

## DEVELOPMENT APPLICATION

<b>APPLICATION NUMBER:</b>	PLN-25-201
<b>PROPOSED DEVELOPMENT:</b>	Container refund facility
<b>LOCATION:</b>	Cooper Street Glenorchy
<b>APPLICANT:</b>	Era Advisory
<b>ADVERTISING START DATE:</b>	25/07/2025
<b>ADVERTISING EXPIRY DATE:</b>	08/08/2025

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During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to [gccmail@gcc.tas.gov.au](mailto:gccmail@gcc.tas.gov.au).

Representations must be received by no later than 11.59 pm on **08/08/25**, or for postal and hand delivered representations, by 5.00 pm on **08/08/25**.

# Cooper Street, Glenorchy - Container Refund Scheme

Supporting planning report

era

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# Permit overview

## Permit application details

<b>Applicant</b>	Era Advisory
<b>Owner</b>	Glenorchy City Council
<b>Address</b>	Cooper Street GLENORCHY TAS 7010
<b>Lot description</b>	Folio of the Register 156072, Lot 1
<b>Description of proposal</b>	Container refund point

## Relevant Planning Provisions

<b>Applicable planning scheme</b>	<i>Tasmanian Planning Scheme - Glenorchy</i>
<b>Zone</b>	Central Business Zone
<b>Specific Area Plan</b>	Principal Activity Centre Specific Area Plan
<b>Codes</b>	Parking and Sustainable Transport Code Road and Railway Assets Code Flood-Prone Areas Hazard Code
<b>Discretions</b>	<ul style="list-style-type: none"><li>- Clause 16.3.2 P1 Discretionary use</li><li>- Clause 16.3.2 P2 Discretionary use</li><li>- Clause GLE-S8.6.1 P1 Ground floor use</li><li>- Clause GLE-S8.7.2 P1 Building setback</li><li>- Clause GLE-S8.7.2 P2 Building setback</li><li>- Clause GLE-S8.7.4 P1 Design of buildings on corner sites and gateway locations</li><li>- Clause GLE-S8.7.8 P1 Landscaping of publicly accessible areas</li><li>- Clause C12.5.2 P1 Critical use, hazardous use or vulnerable use</li><li>- Clause C12.5.2 P3 Critical use, hazardous use or vulnerable use</li><li>- Clause C12.6.1 P1 Buildings and works within a flood-prone hazard area</li></ul>

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# 1 Introduction

## 1.1 Purpose

Era Advisory has been engaged by TOMRA to seek planning approval for the use and development of a container refund point at Cooper Street, Glenorchy. This report provides the relevant background material, proposal details and an appraisal of the development against the relevant planning provisions.

## 1.3 Planning authority

The relevant planning authority is Glenorchy City Council.

## 1.4 Statutory controls

This planning permit application is to be assessed in accordance with the *Land Use Planning and Approvals Act 1993* (LUPAA) and is subject to the provisions of the *Tasmanian Planning Scheme – Glenorchy* (the planning scheme).

## 1.5 Title documentation

This planning permit application relates to land at Cooper Street, Glenorchy (title reference 156072/1), under the ownership of Glenorchy City Council. The landowner has been notified of the intention to lodge this planning permit application pursuant to clause 52 of the LUPAA. Title documents are available at Appendix A.

## 1.6 Background

The Tasmanian Government has committed to introduce a Container Refund Scheme (CRS), where approved beverage containers can be exchanged for a 10 cent refund at various refund points through the state. The *Container Refund Scheme Act 2022*, which is the legislation to enable the CRS, was passed by Parliament in March 2022. Approximately 49 sites are being considered for multiple types of container refund points.

## 2 Proposal

The proposal seeks approval for the use and development of a container refund point (Recycling and Waste Disposal) at Cooper Street, Glenorchy (CT156072/1). The site is currently used for car parking associated with the Glenorchy Central shopping centre.

The proposed container refund point would be located towards the centre of the site, which is accessible by vehicle from Eady Street and Barry Street. The location of the container refund point is shown in Figure 1. The container refund point is approximately 6 m x 5 m, with an awning that is approximately 1.2 m x 5 m. The maximum height is approximately 2.6 m.

The proposal also includes minor ancillary works for customer access such as the relocation of a trolley bay to enable associated commercial vehicle movements.

Proposal plans are available at Appendix B.



Figure 1 Proposed location of the container refund point



# 3 Site description

The site is over one title bound by Barry Street, Eady Street and Cooper Street, Glenorchy. The site is used as a car park for the adjacent Glenorchy Central shopping centre. The proposed container refund point is located within the existing car park. Existing vehicle access is available from Barry Street and Eady Street.

Aerial photography of the site is shown in Figure 1.



Figure 2 Aerial image of the subject site and surrounds (Source: LISTmap)



# 4 General provisions

## 4.1 Background

### 4.1.1 Exemptions

The proposal does not meet the exemption requirements set out in clause 7.14.2 as it does not satisfy clause 7.14.2(d)(ii). Therefore, a planning permit is required.

