

## DEVELOPMENT APPLICATION

|                                 |   |
|---------------------------------|---|
| <b>APPLICATION NUMBER:</b>      | PLN-25-114  |
| <b>PROPOSED DEVELOPMENT:</b>    | Partial change of use to fitness centre (Sports and Recreation) |
| <b>LOCATION:</b>                | 56 Hopkins Street Moonah  |
| <b>APPLICANT:</b>               | Daniel Riley By Their Agent Ireneinc Planning And Urban Design  |
| <b>ADVERTISING START DATE:</b>  | 30/05/2025  |
| <b>ADVERTISING EXPIRY DATE:</b> | 16/06/2025  |

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website ([www.gcc.tas.gov.au](http://www.gcc.tas.gov.au)) until **16/06/2025**.

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 **16/06/2025**, or for postal and hand delivered representations, by 5.00 pm on **16/06/2025**.

## 56 HOPKINS STREET, MOONAH



# 56 HOPKINS STREET, MOONAH

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## Partial Change of Use to Fitness Centre

Last Updated – 5<sup>th</sup> May 2025

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# 1. INTRODUCTION

This report forms part of the planning application for the partial change of use of one tenancy at 56 Hopkins Street, Moonah in accordance with the requirements of the Tasmanian Planning Scheme - Glenorchy (the Scheme).

## 1.1 THE SITE

The subject site is comprised of 1 title known as 56 Hopkins Street, situated approximately 50m northeast of Main Road. The following figure describes the location of the site and the existing development:



**Figure 1: Locality Map with ESRI imagery, cadastral parcels & road centrelines (source: [www.thelist.tas.gov.au](http://www.thelist.tas.gov.au) © State of Tasmania)**

There are two tenancies on site, consisting of a showroom for driveway construction business and a retail business, offering coffee/espresso supplies.

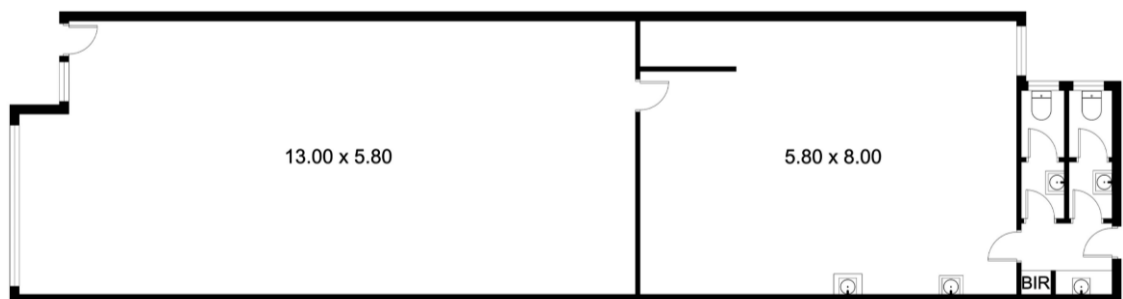
The existing building provides a combined GFA of approximately 260m<sup>2</sup>, along with five on-site parking spaces that include two line marked spaces at the frontage and three unmarked spaces to the rear. This area is accessed via a 3m lane on the northeastern boundary.

The proposal relates to the southwestern half of the building (identified as Tenancy B), with an approximate floor area of 130m<sup>2</sup>. Three (3) on-site parking spaces are currently allocated to the tenancy (one at the front of the building, and two at the rear).



**Figure 2: Tenancy B highlighted in red with aerial image**

Tenancy B has a Gross Floor Area of 130m<sup>2</sup>, currently divided into two primary rooms, along with two toilets at the rear.



56 Hopkins Street, Moonah  
Areas and dimensions are approximate and therefore  
this floorplan should be used for illustrative purposes.

**Figure 3: Existing floorplan (Realcommercial.com.au 2025)**

The site is within proximity of two council operated public car parks at:

- 64 Hopkins St, providing approximately 32 parking spaces with 3 hour parking restrictions; and
- 63 Hopkins St, with 100+ parking spaces available and no specified time restriction.



## 2. PROPOSAL

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### 2.1 PARTIAL CHANGE OF USE

The application seeks a change of use to Tenancy B, to accommodate a Fitness Centre, as detailed below:



**Figure 4: The site is outlined in black with the area subject to partial change of use shade red, which includes the three parking spaces.**

The proposed fitness centre will operate as a structured, trainer-led facility offering small to medium group fitness classes and one-on-one personal training sessions. The facility will be appointment-based, meaning all sessions must be pre-booked, and the gym will not be open for unsupervised public access.

