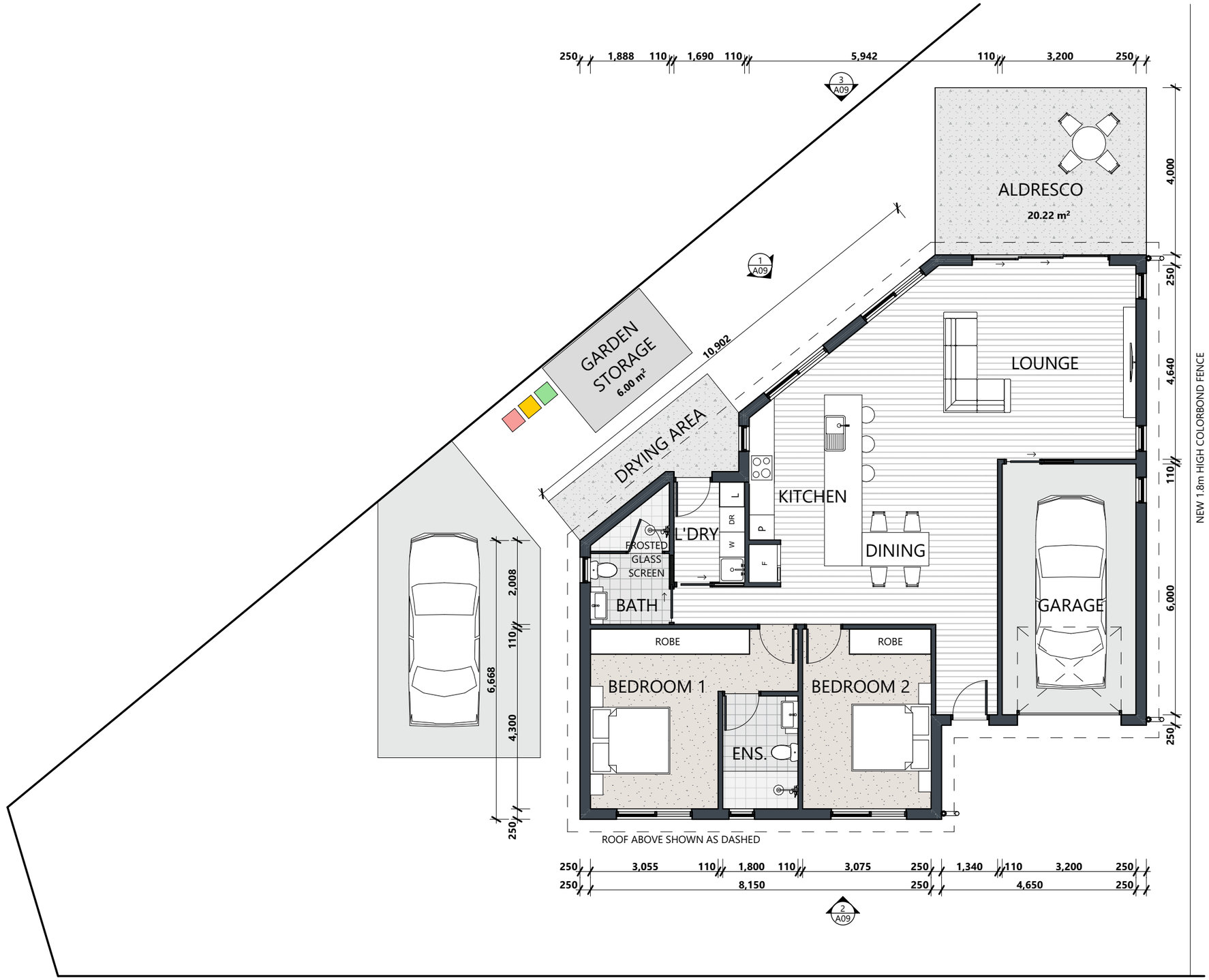
PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
23049	SCALE @ A3	17/02/2026	A06 7 of 10	REV: 0



FLOOR PLAN LEGEND

INSULATED 90x35mm MGP.10 0R .12 TIMBER STUD FRAMED WALLS, Pb LINING INTERNALLY, PAINT FINISH.
PROVIDE VAPOUR PERMEABLE BUILDING WRAP, LAP AND TAPE ALL JOINTS.
REFER TO ELEVATIONS FOR EXTERNAL CLADDING SELECTION.
REFER TO INSULATION SCHEDULE FOR THERMAL REQUIREMENTS (R-VALUES)