### 4.1.2 Relevant definitions

The following definitions are relevant to the proposal:

#### Container refund point<sup>1</sup>

- (a) a facility, or premises, where an empty approved container may be deposited in exchange for the payment of the refund amount;*
- (b) a container refund machine;*
- (c) a facility, premises or machine, or a class of facilities, premises or machines, that is or are prescribed as a container refund point.*

#### Container refund machine<sup>2</sup>

*Container refund machine means a machine, or other device, that is –*

- (a) designed or manufactured to pay the refund amount when an approved container is inserted in, or otherwise deposited at, the machine or device; or*
- (b) is prescribed as a container refund machine for the purposes of this Act.*

#### Recycling and Waste Disposal<sup>3</sup>

*use of land to collect, dismantle, store, dispose of, recycle or sell used or scrap material. Examples include a container refund facility, recycling depot, refuse disposal site, scrap yard, vehicle wrecking yard and waste transfer station.*

#### Waste transfer station<sup>4</sup>

*means use of land to receive and temporarily store waste before it is removed elsewhere and includes a container refund point, excluding a bag drop refund point, a container refund machine, an over the counter refund point and a pop-up refund point.*

#### Bag drop refund point<sup>4</sup>

*means the use of land for a container refund point to receive and internally store bags of approved containers for later collection.*

#### Container refund facility<sup>4</sup>

*means use of land for a drive-in container refund point providing:*

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<sup>1</sup> Section 4 of the *Container Refund Scheme Act 2022*

<sup>2</sup> Section 3 of the *Container Refund Scheme Act 2022*

<sup>3</sup> Section 6 of the *Tasmanian Planning Scheme - Glenorchy*

<sup>4</sup> Section 3 of the *Tasmanian Planning Scheme - Glenorchy*

- (a) for receiving, sorting and paying refunds for approved containers;
- (b) temporary storage of the approved containers on-site for collection;
- (c) queuing areas for vehicles carrying approved containers;
- (d) for vehicles to drive-in, unload approved containers and move through the facility in a forward direction; and
- (e) staff or multiple container refund machines, or a combination of both.

## 4.2 Clause 7.14 Container Refund Points

Clause 7.14 of the planning scheme sets out the provisions around container refund points, including both discretionary and permitted assessment pathways. The proposed container refund point requires discretionary planning approval pursuant to clause 7.14 because it does not comply with clause 7.14.2. In undertaking a discretionary assessment, the planning authority must have regard to the criteria outlined in clause 7.14.1, as shown in Table 1. Overall, the proposal meets the relevant criteria outlined in the general provisions.

Table 1 - Clause 7.14.2 of the planning scheme

Clause 7.14.1 provisions	Planner response
(a) the purpose and provisions of the zone;	The proposal is consistent with the purpose and provisions of the Central Business Zone. Refer to Section 4: Zoning assessment. The proposal meets clause 7.14.1(a).
(b) the purpose and provisions of any applicable code, except C2.5 of the Parking and Sustainable Transport Code;	The proposal is consistent with the purpose and provisions of applicable codes. Refer to Section 6: Codes assessment. The proposal meets clause 7.14.1(b).
(c) any relevant local area objectives;	There are no local area objectives relevant to the site. Clause 7.14.1(c) is not applicable.
(d) the purpose and provisions of any applicable specific area plan;	The proposal has regard to the purpose and provisions of the Principal Activity Centre Specific Area Plan. Refer to Section 5: Principal Activity Centre Specific Area Plan assessment. The proposal meets clause 7.14.1(d).
(e) pedestrian safety on the site;	There is existing customer parking around the container refund machine. This allows pedestrians to access the facility without needing to walk through the site. The proposal meets clause 7.14.1(e).
(f) potential conflicts with traffic movement on the site; and	The container refund point will be integrated into the existing site access arrangements. The site has high visibility and ease of manoeuvrability, which minimises potential traffic conflicts. The proposal meets clause 7.14.1(f).
(g) use of a bag drop refund point, a container refund machine, an over the counter refund point	The container refund point is more than 50 m from a residential zone.

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**Clause 7.14.1 provisions****Planner response**

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*or a pop-up refund point within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone must not cause an unreasonable loss of residential amenity having regard to:*

- (i) the timing, duration or extent of vehicle movements, including the amount of reversing and associated warning noise from service vehicles;*
- (ii) noise levels generated at the container refund point above background noise levels;*
- (iii) any noise mitigation measures between the container refund point and the residential zone; and*
- (iv) lighting duration or light spill.*

Clause 7.14.1(g) is not applicable.

# 5 Zoning assessment

## 5.1 Zoning

The site is within the Central Business Zone, as shown in Figure 3.



Figure 3 Zoning of the subject site and surrounds (Source: LISTmap).

## 5.2 Use status

A container refund point is an example of a Waste Transfer Station, which is part of the Recycling and Waste Disposal use class (see definitions in Section 3.1.2). Recycling and Waste Disposal is generally a prohibited use in the Central Business Zone. However, pursuant to the general provisions in clause 7.14 of the planning scheme, the proposed use is discretionary in the Central Business Zone.

## 5.3 Zone purpose

An assessment against the zone purpose statements is provided in Table 2.

Table 2 - Assessment against the zone purpose statements

Zone purpose statements		Planner Response
16.1.1	<i>To provide for the concentration of the higher order business, retail, administrative, professional, community, and entertainment functions within Tasmania's primary centres.</i>	The proposal will not restrict the concentration of the relevant functions within Central Glenorchy.
16.1.2	<i>To provide for a type and scale of use and development supports and does not compromise or distort the activity centre hierarchy.</i>	<p>Central Glenorchy is a Principal Activity Centre under the Southern Tasmania Regional Land Use Strategy (STRLUS). The role of a Principal Activity Centre is to:</p> <p><i>Provide for a wide range of services and facilities (including offices for business and government) to serve the surrounding sub-region, with a strong focus on the retail and commercial sector.</i></p> <p>The container refund point is associated with a service that will serve the surrounding sub-region. It is consistent with the current role of the activity centre. It will not restrict any future use or development that support the activity centre hierarchy. The proposal will support, rather than compromise or distort the activity centre hierarchy.</p>
16.1.3	<i>To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.</i>	The proposal will not restrict any opportunity for active frontages or shop windows.
16.1.4	<i>To encourage Residential and Visitor Accommodation use above ground floor level if it supports the viability of the activity centre and an active street frontage is maintained.</i>	The proposal will not restrict any opportunity for residential or visitor accommodation use in the activity centre.

The container refund point allows for the processing and recycling of materials in a manner that will have little to no impacts on adjacent uses. The proposal aligns with the zone purpose.

