

## PURPOSE

This parking plan provides requirements for the provision of car parking, either on-site or via cash-in-lieu contributions, in accordance with the *Tasmanian Planning Scheme*. Refer to Appendix A for background information.

## SCOPE

This parking plan applies to applications for a planning permit for use or development to which the C2.0 Parking and Sustainable Transport Code of the planning scheme applies, for:

- Residential use for medium density and high density multiple dwellings; and
- Non-residential use in the following areas:
  - Central Business Zone
  - General Business Zone
  - Mill Lane Specific Area Plan
  - Northern Apartments Corridor Specific Area Plan.

This parking plan does not:

- Apply to Residential use other than for medium and high density multiple dwellings
- Reduce requirements for accessible parking spaces.

## STRATEGIC PLAN ALIGNMENT

Making Lives Better – We deliver services to meet our community's needs

Open for Business – We encourage responsible growth of our City.

Leading Our Community – We responsibly manage our community's resources to deliver what matters most.

Valuing Our Environment – We improve the quality of our urban and rural areas as places to live, work and play.

## RELATED DOCUMENTS

*Tasmanian Planning Scheme – State Planning Provisions*

## STATUTORY REQUIREMENTS

Acts	<i>Local Government Act 1993</i> <i>Land Use Planning and Approvals Act 1993</i> <i>Homes Tasmania Act 2022</i>
Regulations	<i>Tasmanian Planning Scheme</i>
Australian/International Standards	N/A

## DEFINITIONS

**Code** means the C2.0 Parking and Sustainable Transport Code of the planning scheme.

**Development** means as defined in LUPAA.

**Dwellings** means apartments and dwellings as defined in the planning scheme.

**Glenorchy** means the municipality of Glenorchy.

**High density** means multiple dwellings with a density greater than 1 dwelling per 165m<sup>2</sup> site area, rounded to the nearest whole number.

**LUPAA** means the *Land Use Planning and Approvals Act 1993*.

**Medium density** means multiple dwellings with a density between 1 dwelling per 335m<sup>2</sup> of site area, and 1 dwelling per 165m<sup>2</sup> of site area, rounded to the nearest whole number.

**Multiple dwellings** means 2 or more dwellings on a site.

**Planning authority** means as defined in the planning scheme.

**Planning permit** means permit, as defined in LUPAA.

**Planning scheme** means the Tasmanian Planning Scheme - Glenorchy.

**Use** means as defined in LUPAA.

## 1. GLENORCHY PARKING PLAN REQUIREMENTS FOR CAR PARKING PROVISION

- 1.1. This document constitutes a parking plan for the purposes of C2.5.1 A1 (a) of the planning scheme<sup>1</sup>. The parking plan overrides the number of car parking spaces specified in the planning scheme, to reduce parking numbers for medium and high density dwellings, reduce car parking numbers for non-residential uses in specific areas, and increase accessible parking numbers for specific uses in those areas.
- 1.2. For planning permit applications to which this plan applies, under the Acceptable Solution for standard C2.5.1 A1 (a) of the planning scheme:
- a) Appendix B of this parking plan specifies the number of on-site car parking spaces required including accessible parking spaces; and
  - b) Section 2 of this parking plan specifies an alternative provision of cash-in-lieu where the required number of on-site car parking spaces is not met. This does not apply to Residential use or accessible parking spaces.

To meet the Acceptable Solution and avoid relying on Performance Criteria, developers may provide the specified number of on-site spaces, or cash-in-lieu (where applicable), or a combination of both.

- 1.3. The number of on-site car parking spaces must be either:
- a) no less than the number specified in Appendix B;
  - b) no less than  $N = X - Y$ , where:
    - $N$  = Number of on-site car parking spaces required;
    - $X$  = Number of on-site car parking spaces required for the proposed use or development specified in Appendix B; and
    - $Y$  = Number of car parking spaces for which cash-in-lieu is to be accepted; or
  - c) for 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 (as specified in Appendix B) is greater than the number required for the proposed use or development - then no additional on-site car parking is required; or
    - ii. the number of on-site car parking spaces for the existing use or development (as specified in Appendix B) is less than the number of car parking spaces required for the proposed use or development - then on-site car parking must be calculated as follows:
      - $N = (A + (C - B)) - Y$
      - $N$  = Number of on-site car parking spaces required
      - $A$  = Number of existing on-site car parking spaces

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<sup>1</sup> The content and format of a parking plan is not defined in the planning scheme or LUPAA.

B = Number of on-site car parking spaces required for the existing use or development specified in Appendix B

C= Number of on-site car parking spaces required for the proposed use or development specified in Appendix B; and

Y = Number of car parking spaces for which cash-in-lieu is to be permitted.