PAINT GRADE HOLLOW CORE INTERIOR SWING DOOR WITH ARCHITRAVES, JAMBS AND STOPS. PAINT FINISH

PAINT GRADE HOLLOW CORE **(SOLID IN WETAREAS)** INTERIOR CAVITY SLIDING DOOR WITH ARCHITRAVES AND JAMBS. PAINT FINISH

UNIT 2 FLOOR PLAN
SCALE 1:100
Project North
0mm 1000 2000 3000 4000 5000

PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

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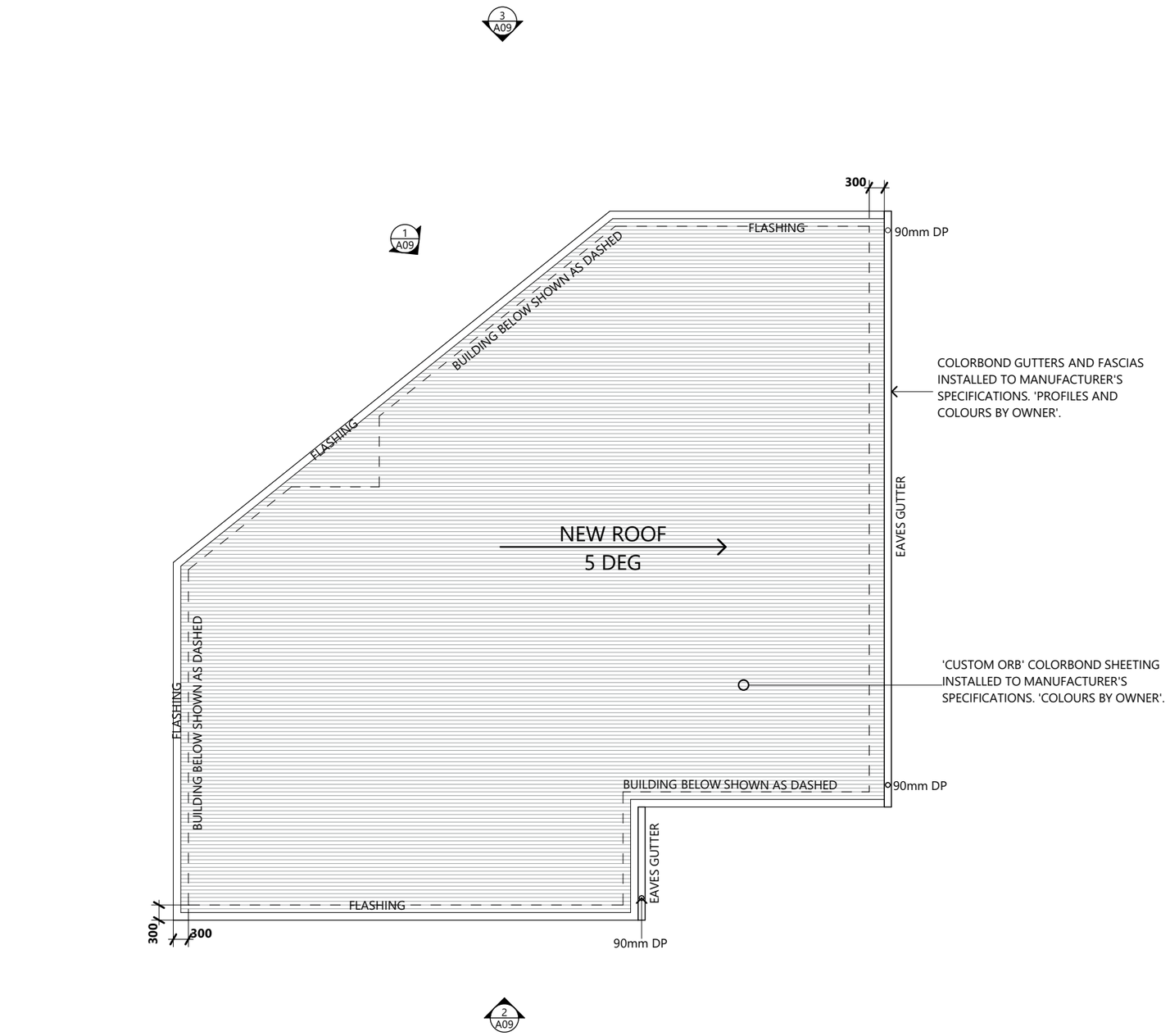
23049	SCALE @ A3	17/02/2026	A07 8 of 10	REV: 0



Project North

ROOF PLAN
SCALE 1:100

0mm 1000 2000 3000 4000 5000

ROOF PLAN NOTES

METAL SHEET ROOFING SHALL BE IN ACCORDANCE WITH PART 3.5.1. OF THE BCA. WHEREVER POSSIBLE HAVE THE SHEETS LAID SO THAT THE SIDE LAPS ARE FACING AWAY FROM THE PREVAILING WEATHER.