## 5.4 Applicable standards

Table 3 - Applicable standards in the Central Business Zone

Clause	Applicability	
Use Standards		
16.3.1 All uses	A1/P1	Applicable.
	A2/P2	Not applicable. No new lighting proposed.
	A3/P3	Applicable.
16.3.2 Discretionary uses	A1/P1	Applicable.
	A2/P2	Applicable.
Development Standards for Buildings and Works		

16.4.1 Building height	A1/P1	Not applicable. Substituted by GLE-S8.7.1
	A2/P2	Not applicable. Substituted by GLE-S8.7.1
16.4.2 Setbacks	A1/P1	Not applicable. Substituted by GLE-S8.7.2
	A2/P2	Not applicable. Substituted by GLE-S8.7.2
	A3/P3	Not applicable. Substituted by GLE-S8.7.2
16.4.3 Design	A1/P1	Not applicable. Substituted by GLE-S8.7.3
	A2/P2	Not applicable. Substituted by GLE-S8.7.3
16.4.4 Fencing	A1/P1	Not applicable. No frontage fencing proposed.
	A2/P2	Not applicable. No common boundary fencing proposed.
16.4.5 Outdoor storage areas	A1/P1	Not applicable. No outdoor storage area proposed.
16.4.6 Dwellings	A1/P1	Not applicable. Substituted by GLE-S8.7.5
	A2/P2	Not applicable. Substituted by GLE-S8.7.5
<b>Development Standards for Subdivision</b>		
16.5 Development Standards for Subdivision		Not applicable. No subdivision proposed.

## 5.4.1 Clause 16.3.1 All uses

Acceptable Solutions	Performance Criteria
<b>Objective</b> That uses do not cause an unreasonable loss of amenity to residential zones.	
<b>A1</b> Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	<b>P1</b> Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
<b>Planner Response</b> The hours of operation of the container refund point will be within the prescribed acceptable hours of operation, in line with the adjacent Glenorchy Central shopping centre. The acceptable solution (A1) is met.	

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**A3**

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:

- (a) 7.00am to 9.00pm Monday to Saturday; and
- (b) 8.00am to 9.00pm Sunday and public holidays.

**P3**

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- (a) the time and duration of commercial vehicle movements;
- (b) the number and frequency of commercial vehicle movements;
- (c) the size of commercial vehicles involved;
- (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;
- (e) any noise mitigation measures between the vehicle movement areas and the residential zone; and
- (f) potential conflicts with other traffic.

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**Planner Response**

Commercial vehicle movements associated with the proposed container refund point will be within the hours specified in A3.

The acceptable solution (A3) is met.

## 5.4.2 Clause 16.3.2 Discretionary uses

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**Acceptable Solutions****Performance Criteria**

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**Objective**

That uses listed as Discretionary:

- (a) encourage activity at pedestrian levels with active frontages; and
- (b) do not compromise or distort the activity centre hierarchy.

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**A1**

No Acceptable Solution.

**P1**

A use listed as Discretionary must:

- (a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and
- (b) be of an intensity that respects the character of the area.

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**Planner Response**

There is no acceptable solution. Assessment against P1 is required.

The proposal will not impact amenity in the adjoining residential zone. The container refund point will be set back approximately 70 from the nearest residential zone, within an existing carpark. There will be no lighting or noise impacts to a residential zone.

The proposal is of an intensity that respects the commercial character of the area.

The performance criteria (P1) are satisfied.

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**A2**

No Acceptable Solution.

**P2**

A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:

- (a) the characteristics of the site;



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- (b) the need to encourage activity at pedestrian levels;
  - (c) the size and scale of the proposed use;
  - (d) the functions of the activity centre and the surrounding activity centres; and
  - (e) the extent that the proposed use impacts on other activity centres.
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### Planner Response

There is no acceptable solution. Assessment against P2 is required.

Central Glenorchy is a Principal Activity Centre under the Southern Tasmania Regional Land Use Strategy (STRLUS). The role of a Principal Activity Centre is to:

*Provide for a wide range of services and facilities (including offices for business and government) to serve the surrounding sub-region, with a strong focus on the retail and commercial sector.*

The container refund point is associated with a service that will serve the surrounding sub-region. It is consistent with and will complement the current role of the activity centre. It will not restrict any future use or development that support the activity centre hierarchy, nor impact any surrounding uses within the activity centre. As such, the proposal will not compromise or distort the activity centre hierarchy.

The performance criteria (P2) are satisfied.

# 6 Principal Activity Centre Specific Area Plan assessment

## 6.1 Principal Activity Centre Specific Area Plan

As shown in Figure 4, the subject site is within the boundaries of the Principal Activity Centre Specific Area Plan (SAP) under the planning scheme.

