



Glenorchy City Council Ordinary Council Meeting Monday, 15 December 2025

AGENDA

Notice is hereby given of a Meeting of the Glenorchy City Council to be held at the Council Chambers commencing at 3:30pm.



GLENORCHY CITY COUNCIL

QUALIFIED PERSON CERTIFICATION

The Chief Executive Officer certifies that, in accordance with section 65 of the *Local Government Act 1993*, any advice, information and recommendations contained in the reports related to this agenda have been prepared by persons who have the qualifications or experience necessary to give such advice, information and recommendations.

A handwritten signature in blue ink, appearing to read 'Emilio Reale'.

Emilio Reale

Chief Executive Officer

Monday, 15 December 2025

**Workshops held
since last Council
meeting:**

Date: Monday, 8 December 2025

Purpose: To present and discuss:

- Potential Installation of a Rainbow Crossing
- 2026-27 Budget Process
- Glenorchy Views Survey Results



ELECTED MEMBER STATEMENT OF INTENT

November 2022

We will...	By...
Be curious, open to change and difference	Being progressive, proactive, and innovative Taking calculated risks Asking questions before offering opinions or solutions Debating ideas without getting personal Remembering everyone is equal Always having an open mind
Be authentic and act with integrity	Being accessible Being honest and trustworthy Demonstrating transparency and accountability
Be respectful to each other	Going to the source, in person, early Assuming good intent, always Acting with good intent, always Actively listening, seeking to understand Valuing other's opinions Being prepared
Own and right our wrongs	Self-reflecting Being open to feedback Being brave enough to be vulnerable
Show strong leadership	Challenging the status quo Continually learning and practicing good governance Striving for financial sustainability and strength Having clarity on role and purpose
Consider the impact we have on others	Practicing emotional intelligence Hearing both sides before making judgement Remembering our behaviour and words matter to staff



ELECTED MEMBER LEGACY

November 2022

**At the end of our term,
we will have made a real difference because, together:**

We deliver

We're active and present

We put people first

We are inclusive

We are future focussed and brave

We improved communication and community engagement

We empowered our community

We rebuilt pride

We were accountable

We created a safe, clean, equitable city

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1 APOLOGIES

2 CONFIRMATION OF MINUTES (OPEN MEETING)

That the minutes of the Council meeting held on Monday, 24 November 2025 be confirmed.

3 ANNOUNCEMENTS BY THE CHAIR

4 PECUNIARY INTEREST NOTIFICATION

5 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Question without notice – Janiece Bryan

Asked during the Council meeting on Monday, 24 November 2025.

Response sent by email on Tuesday, 2 December 2025.

THE DANGEROUS TENTACLES OF THE GAMBLING INDUSTRY wrecking the future lives of our children at their Sporting Clubs Questions asked - GCC Council Meeting 24th November 2025 in Agenda Item 8.3 - Council's Key commitment on Gambling Harm states "supporting measures that reduce gambling related risk and improve the safety and well-being of the community"

Q1: (a) Sport is meant to be a healthy activity for everyone but what has happened to Council's commitments on child abuse and gambling harm when it allows their once safe sporting facilities, attended by children, to form partnerships with sportsbetting platforms and be infiltrated by the gambling industry that grooms young people into a lifetime of addiction that will destroy their life and tells them they offer a quick 60 second sign up to gamble on their phones?

(b) What is the purpose for which the Glenorchy Knights Sporting Club has an over 13 closed group page that specifically states "youth players between 13 and 17 years of age are accepted as members" and "Information on this page is for members only and must not be shared externally without permission from the page administrator." How can this be acceptable and determined safe when it lacks complete transparency when dealing with vulnerable children?

Glenorchy Knights Club also states "Flashscore.com offers Glenorchy Knights livescore..... and odds comparison.....) Glenorchy Knights scores service is real time, updating live.....You can follow 1000+ football competitions".

A1: [CEO] This question was taken on notice.

Response: The Glenorchy Knights have outlined that this group is to provide internal, private communications to players, parents and members on a range of issues such as changes to training times, lost property, asking for volunteers, and invitations to club functions – this is information that is not always appropriate for public pages, particularly as the club has youth players. All content in that group is moderated by adults that have a current Registration to Work with Vulnerable People (RWVP) and one of the administrators is also a child protection officer. The club's policies directly align with Football Australia and Football Tasmania

policies, including the National Code of Conduct and Ethics, and Football Australia's Child Safeguarding Policy.

With regards to "Flashscore.com", that is an entirely independent site that the Knights have no affiliation or agreement with. Flashscore.com provides scores of dozens of sports and competitions in more than 100 countries. The quote provided in the question is from Flashscore.com's website and not from the Knights. There is no ability to stop the site from reporting on publicly available scores, and the Knights have no affiliation or agreement with this site and do not provide them with scores or any other information

Q2: What action has the Council taken about the gambling related activities when the 5-year lease for the premises obtained under Right to Information and signed on 25th May 2023 states in Clause (r) Page 9 "must not allow gambling to occur on or off the Premises (the occurrence of which will amount to a fundamental breach of this Lease)"?

A2: [CEO] This question was taken on notice.

Response: No gambling is occurring on or from the premises, as required in the lease.

6 PUBLIC QUESTION TIME (15 MINUTES)

Please note:

The Council Meeting is a formal meeting of the Elected Members elected by the Glenorchy community. It is chaired by the Mayor. Public question time is an opportunity in the formal meeting for the public to ask questions of their elected Council representatives about the matters that affect ratepayers and citizens.

In accordance with regulation 31(2) and (3) (Public question time) Local Government (Meeting Procedures) Regulations 2025, Council will allocate 15 minutes during each Council Meeting to invite members of the public to ask questions relating to the activities of Council.

The following rules and procedures apply to Public Question Time:

1. questions must relate to the activities of Council
2. members of the public are to announce their name and residential address before asking a question (which will be recorded in the minutes)
3. questions are to be put succinctly and in the form of a question, not a comment
4. questions must not be inflammatory, abusive, defamatory, contain a personal attack or otherwise breach any rules of the meeting which have been explained by the Chairperson
5. the Chairperson may limit the number of questions asked by each member of the public in order to ensure that all members of the public wishing to ask questions are given the opportunity within the allocated time
6. the Chairperson will decide the order in which questions are to be asked and may rotate the order between different members of the public if individuals have more than one question to ask
7. the Chairperson may, in their absolute discretion:
 - a) refuse to answer a question if the Chairperson deems that it is inappropriate or does not comply with these rules or the rules of the Council meeting, or
 - b) take a question 'on notice', in which case the answer will be provided in writing prior the next Council meeting and included on the agenda for the next Council meeting
8. if a question is taken on notice, the Chairperson may request that the member of the public submit their question in writing and may refuse to provide a response if the question is not provided as requested, and
9. the 15 minutes allocated for Public Question Time may be extended at the discretion of the Chairperson at the conclusion of the time period. Council is to publish information relating to Public Question Time, including any additional rules and procedures, on Council's website.

7 PETITIONS/ADDRESSING COUNCIL MEETING

COMMUNITY

Community Goal – Making Lives Better

8.1 ACTIVITIES OF THE MAYOR

Author: Mayor (Sue Hickey)
Qualified Person: Chief Executive Officer (Emilio Reale)
File Reference: Activities of the Mayor

Executive Summary

This report details the recent activities of the Mayor and Deputy Mayor while in the role of Acting Mayor.

Mayor Hickey attended 21 events and external meetings during the period from Monday, 10 November 2025 to Sunday, 7 December 2025.

From the period Saturday, 29 November 2025 to Friday, 5 December 2025, Deputy Mayor Russell Yaxley was delegated as Acting Mayor while the Mayor was on leave. When the Mayor is on approved leave, the Deputy Mayor is the designated Acting Mayor and is therefore responsible for chairing meetings and formally representing Council.

Acting Mayor Yaxley attended two events and external meetings during the period from Saturday, 29 November to Friday, 5 December 2025.

Recommendation

That Council:

1. RECEIVE and NOTE the report about the activities of Mayor Hickey during the period from Monday, 10 November 2025 to Sunday, 7 December 2025.
2. RECEIVE and NOTE the report about the activities of the Acting Mayor Yaxley during the period from Saturday, 29 November to Saturday, 6 December 2025.

Proposal in Detail

These are the events and external meetings attended by Mayor Hickey during the period from Monday, 10 November 2025 to Friday, 28 November 2025.

Monday, 10 November 2025

- Participated in a meeting with David O'Loughlin, Cam Crawford and Kerryn Nylander of the Committee for Greater Hobart, with the Chief Executive Officer of Glenorchy City Council.
- Participated in an ABC interview on a number of issues including Aero Ranger, Glenorchy War Memorial Pool, Waste Trucks and Forgotten Australians.
- Participated in the launch event for a new student-created mural at Cosgrove High School.
- Participated in a meeting with Senator Richard Dowling.
- Chaired the Glenorchy Planning Authority Meeting.

Tuesday, 11 November 2025

- Participated in a meeting with John Stubley.
- Participated in a meeting with Margaret and Geoff Corrigan.
- Participated in the Migrant Network Showcase event held at the Moonah Arts Centre.

Wednesday, 12 November 2025

- Participated in a Greater Hobart Mayors' Forum meeting.
- Presided over a Citizenship Ceremony held at MyState Bank Arena.

Thursday, 13 November 2025

- Participated in a 7HOFM radio interview announcing the Variety Carols by Candlelight main event.
- Participated in a World Kindness Day event organised by the Glenorchy City Council Community Development Team.
- Participated in the launch event for the Glenorchy Open Exhibition at the Moonah Arts Centre.

Monday, 17 November 2025

- Toured the Royal Agricultural Society Tasmania Showground site as part of the Council Workshop.

Tuesday, 18 November 2025

- Participated in a meeting with Duff TV about an event for the Forgotten Australians.

Wednesday, 19 November 2025

- Participated in a National Apology Event for the Forgotten Australians at Tolosa Park.
- Attended LGAT President's Welcome Drinks at Waterline Brooke Street Pier.

Thursday, 20 November 2025

- Attended the LGAT General Meeting (Hobart, including day one of the Annual Conference) - Mayors and GM/CEOs at Hotel Grand Chancellor.

Friday, 21 November 2025

- Attended the LGAT (day two of the Annual Conference) at Hotel Grand Chancellor.
- Participated in a 7 News interview about Council amalgamations

Monday, 24 November 2025

- Chaired the November Council Meeting.

Wednesday, 26 November 2025

- Dialled in the Future Populations Network - Unpacking the LGA Snapshots (Microsoft Teams) presentation by Dr Lisa Denny.

***The following dates are the events and external meetings attended by Acting Mayor Alderman Russell Yaxley during the period from Saturday, 29 November 2025 to Friday, 5 December 2025.**

Monday, 1 December 2025

- Chaired the Annual General Meeting.

Thursday, 4 December 2025

- Participated in the Multicultural Council of Tasmania's Annual General Meeting 2025 at the Multicultural Hub.

****The Mayor returned from leave Saturday, 6 December 2025.**

Sunday, 7 December 2025

- Attended the Glenorchy City Bowls and Community Club Christmas Luncheon at the Glenorchy City Bowls Club.

In addition to the above meetings and events, the Mayor and Acting Mayor attended numerous internal meetings and performed other administrative duties.

Attachments

Nil

ECONOMIC

Community Goal – Open for Business

No reports have been received for this topic.

ENVIRONMENT

Community Goal – Valuing our Environment

10.1 POLICY UPDATE: WASTE SERVICES

Author: Acting Manager, Property, Environment and Waste (Evan Brown)
Governance Officer (Poorni Wanigasekara)

Qualified Person: Director Environmental Services (Luke Chiu)

File Reference: Policies by Directorate

Executive Summary

The Waste Services Policy has been amended to enhance clarity, consistency, and operational relevance.

The revisions include the addition of new definitions to strengthen interpretation, and the inclusion of further operational details relating to landfill fees, gate charges, and public waste facilities. The changes reflect current practice and do not introduce new requirements.

The policy has also been reformatted in line with the new corporate templates introduced by the Communications Department. Collectively, these changes streamline the document, ensure transparency in service standards, and align the policy with current operational and communication practices.

The Waste Services Standards for New Multiple Dwelling Unit Developments document presented as a supporting document to Council's Waste Services Policy.