#### **Class Structure & Schedule**

**Class Size:** Group sessions will initially accommodate 8–10 participants, with flexibility for future growth to medium-sized groups of up to 18.

**Session Duration:** Classes will range from 30 to 90 minutes. Generally, there is a longer period between classes of 20–30 minutes.

**Daily Schedule:** A maximum of 4 to 6 classes per day is expected.

#### **Operating Hours:**

The proposed operating hours are 5am to 7pm daily.

Generally, small group fitness sessions will occur during early morning hours (5am to 9am) , prior to standard business hours, and again in the early evening (5 pm to 7pm). There may be group lunch classes depending on demand.

One-on-one personal training sessions will typically occur more frequently during the day.

### **Facility Size & Layout**

The fitness centre will occupy a small tenancy of 130m<sup>2</sup> within the existing building.

The layout includes:

- A large open training space for group workouts.
- Bathroom facilities

### **Training Equipment & Activities**

The facility will focus on functional fitness and strength-based training, supported by a variety of exercise equipment, including:

- Racks and weights (dumbbells, barbells, kettlebells).
- Stationary cardio machines (rowers, treadmills, bikes).
- Floor space for boot camp workouts (bodyweight exercises, resistance training, agility drills).

### **Staffing & Supervision**

- The facility will always be staffed, with one to two trainers on-site per session. The number of trainers may increase to three if class size increases to medium size.
- The gym will only be accessible under trainer supervision, ensuring a controlled and safe environment.

### **Noise Management**

- Low-amplified music will be used to support classes, but noise will be actively managed to remain at a reasonable level, ensuring minimal impact on neighbouring businesses or the client's ability to receive instruction from trainers.

#### **2.1.1 PARKING & ACCESS**

No change to the existing access and parking areas are proposed.

#### **2.1.2 WORKS**

The only works required are internal modifications to remove the faux wall and counter, which are exempt under clause 4.3.2 internal building and works.

#### **2.1.3 SIGNAGE**

The area previously used for signage above the entry to Tenancy B has been removed and will be replaced with a new graphic with dimensions similar to (but no greater) than the existing signage.



As per Clause 1.4.3 of the Code:

*Changes to the graphics of a sign that was lawfully displayed on or after the effective date, including text, graphic design and colour, is exempt provided that:*

- (a) the sign has not changed in dimension, proportion or location; and*
- (b) if an illuminated sign, the method of illumination has not changed.*

The replacement signage is expected to satisfy the exemption above.

### 3. PLANNING SCHEME PROVISIONS

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#### 3.1 GENERAL BUSINESS ZONE

The subject land is within the General Business Zone of the Tasmanian Planning Scheme Glenorchy.



Figure 5: Current zoning with TPS zones and cadastre parcels (source: [www.thelist.tas.gov.au](http://www.thelist.tas.gov.au) © State of Tasmania)

#### 3.2 ZONE PURPOSE STATEMENTS

The purpose of the General Business Zone is:

*15.1.1 To provide for business, retail, administrative, professional, community, and entertainment functions within Tasmania's main suburban and rural centres.*

*15.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.*

*15.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*

*15.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.*

The proposed fitness centre supports the zone's intent by providing a fitness centre use that complements existing businesses. Its small scale operation ensures it aligns with the activity centre hierarchy and does not generate adverse impacts. The use encourages daytime and early evening activity, supporting pedestrian movement and activity at street level.

Existing frontages are maintained, with activity visible from the street. No development is proposed, and internal works are exempt under Clause 4.3.2 of the planning scheme.

### 3.3 USE

The fitness centre appropriately falls under the Sports & Recreation use classification, which is discretionary in the zone, with no qualification.

### 3.4 USE STANDARDS

As the site is not within 50m of a residential zone, Clause 15.3.1 is not applicable.

However, as the use has discretionary status in zone, the following standard applies.