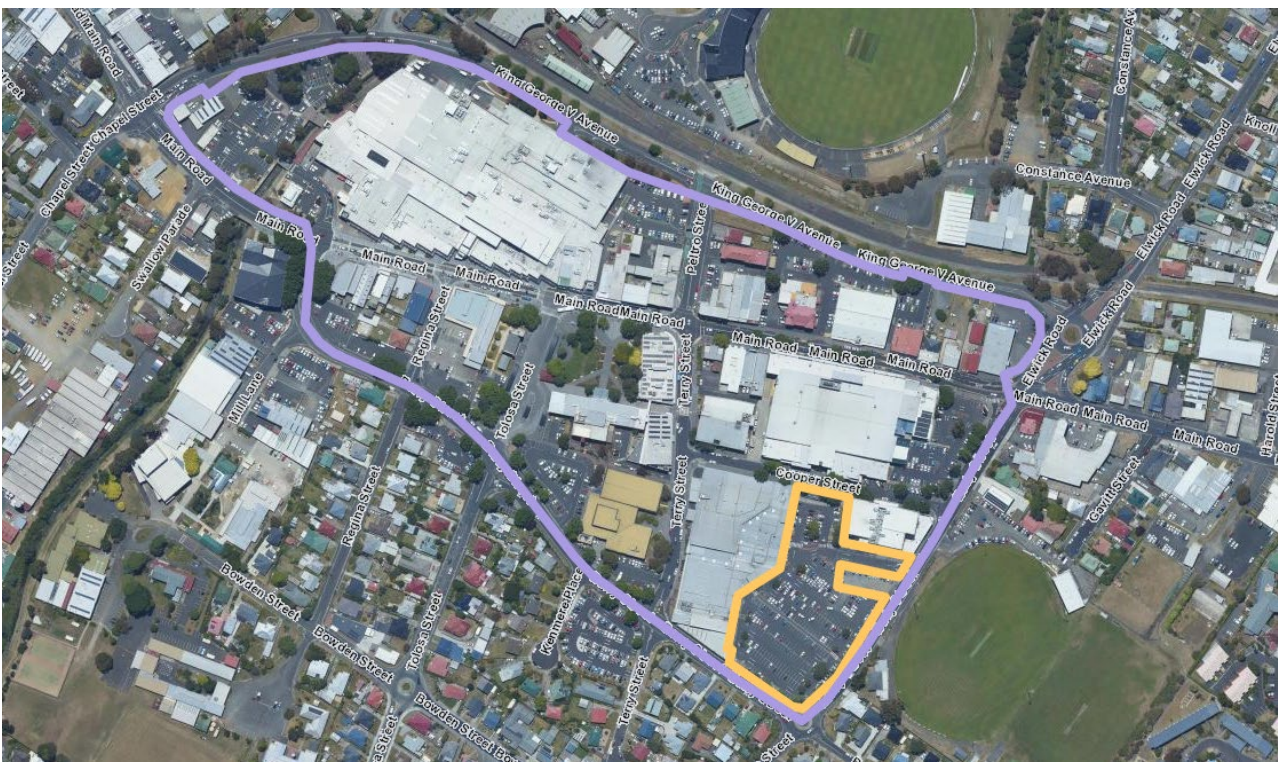


Figure 4 The subject site (orange) shown within the Principal Activity Centre SAP (purple).

## 6.2 Use status

Use status does not apply to the Principal Activity Centre SAP.

## 6.3 SAP purpose

An assessment against the SAP purpose statements is provided in Table 4.

Table 4 - Assessment against the SAP purpose statements

SAP purpose statements		Planner Response
GLE-S8.1.1	<i>To enhance Glenorchy's Principal Activity Centre streetscape through a high quality of urban design for buildings, landscaping, lighting and parking.</i>	The proposed development will be partially visible from the streetscape. The container refund machine kiosk is substantially setback from street frontages and will sit centrally in a car park.
GLE-S8.1.2	<i>To encourage a high level of pedestrian activity, connectivity, safety and amenity.</i>	The proposal will not impact the experience of pedestrians.
GLE-S8.1.3	<i>To take advantage of the accessible location and support sustainable active transport.</i>	The proposal takes advantage of the accessible location to offer the Recycle Rewards service to the community.
GLE-S8.1.4	<i>To protect key public assets of solar access, views to kunanyi / Mount Wellington and pedestrian access along Humphreys Rivulet.</i>	The proposal will not impact any of the listed public assets.
GLE-S8.1.5	<i>To promote the local identity of the Principal Activity Centre through the design of buildings on gateway sites, corner sites and adjoining local heritage places.</i>	The proposal will not impact the local identity of the Principal Activity Centre.
GLE-S8.1.6	<i>To promote well-designed apartment development that supports livable housing.</i>	The proposal will not restrict future apartment development.
GLE-S8.1.7	<i>To minimise potential conflict between residential and non-residential uses.</i>	The proposal does not present a conflict between residential and non-residential uses.

The proposal aligns with the SAP purpose.

## 6.4 Applicable standards

Table 5 - Applicable standards in the Principal Activity Centre SAP.

Clause	Applicability	
Use standards		
GLE-S8.6.1 Ground floor use	A1/P1	Applicable.
	A2/P2	Not applicable. No residential use proposed.
GLE-S8.6.2 Hours of operation for a use in an outdoor entertainment area	A1/P1	Not applicable. Site is not within an outdoor entertainment area.
GLE-S8.6.3 Use of external lighting	A1/P1	Not applicable. No external lighting proposed.
GLE-S8.6.4 Bicycle parking numbers	A1/P1	Not applicable. No apartment proposed.

### Development Standards for Buildings and Works

Clause	Applicability	
GLE-S8.7.1 Building height and bulk	A1/P1	Applicable.
	A2/P2	Applicable.
GLE-S8.7.2 Building setback	A1/P1	Applicable.
	A2/P2	Applicable.
GLE-S8.7.3 Façade design	A1/P1	Not applicable. No relevant building façade.
GLE-S8.7.4 Design of buildings on corner sites and gateway locations	A1/P1	Applicable.
	A2/P2	Not applicable. Site is not within a gateway location.
GLE-S8.7.5 Design of apartment buildings		Not applicable. No proposed apartment building.
GLE-S8.7.6 Waste storage and collection for apartments		Not applicable. No proposed apartment building.
GLE-S8.7.7 Pedestrian movement		Not applicable. Site is a corner site.
GLE-S8.7.8 Landscaping of publicly accessible areas	A1/P1	Applicable.
GLE-S8.7.9 External lighting of publicly accessible areas		Not applicable. No lighting proposed.
GLE-S8.7.10 Access, parking and sustainable transport	A1/P1	Not applicable. Site does not contain an apartment building.
	A2/P2	Not applicable. No proposed residential parking.
	A3/P3	Not applicable. No bicycle parking spaces proposed.
GLE-S8.7.11 Signs	A1/P1	Not applicable. No proposed window signs.
<b>Development Standards for Subdivision</b>		
N/A		