Recommendation

That Council:

1. RECEIVE and NOTE the attached Waste Services Standards for New Multiple Dwelling Unit Developments document.
2. ADOPT the Waste Services Policy in the form of **Attachment 2**.
3. APPROVE the CEO to make minor administrative and grammatical corrections as required.

Community Plan Reference	<p>Leading Our Community</p> <p>We responsibly manage our community's resources to deliver what matters most.</p> <p>Transparent and accountable government.</p>
Strategic Plan Reference	<p>Manage waste responsibly and innovate to reduce waste to landfill.</p> <p>Make informed decisions that are open and transparent and in the best interests of our community.</p>
Consultation/Engagement	Not applicable
Resources	Not applicable
Risk/Legal/Legislative/Reputational	<p>1. Governance Risk</p> <p>Failure to maintain an up-to-date Policy could weaken Council's governance framework, reducing clarity around ethical standards, decision-making, and accountability.</p> <p>2. Legislative and Compliance Risk</p> <p>If the Policy is not periodically reviewed and aligned with current legislation for Local Government in Tasmania, there is a risk of non-compliance with statutory and best practice requirements.</p> <p>3. Operational Risk</p> <p>An outdated policy may lead to inconsistent governance practices or confusion among elected members and staff regarding roles, responsibilities, and decision-making processes.</p> <p>4. Reputational Risk</p> <p>Lapses in governance standards or transparency could damage community confidence in Council's integrity and decision-making processes.</p> <p>5. Mitigation</p> <p>These risks are mitigated through Council's established policy review cycle, periodic monitoring of legislative and guideline changes, and the confirmation that this updated Policy remains aligned with current best practice.</p>
25/26 Budget Allocation	Not applicable

Life of Project, Service, Initiative or (Expectancy of) Asset	Not applicable
25/26 Budget Reconsideration	Not applicable
Ongoing Costs (e.g. maintenance, operational)	Not applicable
Other Funding Sources	Not applicable

Proposal in Detail

1. All policies adopted by Council are reviewed cyclically. The ordinary review period for Council policies is four (4) years after adoption. However, policies may be reviewed earlier if it is appropriate to do so, for example if there are changes to a relevant governing act.
2. The Council's Waste Services Policy was last adopted at its meeting on 27 September 2021. Following the completion of its four-year review cycle, the responsible officer has undertaken a review of the policy and made minor amendments.
3. Additionally, the Waste Services Policy was circulated for consultation among all managers and coordinators for 14-day period.
4. The consultation demonstrated Council's intent in reviewing the policy, and recommendations were received.
5. The updated Policy reflects current practice and does not introduce new requirements. The changes are to provide better clarity and more detail.
6. The amendments to the Waste Services Policy includes:
 - removal of Strategic Plan alignments
 - inclusions to the "definitions" - Authorised agent, Northern Apartments Corridor, High Public Use Areas, Landfill, Public Litter Bins, Registered Agent, Secondary Residence and Waste Service Standards
 - further information such as Landfill Entry fee, Landfill gates fees, public litter bins and public dog waste bins
 - the Communications Department introduced new Style Guide templates recently. The format of the policy has changed according to the new template provided

7. **Attachment 1** is a copy of the original Policy version showing updates with track changes, and **Attachment 2** is a copy of the recommended updated final version Policy.
8. The “Waste Services Standards for New Multiple Dwelling Unit Developments” is provided as **Attachment 3** for information only to provide an understanding of the suite of policies that are used in the Waste Management Department. These standards are referenced in the Waste Services Policy.
9. These standards provide clear guidance for Council staff, architects, developers, and building professionals in designing waste management facilities and services for multi-unit developments.
10. They ensure residents have access to appropriate general waste, recycling, and FOGO services, with private arrangements required to meet or exceed Council benchmarks.
11. The guidelines will be periodically updated to reflect best practice and maintain alignment with Council policy.

Attachments

1. Waste Services Policy with Track Changes [**10.1.1** - 15 pages]
2. Waste Services Policy FINAL [**10.1.2** - 8 pages]
3. GCC Info Standards Waste 2025 [**10.1.3** - 6 pages]

2/1224/11/2025

Waste Services Policy

1. Purpose

This policy sets out the waste collection services provided in Glenorchy municipality to provide clarity and ensure consistency.

2. Scope

This policy applies to all waste collection services provided by Glenorchy City Council to residential properties, including unit developments, approved commercial and Council owned properties.

Related Documents

Document	Location
<u>Environmental Amenity By-Law No. 1 of 2017</u>	<u>https://www.gcc.tas.gov.au/wp-content/uploads/2020/11/environmental-amenity-by-law.pdf</u>
<u>Footpath Policy</u>	<u>https://www.gcc.tas.gov.au/wp-content/uploads/2024/10/Footpaths-Policy-2024-.pdf</u>
<u>FOGO Exemption Criteria</u>	<u>https://www.gcc.tas.gov.au/wp-content/uploads/2020/11/fogo-exemption-criteria.pdf</u>
<u>Waste Services Standards for New Multiple Dwelling Developments</u>	<u>https://www.gcc.tas.gov.au/wp-content/uploads/2021/03/Waste-Services-Policy-September-2025.pdf</u>
<u>Tasmanian Planning Scheme - Glenorchy</u>	<u>https://tppo.planning.tas.gov.au/tppo/external/planning-scheme-viewer/15/section/2096?effectiveFromDate=2025-10-29</u>

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COUNCIL POLICY



Statutory Requirements

Acts	<i>Local Government Act 1993</i>
Regulations	N/A
By-Law	<i>Glenorchy City Council Environmental Amenity By-Law (No 1 of 2017)</i>
Policy	N/A

Definitions

Authorised Agent means a person or entity authorised to act on behalf of the property owner.

Commercial Properties means, for the purpose of this policy, small businesses or sporting/community groups that produce only domestic quantities of waste, recycling and FOGO.

Driver to Collect means collection of bins by the waste collection contractor from within the property.

FOGO means Food Organics and Garden Organics – the compostable component of the waste stream.

FOGO Exemption Criteria means the criteria set under the Guideline titled "FOGO Exemption" which is available to be viewed at www.acc.tas.gov.au.

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General refuse means non-recyclable waste.

GLE-S15.0 Northern Apartments Corridor Specific Area Plan means apartments for housing along Main Rd corridor as defined under the current Tasmanian Planning Scheme.

Group Homes means dwelling for permanent or temporary accommodation of a group of people with disabilities or people experiencing social disadvantage.

High Public Use Areas means high profile public place areas such as Glenorchy and Moonah CBDs; highly visited public parks and gardens; and adjacent to busy public transport nodes such as taxi ranks and high high-use bus stops.

Landfill means the Jackson Street Waste Management Centre.

MGB means Mobile Garbage Bin (for general refuse, recycling or FOGO).

Multiple Dwelling means two or more dwellings on a site.

Public Litter Bins means 60 litre garbage pole mounts and 140 litre Garbage, Recycling and FOGO bin enclosure.

Recycling means materials that can be accepted by Council for recycling, including paper, glass and plastic bottles, cardboard, tin and aluminium cans, etc.

Registered Agent means authorised real estate agents or authorised community and government agency representative.

Secondary Residence means an additional dwelling as defined in the current Tasmanian Planning Scheme (this was formerly defined as Ancillary).

Schedule of Fees and Charges means the fees and charges decided by Council under Section 205 of the *Local Government Act 1993*. This schedule is available for viewing at www.gcc.tas.gov.au.

Waste Services mean Waste management services for general refuse, recycling and FOGO.

Waste Services Standards for New Multiple Dwelling Developments means Council's

COUNCIL POLICY



guidance standards document for new multiple development units.

Mobile Garbage Bin (MGB) - 140L =	Another name for the Mobile Garbage Bin (MGB) is 140L =
Commercial Properties	For the purpose of this policy commercial properties refer to small businesses or sporting/community groups that produce only domestic quantities of waste, recycling and FOGO.
Driver to Collect	Collection of bins by the waste collection contractor from within the property.
FOGO	Food Organics and Garden Organics—the compostable component of the waste stream.
FOGO Exemption Criteria	The criteria set under the Guideline titled "FOGO Exemption" which is available to be viewed at www.gcc.tas.gov.au
General refuse	Non-recyclable waste.
GLE-S15.0—Northern Apartments—Corridor Specific Area Plan—	Apartments for housing along Main Rd corridor as defined under the current Tasmanian Planning Scheme.
Group Home	Dwelling for permanent or temporary accommodation of a group of people with disabilities or people experiencing social disadvantage.
High Public Use Areas	High profile public place areas such as Glenorchy and Moonah CBDs; highly visited public parks and gardens; and adjacent to busy public transport nodes such as taxi ranks and high use bus stops.
Landfill	Refers to the Jackson Street Waste Management Centre.
MGB	Mobile Garbage Bin (for general refuse, recycling or FOGO).
Multiple Dwelling	Two or more dwellings on a site.
Public Litter Bins	Refers to 60 litre garbage pole mounts and 140 litre Garbage, Recycling and FOGO bin enclosure.
Recycling	Materials that can be accepted by Council for recycling, including paper, glass and plastic bottles, cardboard, tin and aluminium cans, etc.
Registered Agent	Refers to authorised real estate agents or authorised community and government agency representative.
Secondary Residence	An additional dwelling as defined in the current Tasmanian Planning Scheme (this was formerly defined as Ancillary).
Schedule of Fees and Charges	The fees and charges decided by Council under Section 205 of the Local Government Act 1993. This schedule is available for viewing at www.gcc.tas.gov.au
Waste services	Waste management services for general refuse, recycling and FOGO.
Waste Services Standards for	Refers to Council's guidance standards document for new multiple development units.

COUNCIL POLICY



New Multiple Dwelling Developments	
140L/240L/360L	The capacity of Mobile Garbage Bins (MGBs) in litres (i.e. 140L = 140 litres).

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Policy Statement

Commitment to correct disposal practices

1. Council will continue to promote and support correct disposal of general refuse, recycling and FOGO within the community.

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Waste Services provided

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2. Council provides a collection service for general refuse, recycling and FOGO Mobile Garbage Bins (MGBs) to all residential properties in the municipality, except secondary residences, which are not eligible. FOGO MGBs are supplied to all residential properties excluding in Rural Zones, Rural Living Zones, or Landscape Conservation Zones or those approved under the FOGO Exemption Criteria.

3. On request from a property owner or their registered agent, with their approval, a collection service may be provided to commercial properties that generate residential quantities of waste at Council's discretion.

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4. Council has a dedicated landfill that provides residents with disposal and recycling options.

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5. Council provides public litter and recycling bins in strategic locations for the convenience of residents and visitors. Size and location of bins will be reviewed on an ongoing basis by Council, prioritised based on the level of need.

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COUNCIL POLICY



Standard ~~Services~~service for MGBs

~~4~~ ~~6~~ The standard service for residential properties is:

- ~~••~~ one 140L MGB for general refuse,
- ~~••~~ one 240L MGB for recycling, and
- ~~••~~ one 240L MGB for FOGO.

~~7~~ Except where stated otherwise in this policy, the standard collection of all MGBs is fortnightly.

~~3~~

Fees and Charges

~~8~~ All residential properties will be charged for waste collection services regardless of whether they accept the services, unless exempt by Council in writing.

~~5~~

~~9~~ Commercial properties will be charged only if they receive a service. Charges will cease once Council has been notified of the cancellation of a commercial service by the owner/ratepayer of the property (see paragraphs 21 & 22 for more details).

~~6~~

~~10~~ Fees and charges for waste services are set out in Council's Schedule of Fees and Charges. Charges will be levied as part of the rates payable and will be separately identified on the rates notice.

~~7~~

~~11~~ A waste service charge will be applied to all new residential properties from the date of the certificate of occupancy.

~~8~~

~~12~~ Where a residential refuse MGB has been approved and upgraded to 240L, the waste service charges will increase, except where an approval is based on medical or disability grounds (see ~~paragraph paragraph~~ 25).

~~4~~

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COUNCIL POLICY



Variations to standard residential service

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~~9. 13.~~ Residents may apply for a variation to the standard service provided. Applications must be made on the appropriate form and meet all relevant criteria. Variations may be approved at Council's sole discretion.