GUTTERS AND DOWNPIPES SHALL BE IN ACCORDANCE WITH PART 3.5.2 OF THE BCA. ALL DWV PVC DOWNPIPES TO BE JOINTED WITH APPROVED SOLVENT AND PRIMER. PAINT FINISH.

AN AUSTRALIAN STANDARD ROOF SAFETY MESH OR AN APPROVED ROOF SAFETY HARNESS OR RESTRAINT SYSTEM SHALL BE USED DURING INSTALLATION.

ROOF SHEETS MUST BE LAID WHEREVER POSSIBLE USING COMPLETE LENGTHS FROM RIDGES TO EAVES. SHEET METAL ROOF, CAPPINGS, FLASHINGS AND PENETRATIONS ARE TO COMPLY WITH PARTS 3.5.1.2 & 3.5.1.3 AND OF THE BCA.

REFER TO ENGINEERS DETAILS FOR ROOF FRAMING. ENSURE THE ROOF SPACE IS VENTILATED AT THE RIDGE CAPPING AND VIA VENTS LOCATED AT THE EAVES.

ROOF BATTENS MUST BE FIXED IN ACCORDANCE WITH AS 1684.4 SECTION 9 TABLES 9.2 TO 9.7.

REFER TO INSULATION SCHEDULE FOR INSULATION REQUIREMENTS.

GUTTERS INSTALLED IN ACCORDANCE WTIH PART 3.5.3 OF THE BCA, NCC. 1 IN 500 FALL.

BOX GUTTERS WITH 1 IN 100 FALL AND IN ACCORDANCE WITH AS/NZS 3500.3

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L .M.DELL LIC. No. CC5932 G

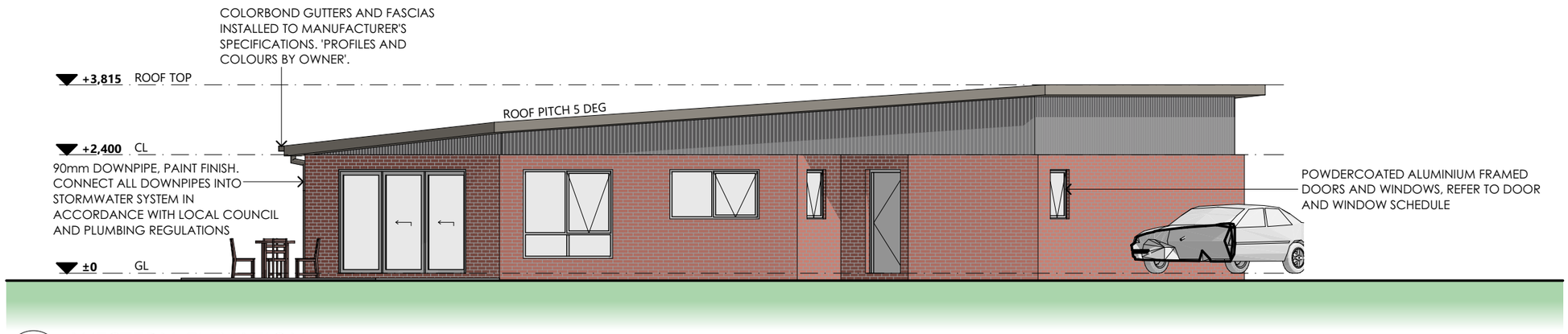
Owner:
T & H ROBERTS

rev.	Amendment	Date

PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
23049	SCALE @ A3	17/02/2026	A08 9 of 10	REV: 0