## 6.4.1 Clause GLE-S8.6.1 Ground floor use

Acceptable Solutions	Performance Criteria
<b>Objective</b> That uses at ground floor level: <ul style="list-style-type: none"> <li>(a) encourage high levels of pedestrian activity and interaction; and</li> <li>(b) contribute to the quality, safety and amenity of the street.</li> </ul>	
<b>A1</b>	<b>P1</b>

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Uses at ground floor level fronting pedestrian priority streets must be listed as No Permit Required in Central Business Zone clause 16.2

Uses at ground floor level fronting pedestrian priority streets must encourage high levels of pedestrian activity, having regard to:

- (a) the extent to which the proposed use is likely to generate pedestrian activity;
  - (b) the extent of window displays or customer activity located adjacent to the frontage; and
  - (c) the contribution of the use to the quality, safety and amenity of the street.
- 

#### Planner Response

The subject site has a frontage onto Cooper Street, which is a pedestrian priority street. Due to the significant setback, the proposed container refund point will have no impact on pedestrian activity at Cooper Street.

The performance criteria (P1) are satisfied.

## 6.4.2 Clause GLE-S8.7.1 Building height and bulk

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### Acceptable Solutions

### Performance Criteria

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#### Objective

That building height:

- (a) enhances the streetscape through the scale, bulk and proportion of buildings;
  - (b) does not unreasonably impact residential or public amenity; and
  - (c) is compatible with retaining:
    - (i) views from Tolosa Street and adjacent public places to kunanyi / Mount Wellington; and
    - (ii) the streetscape presence of local heritage places.
- 

#### A1

Building height must be not more than:

- (a) 12m, within 6m of a frontage; and
- (b) 20m otherwise,

unless on a site adjoining a local heritage place or Tolosa Street, in which case there is no Acceptable Solution.

#### P1.1

Building height, including for a building on a site adjoining a local heritage place or Tolosa Street, must enhance the streetscape and must not unreasonably impact residential or public amenity, having regard to:

- (a) overshadowing and reduction in sunlight to publicly accessible areas or residential use;
- (b) providing a transition in scale to adjacent buildings of lesser height if the difference in height is more than 4m;
- (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the street; and
- (d) the proportional relationship of the proposed building to the lot size, relative to the prevailing proportions on adjacent properties within the specific area plan.

#### P1.2

Building height and bulk must be compatible with retaining the streetscape presence of an adjoining local heritage place, having regard to:

- (a) the historic heritage values of the adjoining local heritage place as identified in GLE-Table C.6.1 Local Heritage Places, or if there are no historic heritage values identified in GLE-Table C.6.1 Local Heritage Places, the historic heritage values as identified in a report prepared by a suitably qualified person;

	<ul style="list-style-type: none"> <li>(b) the height and bulk of the adjoining local heritage place;</li> <li>(c) locating higher elements of the proposed building so as to not dominate or reduce the streetscape presence of the adjoining heritage place;</li> <li>(d) providing a transition in scale between buildings on the adjoining local heritage place and other adjacent buildings;</li> <li>(e) the advice contained in an adjoining heritage report.</li> </ul>
	<p><b>P1.3</b></p> <p>Building height on a site adjoining Tolosa Street must be compatible with retaining views from adjacent publicly accessible areas to kunanyi / Mount Wellington, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the extent to which existing buildings impede the view of the mountain; and</li> <li>(b) the extent of views of the mountain available from any proposed publicly accessible area on the site.</li> </ul>

#### Planner Response

The proposed container refund point is less than 3 m in height.

The acceptable solution (A1) is met.

#### A2

Buildings must not cause shading between 11.00am and 2.00pm on the 21st of June to the solar protected area.

#### P2

No Performance Criterion.

#### Planner Response

The proposal will not cause shading to the solar protected area at any time.

The acceptable solution (A1) is met.

### 6.4.3 Clause GLE-S8.7.2 Building setback

Acceptable Solutions	Performance Criteria
<p><b>Objective</b></p> <p>That building setback:</p> <ul style="list-style-type: none"> <li>(a) enhances the streetscape and contributes to a safe and accessible pedestrian environment;</li> <li>(b) supports interaction between private and public spaces at ground level;</li> <li>(c) is compatible with retaining: <ul style="list-style-type: none"> <li>(i) views from Tolosa Street and adjacent publicly accessible spaces to kunanyi / Mount Wellington; and</li> <li>(ii) the streetscape presence of local heritage places; and</li> </ul> </li> <li>(d) provides for public access along Humphreys Rivulet.</li> </ul>	
<p><b>A1</b></p> <p>Buildings must be built to the frontage, unless the building is on a site adjoining a local heritage place or Tolosa Street, in which case there is no Acceptable Solution.</p>	<p><b>P1.1</b></p> <p>Buildings, including a building on a site adjoining Tolosa Street or adjoining a local heritage place, must have a frontage setback that enhances the streetscape and supports a safe and accessible pedestrian environment, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the setbacks of adjacent buildings;</li> <li>(b) pedestrian safety and accessibility;</li> </ul>



- 
- (c) measures to promote active use of the setback space; and
  - (d) any advice from a road authority.

#### **P1.2**

Buildings must have a frontage setback that is compatible with retaining the streetscape presence of an adjoining local heritage place, having regard to:

- (a) the historic heritage values of the adjoining local heritage place as identified in GLE-Table C6.1 Local Heritage Places, or if there are no historic heritage values identified in GLE-Table C6.1 Local Heritage Places, the historic heritage values as identified in a report prepared by a suitably qualified person;
- (b) the setback of buildings on the adjoining local heritage place and any other adjoining property on the same street; and
- (c) the advice contained in an adjoining heritage report.

#### **P1.3**

Buildings on a site adjoining Tolosa Street must have a frontage setback that is compatible with retaining views from adjacent publicly accessible areas to kunanyi / Mount Wellington, having regard to:

- (a) the extent to which adjacent buildings impede the view of the mountain; and
- (b) the extent of views of the mountain available from any proposed publicly accessible area on the site.