#### 15.3.2 Discretionary uses

|                   |  |
|-------------------|--|
| <b>Objective:</b> | <i>That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.</i> |
|-------------------|--|

#### Scheme Provisions

##### 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.*

#### Response

#### Complies with P1

The proposed fitness centre at 56 Hopkins Street is a Discretionary use within the General Business Zone. Assessment against the Performance Criteria is provided below:

- (a) Not cause an unreasonable loss of amenity to properties in adjoining residential zones
  - The subject site is located within a General Business Zone in a mixed commercial/light industrial precinct with no direct interface to residential zoned land.
  - Residential areas are buffered by other commercial uses and roadways, ensuring no direct or indirect amenity conflict.
  - All activities will occur entirely within the existing building envelope, with no external noise-generating equipment or significant external alterations.
- (b) Be of an intensity that respects the character of the area

- The site is located within an established General Business Zone characterised by a wide range of commercial uses, including retail shops, bulky goods outlets, offices, trade services, and light industrial activities.
- The proposal is consistent with existing and emerging land use patterns in the precinct, which includes other fitness centres and personal training businesses nearby.
- The proposed use will occupy a small tenancy (130m<sup>2</sup>) and operate with a low to moderate level of patron activity, respecting the scale and intensity typical of the zone.

---

## **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;*
- (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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## **Response**

### **Complies with P2**

#### *(a) The characteristics of the site*

The subject site is located within the General Business Zone of Moonah, on Hopkins Street, which forms part of a well-established commercial area that supports a range of retail, trade, and service-based businesses.

Whilst built form along Hopkins Street differs from nearby Main Road, with larger front setbacks and more off-street parking, it still experiences regular pedestrian movement particularly during business hours. This is due to the clustering of active tenancies and its proximity to Main Road.

The proposal involves the reuse of an existing ground-level tenancy and aligns with the established mixed-use character of the street.

#### *(b) The need to encourage activity at pedestrian levels*

The proposed fitness centre will contribute positively to pedestrian-level activity by generating regular client visits throughout the day, including early morning and evening periods when nearby businesses are less active. The use is readily accessible from the street, with a visible entrance and consistent interaction with the public realm.

#### *(c) The size and scale of the proposed use*

The proposed fitness centre will occupy a modest tenancy of 130m<sup>2</sup> within an existing commercial building. Class sizes will range from 8–10 participants, with a maximum of 18, supported by 1–3 staff.

This level of intensity is low-scale and controlled, consistent with the type of personal service uses typically expected in a Major Activity Centre. The proposal makes efficient use of an existing building without expanding the footprint.

*(d) The functions of the activity centre and the surrounding activity centres*

Moonah is identified as a Major Activity Centre, serving a broad district catchment and offering a mix of retail, commercial, community, and entertainment uses. It provides a focal point for employment, particularly in retail and personal services.

The proposed fitness centre aligns directly with this role by offering a personal, health-related service that supports the day-to-day needs of the community and contributes to the employment base.

It complements rather than competes with core retail uses, and adds to the mix of active, street-based services expected in a major centre. It also enhances the attractiveness of the centre for both residents and visitors, particularly outside standard business hours.

*(e) The extent that the proposed use impacts on other activity centres*

The fitness centre is designed to serve the local and district catchment, consistent with Moonah's position in the activity centre hierarchy. It is not a destination gym or a large-format commercial facility that would attract demand away from Principal or Primary centres (e.g. Hobart CBD or Glenorchy).

Instead, it will retain local visitation within Moonah, supporting the viability of adjacent businesses and helping to activate the centre throughout the day.

Its scale and service model ensure it reinforces the Major Activity Centre role, without distorting or undermining the broader hierarchy.

## 3.5 PARKING AND SUSTAINABLE TRANSPORT CODE

### 3.5.1 USE STANDARDS

The following provisions are not applicable:

- C2.5.2 Bicycle parking numbers – no bicycle spaces required for the fitness centre.
- C2.5.3 Motorcycle parking numbers - less than 20 car spaces are required.
- C2.5.4 Loading Bays – No change to the existing approved loading arrangement

#### **C2.5.1 Car parking numbers**

|                          |   |
|--------------------------|---|
| <b>Objective:</b>        | <i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i> |
| <b>Scheme Provisions</b> |   |

---

## **A1**

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

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;*

*...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.*

## **P1.1**

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

- (a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*
  - (b) the ability of multiple users to share spaces because of:*
    - (in) variations in car parking demand over time; or*
    - (ii) efficiencies gained by consolidation of car parking spaces;*
  - (c) the availability and frequency of public transport within reasonable walking distance of the site;*
  - (d) the availability and frequency of other transport alternatives;*
  - (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
  - (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
-



- (g) the effect on streetscape; and
- (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

## Response

### Complies with P1.1

A1(d) applies where a change of use is proposed, and the number of required parking spaces is less than the number required by the existing use. If applicable, no additional on-site parking would be required.