~~10. 14.~~ The following variations may be requested:

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- downgrade of MGBs for recycling or FOGO to 140L for residents with long-term medical conditions/immobility as certified by a ~~doctor~~ ~~Dexter~~, or as approved by the Waste Services Coordinator.
- a FOGO exemption where the applicant can demonstrate that they meet the required FOGO Exemption Criteria (this excludes shared service arrangements - see paragraph 19); and

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- ~~upgrade of a general refuse MGB from 140L to 240L, subject to paragraphs 15 and 16 (below)~~

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~~11. 15.~~ An upgrade of a general refuse MGB from 140L to 240L will only be permitted where both of the following apply:

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- ~~there are five~~ ~~5~~ or more people ~~living~~ ~~residing~~ in the household permanently (including members of the same family), and adequate evidence of this has been provided to Council e.g. a Medicare card.
- ~~the property owner has agreed to the upgrades and to pay the additional fee (in accordance with Council's Schedule of Fees and Charges).~~

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~~16.~~ Despite paragraph 15, Council may, at its discretion, approve an upgrade for households with less than ~~five~~ ~~5~~ people in exceptional circumstances, e.g. medical condition or two more infants in nappies. ~~This~~ ~~this~~ will be assessed on a case-by-case-basis.

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Multiple Dwelling Properties

~~17.~~ Multiple ~~dwelling~~ ~~Dwelling~~ properties of three or more units may require a shared waste service collected on a weekly frequency.

COUNCIL POLICY



12.

~~18.~~ The sizes and number of MGBs supplied to a property will be determined by Council based on the number of units, the kerbside space available for the safe and convenient collection of MGBs, including the impacts and obstructions posed to the footpath, and the requirements of Council's Waste Standards for New Multiple Dwelling Developments.

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13.

~~49.~~ Due to the nature of shared MGB service arrangements for multiple unit developments, where this occurs, residents are not eligible for a FOGO exemption.

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14.

~~20.~~ Council reserves the right to remove bins and the collection services where it is impractical, ~~in the opinion of the Waste Services Coordinator,~~ to continue to provide a standard or shared collection service to a Multiple dwelling property. This decision is made by the Waste Services Coordinator. Dwelling property. In this instance Council will require applicants to utilise an independent waste services provider to collect Waste, Recycling and FOGO from Council approved receptacles and from within a designated and approved collection point.

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Commercial Properties

~~21.~~ Commercial properties may apply for a domestic-type waste recycling and FOGO service. ~~This~~ this service is available on a limited basis where the business generates residential quantities of waste, and at the discretion of Council's Waste Services Coordinator. This must be approved by the property owner and payable in accordance with the Schedule of Fees and Charges. It is the responsibility of the property owners to ensure that ~~MGBs~~ MGB's are maintained onsite.

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~~7.~~

~~22.~~ Owners of commercial properties may cancel Council's waste services at any time. ~~This~~ this must be in writing. The Charges will then be removed from the property rates and the MGBs returned to Council.

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Additional Service

23. Council will not supply additional MGBs for any properties except in exceptional circumstances and at the discretion of Council (e.g. some Group Homes). The cost of additional MGBs will be calculated in accordance with schedule of fees and charges, and frequency of collection.

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24. To minimise encroachment and disruptions to footpaths from bin placement, Council will not provide any additional collection frequency over and above the standard residential and shared service (see paragraph 17 and 18).

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25. A Driver to Collect service may be available for residents who are unable to place their MGBs at the kerbside due to a long-term medical condition certified by a doctor or medical/aged care service. There is no additional charge for the Driver to Collect service in these circumstances. Applications can be submitted in writing to Council and will be assessed on a case-by-case basis and in line with Council's Waste Services Contractor and WH&S procedures. Council may remove the Driver to Collect Service if the relevant criteria are no longer met.

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17.

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26. The Driver to Collect service will not be available to multiple dwellings receiving a shared service unless all dwellings meet the criteria.

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User Responsibilitiesresponsibilities

27. Council reserves the right to remove MGBs if properties do not comply with the user responsibilities.

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18.

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28. MGBs provided to residential or commercial properties must only be used for domestic-type wastes.

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29. MGBs remain the property of Council.

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~~20.~~

~~21. 30.~~ Council will not accept commercial food wastes, hard wastes (e.g. concrete rubble), or any material that is toxic, hazardous, too large for the MGB or that may damage MGBs or the collection vehicle.

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~~22. 31.~~ Waste should be correctly sorted into the appropriate MGBs. Overfull, contaminated recycling or FOGO may not be collected.

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~~32.~~ MGBs will not be collected if their placement creates a safety risk or creates access or navigation issues for collection vehicles.

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~~33.~~ MGBs should be placed out for collection not more than 24 hours prior and before 6 am on the morning of collection and removed within 48 hours after collection. MGBs should be at least 0.5 metres apart and placed with the wheels facing the property.

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~~23.~~

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~~34.~~ Residents and commercial tenants are responsible for storing MGBs securely in a suitable area. MGBs for ~~multiple dwelling~~ Multiple Dwelling units are to be stored in a secure MGB enclosure area at the front or within the property.

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~~24.~~

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~~35.~~ Residents may be required to place their MGBs in an alternative location of Council's choosing to receive the collection service.

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~~36.~~ Residents requiring a new service, or upgrade/downgrade of ~~MGBs~~ MGB's must submit a completed MGB application form with relevant documents as required under this Policy and approved by the property owner or registered agent. Property owners may be charged for lost, damaged, or stolen ~~MGBs~~ MGB's if deemed to be negligent or excessive.

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~~37.~~ Residents requiring a replacement MGB, must contact Council directly and provide ~~ates~~ a minimum their name, phone contact and property address details.

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~~27.~~

~~38.~~ Unless directed otherwise by an authorised officer, this policy serves as a direction in relation to the proper placement, handling, and management of MGBs for the purposes of Section 25 of the *Environmental Amenity By-Law No.1 of 2017*.

~~28.~~

New Subdivisions and Developments

~~To 39. In order to~~ receive a waste service, new roads must be designed and constructed to allow waste collection vehicles to move forward continuously while collecting waste.

~~29.~~

~~40.~~ New roads ~~should must~~ include a nature strip adjacent to the kerbside at least ~~one~~ ~~metre+ m~~ wide for the placement of MGBs. If this is not ~~practical feasible~~, the footpath must be designed and constructed to accommodate MGBs in accordance with Council's Footpath Policy.

~~30.~~

~~41.~~ ~~41.~~ New developments for multiple dwellings must comply with Council's *Waste Standards for New Multiple Dwelling* Developments. Occupants of non-complying dwellings may be required to place their MGBs in an alternative location of Council's choosing to receive the collection service.

~~42.~~ Property owners requiring MGBs for new developments must complete a kerbside MGB application form. Council's service standard for processing and MGB delivery is two weeks from receipt of a completed application form, providing all criteria are met.

~~42.~~

~~43.~~ Where it is impractical, ~~in the opinion of the Waste Services Coordinator,~~ to provide a standard or shared collection service to a ~~multiple dwelling~~ ~~Multiple Dwelling~~ property or properties in the Northern Apartments Corridor, ~~),~~ then Council, at its discretion, may require applicants to utilise an independent waste services provider. ~~The provider must-~~ ~~to~~ collect Waste, Recycling and FOGO from Council, ~~-~~ approved receptacles and from within a designated and approved collection point.

~~43.~~

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Landfill Entry Fee

44. Landfill gate fees are reviewed and updated annually in accordance with Council Fees and Charges.

14.

Landfill Discounted Gate Fees

45. Community groups, not-for-profits, and charities will be charged at the discounted local resident rate for waste disposal rather than the commercial rate. The discounted rate is provided to community groups, not-for-profits and charities in recognition of the important work that these groups undertake.

31.

46. Community groups or individuals that are undertaking Council-approved clean ups on Council owned or managed land (e.g. Bushcare clean-ups) are eligible for free landfill entry if the cleanup and landfill entry has been Council approved prior to the works being undertaken.

32.

Public Litter Bins

47. Council seeks to minimise the number of public garbage bins that are not within high public use areas. It and it remains the responsibility of all individuals to dispose of their own waste appropriately. Council's Waste Services Coordinator will assess community requests for new locations of public garbage and recycle bins.

33.

48. Council restricts the placement of 140L public garbage bins to high use public areas. The bins to be used in the high use public areas shall be of uniform design to meet WH&S standards, either 140L MGB or 60L pole mount.

34.

49. All public bins should not detract from the aesthetic appeal of that public area, should discourage the dumping of domestic and commercial waste, and should withstand vandalism.

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46. 50. The bins to be used in public parks and gardens are to be fixed using a mounting post and clamp design for 60L and for 140L bin enclosures. These are fixed to concrete slabs to act and act as both a deterrent to the dumping of domestic and commercial waste and are resistant to vandalism.

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Public Dog Waste Bins

51. Council has many open area spaces including parks and reserves, where the public can walk their dogs, given this, Council therefore provides a number of public dog litter bins throughout the municipality. Council seeks to minimise the number of public dog waste bins that are not within high public use dog exercise areas, and it remains the responsibility of all individuals to collect and dispose of their pet's waste appropriately.

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35.

52. The placement of dog bins will vary, though the following factors will be considered when installing public dog bins:

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47.

- High-traffic areas: Council may place dog waste bins in locations where dogs are frequently walked, such as popular routes, designated dog parks, and public spaces frequently used for dog exercise.
- Location: Bins should be installed at entrances and exits the start and end points of parks and walking trails as this is ideal for owners to dispose of waste as they begin or conclude their walks and be practical for collection services.
- Clearly visible: The bins must be easy to see to be effective. This also includes placing them where they are securely attached to the surrounding landscape, not hidden away.

36. 53. To assist and encourage dog owners to do the right thing, all dog waste bins will have dog waste bag dispensers to help for helping dog owners properly scoop, bag, and bin their dog's waste.

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~~54.~~ All dog bags provided should be compostable, as this is an environmentally friendly alternative to using polyethylene (plastic) bags and is effective in assisting Council to divert waste from landfill.

~~49.~~

Events

~~37.~~ ~~55.~~ Council will provide general refuse, recycling, and FOGO MGBs at Council organised events.

~~38.~~ ~~56.~~ Council may provide a hired general refuse, recycling, and FOGO service for non-Council events held on Council land at its discretion. Council will work with event permit holders to determine the appropriate number, placement, and disposal of MGBs.

Background

This policy replaces the previous version adopted in September 2021. The policy has been updated to incorporate provisions related to the Landfill and Public Place Litter Collections.

Related Supporting Documentation

Document	Location
Environmental Amenity By-Law No. 1 of 2017	https://www.gcc.tas.gov.au/wp-content/uploads/2020/11/environmental-amenity-by-law.pdf

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Footpath Policy	https://www.gec.tas.gov.au/wp-content/uploads/2020/11/footpaths_2020.pdf
FOGO Exemption Criteria	https://www.gec.tas.gov.au/wp-content/uploads/2020/11/fogo-exemption-criteria.pdf
Waste Services Standard for New Multiple Dwelling Developments	https://www.gec.tas.gov.au/wp-content/uploads/2021/03/Waste-Services-Policy-September-2025.pdf
Tasmanian Planning Scheme - Glenorchy	https://tppo.planning.tas.gov.au/tppo/external/planning-scheme-viewer/45/section/2006?effectiveForDate=2025-10-20

Version Control

<u>Version</u> VERSION	<u>V 4.0</u>	<u>Adopted</u> ADOPTED	<u>December 2025</u> TBC	<u>Commencement date</u> COMMENCEMENT DATE	<u>20 December 2025</u> TBC
<u>Minutes Reference</u> MINUTES REFERENCE	<u>Item xx</u> TBC			<u>Review period</u> REVIEW PERIOD	<u>Every 4 years from adoption date</u>
<u>Previous Versions</u> PREVIOUS VERSIONS	<u>v1.0 19 December 2016, item 17</u> <u>v 2.0 24 February 2020, item 9</u> <u>v 3.0 adopted 27 September 2021 (Council meeting, Item 10)</u> <u>V 2.0 adopted 24 February 2020 (Council meeting, Item 9)</u> <u>V 1.0 19 adopted December 2016 (Council meeting, Item 17)</u>				
<u>Responsible directorate</u> RESPONSIBLE DIRECTORATE	<u>Environmental services</u>	<u>Controller</u> CONTROLLER	<u>Manager Sustainability and Environment</u>		
<u>ECM Document No</u> DOCUMENT NO	<u>Policies by Directorate</u> TBC				

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2/12/2025

Waste Services Policy

1. Purpose

This policy sets out the waste collection services provided in Glenorchy municipality to provide clarity and ensure consistency.