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#### **Planner Response**

The proposed container refund point will not be built to the frontage. Assessment against P1 is required.

The frontage setback will minimise the visual impact of the proposed container refund point to the streetscape, therefore supporting streetscape amenity. The siting of the container refund point means that it will not adversely impact the pedestrian environment at the streetscape, therefore supporting safety and accessibility.

The site does not adjoin a local heritage place or Tolosa Street.

The performance criteria (P1) are satisfied.

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#### **A2**

Buildings must be built to the side boundary, unless the boundary is within a waterway and coastal protection area.

#### **P2.1**

Buildings must have a side boundary setback that enhances the streetscape and supports a safe and accessible pedestrian environment, having regard to:

- (a) the need for vehicle or pedestrian access;
- (b) measures to promote active use of the setback space; and
- (c) the advice contained in a crime prevention through environmental design report,

unless the boundary is within a waterway and coastal protection area.

#### **P2.2**

Buildings on land within a waterway and coastal protection area must be located to enable outdoor public access for pedestrians alongside the watercourse, having regard to:

- (a) pedestrian safety and accessibility;



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- (b) the advice contained in a crime prevention through environmental design report; and
  - (c) any footpath, accessibility or open space policy adopted by Council.
- 

#### Planner Response

The proposed container refund point will not be built to the side boundary. Assessment against P1 is required.

The frontage setback will minimise the visual impact of the proposed container refund point to the streetscape, therefore supporting streetscape amenity. The siting of the container refund point means that it will not adversely impact the pedestrian environment at the streetscape, therefore supporting safety and accessibility.

The site is not within a waterway and coastal protection area.

The performance criteria (P2) are satisfied.

### 6.4.4 Clause GLE-S8.7.4 Design of buildings on corner sites and gateway locations

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#### Acceptable Solutions

#### Performance Criteria

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#### Objective

That buildings on corner sites and gateway locations:

- (a) contribute to the local identity of the Principal Activity Centre; and
- (b) enhance the streetscape.

#### A1

No Acceptable Solution.

#### P1

A new corner building must be designed to enhance the streetscape and contribute to local identity, having regard to:

- (a) the prominence of the corner in the streetscape;
  - (b) addressing the intersection through architectural features such as prominent entrances, splays or concentration of massing;
  - (c) consistent design articulation and detailing on each frontage; and
  - (d) the contribution to streetscape character.
- 

#### Planner Response

There is no acceptable solution. Assessment against P1 is required.

The proposed container refund point is a building on a corner site. However, as the proposed container refund point is set back a minimum of 44 m from the street frontage, it is opined that it does not constitute a 'corner building' that would be the subject of P1.

The performance criteria (P1) are not applicable.

### 6.4.5 Clause GLE-S8.7.8 Landscaping of publicly accessible areas

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#### Acceptable Solutions

#### Performance Criteria

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#### Objective

That landscaping of publicly accessible areas:

- (a) enhances the amenity of the site;
- (b) contributes to place making and stormwater management through a network of green spaces;
- (c) minimises maintenance requirements; and
- (d) avoids potential negative impacts on public infrastructure, safety, local heritage places and the environment.

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**A1**

No Acceptable Solution.

**P1**

Publicly accessible areas, including external car parks, must be appropriately landscaped, to enhance the amenity of the site, having regard to:

- (a) the use of the publicly accessible area;
- (b) layout, materials and species selection that:
  - (i) complement the design of nearby landscaping;
  - (ii) minimise maintenance requirements;
  - (iii) avoid potential public safety risks;
  - (iv) avoid potential damage to public infrastructure and assets; and
  - (v) exclude declared weeds;
- (c) any impacts on a local heritage place;
- (d) opportunities for water sensitive urban design;
- (e) any policy on landscaping adopted by Council; and
- (f) any advice from a suitably qualified person.

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**Planner Response**

There is no acceptable solution. Assessment against P1 is required.

The subject site is a publicly accessible external car park. However, the scope of the proposed development is limited to the implementation of the container refund point and minor enabling works to the car park. There is no change to the existing landscaping of the car park.

The performance criteria (P1) are satisfied.

# 7 Codes assessment

## 7.1 Signs Code

Clause C1.4.2 of the planning scheme states that:

*A sign within a building or site that cannot be, or is not intended to be, seen from outside of the building or site is exempt from requiring a permit.*

The signage is not intended to be seen from outside of the site. The proposed signage is therefore exempt from the planning scheme.

## 7.2 Parking and Sustainable Transport Code

The Parking and Sustainable Transport Code is applicable to all use and development.

Table 6 - Applicable standards in the Parking and Sustainable Transport Code.

Clause		Applicability
<b>Use standards</b>		
C2.5 Use Standards		Not applicable pursuant to clause 7.14.1(b) of the planning scheme.
<b>Development Standards for Buildings and Works</b>		
C2.6.1 Construction of parking areas	A1/P1	Not applicable. No new parking areas proposed.
C2.6.2 Design and layout of parking areas	A1/P1	Not applicable. No new parking areas proposed.
C2.6.3 Number of accesses for vehicles	A1/P1	Applicable.
	A2/P2	Applicable.
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1/P1	Not applicable. No change to lighting proposed.
C2.6.5 Pedestrian access	A1/P1	Not applicable. No new parking areas proposed.
C2.6.6 Loading bays	A1/P1	Not applicable. No loading bay proposed.
	A2/P2	Not applicable. No loading bay proposed.
	A1/P1	Not applicable. No bicycle parking spaces required.

Clause		Applicability
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	A2/P2	Not applicable. No bicycle parking spaces required.
C2.6.8 Siting of parking and turning areas	A1/P1	Not applicable. No new parking or turning areas proposed.
	A2/P2	Not applicable. No new parking or turning areas proposed.