The existing building supports two separate businesses, consisting of a coffee/espresso supplies store (General Retail & Hire) and a showroom for a driveway/concreting business. The driveway/concreting business does not undertake any manufacturing or construction activities, but did provide administrative functions associated with the service and display of products. However, the products displayed were not heavy or bulky. For this reason, the former driveway/concreting business falls most appropriately within the general retail and hire use class, for selling goods or services or hiring goods.

The requirement for general retail and hire is:

- 1 space per 30m<sup>2</sup> of floor area, unless subject to Clause C2.5.5

To determine if A1(d) is applicable, the difference in parking requirements for the existing and proposed use under Table C2.1 is considered below. The existing parking supply on site is 5.

**Table C2.1 Parking Space Requirements for the relevant uses:**

| Use                                      | Car Parking Space Requirements                  | Existing Floor Area | Existing Generation | Proposed Floor Area | Carparking generation |
|--|---|---------------------|---------------------|---------------------|-----------------------|
| Sports and Recreation - Fitness centre   | 4.5 spaces per 100 m <sup>2</sup> of floor area | 0                   | 0                   | 130                 | 6 (5.85)              |
| General Retail & Hire<br>(Two tenancies) | 1 space per 30m <sup>2</sup> of floor area,     | 260                 | 9(8.66)             | 130                 | 4 (4.33)              |

Relevant equation:  $N = A + (C - B)$

| A - Number of existing on-site car parking spaces | C- Number of on-site car parking spaces required for the proposed use or development | B - Number of on-site car parking spaces required for the existing use or development | N - Number of on-site car parking spaces required |
|---|--|---|---|
|---|--|---|---|

|   |                         |                          |   |
|---|-------------------------|--------------------------|---|
|   | specified in Table C2.1 | specified in Table C2.1) |   |
| 5 | 6                       | 9                        | 2 |

To comply with A1(d)(ii), an additional 2 x on-site parking spaces would be required in addition to the 5 existing spaces, for a shortfall of 2 spaces. Given the site is not capable of supporting the additional spaces required, a response to the performance criteria is required.

### **P1.1**

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

Two Council-operated public car parks are located within approximately 100 metres (1–2 minutes' walk) of the site:

- 64 Hopkins Street – Approximately 32 spaces, subject to 3-hour time restrictions.
- 63 Hopkins Street – Over 100 unrestricted spaces.

These facilities provide ample short- and medium-term parking to support customer and staff parking demands during peak and off-peak times.

*(b) The ability of multiple users to share spaces because of:*

*(i) Variations in car parking demand over time; or*

*(ii) Efficiencies gained by consolidation of car parking spaces*

The proposed fitness centre will operate primarily outside standard business hours, with group sessions occurring from 5:00–7:00am and 5:30–7:00pm, avoiding peak parking periods for neighbouring tenancies.

One-on-one personal training sessions will occur during the day but are appointment-based and low in patron volume (typically one client per session), generating minimal demand.

As such, parking demand is staggered and modest, allowing for efficient shared use of on-site parking and nearby off-street public parking without cumulative pressure.

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

The site is located approximately 50 metres northeast of Main Road, a major public transport corridor serviced by Metro Tasmania bus routes providing regular service to Glenorchy, Hobart CBD, and surrounding suburbs. Bus stops are located within a 2–3 minute walk, supporting car-free travel by staff and patrons.

*(d) The availability and frequency of other transport alternatives*

The surrounding area includes footpaths and bicycle-accessible streets, enabling active transport to and from the site.

The proposed use is localised and community-based, with options for clients to come from the surrounding catchment by walking or cycling, especially during daylight hours.

*(e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping*

The existing development footprint and narrow site geometry, including a 3m wide access lane, limit the ability to provide additional parking without significant redevelopment.

Expanding on-site parking would require modifications to the building form and access arrangements, which would impact the existing business and overall net lettable areas, which is not feasible.

*(f) The availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity*

Hopkins Street is a low-speed, mixed-use street with formal on-street parking available. Demand for on-street spaces would be higher during normal business hours (9-5), when other businesses are operating. However, the busiest period for the proposed facility will generally be between 7am-9am and 5.30pm-7pm, when group classes are held. During these periods, most of the other businesses in proximity are closed, resulting in a greater supply of available on-street spaces.