## 2. CASH-IN-LIEU POLICY

2.1. Council may permit a proponent to provide cash-in-lieu as an alternative to provision of the required number of on-site parking spaces for a proposed use or development.

2.2. This section of the parking plan sets out the circumstances where cash-in-lieu may be accepted, the amount charged, how contributions are implemented and how the funds may be used.

### 2.3. Criteria

a) Cash-in-lieu will be considered only if:

- i. for a non-residential use or development;
- ii. located in the Central Business Zone, General Business Zone, Mill Lane Specific Area Plan or Northern Apartments Corridor Specific Area Plan; and
- iii. not for onsite parking for use by persons with a disability;

b) Provision of cash-in-lieu is subject to the prior written consent of Council's Senior Transport Engineer, having regard to whether an appropriate level of parking and transport facilities is provided to service the use; and

c) Unless specifically consented to by Council's Senior Transport Engineer under clause 2.3 (b) above prior to the lodgement of the planning application, the proposed use or development cannot rely on any cash-in-lieu to meet standard C2.5.1 of the planning scheme.

### 2.4. Calculation

a) The cash-in-lieu contribution amount is as specified in [Council's Schedule of Fees and Charges](#) on the date of invoicing.

b) The amount is indexed annually.

### 2.5. Implementation

a) The requirement for any agreed cash-in-lieu payment will be included as a condition in the associated planning permit, and is payable on request by the proponent:

- i. prior to the issue of a Building Permit for the associated development under the *Building Act 2016*, or
- ii. where no Building Permit is required, prior to the commencement of the use for which the planning permit is granted.

## 2.6. Use of funds

- a) Any funds received by Council under this policy may be spent at Council's discretion in any manner relating to the planning, design, acquisition, construction, maintenance and/or improvement of public parking or transport infrastructure including, but not limited to:
  - i. Land purchase
  - ii. Public parking facilities (on-street or off-street), or
  - iii. Public transport or active transport facilities or infrastructure.
- b) Any funds received by Council in accordance with this policy will be spent within the area to which the cash-in-lieu provision of this Parking Plan applies.
- c) Council is not required to consult with the applicant or proponent on any matter related to the expenditure of any financial contribution.
- d) All monies received through the application of this policy are to be applied to a cash-in-lieu of car parking contribution fund.
- e) The cash-in-lieu payment is to be a debt due to the Council recoverable in a court of competent jurisdiction.

### DOCUMENT CONTROL

Version:	1.0	Adopted	15 December 2025	Commencement Date	02 January 2026
Minutes Reference	Council meeting minutes of 15 December 2025			Review Period	4 years from adoption, or as otherwise needed
Previous Versions:	Not applicable				
Responsible Directorate	Infrastructure and Works		Controller:	Coordinator Planning Services	
ECM Document No.:	3912129				

## APPENDIX A – BACKGROUND

- A1. Council recognises the important role parking plays in enabling development, including for infill housing and businesses near our transport corridors. Having the right amount of parking for a development encourages the use of active and public transport and helps avoid excessive unused parking spaces.
- A2. The planning scheme<sup>2</sup> sets out the requirements for on-site car parking through the C2.0 Parking and Sustainable Transport Code. The Code includes standard *C2.5.1 Car parking numbers*, to ensure that “an appropriate level of car parking spaces are provided to meet the needs of the use.”
- A3. Planning scheme standards have quantitative Acceptable Solutions and qualitative Performance Criteria. The Acceptable Solution for C2.5.1 requires a certain number of car parking spaces for each type of use. The Performance Criteria allows fewer spaces to be considered. Relying on Performance Criteria takes more time and can mean extra costs for applicants and Council.
- A4. The Acceptable Solution for C2.5.1 allows councils to determine an appropriate level of parking for their local areas. The standard states that if a site is subject to a parking plan for the area adopted by council, parking provision (spaces or cash-in-lieu) must be in accordance with that plan.
- A5. Parking requirements that reflect our local needs allow for better use of limited urban land and help reduce costs and timeframes for planning permit approvals. The reduced parking numbers reflect the application of national data on parking demand<sup>3</sup> within the local Glenorchy context for residential use. The national data indicates the likely level of parking required for different residential uses, which is generally less than the number of spaces specified in the planning scheme. Within the business area alongside the transport corridor, a standard reduction for non-residential uses has been applied to encourage development and active/public transport.
- A6. The new parking numbers have been adopted following detailed investigation and analysis specific to the Glenorchy municipality, undertaken by specialised transport engineering consultants and overseen by Council’s Senior Transport Engineer.
- A7. The planning scheme allows Council to accept cash in lieu of car parking spaces.