#### Parking Precinct Plan

C2.7 Parking precinct plan	Not applicable. No relevant parking precinct plan.
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### 7.2.1 Clause C2.6.3 Number of accesses for vehicles

Acceptable Solutions	Performance Criteria
<b>Objective</b> That: <ul style="list-style-type: none"> <li>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</li> <li>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</li> <li>(c) the number of accesses minimise impacts on the streetscape.</li> </ul>	
<b>A1</b>  The number of accesses provided for each frontage must: <ul style="list-style-type: none"> <li>(a) be no more than 1; or</li> <li>(b) no more than the existing number of accesses, whichever is the greater.</li> </ul>	<b>P1</b>  The number of accesses for each frontage must be minimised, having regard to: <ul style="list-style-type: none"> <li>(a) any loss of on-street parking; and</li> <li>(b) pedestrian safety and amenity;</li> <li>(c) traffic safety;</li> <li>(d) residential amenity on adjoining land; and</li> <li>(e) the impact on the streetscape.</li> </ul>
<b>Planner Response</b> No new access will be provided. The proposal meets A1(b). The acceptable solution (A1) is met.	
<b>A2</b>  Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	<b>P2</b>  Within the Central Business Zone or in a pedestrian priority street, any new accesses must: <ul style="list-style-type: none"> <li>(a) not have an adverse impact on: <ul style="list-style-type: none"> <li>(i) pedestrian safety and amenity; or</li> <li>(ii) traffic safety; and</li> </ul> </li> <li>(b) be compatible with the streetscape.</li> </ul>
<b>Planner Response</b> No new access will be provided. The acceptable solution (A1) is met.	

## 7.3 Road and Railway Assets Code

The Road and Railway Assets Code is applicable to the development because it will increase the number of medium rigid vehicles using the existing crossings to Eady Street. Table 5 provides a summary of the code standards applicable to the proposal. An assessment against the applicable standards is provided in the sections following Table 5.

Table 7 - Applicable standards in the Road and Railway Assets Code.

Clause	Applicability
<b>Use standards</b>	
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1/P1      Applicable.
<b>Development Standards for Buildings and Works</b>	
C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	A1/P1      Not applicable. No habitable building proposed.
<b>Development Standards for Subdivision</b>	
C3.7 Development Standards for Subdivision.	Not applicable. No subdivision proposed.

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

Acceptable Solutions	Performance Criteria
<b>Objective</b> To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
<b>A1.1</b> 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; or (c) a new level crossing.	<b>P1</b> 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; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
<b>A1.2</b> 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.	

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**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.

**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; or
- (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.

**A1.5**

Vehicular traffic must be able to enter and leave a major road in a forward direction.

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**Planner Response**

Eady Street is not a category 1 road or limited access road. A1.1 is not applicable.

No new junction, vehicle crossing or level crossing is proposed. A1.2 is not applicable.

The site and proposal do not involve the rail network. A1.3 is not applicable.

Based on results from previous traffic assessments of other container refund points around Australia, the operator (TOMRA) confirms that the use is expected to generate less than 40 vehicle movements per day, including 2 to 4 commercial vehicle trips for removal of containers, which complies with Table C3.1. Therefore, A1.4 is met

Eady Street is not a major road under the State Road Hierarchy or Glenorchy LPS. A1.5 is not applicable.

The acceptable solution (A1) is met.

## 7.4 Flood-Prone Areas Hazard Code

The Flood-Prone Areas Hazard Code applies to development of land within a flood-prone hazard area. As shown in Figure 5, the site is within a flood-prone hazard area.



Figure 5 Flood-prone hazard area shown in blue hatching (Source: LISTmap)

Table 8 - Applicable standards in the Flood-Prone Areas Hazard Code

Clause		Applicability
<b>Use standards</b>		
C12.5.1 Uses within a flood-prone hazard area	A1/P1	Not applicable. No habitable building proposed.
C12.5.2 Critical use, hazardous use or vulnerable use	A1/P1	Applicable.
	A2/P2	Not applicable. No critical use proposed.
	A3/P3	Applicable.
	A4/P4	Not applicable. No vulnerable use proposed.
<b>Development Standards for Buildings and Works</b>		
C12.6.1 Buildings and works within a flood-prone hazard area	A1/P1	Applicable.
<b>Development Standards for Subdivision</b>		
C12.7 Development Standards for Subdivision.		Not applicable. No subdivision proposed.



## 7.4.1 Clause C12.5.2 Critical use, hazardous use or vulnerable use

Acceptable Solutions	Performance Criteria
<b>Objective</b> That critical, hazardous and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood.	
<b>A1</b> No Acceptable Solution.	<b>P1</b> A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to: (a) the type form and duration of the use; and (b) a flood hazard report that demonstrates that: (i) any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or (ii) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
<b>Planner Response</b> A flood hazard report will be prepared to support the application.	
<b>A3</b> No Acceptable Solution.	<b>P3</b> In addition to the requirements in clause C12.5.2 P1, the impact of flood on a hazardous use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to: (a) the health and safety of people; (b) any impact on property; (c) any impact on the environment; (d) the advice contained in a flood hazard report; and (e) any advice from a State authority, regulated entity or a council.
<b>Planner Response</b> A flood hazard report will be prepared to support the application.	

## 7.4.2 Clause C12.6.1 Buildings and works within a flood-prone hazard area

Acceptable Solutions	Performance Criteria
<b>Objective</b> That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.	
<b>A1</b> No Acceptable Solution.	<b>P1.1</b> Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

- 
- (a) the type, form, scale and intended duration of the development;
  - (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;
  - (c) any advice from a State authority, regulated entity or a council; and
  - (d) the advice contained in a flood hazard report.

**P1.2**

A flood hazard report also demonstrates that the building and works:

- (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and
- (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

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**Planner Response**

A flood hazard report will be prepared to support the application.