1 / - WESTERN ELEVATION

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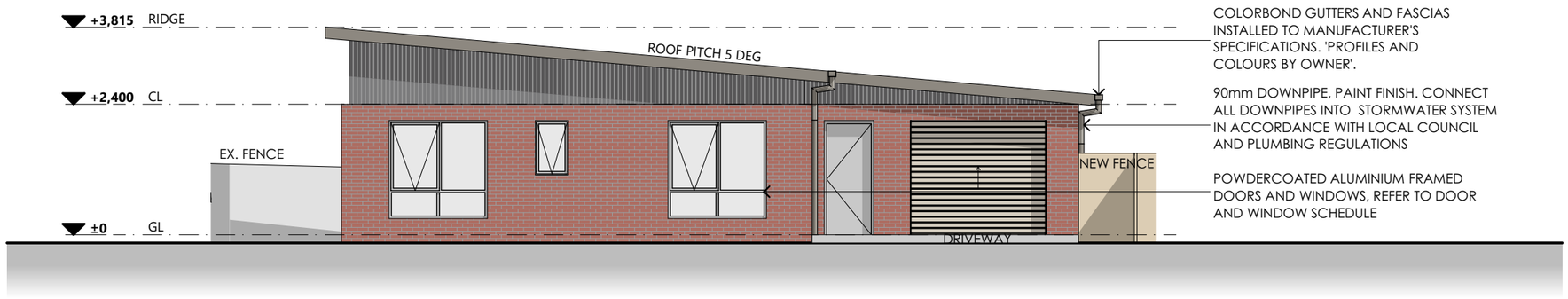

2 / - SOUTH WESTERN ELEVATION

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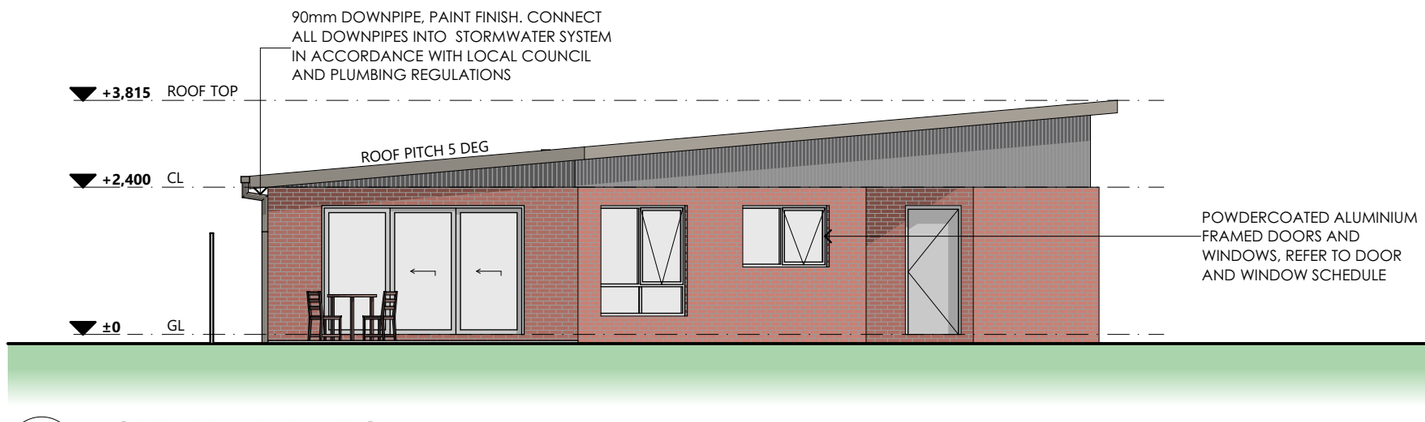

3 / - NORTHERN ELEVATION

SCALE 1:100

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ELEVATION NOTES

WALL CLADDING SYSTEMS MUST BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURES DETAILS, INSTRUCTIONS & SPECIFICATIONS.

INSTALL THE WALL CLADDING SYSTEM COMPLETE WITH JOINTS, TRIMS, FLASHINGS , SEALS , FIXINGS & FINISHES IN STRICT ACCORDANCE WITH MANUFACTURES DETAILS TO ENSURE A WEATHER-PROOF AND WATERTIGHT INSTALLATION.

PROPOSED UNIT & STAGED STRATA

2 VALE ST PROSPECT VALE TAS 7250

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:
23049	SCALE @ A3	17/02/2026

PLANS TO BUILD

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rev.	Amendment	Date

DRAWING No: A09 10 of 10

ISSUE: APPROVAL

REV: 0

MIDSON
traffic
pty ltd

Plans to Build

2 Vale Street, Prospect Vale
Traffic Impact Statement

January 2026

CELEBRATING 15 YEARS
2008 - 2023

Contents

Figure Index

1. Introduction

1.1 Background

Midson Traffic were engaged by Plans to Build to prepare a traffic impact statement for a proposed multiple dwelling development at 2 Vale Street, Prospect Vale.