*(g) The effect on streetscape*

The proposal involves no change to the external built form or existing landscaping.

Parking will remain at the rear and front of the site, with no visual impacts on the streetscape arising from the car parking shortfall.

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

An assessment from a suitably qualified person is not considered necessary. The on-site parking provided is sufficient to meet demand, given the site constraints and high availability of public parking in the area.

### 3.6 ROAD AND RAILWAY ASSETS CODE

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

| <b>Objective:</b>  | That an appropriate level of car parking spaces are provided to meet the needs of the use. |  |
|--|--|--|
| Acceptable Solutions   |  | Performance Criteria   |
| <b>A1.4</b><br>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:<br>(a) the amounts in Table C3.1; or<br>(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. |  | <b>P1</b><br>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:<br>(a) any increase in traffic caused by the use; |

|   |  |
|---|--|
| <p><b>A1.5</b></p> <p><i>Vehicular traffic must be able to enter and leave a major road in a forward direction.</i></p> | <p><i>(b) the nature of the traffic generated by the use;</i></p> <p><i>(c) the nature of the road;</i></p> <p><i>(d) the speed limit and traffic flow of the road;</i></p> <p><i>(e) any alternative access to a road;</i></p> <p><i>(f) the need for the use;</i></p> <p><i>(g) any traffic impact assessment; and</i></p> <p><i>(h) any advice received from the rail or road authority</i></p> |
|---|--|

## Response

### A1.4

Table C3.1 allows for an increase of 20 percent or 40 vehicle movements per day whichever is greater.

The following has been provided by Midson Traffic (2025):

#### *Proposed Use Traffic Generation*

*The traffic generation of the proposed development was estimated using the TIA Guide as well as first principles.*

*The TIA Guide recommends the following traffic generation rates for fitness centres:*

- *Peak hour trips 3.6 vehicle trips per hour/ 100m<sup>2</sup> GFA*
- *Daily trips 16.9 vehicle trips per day/ 100m<sup>2</sup> GFA*
- *This equates to 36 vehicles per day with a peak of 8 vehicles per hour.*

*Based on detailed analysis of the operational characteristics and comparison with established reference rates, the following traffic generation has been determined:*

- *Daily Traffic: 41 vehicle trips per day (19.5 trips/100m<sup>2</sup> GFA)*
- *Peak Hour Traffic: 13 vehicle trips during peak hour (6.2 trips/100m<sup>2</sup> GFA)*

*These rates are higher than the TIA Guide recommendations and have been developed using the following evidence-based assumptions:*

- *Vehicle Occupancy Rate: 1.7 people/ vehicle*
- *Mode Share: 60% car trips*

*Vehicle occupancy rates are justified as follows:*

- *Research showing recreational trips have significantly higher vehicle occupancy than commuter trips. Transport for NSW Household Travel Survey data shows recreational facilities typically having 30-40% higher vehicle occupancy than office/work destinations. Social and recreational trips (including fitness centres) typically show car occupancy rates of 1.5 to 1.8 persons per vehicle.*

- *Studies in transit-oriented development areas show recreational trips having 1.4-1.8 persons per vehicle versus 1.1-1.2 for work trips.*
- *Fitness activities often attracting groups (friends/ partners) who travel together to/ from the venue.*
- *Evening class scheduling facilitating carpooling arrangements.*
- *The assumption that only 60% of trips will be by car is supported by:*
- *Nearby businesses. The fitness centre's location within a business park means employees from nearby businesses can walk directly to classes without generating vehicle trips.*
- *Pre-booked Appointment System. Advance booking facilitates planning alternative transportation.*
- *Fitness centre size. Small fitness centres in accessible locations often have higher walk/ cycle/ public transport use. The site is located in close proximity to the InterCity Cycleway and a well-connected footpath network.*
- *Complementary Trip Patterns. Evening fitness classes align with end-of-workday timing, enabling patrons to attend directly from their workplace without additional vehicle trips.*

*The key differences between the TIA Guide calculations and the first principles approach are outlined as follows:*

- *Operation Type. The fitness centre operates with appointments only and has a high concentration of activity during peak hours (small group classes in evening).*
- *Centre Size. This is a small facility. Smaller facilities can have higher trips/area ratios compared to larger centres where economies of scale apply.*
- *Class Scheduling. The concentrated evening class schedule creates a pronounced peak compared to centres with more evenly distributed activities.*

*On this basis the traffic generation associated with the proposed development has been assumed to be 41 vehicles per day, with a peak of 13 vehicles per hour.*

#### **A1.5**

All vehicles can enter and exit in a forward direction.