2. Scope

This policy applies to all waste collection services provided by Glenorchy City Council (Council) to residential properties, including unit developments, approved commercial and Council owned properties.

3. Related Documents

Document	Location
Environmental Amenity By- Law No. 1 of 2017	https://www.gcc.tas.gov.au/wp-content/uploads/2020/11/environmental-amenity-by-law.pdf
Footpath Policy	https://www.gcc.tas.gov.au/wp-content/uploads/2024/10/Footpaths-Policy-2024-.pdf
FOGO Exemption Criteria	https://www.gcc.tas.gov.au/wp-content/uploads/2020/11/fogo-exemption-criteria.pdf
Waste Services Standards for New Multiple Dwelling Developments	https://www.gcc.tas.gov.au/wp-content/uploads/2021/03/Waste-Services-Policy-September-2025.pdf
Tasmanian Planning Scheme - Glenorchy	https://tpso.planning.tas.gov.au/tpso/external/planning-scheme-viewer/15/section/2096?effectiveForDate=2025-10-29

4. Statutory Requirements

Acts	Local Government Act 1993
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Regulations	N/A
By-Law	<i>Glenorchy City Council Environmental Amenity By-Law (No 1 of 2017)</i>
Policy	N/A

5. Definitions

Authorised Agent means a person or entity authorised to act on behalf of the property owner.

Commercial Properties means, for the purpose of this policy, small businesses or sporting/community groups that produce only domestic quantities of waste, recycling and FOGO.

Driver to Collect means collection of bins by the waste collection contractor from within the property.

FOGO means Food Organics and Garden Organics – the compostable component of the waste stream.

FOGO Exemption Criteria means the criteria set under the Guideline titled “FOGO Exemption” which is available to be viewed at www.gcc.tas.gov.au.

General refuse means non-recyclable waste.

GLE-S15.0 Northern Apartments Corridor Specific Area Plan means apartments for housing along Main Rd corridor as defined under the current Tasmanian Planning Scheme.

Group Homes means dwelling for permanent or temporary accommodation of a group of people with disabilities or people experiencing social disadvantage.

High Public Use Areas means high profile public place areas such as Glenorchy and Moonah CBDs; highly visited public parks and gardens; and adjacent to busy public transport nodes such as taxi ranks and high high-use bus stops.

Landfill means the Jackson Street Waste Management Centre.

MGB means Mobile Garbage Bin (for general refuse, recycling or FOGO).

Multiple Dwelling means two or more dwellings on a site.

Public Litter Bins means 60 litre garbage pole mounts and 140 litre Garbage, Recycling and FOGO bin enclosure.

Waste Services

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Recycling means materials that can be accepted by Council for recycling, including paper, glass and plastic bottles, cardboard, tin and aluminium cans, etc.

Registered Agent means authorised real estate agents or authorised community and government agency representative.

Secondary Residence means an additional dwelling as defined in the current Tasmanian Planning Scheme (this was formerly defined as Ancillary).

Schedule of Fees and Charges means the fees and charges decided by Council under Section 205 of the *Local Government Act 1993*. This schedule is available for viewing at www.gcc.tas.gov.au

Waste Services mean Waste management services for general refuse, recycling and FOGO.

Waste Services Standards for New Multiple Dwelling Developments means Council's guidance standards document for new multiple development units.

140L/240L/360L means the capacity of Mobile Garbage Bins (MGBs) in litres (i.e. 140L = 140 litres).

6. Policy Statement

Commitment to correct disposal practices

1. Council will continue to promote and support correct disposal of general refuse, recycling and FOGO within the community.

Waste Services provided

2. Council provides a collection service for general refuse, recycling and FOGO MGBs to all residential properties in the municipality, except secondary residences, which are not eligible. FOGO MGBs are supplied to all residential properties excluding in Rural Zones, Rural Living Zones, Landscape Conservation Zones or those approved under the FOGO Exemption Criteria.
3. On request from a property owner or their registered agent, with their approval, a collection service may be provided to commercial properties that generate residential quantities of waste at Council's discretion.
4. Council has a dedicated landfill that provides residents with disposal and recycling options.
5. Council provides public litter and recycling bins in strategic locations for the convenience of residents and visitors. Size and location of bins will be reviewed on an ongoing basis by Council, prioritised based on the level of need.

Standard Service for MGBs

6. The standard service for residential properties is:
 - one 140L MGB for general refuse,
 - one 240L MGB for recycling, and

COUNCIL POLICY



- one 240L MGB for FOGO.
7. Except where stated otherwise in this policy, the standard collection of all MGBs is fortnightly.

Fees and Charges

8. All residential properties will be charged for waste collection services regardless of whether they accept the services, unless exempt by Council in writing.
9. Commercial properties will be charged only if they receive a service. Charges will cease once Council has been notified of the cancellation of a commercial service by the owner/ratepayer of the property (see paragraphs 21 & 22 for more details).
10. Fees and charges for waste services are set out in Council's Schedule of Fees and Charges. Charges will be levied as part of the rates payable and will be separately identified on the rates notice.
11. A waste service charge will be applied to all new residential properties from the date of the certificate of occupancy.
12. Where a residential refuse MGB has been approved and upgraded to 240L, the waste service charges will increase, except where an approval is based on medical or disability grounds (see paragraph 25).

Variations to standard residential service

13. Residents may apply for a variation to the standard service provided. Applications must be made on the appropriate form and meet all relevant criteria. Variations may be approved at Council's sole discretion.
14. The following variations may be requested:
- downgrade of MGBs for recycling or FOGO to 140L for residents with long-term medical conditions/immobility as certified by a doctor, or as approved by the Waste Services Coordinator.
 - a FOGO exemption where the applicant can demonstrate that they meet the required FOGO Exemption Criteria (this excludes shared service arrangements - see paragraph 19); and
 - upgrade of a general refuse MGB from 140L to 240L, subject to paragraphs 15 and 16 (below)
15. An upgrade of a general refuse MGB from 140L to 240L will only be permitted where both of the following apply:
- there are five or more people living in the household permanently (including members of the same family), and adequate evidence of this has been provided to Council e.g. a Medicare card.
 - the property owner has agreed to the upgrades and to pay the additional fee (in accordance with Council's Schedule of Fees and Charges).
16. Despite paragraph 15, Council may, at its discretion, approve an upgrade for households with less than five people in exceptional circumstances, e.g. medical condition or two more infants in nappies. This will be assessed on a case-by-case-basis.

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Multiple Dwelling Properties

17. Multiple dwelling properties of three or more units may require a shared waste service collected on a weekly frequency.
18. The sizes and number of MGBs supplied to a property will be determined by Council based on the number of units, the kerbside space available for the safe and convenient collection of MGBs, including the impacts and obstructions posed to the footpath, and the requirements of Council's Waste Standards for New Multiple Dwelling Developments.
19. Due to the nature of shared MGB service arrangements for multiple unit developments, where this occurs, residents are not eligible for a FOGO exemption.
20. Council reserves the right to remove bins and the collection services where it is impractical, to continue to provide a standard or shared collection service to a Multiple dwelling property. This decision is made by the Waste Services Coordinator. In this instance Council will require applicants to utilise an independent waste services provider to collect Waste, Recycling and FOGO from Council approved receptacles and from within a designated and approved collection point.

Commercial Properties

21. Commercial properties may apply for a domestic-type waste recycling and FOGO service. This service is available on a limited basis where the business generates residential quantities of waste, and at the discretion of Council's Waste Services Coordinator. This must be approved by the property owner and payable in accordance with the Schedule of Fees and Charges. It is the responsibility of the property owners to ensure that MGBs are maintained onsite.
22. Owners of commercial properties may cancel Council's waste services at any time. This must be in writing. The Charges will then be removed from the property rates and the MGBs returned to Council.

Additional Service

23. Council will not supply additional MGBs for any properties except in exceptional circumstances and at the discretion of Council (e.g. some Group Homes). The cost of additional MGBs will be calculated in accordance with schedule of fees and charges, and frequency of collection.
24. To minimise encroachment and disruptions to footpaths from bin placement, Council will not provide any additional collection frequency over and above the standard residential and shared service (see paragraph 17 and 18).
25. A Driver to Collect service may be available for residents who are unable to place their MGBs at the kerbside due to a long-term medical condition certified by a doctor or medical/aged care service. There is no additional charge for the Driver to Collect service in these circumstances. Applications can be submitted in writing to Council and will be assessed on a case-by-case basis and in line with Council's Waste Services Contractor and WH&S procedures. Council may remove the Driver to Collect Service if the relevant criteria are no longer met.
26. The Driver to Collect service will not be available to multiple dwellings receiving a shared service unless all dwellings meet the criteria.

COUNCIL POLICY



User Responsibilities

27. Council reserves the right to remove MGBs if properties do not comply with the user responsibilities.
28. MGBs provided to residential or commercial properties must only be used for domestic-type wastes.
29. MGBs remain the property of Council.
30. Council will not accept commercial food wastes, hard wastes (e.g. concrete rubble), or any material that is toxic, hazardous, too large for the MGB or that may damage MGBs or the collection vehicle.
31. Waste should be correctly sorted into the appropriate MGBs. Overfull, contaminated recycling or FOGO may not be collected.
32. MGBs will not be collected if their placement creates a safety risk or creates access or navigation issues for collection vehicles.
33. MGBs should be placed out for collection not more than 24 hours prior and before 6 am on the morning of collection and removed within 48 hours after collection. MGBs should be at least 0.5 metres apart and placed with the wheels facing the property.
34. Residents and commercial tenants are responsible for storing MGBs securely in a suitable area. MGBs for multiple dwelling units are to be stored in a secure MGB enclosure area at the front or within the property.
35. Residents may be required to place their MGBs in an alternative location of Council's choosing to receive the collection service.
36. Residents requiring a new service, or upgrade/downgrade of MGBs must submit a completed MGB application form with relevant documents as required under this Policy and approved by the property owner or registered agent. Property owners may be charged for lost, damaged, or stolen MGBs if deemed to be negligent or excessive.
37. Residents requiring a replacement MGB, must contact Council directly and provide at a minimum their name, phone contact and property address details.
38. Unless directed otherwise by an authorised officer, this policy serves as a direction in relation to the proper placement, handling, and management of MGBs for the purposes of Section 25 of the *Environmental Amenities By-Law No.1 of 2017*.

New Subdivisions and Developments

39. To receive a waste service, new roads must be designed and constructed to allow waste collection vehicles to move forward continuously while collecting waste.
40. New roads should include a nature strip adjacent to the kerbside at least one metre wide for the placement of MGBs. If this is not practical, the footpath must be designed and constructed to accommodate MGBs in accordance with Council's Footpath Policy.
41. New developments for multiple dwellings must comply with Council's *Waste Standards for New Multiple Dwelling Developments*. Occupants of non-complying dwellings may be required to place their MGBs in an alternative location of Council's choosing to receive the collection service.
42. Property owners requiring MGBs for new developments must complete a kerbside MGB application form. Council's service standard for processing and MGB delivery is two weeks from receipt of a completed application form, providing all criteria are met.

COUNCIL POLICY



43. Where it is impractical to provide a standard or shared collection service to a multiple dwelling property or properties in the Northern Apartments Corridor, then Council, at its discretion, may require applicants to utilise an independent waste services provider. The provider must collect Waste, Recycling and FOGO from Council-approved receptacles and from within a designated and approved collection point.

Landfill Entry Fee

44. Landfill gate fees are reviewed and updated annually in accordance with Council Fees and Charges.

Landfill Discounted Gate Fees

45. Community groups, not-for-profits, and charities will be charged at the discounted local resident rate for waste disposal rather than the commercial rate. The discounted rate is provided to community groups, not-for-profits and charities in recognition of the important work that these groups undertake.
46. Community groups or individuals that are undertaking Council-approved clean ups on Council owned or managed land (e.g. Bushcare clean-ups) are eligible for free landfill entry if the cleanup and landfill entry has been Council approved prior to the works being undertaken.

Public Litter Bins

47. Council seeks to minimise the number of public garbage bins that are not within high public use areas. It remains the responsibility of all individuals to dispose of their own waste appropriately. Council's Waste Services Coordinator will assess community requests for new locations of public garbage and recycle bins.
48. Council restricts the placement of 140L public garbage bins to high use public areas. The bins to be used in the high use public areas shall be of uniform design to meet WH&S standards, either 140L MGB or 60L pole mount.
49. All public bins should not detract from the aesthetic appeal of that public area, should discourage the dumping of domestic and commercial waste, and should withstand vandalism.
50. The bins to be used in public parks and gardens are to be fixed using a mounting post and clamp design for 60L and for 140L bin enclosures. These are fixed to concrete slabs to act as a deterrent to the dumping of domestic and commercial waste and are resistant to vandalism.