1.2 Traffic Impact Assessment/ Traffic Impact Statement

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

A traffic impact statement (TIS) is a reduced form of a TIA, where only specific traffic and/or parking matters are required to be investigated. A TIS is often undertaken when the full traffic and transport impacts associated with a development are not considered necessary.

This TIS has generally been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, 2007. This TIS has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, of the Tasmanian Planning Scheme – Meander Valley, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 30 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Subject Site

The subject site is located at 2 Vale Street, Prospect Vale.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

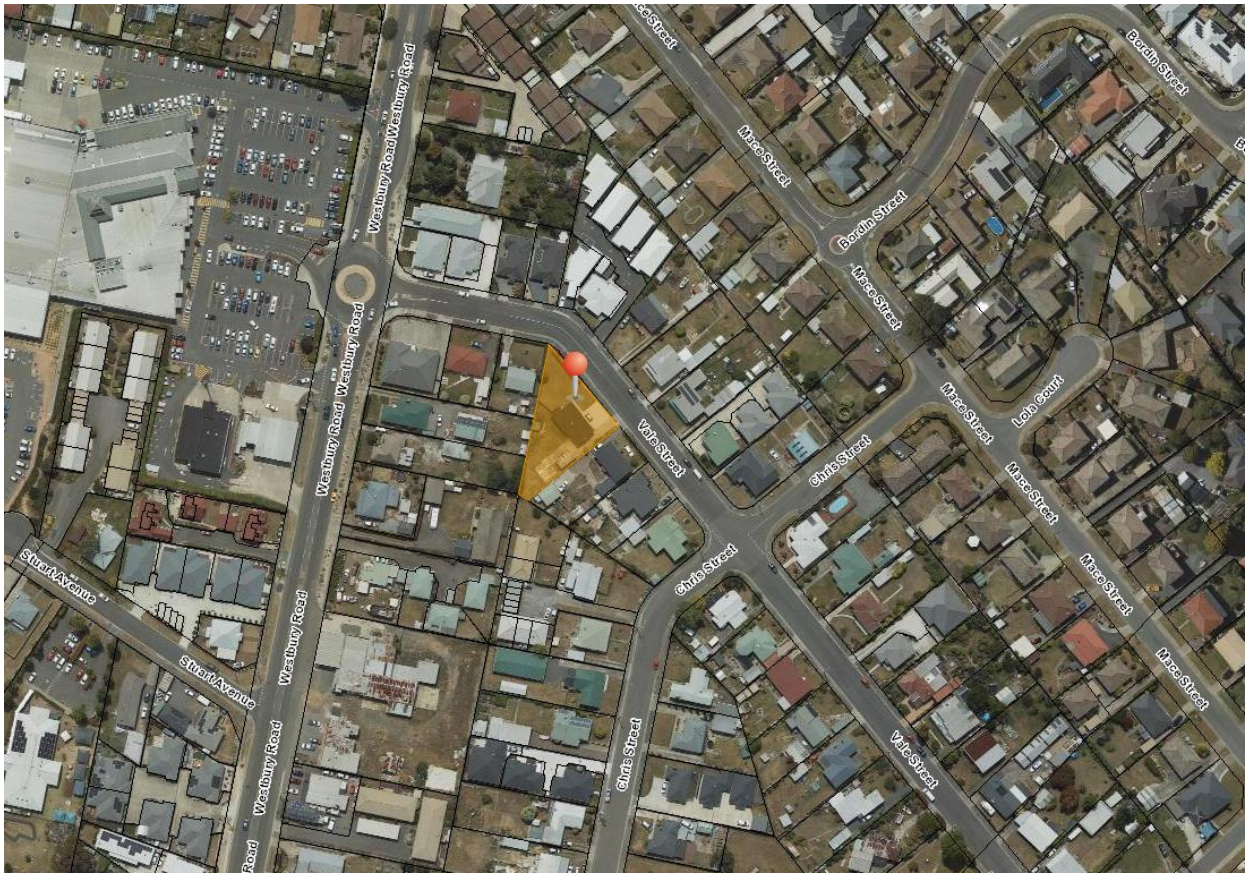


Image Source: LIST Map, DNRET

1.5 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Meander Valley, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Vale Street only. Vale Street connects to Westbury Road at its western end at a roundabout, and connects to Knox Street at a T-junction at its eastern end.