### **3.7 FLOOD PRONE AREAS CODE**

*C12.2.1 - This code applies to development of land within a flood-prone hazard area.*

*C12.2.2 - This code applies to use of land within a flood-prone hazard area if for:*

- (a) *a change of use that converts a non-habitable building to a habitable building; or*
- (b) *a new habitable room within an existing building.*

This code does not apply. The change of use does not convert a non-habitable building to a habitable building, and no new development or new habitable buildings are proposed.



## 4. CONCLUSION

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This application seeks planning approval for the partial change of use of Tenancy B at 56 Hopkins Street, Moonah, to a fitness centre. The proposed use is small in scale (130m<sup>2</sup>), occurs entirely within an existing building, and will operate on an appointment-only basis, providing structured group fitness classes and one-on-one personal training.

The proposed use is consistent with the purpose and intent of the General Business Zone, supporting a diversity of service-based uses while maintaining the amenity and function of the area. It contributes positively to the role of Moonah as a Major Activity Centre, by offering a complementary health and wellbeing service that caters to the daily needs of the local and district catchment, without distorting the broader activity centre hierarchy.

The fitness centre will generate modest traffic and parking demand, primarily outside standard business hours, with sufficient onsite capacity supplemented by nearby public parking and sustainable transport options.

The proposal does not involve any external development and retains the established built form and site access. It meets the relevant Use Standards for discretionary uses (Clause 15.3.2) and complies with applicable codes, including the Road and Railway Assets Code and Parking and Sustainable Transport Code.





56 Hopkins Street, Moonah

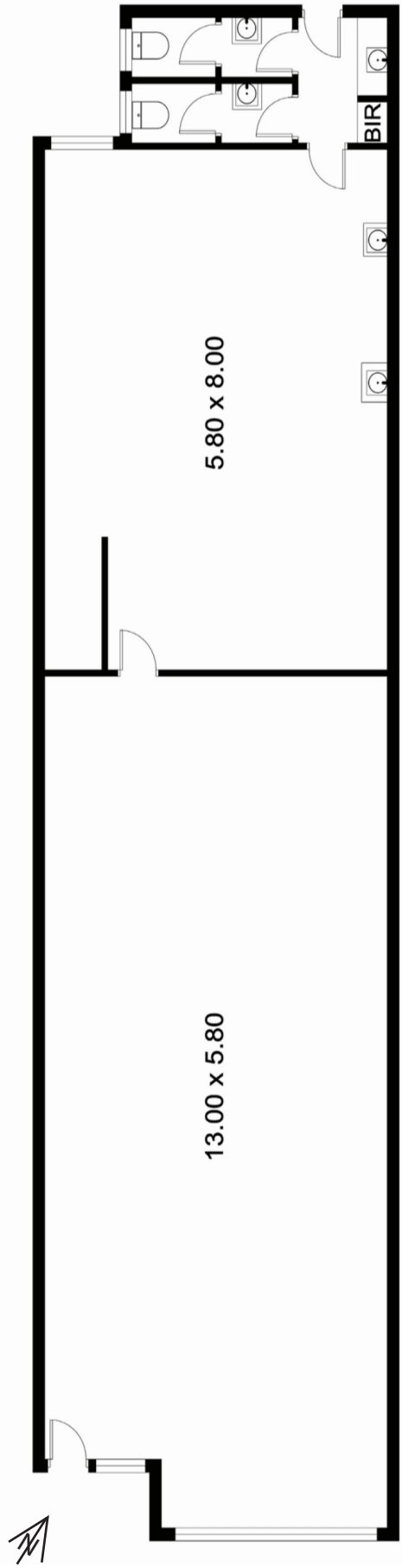
Planning Application -  
Change of use of tenancy B to Fitness Centre

Plans only permitted for use for the purpose  
of planning approval. Not to be used for construction.

GLENORCHY CITY COUNCIL  
PLANNING SERVICES

APPLICATION No ..... PLN-25-114

DATE RECEIVED ..... 06/05/25



Tenancy B - Floor Plan  
1:100 @ A3