Public Dog Waste Bins

51. Council has many open area spaces including parks and reserves, where the public can walk their dogs. Council therefore provides public dog litter bins throughout the municipality. Council seeks to minimise the number of public dog waste bins that are not within high public use dog exercise areas, and it remains the responsibility of all individuals to collect and dispose of their pet's waste appropriately.
52. The placement of dog bins will vary, though the following factors will be considered when installing public dog bins:

COUNCIL POLICY



- High-traffic areas: Council may place dog waste bins in locations where dogs are frequently walked, such as popular routes, designated dog parks, and public spaces frequently used for dog exercise.
 - Location: Bins should be installed at entrances and exits the start and end points of parks and walking trails as this is ideal for owners to dispose of waste as they begin or conclude their walks and be practical for collection services.
 - Clearly visible: The bins must be easy to see to be effective. This also includes placing them where they are securely attached to the surrounding landscape, not hidden away.
53. To assist and encourage dog owners to do the right thing, all dog waste bins will have dog waste bag dispensers to help dog owners properly scoop, bag, and bin their dog's waste.
54. All dog bags provided should be compostable, as this is an environmentally friendly alternative to using polyethylene (plastic) bags and is effective in assisting Council to divert waste from landfill.

Events

55. Council will provide general refuse, recycling, and FOGO MGBs at Council organised events.
56. Council may provide a hired general refuse, recycling, and FOGO service for non-Council events held on Council land at its discretion. Council will work with event permit holders to determine the appropriate number, placement, and disposal of MGBs.

Background

This policy replaces the previous version adopted in September 2021. The policy has been updated to incorporate provisions related to the Landfill and Public Place Litter Collections.

7. Version Control

Version:	V 4.0	Adopted	December 2025	Commencement date	DD December 2025
Minutes Reference:	Item XX			Review period	4 years from adoption
Previous Versions:	V 3.0 adopted 27 September 2021 (Council meeting, Item 10) V 2.0 adopted 24 February 2020 (Council meeting, Item 9) V 1.0 19 adopted December 2016 (Council meeting, Item 17)				
Responsible directorate:	Environmental services	Controller		Manager Sustainability and Environment	
ECM Document No:	Policies by Directorate				

Waste Service Standards



11/10/2025

Waste Services Standards for New Multiple Dwelling Unit Developments

Purpose

These standards are designed to assist Council staff, architects, developers, and building professionals in designing waste management facilities and services for multi-unit developments (MUDs).

They are intended to support planning applications and should be used alongside Council's Planning Scheme and Waste Services Policy.

The objective is to ensure all MUD residents have access to appropriate garbage, recycling, and FOGO services. Where services are provided privately, they must meet or exceed Council standards.

These guidelines will be periodically updated to reflect best practices and align with Council's Waste Services Policy.

1. Planning

The applicant for a multiple dwelling unit planning permit application is to submit a plan of the site (to scale and fully dimensioned) indicating the following:

- Location of waste/recycling bins for storage (with/without bin enclosure) and bins collection points based on the specifications listed below.
- Trees (drawn to edge of canopy) and with full specifications for the trees including species, height and growth habit
- Poles
- Vehicle crossing
- Turnaround areas (if proposed)
- Letter boxes
- Collection hazards on street
- Sight distance requirements

Waste Service Standards



- Contours on plan to show gradient of ground
- Setback from dwelling units

2. Waste and Recycling Service/Bin eligibility

Any multiple dwelling unit developments having three or more units may either have individual bins with a standard service collected fortnightly or a shared bin service collected weekly depending on the available kerbside collection area. If the kerbside space is not adequate for placement of bins, a shared bins system will apply. A shared bin service is where three units will share one 240 litre waste, one 240 litre recycling bin and one 240L FOGO bin or an equivalent volume/different type of bin and is collected weekly.

The number of bins will depend on the total number of units and will be determined by Waste Services. For example, if there are 6 units they will be eligible for 2 waste, 2 recycling and 2 FOGO shared bins, similarly if there are 10 units they will be eligible for 3 waste, 3 recycling and 3 FOGO shared bins. The developer/builder should liaise with the Waste Services staff to determine the exact quantity of bins.

3. Bin Storage

Depending on whether the waste service is standard or shared, the bin storage criteria will vary. If the unit development is approved for a standard service, then the individual bins will be stored individually by the unit residents. If a shared service applies, then the applicant needs to demonstrate an appropriate bin storage area where the waste/recycling/FOGO bins can be stored within the property (e.g. bin enclosure).

Bin enclosures need to be built for the storage of the bins and for collection if necessary. The bin enclosure should include space for waste, recycling and FOGO bins depending on the number of units and the bins allotted. The enclosure must be built to facilitate the placement of bins in a single row, or as determined by Waste Services.

The bin enclosure is to be built on a flat surface with a concrete base/pad and surround of brick or painted block enclosure or other suitable material to Councils approval. The bin enclosure should be built within the property boundary, preferably at the entrance of the property allowing a 4.5 metre distance from the entrance to prevent impacting on sight distances for vehicles leaving the site. In certain circumstances internal bin enclosures may be considered depending on site constraint. Such variation may be approved at the discretion of the Waste Services Coordinator. The bin enclosure should suit the allotted number of 240 litre wheelie bins of size 1100mm height x 600mm wide x 800mm deep,

Waste Service Standards



allowing for 300mm space in between each bin and the corners. Recommended height of the enclosure is 1200mm and recommended depth is a minimum of 930mm.

The front of the enclosure is to be left open throughout the length of the bin enclosure to enable the bins to be removed, emptied and returned in a safe and efficient manner. There must not be any lip on the concrete slab of the bin enclosure. It is recommended that no bin enclosure be built closer than a minimum of 5.5 metres to any residence to avoid odour and nuisance issues arising. The access way to and from the bin enclosure must be constructed of smooth and durable material.

The bin enclosure is to be built to the satisfaction of the Waste Services Coordinator and must be shown on the plans submitted with the planning application. Note that bins and waste services will not be provided unless bin storage is addressed to meet the requirements of Waste Services.

Provided Bin Sizes are as follows:

Bin Size:	Width x Depth x Height
140 litre bin	550mm x 600mm x 950mm
240 litre bin	600mm x 800mm x 1100mm
360 litre bin	626mm x 850mm x 1100mm

4. Collection of Bins

Council's preference is for the bins to be collected from the kerbside, but site circumstances may dictate otherwise. The Waste Services Coordinator will determine such other collection arrangements if required.

4.1 Collection from Kerbside

The residents or responsible body corporate members must wheel the bins from the bin enclosure and place the bins on the kerbside for emptying. After the collection has been carried out the bins are to be returned to the bin enclosure.

Waste Service Standards



4.2 Collection within the Property

If there is not enough kerbside area, then collection may be carried out from within the property by the truck entering the property provided acceptable arrangements have been made in accordance with Clause 6.4.

5. Storage in Bin Enclosure and Collection from the Kerbside

If bins are to be collected from the kerbside, the following access and bin placement conditions apply:

5.1 Storage

The bins are to be stored within the bin enclosure at all times if it is a shared service, except when placed out for collection. No individual residents can take the bin for individual use.

5.2 Access for Collection

- There is to be adequate space for the collection of wheelie bins, one waste, one recycling and one FOGO bin per 3 dwellings, with the collection points on the kerbside clearly identified on the plans when submitting for approval.
- Bins need to be positioned in a single line at the kerbside but clear of the road pavement.
- The spacing for bins at bin collection points is to be calculated on the basis of 0.6m per bin, 1m between bins and where adjacent to a vertical obstruction (such as light/power pole, bus stop, tree etc), 1m from such obstruction. This will provide sufficient spacing for the waste collector to pick up and put down bins without interfering with adjacent bins (driver will not arrange or move bins).
- Please note that additional spacing is required if there is a light/power pole, bus stop, tree or letter box on the kerbside.
- Bins need to be placed at least 1 metre from light/power poles, bus stops, trees (including overhanging branches) and letter boxes.
- Bin collection points on the kerbside are to be clear of the canopy of trees when they are mature.
- In an area with overhead obstruction, such as tree canopy, a minimum height of 5.0 metres needs to be allowed for Council's collection vehicle including access for the lifting arm.
- Bins must not be required to be wheeled/moved through the inside of any dwelling and preferably not oversteps or uneven ground when placed out for collection.
- The placement of bins at the kerbside for collection is not to obstruct the accessibility of the footpath which must be designed and constructed to accommodate the

Waste Service Standards



placement of bins as well as meeting the minimum accessible footpath width of 1 metre.

5.3 Amenity

Bin storage is to be in a location out of direct view from the street where possible.

5.4 Bin Placement

Bin placement must not present a hazard for the collection contractor e.g.: crest of a hill, within 10 metres of intersection, sharp change in the road alignment, near or within a traffic slow point device. The developer may propose an alternative solution, or collection may be undertaken from within the property.

More than ten (10) bins lined up next to each other on the kerbside will create sight distance issues for vehicles exiting the property.

6. Storage in bin enclosure or individual premises and collection from within the property

If bins are to be collected within the confines of the property, the following access and bin placement conditions apply.

6.1 Storage

If it is a shared service the bins are to be always stored within the bin enclosure, except when placed out for collection. No individual residents can take the bin for individual use. If it is a standard service, then the bins are to be stored individually by the unit residents.

6.2 Access

- A turn around area to allow vehicles to move in a continuous forward movement is to be provided to cater for Council's contract waste collection vehicles (tandem 22.5 tonne capacity vehicle) including access for the lifting arm in an area without any overhead obstructions. The waste collection vehicles should not be allowed to reverse in or out of a site; unless this can be clearly demonstrated by the developer to be safe to undertake and meet all relevant safety requirements.
- Road pavements in the development are to be designed and constructed to accommodate the collection vehicle (Gross Vehicle Mass of 22.5 tonne). Road pavement details are available by contacting Council's Development Engineer.

Waste Service Standards



6.3 Bin Placement/Collection

- A level surface clear of the road pavement is to be provided for bin collection points. Allow a 2.2 metre length on the bin collection points per waste and recycling bin, this includes a bin to bin spacing of 1 metre. This will provide sufficient spacing for the waste collector to pick up and put down bins without interfering with adjacent bins.
- The spacing for bins at bin collection points is to be calculated based on 0.6m per bin, 1m between bins and where adjacent to a vertical obstruction (such as light/power pole, bus stop, tree etc), 1m from such obstruction. This will provide sufficient spacing for the waste collector to pick up and put down bins without interfering with adjacent bins (driver will not arrange or move bins).
- Bin collection points are to be in a single line positioned such that they are on the left-hand side of the collection vehicle. Bins need to be accessible by collection vehicle (driver will not leave vehicle to arrange or move bins) and without the vehicle having to reverse.
- Bin collection points are not to be located within the turnaround areas of a site.
- Bin collection points are to allow for clearance of the canopy of trees when they reach maturity.
- In an area with an overhead obstruction such as tree canopy a minimum height of 5.0 metres needs to be allowed for Council's collection vehicle including access to the lifting arm.
- Any obstructions (letter boxes, poles, trees) are to be a minimum of 1.0 metre from the bin collection area.
- The placement of bins within the property either for storage or placement for collection must not impede access for a person with a disability.

6.4 Liability

Prior to waste collection services being provided to the site or prior to occupancy of any of the units, whichever occurs first, the Developer/Owner and Council shall enter into a **Deed of Release** to indemnify Council and the Waste Services Contractor from any claim for damages and/or wear and tear arising from waste collection trucks accessing the property.

GOVERNANCE

Community Goal – Leading our Community

11.1 PROCUREMENT EXEMPTIONS

Author: Legal Officer (Stella Edwards)

Qualified Person: Deputy CEO/Director Community and Corporate Services (Tracey Ehrlich)

File Reference: Procurement

Executive Summary

In accordance with section 333B of the Local Government Act 1993, Council has adopted a Code for Tenders and Contracts (the Code).

Under the Code, a report must be prepared for Council detailing any instances where the usual public tender or quotation has not been applied.