The general urban speed limit of 50-km/h is applicable to Vale Street. It carries a traffic volume of approximately 400 vehicles per day. It has a sealed pavement width of approximately 10 metres, with on-street parking available on both sides of the road.

Vale Street adjacent to the subject site is shown in Figure 2.

Figure 2 Vale Street

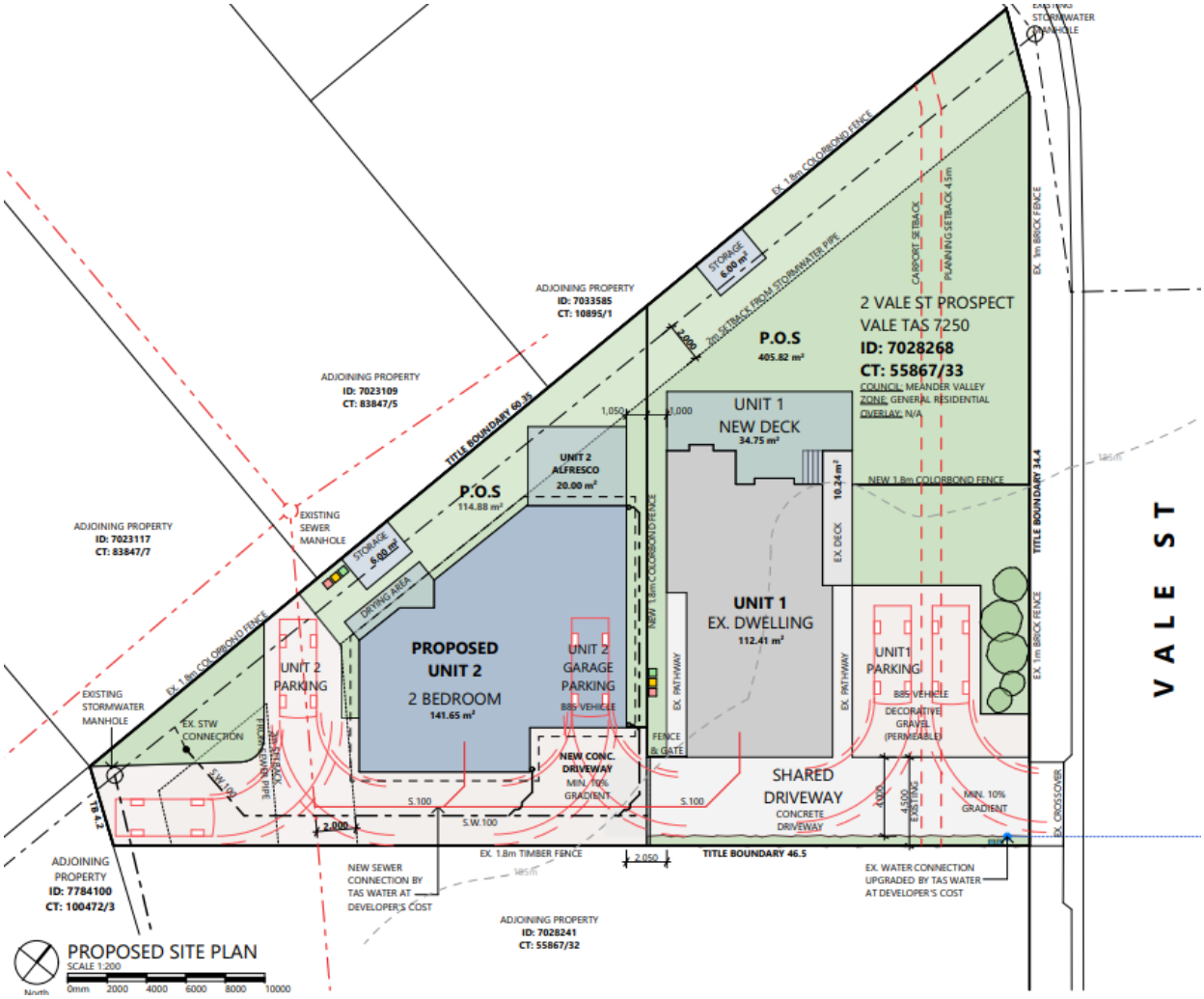
3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of a new residential unit at the rear of the site. The existing dwelling is proposed to be retained. On-site car parking is proposed for four cars (two spaces for each unit).

The proposed development is shown in Figure 3.