# 8 Conclusion

The proposal seeks approval for the use and development of a container refund point (Recycling and Waster Disposal) at Cooper Street, Glenorchy. This report identifies that the proposal is subject to the provisions of the *Tasmanian Planning Scheme – Glenorchy*, including the general provisions for container refund points, Central Business Zone standards, and codes assessments.

An assessment against all relevant standards has been outlined in this report and is summarised in Table 9. The assessment has demonstrated that the proposal complies with Clause 7.14.1 of the planning scheme and meets the relevant zone and code provisions.

Table 9 - Summary of applicable standards

Clause	Complies
<b>General provisions</b>	
Clause 7.14.1(a)	Complies with zone provisions.
Clause 7.14.1(b)	Complies with code provisions.
Clause 7.14.1(c)	Not applicable. No local area objectives.
Clause 7.14.1(d)	Complies with SAP.
Clause 7.14.1(e)	Complies with pedestrian safety.
Clause 7.14.1(f)	Complies with traffic safety.
Clause 7.14.1(g)	Not applicable. Proposal siting not in proximity to a residential zone.
<b>Zone provisions</b>	
Clause 16.3.1 All uses	Complies with acceptable solutions.
Clause 16.3.2 Discretionary uses	Satisfies performance criteria.
<b>SAP provisions</b>	
Clause GLE-S8.6.1 Ground floor use	Satisfies performance criteria.
Clause GLE-S8.7.1 Building height and bulk	Complies with acceptable solutions.
Clause GLE-S8.7.2 Building setback	Satisfies performance criteria.

Clause	Complies
Clause GLE-S8.7.4 Design of buildings on corner sites and gateway locations	Satisfies performance criteria.
Clause GLE-S8.7.8 Landscaping of publicly accessible areas	Satisfies performance criteria.
<b>Code provisions</b>	
Clause C2.6.3 Number of accesses for vehicles	Complies with acceptable solution.
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	Complies with acceptable solution.
Clause C12.5.2 Critical use, hazardous use or vulnerable use	Subject to flood hazard report.
Clause C12.6.1 Buildings and works within a flood-prone hazard area	Subject to flood hazard report.

Good afternoon,

Confirming the proposed hours of operation for the below planning application are:

Weekdays: 7:00am - 9:00pm  
Saturdays 7:00am - 9:00pm  
Sundays 8:00am - 9:00pm  
Public Holidays 8:00am - 9:00pm

As per the application form linked in the email below (submitted 15/07, document error fixed 16/07).

Kind regards,

era



We acknowledge and respect Palawa people as the Traditional Owners of Lutruwita (Tasmania). They are the original custodians of our land and waters. We respect their unique ability to care for country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

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# Boundary Set-Backs - Glenorchy Central

GLENORCHY CITY COUNCIL  
PLANNING SERVICES

APPLICATION No. : PLN-25-201

DATE RECEIVED: 15 July 2025



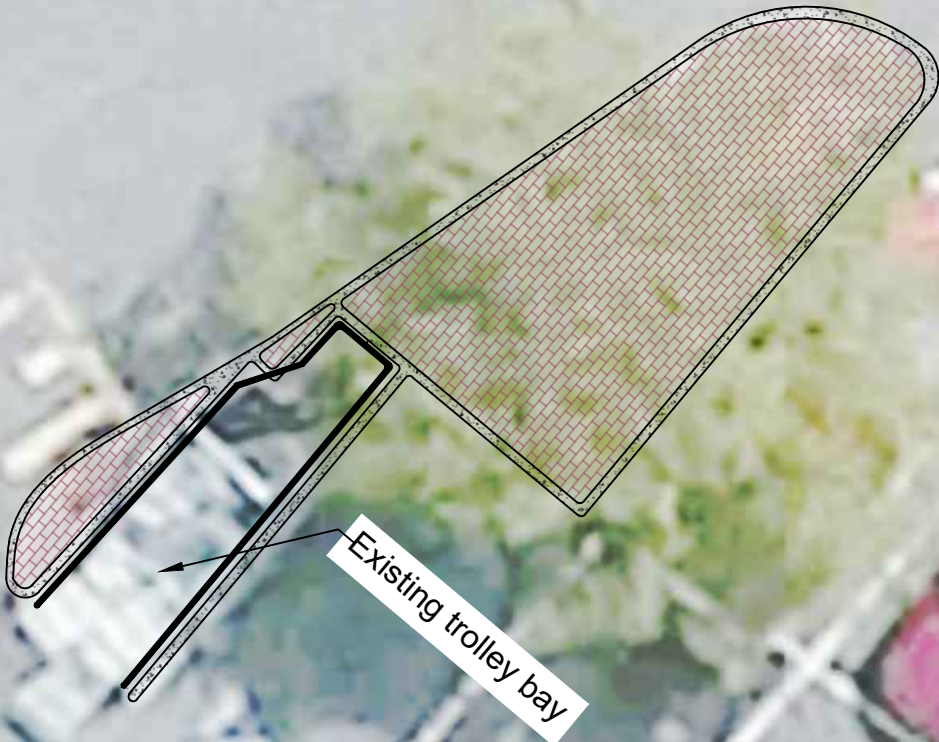


Existing Trolley Bay

GLENORCHY CITY COUNCIL  
PLANNING SERVICES

APPLICATION No. : PLN-25-201

DATE RECEIVED: 15 July 2025



Existing trolley bay



# New Trolley Bay

**GLENORCHY CITY COUNCIL  
PLANNING SERVICES**

**APPLICATION No. :** PLN-25-201

**DATE RECEIVED:** 15 July 2025



New Trolley Bay





**Trolley Bay Plan**



Truck Route

GLENORCHY CITY COUNCIL  
PLANNING SERVICES  
APPLICATION No. : PLN-25-201  
DATE RECEIVED: 15 July 2025

Eady Street