Such procurement exemptions are to be reported at the earliest ordinary Council meeting following the execution of a contract or issue of a purchase order.

This report seeks Council's endorsement of the continued use of Cofense Inc. email-security and anti-phishing software, following the approval of a one-year procurement exemption by the Deputy CEO/Director Community and Corporate Services in November 2025.

The Cofense platform has been an integral component of Council's cybersecurity defence framework since its adoption in 2017.

The proposed 12-month renewal, costing \$9,624.00 (excluding GST), brings Council's total expenditure with Cofense Inc. to an estimated \$60,701.47 (excluding GST) over the period 2017–2026. The exemption from the standard procurement process is consistent with Council's Procurement Code, which allows exemptions under \$250,000 where the original service provider must be retained for technical or interoperability reasons. In this case, Cofense continues to provide specialised services that integrate directly with Council's existing systems, and a change in provider during the current term would risk disruption to critical cybersecurity functions.

The current exemption extends the subscription until December 2026. Prior to the expiry of this term, Council officers will be required to either initiate a competitive procurement process or seek a further exemption if continued engagement with Cofense is deemed operationally necessary. This forward planning will ensure compliance with procurement obligations while supporting the ongoing protection of Council's information systems

Recommendation

That Council:

1. RECEIVE and NOTE the exemption for the supply of email security and anti-phishing software.

Community Plan Reference	<p>Leading Our Community</p> <p>We are a leader and partner that acts with integrity and upholds our community's best interests.</p> <p>We responsibly manage our community's resources to deliver what matters most.</p> <p>Transparent and accountable government.</p>
Strategic Plan Reference	<p>Make informed decisions that are open and transparent and in the best interests of our community.</p> <p>Deploy the Council's resources effectively to deliver value while being financially responsible.</p> <p>Manage compliance and risk in Council and our community through effective systems and processes.</p>
Consultation/Engagement	<ul style="list-style-type: none"> • Deputy CEO/Director Community and Corporate Services • Acting Manager ICT • Cyber Security and Systems Coordinator • Procurement and Contracts Coordinator • Senior ICT Client Services Officer
Resources	There are no human resources implications.
Risk/Legal/Legislative/Reputational	<p>As this report is recommended for receiving and noting only, no risk management issues arise.</p> <p>Risks around procurement are monitored and reported on a continuous basis as part of standard processes and procedures.</p>
25/26 Budget Allocation	A budget for information security is provided for in the 2025-26 budget.
Life of Project, Service, Initiative or (Expectancy of) Asset	<p>The total anticipated duration of the service engagement is nine (9) years, spanning from 2017 to 2026. This period comprises:</p> <ul style="list-style-type: none"> • Eight (8) years of services already delivered (2017-2025); and • An approved extension for a further one (1) year (2025-2026).
25/26 Budget Reconsideration	Not applicable.

Ongoing Costs (e.g. maintenance, operational)	The total estimated cost of the service engagement (from 2017 to 2026) is \$60,701.47 (excluding GST). There are no other ongoing costs.
Other Funding Sources	Not applicable.

Proposal in Detail

1. In 2017, Council purchased email security and anti-phishing software from Cofense Inc., integrating the product into Council's broader cybersecurity defence framework and staff awareness training program. This product has been renewed annually since its initial implementation.
2. In November 2025, the Deputy CEO/Director Community and Corporate Services approved an exemption for the continued engagement of Cofense Inc. for a further one (1) year period, extending the subscription until December 2026.
3. The cost to renew the software for the upcoming 12-month period is \$9,624.00 (excluding GST). This renewal results in a total estimated expenditure of \$60,701.47 (excluding GST) for the entire period of Council's engagement with Cofense Inc. from 2017 to 2026.
4. Under the Code, an exemption from the usual public tender or quotation process may be approved for purchases or contracts valued less than \$250,000.00, where:

"The purchase is for additional supplies by the original Service Provider, or its authorised representative, which were not included in the initial Procurement and where a change of Service Providers cannot be made for technical reasons, such as requirements of interchangeability or interoperability with existing software, services or installations procured under the initial Procurement."
5. This procurement meets the above criteria for exemption. The software forms part of Council's existing email security environment and requires ongoing technical compatibility.
6. Upon expiry of the current term in December 2026, Council officers will be required to either undertake a competitive market process or seek a further exemption should Council wish to continue the subscription without testing the market.

Attachments

Nil

11.2 POLICY UPDATE: USE OF ANIMALS FOR ENTERTAINMENT AND USE OF JUMPING CASTLES ON COUNCIL PROPERTY

Author: Acting Manager, Property, Environment and Waste (Evan Brown)
Governance Officer (Poorni Wanigasekara)

Qualified Person: Director Environmental Services (Luke Chiu)

File Reference: Policies by Directorate

Executive Summary

The *Use of Animals for Entertainment and Use of Jumping Castles on Council Property Policy* has been reviewed in line with Council's scheduled four-year review cycle and is now presented for adoption.

The review identified only minor administrative updates, with no amendments to the Policy's overall intent or operational framework.

The updated policy has been reviewed under the new format according to the new corporate Style Guide template.

Recommendation

That Council:

1. ADOPT the Use of Animals for Entertainment and Use of Jumping Castles on Council Property Policy as provided in **Attachment 2**.
2. APPROVE the CEO to make minor administrative and grammatical corrections as required.

Community Plan Reference	<p>Leading Our Community</p> <p>We responsibly manage our community's resources to deliver what matters most.</p> <p>Transparent and accountable government.</p>
Strategic Plan Reference	Make informed decisions that are open and transparent and in the best interests of our community.
Consultation/Engagement	Not applicable
Resources	Not applicable
Risk/Legal/Legislative/Reputational	<p>1. Governance Risk</p> <p>Failure to maintain an up-to-date Policy could weaken Council's governance framework, reducing clarity around ethical standards, decision-making, and accountability.</p> <p>2. Legislative and Compliance Risk</p> <p>If the Policy is not periodically reviewed and aligned with current legislation for Local Government in Tasmania, there is a risk of non-compliance with statutory and best practice requirements.</p> <p>3. Operational Risk</p> <p>An outdated policy may lead to inconsistent governance practices or confusion among elected members and staff regarding roles, responsibilities, and decision-making processes.</p> <p>4. Reputational Risk</p> <p>Lapses in governance standards or transparency could damage community confidence in Council's integrity and decision-making processes.</p> <p>5. Mitigation</p> <p>These risks are mitigated through Council's established policy review cycle, periodic monitoring of legislative and guideline changes, and the confirmation that this updated Policy remains aligned with current best practice.</p>
25/26 Budget Allocation	Not applicable
Life of Project, Service, Initiative or (Expectancy of) Asset	Not applicable
25/26 Budget Reconsideration	Not applicable

Ongoing Costs (e.g. maintenance, operational)	Not applicable
Other Funding Sources	Not applicable

Proposal in Detail

1. All policies adopted by Council are reviewed cyclically. The ordinary review period for Council policies is four (4) years after adoption. However, policies may be reviewed earlier if it is appropriate to do so, for example if there are changes to a relevant governing act.
2. This Policy addresses requests for events on Council property that involve animals or entertainment equipment. To ensure a consistent approach, uphold community safety, and exercise responsible governance, Council has established clear guidelines that prioritise animal welfare and public safety while reducing potential liability risks.
3. The Use of Animals for Entertainment and Use of Jumping Castles on Council Property Policy was previously reviewed in December 2021 soon after the Hillcrest tragedy involving an inflatable jumping castle. At that time the policy was amended to clearly prohibit the use of jumping castles and other similar land-borne inflatable devices on Council property.
4. The Policy has otherwise been operating effectively and as such no changes are recommended other than minor administrative updates.
5. The minor changes include:
 - correction in the definitions, and this relates to the replacement of title from General Manager to Chief Executive Officer
 - removal of “Strategic Plan Alignment”
 - the Communications Department introduced new Style Guide templates recently and has changed the Policy format according to the new template provided
6. **Attachment 1** is a copy of the Policy showing the original version with track changes, and **Attachment 2** is a copy of the recommended updated final version of the Policy.

Attachments

1. Track Changes - Use of Animals for Entertainment Jumping Castles on Council Property [**11.2.1** - 3 pages]
2. Clean Version - Use of Animals for Entertainment & Jumping Castles on Council Property [**11.2.2** - 4 pages]

COUNCIL POLICY

**USE OF ANIMALS FOR ENTERTAINMENT AND
USE OF JUMPING CASTLES ON COUNCIL PROPERTY**
**PURPOSE**

This policy sets out Council's position in respect to:

- the authorisation of the use of animals for entertainment purposes on or in Council property; and
- the circumstances under which Council will permit the use of inflatable jumping castles and other similar 'land-borne inflatable devices' on Council property.

SCOPE

This policy applies to all property and facilities owned or operated by Council.

STRATEGIC PLAN ALIGNMENTMaking Lives Better

Objective 1.1 — Know our communities and what they value

Strategy 1.1.1 — Guide decision making through continued community engagement based on our community plan

Leading Our Community

Objective 4.1 — Govern in the best interests of our community

Strategy 4.1.1 — Manage Council for maximum efficiency, accountability and transparency

Strategy 4.1.3 — Maximise regulatory compliance in Council and the community through our systems and processes

Objective 4.2 — Prioritise our resources to achieve our community's goals

Strategy 4.2.1 — Deploy the Council's resources effectively to deliver value

RELATED DOCUMENTS

Glenorchy City Council Event Management Policy

STATUTORY REQUIREMENTS

Acts	<i>Animal Welfare Act 1993</i>
Regulations	<i>Animal Welfare (Dogs) Regulations 2016</i>
Australian/International Standards	<i>Australian Animal Welfare Standards and Guidelines for Exhibited Animals</i>



20 December 2021

By-Laws	<i>Animal Management By-Law 2014</i>
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DEFINITIONS

Authorised Person means the General Manager, or a person authorised by the General Manager to make decisions in accordance with this policy.

Council Property means any land owned or administered by Council.

Device means unless expressly stated otherwise, the use of the term 'device' refers to a land-borne inflatable device.

Exotic Animal means, but is not limited to:

- i) An animal that does not occur naturally in the wild in Australia,
- ii) An animal that does occur naturally in the wild in Australia which is rare or unusual or which is generally thought of as a wild species and not typically kept as a pet, and
- iii) Does not include an animal that is typically as a pet (such as a cat, dog or rabbit) or a farm animal.

Farm Animal has the meaning given in the Glenorchy City Council Animal Management By-Law No.1 of 2014.

Chief Executive Officer~~General Manager~~ means the Chief Executive Officer ~~General Manager~~ of Council, or delegate.

Land-borne inflatable device means either of the following, as defined in the Standard:

- (a) An inflatable structure or device (continuously blown), or
- (b) An inflatable structure or device (sealed).

For ease of reference, the definitions in the standards are as follows:

Inflatable structure or device (continuously blown)

A structure or device relying on a continuous supply of air pressure to maintain its shape, on which patrons may apply.

Inflatable structure or device (sealed)

A structure or device on which patrons may play that is inflated by means of air supply and having achieved the design pressure, is sealed with a bung or stopper and does not require continuous inflation.

The Standard means AS 3533.4.1-2005 (Amusement rides and devices), Part 4.1- Specific requirements – Land-borne inflatable devices and any amending, replacement or additional Standard, code, law, rule, or requirement that may apply from time to time.



20 December 2021

POLICY STATEMENT

Use of Animals for Entertainment on Council Property

Background

Council occasionally receives requests for events to be held on or in Council property that involve the use of animals. It is desirable that Council takes a consistent position and approach to its response to such requests, and that that position is primarily concerned with the welfare of animals over any other factors.

Policy Statement

1. Council opposes the use of animals for any form of entertainment where there is any risk or likelihood of harm, suffering or mistreatment to the animals caused.
2. The use of exotic (non-domesticated) animals for entertainment on or in Council property will not be permitted.
3. The use of domesticated animals for entertainment on or in Council property may be considered where such use can be demonstrated to be in conformity with relevant State or Federal Government legislation/and or standards referenced under Statutory Requirements above and does not contravene clause 1 of this policy statement.

Use of Jumping Castles and Similar Equipment on Council Property

Background

4. In line with community expectations and Council's responsibility to govern responsibly and in the best interests of the community, Council must take active steps to minimise the risk of injury to the public and to Council's exposure to claims for liability caused by land-borne inflatable devices.