Figure 3 Proposed Development Plans



4. Traffic Assessment

4.1 Trip Generation

Traffic generation was sourced from the TfNSW Guide. For medium density residential dwellings in regional areas, the TfNSW Guide provides the following traffic generation rates:

- AM peak 0.41 vehicles per hour/ dwelling
- PM peak 0.60 vehicles per hour/ dwelling
- Daily 3.67 vehicles per day/ dwelling

Adopting a higher daily generation rate of 5 vehicles per dwelling per day and a peak of 0.5 vehicles per hour per dwelling, this equates to a traffic generation of 10 vehicles per day, with a peak of 1 vehicle per hour.

This is comparable to the existing single dwelling that is currently located on the subject site, which is likely to generate 8 vehicles per day, with a peak of 1 vehicle per hour.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 4 on-site car parking spaces. The spaces are arranged as 90-degree parking both residential dwellings, with the proposed new unit having a garage space.

5.2 Theoretical Parking Demand

Theoretical parking demands were calculated using the TfNSW Guide. The proposed development is classified as '*medium density residential dwellings*' under the TfNSW Guide. Medium density residential is defined as "*containing at least two but less than 20 dwellings, with a typical net residential density of 30 to 60 dwellings per hectare*".

For medium density residential dwellings in a Category 2 area, the theoretical parking rate is as follows:

- 2 bedrooms 1.0 spaces per dwelling
- 3 bedrooms 1.6 spaces per dwelling
- Visitor spaces 1 space per 5 dwellings

The proposed development comprises of 1 x 2-bedroom and 1 x 3-bedroom dwellings, which is a likely demand for 3 on-site parking spaces. The provision of 4 spaces satisfies this requirement.

5.3 On-Street Parking

There is a relatively large pool of nearby on-street parking supply. For practical consideration of use by the proposed development, this consists of:

- 15 spaces on the northern side of Vale Street between Westbury Road and Chris Street.
- 12 spaces on the southern side of Vale Street between Westbury Road and Chris Street.
- Total of 27 spaces in Vale Street between Westbury Road and Chris Street.

Note that additional nearby on-street parking is available within a reasonable walking distance from the site, including further into Vale Street to the east, as well as Chris Street and Westbury Road.

On-street parking surveys were undertaken on Thursday 15th January 2026 in Vale Street between Westbury Road and Chris Street. The surveys were undertaken at 10:00am, 12:00pm; 2:30pm, 4:00pm and 6:00pm.

During the survey, a minimum of 19 spaces were available (6:00pm). The maximum spaces available was 23 spaces (10:00am).

On this basis it is realistic to conclude that there will be a minimum of 19 spaces in Vale Street in close proximity to the subject site. Vale Street appears to cater for residential parking only, with no other nearby land uses placing on-street parking demands near the subject site (noting that Prospect Vale Market Place Shopping Centre provides a large pool of on-site parking that appears to cater for the demands of the site).

5.4 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

> *"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 on-site 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 on-site car parking is required; or*
>
> *(ii) the number of on-site 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 car parking requirements in Table C2.1 for residential land use is 2 spaces per dwelling plus 1 space per four dwellings visitor parking. This equates to a parking requirement for 5 parking spaces (rounded up from 4.5 spaces). The development provides a total of 4 spaces and therefore does not comply with the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

The Performance Criteria P1.2 of Clause C2.5.1 of the Planning Scheme states:

"The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

(a) the nature and intensity of the use and car parking required;

(b) the size of the dwelling and the number of bedrooms; and

(c) the pattern of parking in the surrounding area".

The following is relevant with respect to the development proposal:

a. Nature and intensity of use. The two dwellings each have an allocation of 2 on-site parking spaces. The assessment of likely parking demand using the TfNSW Guide indicates that the parking demand is likely to be 3 spaces, which is exceeded. Under the Planning Scheme assessment, the development has a shortfall of one visitor parking space. It is further noted that the shortfall is technically 0.5 spaces, rounded up to 1 space (ie. 1 space with demand for half of the time). In this regard, the proposed development will not generate significant on-street car parking demand.

b. Size of dwellings and number of bedrooms. The two dwelling units both have 2 and 3 bedrooms and have a relatively small in floor area (approximately 142m^2 and 112m^2 respectively).

c. Pattern of parking in surrounding area. On-street parking surveys undertaken in Vale Street demonstrate a consistently high level of available on-street parking in close proximity to the site. At all survey times, a minimum of 19 spaces were available within the immediate street segment, with no evidence of competing non-residential parking demand (refer to Section 5.3). Vale Street is a low-traffic local street with unrestricted on-street parking on both sides, and the surrounding street network provides a substantial surplus of available kerbside parking that can comfortably accommodate the occasional visitor parking demand associated with the development.