Cash-in-lieu caters for situations where it is not possible or desirable to provide the required number of on-site car parking spaces. A financial contribution helps to provide for public infrastructure in strategic locations, that is relied on instead of on-site parking. This can benefit applicants by reducing development costs and allowing greater site yield, while also ensuring parking demand is managed and parking needs are met.

Council undertakes three-yearly parking surveys of the three CBD areas (one per year) to understand local parking demand. Cash-in-lieu under the parking plan is made available for businesses to facilitate shared parking and encourage active and public transport in these areas. Cash-in-lieu funds would be applied to the maintenance or improvement of Council’s car parks, footpaths and cycling infrastructure in these locations.

- A8. The rate for accessible parking spaces is set in the National Construction Code (NCC). However, Tasmania has a higher rate of disability than Australia, and Glenorchy has a higher rate of assistance with

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<sup>2</sup> The planning scheme is available online at <https://tpso.planning.tas.gov.au/tpso/external/tasmanian-planning-scheme>. The relevant standard is C2.5.1 *Car parking numbers*, within the State Planning Provisions.

<sup>3</sup> Guide to Transport Impact Assessment, Technical Guidance for Transport Practitioners, Version 1.1, NSW Government

core activities than Tasmania and Australia. A tailored accessible parking rate is therefore appropriate and is included in this parking plan.

## APPENDIX B – PARKING SPACE REQUIREMENTS

**Table 1 – Parking Space Requirements**

Use	Car parking requirements	
Medium density multiple dwellings	# bedrooms in dwelling	Car parking spaces per dwelling
Residential parking area 1: General Residential Zone	1 bedroom	1 space per dwelling
	2 bedrooms	1.7 spaces per dwelling
	3+ bedrooms	2 spaces per dwelling
	1 visitor parking space per 5 dwellings	
Residential parking area 2: Any zone other than the General Residential Zone	1 bedroom	1 space per dwelling
	2 bedrooms	1 space per dwelling
	3+ bedrooms	1.6 spaces per dwelling
	1 visitor parking space per 5 dwellings	
High density multiple dwellings	# bedrooms in dwelling	Car parking spaces per dwelling
Residential parking area 2: Any zone other than the General Residential Zone	1 bedroom	0.6 spaces per dwelling
	2 bedrooms	0.9 spaces per dwelling
	3+ bedrooms	1.4 spaces per dwelling
	1 visitor parking space per 5 dwellings	
Non-residential use		
Non-residential parking area: Central Business Zone, General Business Zone & Northern Apartments Corridor Specific Area Plan and Mill Lane Specific Area Plan	20% less than the number of spaces specified in <i>Table C2.1 Parking Space Requirements</i> of the planning scheme. <b>The following list shows the reduced parking rate for uses permissible under one or more of the zone and specific area plans Use Tables for the non-residential parking area.</b>	
Bulky Goods Sales	Motor vehicle, boat or caravan sales	0.8 spaces per 100m <sup>2</sup> of display, storage and workshop floor area
	Retail plant nursery	12 spaces or 0.4 spaces per 100m <sup>2</sup> of site area, whichever is greater
	Bulky Goods Sales, excluding as otherwise specified in this Table	0.8 spaces per 50m <sup>2</sup> of floor area
Business and Professional Services	Bank, real estate agency, travel agent	0.8 spaces per 50m <sup>2</sup> of floor area
	Office	0.8 spaces per 40m <sup>2</sup> of floor area
	Doctors' surgery, clinic, consulting room	3.2 spaces per practitioner
	Veterinary centre	3.2 spaces per practitioner
	Funeral parlour	0.8 spaces per employee + 0.8 visitor space + 0.8 spaces per 4 chapel seats