Policy Statement

5. Land-borne inflatable devices are **not** permitted to be operated on Council property.

DOCUMENT CONTROL

Version:	2.0	Adopted	20 December 2021	Commencement Date	21 December 2021
Minutes Reference	Item 13			Review Period	4 Years from adoption
Previous Versions:	v 1.0 adopted 19 December 2016 (Council meeting, Item 17) – Use of Animals for Entertainment on Council Property v 1.0 adopted 20 March 2017 (Council meeting, Item 11) – Use of Jumping Castles and Similar Equipment on Council Property				
Responsible Directorate	Infrastructure and Works		Controller:	Manager Property, Environment and Waste	
ECM Document No.:	Policies by Directorate				

COUNCIL POLICY

25/11/2025

Use of animals for entertainment and use of jumping castles on Council property

1. Purpose

This policy sets out Council's position in respect to:

- the authorisation of the use of animals for entertainment purposes on or in Council property; and
- the circumstances under which Council will permit the use of inflatable jumping castles and other similar 'land-borne inflatable devices' on Council property.

2. Scope

This policy applies to all property and facilities owned or operated by Council.

3. Related Documents

Glenorchy City Council Evet Management Policy.

4. Statutory Requirements

Acts	<i>Animal Welfare Act 1993</i>
Regulations	<i>Animal Welfare (Dogs) Regulations 2016</i>
Australian/ International Standards	<i>Australian Animal Welfare Standards and Guidelines for Exhibited Animals</i>
By-Laws	<i>Animal Management By-Law 2014</i>

COUNCIL POLICY

5. Definitions

Authorised Person means the General Manager, or a person authorised by the General Manager to make decisions in accordance with this policy.

Council Property means any land owned or administered by Council.

Device means unless expressly stated otherwise, the use of the term 'device' refers to a land-borne inflatable device.

Exotic Animal means, but is not limited to:

- i) An animal that does not occur naturally in the wild in Australia,
- ii) An animal that does occur naturally in the wild in Australia which is rare or unusual or which is generally thought of as a wild species and not typically kept as a pet, and
- iii) Does not include an animal that is typically as a pet (such as a cat, dog or rabbit) or a farm animal.

Farm Animal has the meaning given in the Glenorchy City Council Animal Management By-Law No.1 of 2014.

Chief Executive Officer means the Chief Executive Officer of Council, or delegate.

Land-borne inflatable device means either of the following, as defined in the Standard:

- (a) An inflatable structure or device (continuously blown), or
- (b) An inflatable structure or device (sealed).

For ease of reference, the definitions in the standards are as follows:

Inflatable structure or device (continuously blown)

A structure or device relying on a continuous supply of air pressure to maintain its shape, on which patrons may apply.

Inflatable structure or device (sealed)

A structure or device on which patrons may play that is inflated by means of air supply and having achieved the design pressure, is sealed with a bung or stopper and does not require continuous inflation.

COUNCIL POLICY

The Standard means AS 3533.4.1-2005 (Amusement rides and devices), Part 4.1-Specific requirements – Land-borne inflatable devices and any amending, replacement or additional Standard, code, law, rule, or requirement that may apply from time to time.

6. Policy Statement

Use of Animals for Entertainment on Council Property

Background

Council occasionally receives requests for events to be held on or in Council property that involve the use of animals. It is desirable that Council takes a consistent position and approach to its response to such requests, and that that position is primarily concerned with the welfare of animals over any other factors.

Policy Statement

1. Council opposes the use of animals for any form of entertainment where there is any risk or likelihood of harm, suffering or mistreatment to the animals caused.
2. The use of exotic (non-domesticated) animals for entertainment on or in Council property will not be permitted.
3. The use of domesticated animals for entertainment on or in Council property may be considered where such use can be demonstrated to be in conformity with relevant State or Federal Government legislation/and or standards referenced under Statutory Requirements above and does not contravene clause 1 of this policy statement.

Use of Jumping Castles and Similar Equipment on Council Property

Background

4. In line with community expectations and Council's responsibility to govern responsibly and in the best interests of the community, Council must take active steps to minimise the risk of injury to the public and to Council's exposure to claims for liability caused by land-borne inflatable devices.

Policy Statement

Use of animals for entertainment and use of jumping castles on Council property

PAGE 3

COUNCIL POLICY

5. Land-borne inflatable devices are **not** permitted to be operated on Council property.

7. Version Control

Version:	V 3.0	Adopted	DD December 2025	Commencement date	DD December 2025
Minutes Reference:	Item XX			Review period	4 years from adoption
Previous Versions:	V 2.0 adopted 20 December 2021 (Council meeting, Item 13) V 1.0 adopted 19 December 2016 (Council meeting, Item 17) - Use of Animals V 1.0 adopted 20 March 2017 (Council meeting, Item 11) - Use of Jumping Castles or similar				
Responsible directorate:	Environmental Services	Controller	Manager Property, Environment and Waste		
ECM Document No:	Policies by Directorate				

11.3 GLENORCHY PARKING PLAN

Author: Manager Assets, Engineering and Design (Patrick Marshall)
Qualified Person: Chief Executive Officer (Emilio Reale)
File Reference: Glenorchy Parking Plan

Executive Summary

Council recognises the need for appropriate car parking to support new development and ensure accessible, well-functioning activity centres. The Glenorchy Parking Plan (the Plan) updates Council's parking requirements to better reflect local conditions, public transport access, development patterns, and community needs.

The current Tasmanian Planning Scheme parking rates are generic and often unrealistic for Glenorchy, resulting in frequent discretionary applications and delays. The new Plan introduces contemporary, evidence-based parking rates for residential, and business uses and formalises a clear cash-in-lieu pathway for businesses in key centres.

Community and stakeholder consultation showed broad support for the Plan's objectives, with concerns focused on accessibility, social housing, and reduced parking in medium-density areas. In response, the Plan has been updated to ensure every medium-density dwelling has one parking space, accessible parking requirements have been strengthened above National Construction Code minimums, proposed reduced rates for social housing have been removed due to insufficient data, and the residential parking rates now apply wherever medium or high-density development is permitted. These changes balance community expectations with development feasibility and reflect Glenorchy's higher rates of people with disability and support-needs.

Overall, the Parking Plan will streamline planning approvals, reduce unnecessary discretionary assessments, support infill housing and economic development, and provide more appropriate parking levels for Glenorchy's context. When a development is unable to provide adequate car parking on site there is a cash-in-lieu option, set at \$5,500 per space, which will help fund public parking, footpaths, cycleways and transport improvements. Adoption of the Plan will deliver clearer guidance, improved accessibility, and more efficient assessment processes while supporting Council's strategic goals for housing, transport, and urban growth.

Recommendation

That Council:

1. RECEIVE and NOTE the community and stakeholder feedback.
2. ENDORSE the Glenorchy Parking Plan Policy, including revised parking rates and the cash-in-lieu option as per **Attachment 1**.
3. APPROVE the application of the Parking Plan under the Tasmanian Planning Scheme, effective from the 2nd of January 2026.
4. APPROVES the amendment to the current Glenorchy Schedule of Fees and Charges 2025/26 to update the fee amount for Cash-in-lieu for car parking to \$5,500 per deficient space.
5. APPROVE the CEO to make minor administrative and grammatical corrections as required.

Community Plan Reference	<p>Open for Business</p> <p>We encourage responsible growth for our City.</p> <p>Leading Our Community</p> <p>We responsibly manage our community's resources to deliver what matters most.</p>
Strategic Plan Reference	<p>Work with others to improve access to housing and transport choices for our community.</p> <p>Make our City more liveable by investing in our City's infrastructure.</p> <p>Working proactively with providers, manage the City's transport infrastructure sustainably to secure accessible, safe and reliable transport options for everyone.</p> <p>Work constructively with the development sector and our community to enable acceptable development opportunities.</p> <p>Maintain a progressive approach that encourages investment and jobs.</p>
Consultation/ Engagement	<p>Engagement included:</p> <ul style="list-style-type: none"> • Let's Talk project page and survey • Community workshop • Elected Member workshops (3) • Targeted stakeholder engagement • Written feedback from residents, State Planning Office, Homes Tasmania <p>Feedback received was mixed, although most respondents supported the objectives of the Plan and only a small proportion of those who viewed the documents were opposed.</p> <p>Amendments were made to the Parking Plan to address some of the issues raised, such as concerns relating to accessible parking and parking for support workers. Further details on the community consultation process are provided in the body of the report.</p>
Resources	Not applicable
Risk/Legal/ Legislative/ Reputational	<p>The Parking Plan:</p> <ul style="list-style-type: none"> • Reduces planning assessment complexity and resource demand, for some applications • Creates a revenue mechanism to fund public parking and Council's transport infrastructure upgrades

	<ul style="list-style-type: none"> • Supports development and economic activity in key areas • Supports the affordability of medium and high-density housing supply • Avoids unnecessary over-supply of parking <p>Risks are low and relate to transition awareness. These are mitigated via implementation communications through targeted stakeholder engagement.</p>
25/26 Budget Allocation	Not applicable
Life of Project, Service, Initiative or (Expectancy of) Asset	To be reviewed every four years or earlier if necessary
25/26 Budget Reconsideration	Not applicable
Ongoing Costs (e.g. maintenance, operational)	Not applicable
Other Funding Sources	Not applicable

Background and Purpose

1. Council recognises the need for appropriate car parking to support new development and ensure accessible, well-functioning activity centres.
2. The Glenorchy Parking Plan (the Plan) has been developed to address limitations in the generic parking rates provided under the Tasmanian Planning Scheme (TPS). These rates do not reflect Glenorchy's local context, including proximity to public transport, urban density, and development patterns.
3. The key objectives of the Plan are to:
 - Encourage infill and affordable housing
 - Support business development along key corridors
 - Promote active and public transport
 - Reduce unnecessary parking provision and associated costs, where appropriate
 - Align parking rates with best practice and what currently occurs
 - Reduce cost and time spent on unnecessary discretions under the TPS
 - Formalise the use of cash-in-lieu for parking, when a development is unable to provide adequate car parking on site, under the Acceptable Solution pathway of the Tasmanian Planning Scheme (TPS).

- The Plan is informed by GHD consultant reports on minimum parking rates and cash-in-lieu options (refer to **Attachments 2 and 3**).
4. Three Council workshops were held with elected members:
 - September 2024 – outlining the background work and recommendations provided by GHD
 - July 2025 – introduced the proposed Glenorchy Parking Plan prior to undertaking community engagement
 - November 2025 – presented the feedback from the community and stakeholder consultation and the proposed changes to the Glenorchy Parking Plan.
 5. Comprehensive community and stakeholder consultation was undertaken via “Let’s Talk Glenorchy” as well as a public presentation and question and answer session. In addition, written submissions were received from Homes Tasmania, the State Planning Office and three residents.

Scope of the Plan

6. The Plan applies to planning permit applications under the TPS, C2.0 Parking and Sustainable Transport Code under the Acceptable Solution for car parking numbers C2.5.1 A1(a), in the following areas:
 - Central Business Zone
 - General Business Zone
 - Mill Lane Specific Area Plan
 - Northern Apartments Corridor Specific Area Plan
 - General Residential Zone (medium density multiple dwellings only)
 - Other zones (medium/high density multiple dwellings only)

Parking Requirements - Residential Use Multiple Dwellings

7. The Parking Plan introduces differentiated parking rates based on dwelling density, number of bedrooms, and zones for multiple dwellings. The proposed parking rates are based on similar locations within the *Guide to Transport Impact Assessment, Technical Guidance for Transport Planners, NSW Government, 2024* (NSW Guide).
8. This Guide is widely used within Australia as it is based on detailed analysis and parking surveys have been undertaken within a variety of locations and uses. The residential parking rates are split into different categories based on location to strategic centres, public transport, density and car mode share. The categories chosen for Glenorchy align with our demographics. The proposed parking rates for multiple dwellings are shown in Table 1.

Table 1 - Residential Multiple Dwelling Parking Rates

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		

9. In comparison, the current parking rates for residential use in the Tasmanian Planning Scheme are shown below in Table 2.