It is further noted that the Planning Scheme requires no visitor parking for a single standalone dwelling, which would normally be required to provide two on-site spaces only. In this regard, the proposed development is functionally equivalent to two standalone dwellings on separate titles, each providing two on-site parking spaces. On-street parking is typically relied upon for visitor parking associated with standalone residential dwellings. There is no traffic-based rationale that would suggest that residential units would generate materially higher visitor parking demand.

While the proposal does not strictly comply with Acceptable Solution A1 due to a minor visitor parking shortfall, it clearly satisfies Performance Criteria P1.2 of Clause C2.5.1.

Having regard to:

- The low-intensity nature of the development,
- The provision of two on-site spaces per dwelling,
- The equivalence with two standalone dwellings (which require no visitor parking), and
- The demonstrated availability of on-street parking in the surrounding area,

The absence of one on-site visitor parking space is reasonable, appropriate, and consistent with the intent of the Planning Scheme. On this basis, the proposed development satisfies the requirements of Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme.

5.5 Car Parking Layout

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"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, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in 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;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".

The car parking was assessed against the requirements of A1.1(b) of the Planning Scheme. The relevant Australian Standards associated with the development is AS2890.1. The assessment is provided in the following sections.

5.5.1 Driveway Grade

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

i. Longer than 20 metres – 1 in 5 (20%) maximum.

ii. Up to 20 metres long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The maximum grade of the driveway access is relatively level, therefore complying with the maximum grade requirements.

5.5.2 Driveway Width

AS2890.1 defines the access as 'Category 1' access facility (Class 1A parking with less than 25 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 1 access is 3.0 metres. An additional width of 0.3 metres is required where an access is adjacent to a vertical structure. The AS2890.1 minimum driveway width is therefore 3.3 metres.

The minimum driveway width is 4.0 metres adjacent to Unit 1, and 3.7 metres adjacent to Unit 2, thereby satisfying the requirements of AS2890.1.

5.5.3 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

The maximum grade within the car parking area is 1:20 (measured at an angle to the parking space), therefore satisfying the parking grade requirements of AS2890.1.

5.5.4 Car Parking Dimensions

For residential parking spaces (User Class 1A), Australian Standards, AS2890.1 requires the following dimensions for 90-degree parking spaces:

- Space width 2.4 metres
- Space length 5.4 metres
- Aisle width 5.8 metres

The parking spaces exceed minimum AS2890.1 dimensions (noting space lengths of 6+ metres, space widths of 3+ metres and aisle width of 6+ metres).

5.5.5 AS2890.1 Assessment Summary

The car parking layout associated with the proposed development complies with the requirements of AS2890.1. The car parking layout therefore satisfies Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

6. Conclusions

This Traffic Impact Statement (TIS) has assessed the traffic, access, parking and road safety implications of a proposed residential unit development at 2 Vale Street, Prospect Vale, comprising retention of the existing dwelling and construction of one additional dwelling at the rear of the site.

The key findings of the TIA are summarised as follows:

- The proposed development is low intensity in nature and will generate negligible additional traffic. Total traffic generation is estimated at approximately 10 vehicle movements per day, with peak hour impacts of around one vehicle per hour. This is comparable to the existing single dwelling currently located on the subject site, which would be expected to generate approximately 8 vehicle movements per day with a similar peak hour demand. As such, the development represents only a marginal increase in traffic activity and will not result in any discernible impact on the operation of Vale Street or the surrounding local road network.
- The proposed development provides four on-site car parking spaces. While this does not strictly satisfy Acceptable Solution A1 of Clause C2.5.1 due to the absence of one visitor space, the proposal satisfies Performance Criteria P1 based on the low actual parking demand associated with the development and the high level of available on-street parking in Vale Street in close proximity to the site.
- The car parking layout has been assessed against AS2890.1 and complies with the relevant dimensional, gradient, access and manoeuvring requirements, satisfying Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

Overall, the proposed development is considered to be acceptable from a traffic, parking and road safety perspective. It will not result in unreasonable impacts on the surrounding road network, on-street parking availability, or the amenity of Vale Street.

On this basis, the proposed development is supported on traffic and parking grounds.

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Document Status

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