Use	Car parking requirements	
	Business and Professional Services, excluding as otherwise specified in this Table	0.8 spaces per 30m <sup>2</sup> of floor area
Community Meeting and Entertainment	Art and craft centre	0.8 spaces per 30m <sup>2</sup> of floor area
	Exhibition centre, library, museum or public art gallery	0.8 spaces per 20m <sup>2</sup> of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	0.8 spaces per 15m <sup>2</sup> of floor area, or 0.8 spaces per 3 seats, whichever is greater
	Community Meeting and Entertainment, excluding as otherwise specified in this Table	0.8 spaces per 15m <sup>2</sup> of floor area or 0.8 spaces per 4 seats, whichever is greater
Custodial Facility	0.8 spaces per 2 employees + 0.8 spaces per 5 inmates	
Educational and Occasional Care	0.8 spaces per employee + 0.8 spaces per 6 tertiary education students	
Emergency Services	Fire/ambulance	0.8 spaces per employee
	Emergency Services, excluding as otherwise specified in this Table	No requirement
Equipment and Machinery Sales and Hire	0.8 spaces per 50m <sup>2</sup> of floor area	
Food Services	Restaurant	0.8 spaces per 15m <sup>2</sup> of floor area (including any outdoor dining areas) + 4.8 queuing spaces for drive through (if applicable)
	Take away food premises	0.8 spaces per 15m <sup>2</sup> of floor area (including any outdoor dining areas) + 4.8 queuing spaces for drive through (if applicable)
	Food Services, excluding as otherwise specified in this Table	12 for each 100m <sup>2</sup> of floor area or 0.8 spaces per 3 seats, whichever is greater
General Retail and Hire	Drive-in bottle shop, if associated with a Hotel Industry	4.8 spaces
	General Retail and Hire, excluding as otherwise specified in this table	0.8 spaces per 30m <sup>2</sup> of floor area
Hospital Services	0.8 spaces per 4 beds + 0.8 spaces per doctor + 0.8 spaces per 2 other employees	
Hotel Industry	0.8 spaces per 20m <sup>2</sup> of floor area available to the public + 0.8 spaces per bedroom	
Manufacturing and Processing	0.8 spaces per 200m <sup>2</sup> of floor area or 1.6 spaces per 3 employees, whichever is greater	
Natural and Cultural Values Management	No requirement	
Passive Recreation	No requirement	
Pleasure Boat Facility	No requirement	
Research and Development	0.8 spaces per 100m <sup>2</sup> of floor area or 1.6 spaces per 3 employees, whichever is greater	
Resource Processing	1.6 spaces per 3 employees	
Service Industry	0.8 spaces per 80m <sup>2</sup> of floor area or 1.6 spaces per 3 employees, whichever is greater	
Sports and Recreation	Bowling green	4.8 spaces per bowling rink
	Fitness centre	3.6 spaces per 100m <sup>2</sup> of floor area



Use			Car parking requirements
	Golf course		3.2 spaces per golf hole
	Swimming pool (other than in conjunction with a single dwelling)		4 spaces for each 100m <sup>2</sup> of site area.
	Tennis court or Squash court (other than in conjunction with a single dwelling)		2.4 spaces for each tennis or squash court + 0.8 spaces per 5 spectator places
	Major Sporting Facility		0.8 spaces per 5 seats
	Sports and Recreation, excluding as otherwise specified in this Table		40 spaces per facility
Storage	0.8 spaces per 200m <sup>2</sup> of the site area or 0.8 spaces per 2 employees, whichever is greater		
Transport Depot and Distribution	2.8 spaces for each 100m <sup>2</sup> of gross floor area		
Utilities	No requirement		
Vehicle Fuel Sales and Service	3.2 spaces per service bay		
Vehicle Parking	No requirement		
Visitor Accommodation	0.8 spaces per self-contained accommodation unit, allocated tent or caravan space, or 0.8 spaces per 4 beds, whichever is the greater		
Transport Depot and Distribution	2.8 spaces for each 100m <sup>2</sup> of gross floor area		
Accessible Parking Spaces	For doctor's surgery or clinic (medical centre), consulting room or Hospital Services		2 spaces per 40 car parking spaces on the site, if above 10 spaces otherwise 1 space
	For all other development types excluding Residential use		1 space per 40 car parking spaces on the site
	For Residential use in the GLE-S8.0 Principal Activity Centre Specific Area Plan or the GLE-S13.0 Northern Apartments Corridor Specific Area Plan		1 space per liveable housing apartment in accordance with <i>GLE-S8.7.5 Design of apartment buildings (A9/P9)</i> or <i>GLE-S13.7.2 Design of apartment buildings (A9/P9)</i>

Notes to Table 1:

- 1) The number of parking spaces required is to be calculated based on the proposed use or development.
- 2) Parking spaces must be individually accessible, excluding tandem or stacked parking spaces which may be used to serve an individual dwelling (including an apartment).
- 3) Fractions of a space are to be rounded to the nearest whole number. Visitor parking space requirements must be calculated separately from dwelling parking space requirements.
- 4) Where a proposal contains multiple Use Classes, the car parking requirements must be calculated as the sum of the requirements for each individual use component.
- 5) Reference to an employee is equivalent to 1 full-time employee.
- 6) All accessible parking must have the access symbol placed within the accessible park.
- 7) Accessible parking spaces provided for Residential use in accordance with this parking plan must be specifically allocated for the use of the occupant of the associated liveable housing apartment.