Table 2 - Current TPS Parking Rates for Residential

Residential	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)

Parking Requirements – Non-Residential Uses

10. A 20% reduction from the Tasmanian Planning Scheme parking rates is proposed to apply to non-residential uses in designated business areas that are close to the Intercity Cycleway, Main Road bus corridor and Council car parks. These areas are:
- The Central Business Zone
 - The General Business Zone
 - The Mill Lane Specific Area Plan
 - The Northern Apartments Corridor Specific Area Plan
11. An analysis was undertaken by GHD consultants, which included recommendations which were then reviewed by Council officers based on available parking data, existing public transport options, and a comparison of best-practice rates from the NSW Guide and the TPS. Based on this assessment, a 20% reduction to the TPS parking rates was considered appropriate for non-residential uses in certain zones located close to walking and cycling connections and public transport while ensuring adequate parking supply for a business.
12. Additionally, parking surveys are undertaken in these areas enabling council to monitor the parking supply and demand. Specific rates are provided for each use class, detailed in Appendix B of the Plan.

Accessible Parking Requirements

13. Accessible Parking rates are included in the Plan which are above the minimum required under the National Construction Code being:
- Residential:
 - 1 accessible space per accessible apartment (in areas where the planning scheme requires accessible apartments under local Specific Area Plans)
 - Businesses:
 - For medical uses: 2 spaces per 40 car parking spaces if above 10 spaces, otherwise 1 space
 - 1 space per 40 car parking spaces
14. All accessible parking spaces are to be marked appropriately in accordance with Australian Standards.

Cash-in-Lieu of Parking

15. The Plan will also allow a cash-in-lieu of parking option for developers who are unable to provide adequate car parking on site, which may be accepted for non-residential developments in the following areas:
- The Glenorchy CBD (Central Business Zone)
 - The General Business Zone
 - The Mill Lane Specific Area Plan area
 - The Northern Apartments Corridor Specific Area Plan area
16. Parking surveys are regularly undertaken by Council in these locations, which allows Council to make informed decisions on whether it is appropriate to accept the cash-in-lieu of parking. Cash-in-lieu would not be applicable to accessible parking spaces, which must be provided in accordance with the updated parking numbers.

17. The contribution amount is set in Council's Schedule of Fees and Charges 2025/2026. Currently this amount is at \$20,685 per space and this is proposed to be reduced to \$5,500 per space, indexed annually.
18. Cash-in-lieu may be used to offset shortfalls in required on-site parking in appropriate contexts under the Planning Scheme's Acceptable Solutions – subject to approval by Council's Senior Transport Engineer.
19. Cash-in-lieu will be formalised using planning permit conditions for each relevant development. Payment will be required prior to the commencement of use. The contributions will be a debt recoverable by Council.
20. The funds received from the cash-in-lieu option may be used for:
 - Land acquisition
 - Public parking facilities (on/off-street)
 - Footpaths, cycleways, and public transport infrastructure.

Tasmanian Planning Scheme (TPS)

21. Under the TPS, Councils can adopt a Parking Plan to set parking rates or cash-in-lieu as part of the Acceptable Solution of standard C2.5.1(a). The Parking Plan is a Council-endorsed policy that sits outside the TPS, and no formal planning scheme amendment is required.
22. Developers may meet parking requirements via the Parking Plan with reduced on-site parking that reflects local needs modelled on best practice or, for businesses only, a combination of parking and cash-in-lieu. This reduces reliance on the Performance Criteria, streamlining approvals and reducing the administrative burden, along with providing the right amount of parking for a development and potentially receiving cash-in-lieu to contribute towards Council's parking and transport infrastructure.
23. If a development meets the Acceptable Solution, it is not discretionary under the Parking and Sustainable Transport Code C2.5.1. Otherwise, the developer may address the Performance Criteria. Currently developers are often using the parking rates proposed under a plan, from the NSW Guide, to seek approval under the Performance Criteria.
24. Previously, within the Glenorchy Interim Planning Scheme 2015, the cash-in-lieu rate was included in the Performance Criteria, however under the current TPS, it is included under the Acceptable Solution, meaning the developer may choose to go through the Performance Criteria pathway instead. Council officers will continue to advocate to the State Planning Office to include the cash-in-lieu option under the Performance Criteria to enable it to be used where a parking shortfall is proposed.

GHD Reports

25. Consultants from GHD undertook two studies as part of this project, on minimum parking rates and cash-in-lieu options. GHD considered the following options for parking rates:
 - Reduce parking rates to align with the NSW Guide for multiple dwellings and a lower rate for multiple dwellings that are used for social housing.

- Remove the minimum car parking rates so no parking is required under the TPS- letting developers decide, either to apply for the whole municipality or partially based on location or type and size of development.
26. The examples where minimum parking rates have been removed such as the City of Brisbane, Brunswick in Victoria, Auckland and Hutt City in New Zealand, were reviewed by Council officers. These locations had public transport networks that would be able to meet demand associated with removing parking rates.
27. As the public transport system is currently limited within the Greater Hobart region, and based on existing parking data, Council officers recommended that the parking rate for business and commercial uses be reduced by 20% from the TPS rate in areas that are close to the Intercity Cycleway, the Main Road bus corridor and Council car parks.
28. GHD also recommended residential multiple dwellings parking rates to be reduced and aligned with the NSW Guide rate. A lower parking rate was proposed by GHD for social housing (single residential not multiple dwellings) which has not been adopted by Council officers after further review, discussion at a Council Workshop and concerns raised by the community during consultation. Noting that the general reductions for residential multiple dwellings proposed under the Plan will also apply to social housing, and any further reductions to social housing are possible through the performance criteria pathway.
29. GHD proposed a cash-in-lieu rate of \$5,500 per parking space to be invested in improving Council's car parks, footpaths and cycling infrastructure. The proposed cash-in-lieu amount was determined by GHD after analysing other cash-in-lieu rates applied in various Councils in Tasmania and their uptake. A low cash-in-lieu rate is proposed so that it is used by developers at a flat rate, so it's easy and equitable to apply.
30. The cash-in-lieu rate is only proposed to be available for business and commercial uses close to the Intercity Cycleway, Main Road bus route and Council car parks. The Cash-in-lieu option will also need to be approved by Council's Senior Transport Engineer. Parking surveys are regularly undertaken in these areas, which will help Council's Senior Transport Engineer to determine if there is sufficient Council car parking to meet the demand if cash-in-lieu were to be accepted.

Public Consultation Summary

31. Information was placed on Let's Talk Glenorchy for a four-week period from 18 August to the 15 September 2025. This included a quick poll and a survey for the public to provide feedback. There were 781 people who viewed the website and 364 people who viewed a document being the Plan, FAQs and GHD reports. Of those, 13 people undertook the quick poll and 25 people undertook the survey. There were also five respondents who wrote to Council directly with their feedback. Information about each item and results are provided in **Attachment 4**.
32. Overall, most respondents supported the objectives of the Plan. However, when asked about the parking rates or cash-in-lieu, there was generally a split between yes

and no, with some respondents unsure. A summary table of the survey results is shown below.

Table 3 - Survey Questions

No.	Question	Yes	No	Unsure
Quick Poll	Do you support the plan?	2	7	4
2	Do you think the draft Glenorchy Parking Plan will achieve its purpose as per the above question?	5	10	10
5	Do you support the areas selected for reduced parking?	7	10	7
6	Do you support reduced parking numbers for business in proposed areas?	10	12	3
7	Do you support reduced parking numbers for multiple dwellings and apartments?	12	11	2
8	Do you support reduced parking for social housing?	13	10	2
10	Should Council allow businesses to provide cash-in-lieu instead of on-site parking in certain areas?	11	12	2
11	Do you support the areas selected for allowing cash-in-lieu?	9	11	5
12	Is the cash-in-lieu amount rate reasonable?	2	13	10

33. To understand why respondents answered the questions either yes or no, there were three questions in the survey that asked for written feedback. Often, the comments were due to a misunderstanding of the technical details or how the Plan works under the Acceptable Solution of the TPS, whereby developers can still address the Performance Criteria.

34. Written feedback was also received from the three questions in the survey (Q3, Q9 and Q13) on Let's Talk Glenorchy and via letters received from:

- State Planning Office
- Homes Tasmania
- Three residents

35. A community workshop was held on the 4 September 2025 which was attended by three residents. The workshop attendees provided feedback at the workshop and also provided feedback via the survey or written letters. A detailed summary of the issues raised, along with Council officers' responses and any proposed updates to the Plan arising from these matters, is provided in **Attachment 5**.

36. The Parking Plan was updated and finalised based on the feedback received from the State Planning Office and residents, which can be found at **Attachment 1 and 6**. Council also received a letter of support from the Property Council of Tasmania, **Attachment 8** which endorsed the proposed Parking Plan for its contribution to housing affordability and density, its encouragement of sustainable transport, and its flexible, strategic approach to infrastructure provision.

Key Changes to the Parking Plan Following Consultation

Change - every medium-density multiple dwelling has a parking space

37. Council officers reviewed the ‘disability,’ ‘assistance with core activities’ and ‘over 65’ rates as outlined in the table below. The data was obtained from the ABS, Primary Health Tasmania (2021) and NSW Disability Inclusion Plan 2021-2025.

Table 3 – Comparison of Glenorchy to other States and Australia

	Glenorchy	Tasmania	NSW	Australia
Disability Rate	-	30.5%	17%	21%
Assistance with core activities	7.5%	6.8%	5.8%	5.8%
Over 65 Rate	18%	19%	18%	17%

38. The percentage of people over 65 years old is the same in Glenorchy, compared to NSW. Disability rates and assistance with core activities are higher in Tasmania, compared to NSW and Australia. Assistance with core activities is higher in Glenorchy compared to Tasmania, and higher than NSW.
39. The disability rates are when a person is considered to have disability if they have any limitations, restrictions or impairments that restrict everyday activities. From NSW data, this includes speech (23%), intellectual (21%), physical (58%) and psychosocial (31%). Not all disabilities would require parking for support workers or more parking.
40. The ‘assistance with core activities’ measure provides a good indicator of both aged and people with a disability, who may require more parking due to needing support workers. As this rate is high in Glenorchy, the parking rate for medium density residential multiple dwellings was changed to ensure every dwelling had a parking space associated with it for either the occupants or support workers to use.
41. In high density residential multiple dwellings, the NSW parking rate being used in the Plan was not changed. This was recommended to ensure that developments can be undertaken affordably and to provide a low-cost housing option to owners. High density residential developments are also located near public transport, services, and shops. Additionally, there are visitor parking spaces that can be used by support workers.

Change - remove social housing proposed parking rates for multiple dwellings

42. Council officers wrote to Homes Tasmania to obtain information to validate the lower social housing parking rates proposed by GHD. Data was provided for developments in Glenorchy and Hobart areas, as shown in **Attachment 7**.
43. The data for the Hobart area for residential use was for developments in the inner CBD or close to very good walking and public transport links to shops, schools and the CBD. This differs to the Glenorchy context and thus, the Hobart data was not used.
44. The Glenorchy data for the number of parking spaces provided at each development was compared to the proposed social housing parking rates. Of the four examples

provided, only one had a lower amount of parking on-site than what the social housing numbers proposed.

45. In all four cases, the parking rates in the NSW guide were above what was provided on-site. It was viewed that if the suggested GHD parking rates were used, there may not be adequate parking.
46. Additionally, there was no clear, consistent 'social housing parking rate' for the developments and there was no data on the actual usage of the parking spaces to determine an acceptable rate. Once more data is available, the parking rates for social housing can be re-examined and the Plan updated to include lower social housing parking rates.

Change – accessible parking spaces for businesses and accessible dwellings

47. The proposed parking rates for multiple dwellings (based on the NSW Guide) provide lower rates that are currently in the TPS. If these parking rates are to be further reduced, then the application can address the Performance Criteria, considering the location of the development, car ownership and tenancy allocation.
48. The TPS does not specifically require accessible parking spaces. The number of accessible parking spaces is determined under the National Construction Code (NCC). Under the NCC the required amount of accessible parking is 1 space per 50 spaces for shops, cafes, hospitals, day surgery or 100 spaces for schools, hostels, aged care.
49. Under the NCC, if there are not more than 5 parks, the accessible park is not required to be signed. The proposed Parking Plan requires all accessible parking spaces to be signed in accordance with Australian Standards.
50. The proposed Parking Plan has included a requirement for accessible parking spaces to be provided for businesses above that in the NCC due to the higher rate of people with a disability in the Glenorchy municipality. The accessible parking requirement in the Parking Plan is further increased for medical businesses due to the higher proportion of people with a disability using these businesses.
51. Accessible parking is not required for multiple dwellings under the NCC. It is not proposed to change this, other than for accessible apartments required under local Specific Area Plans for the Northern Apartments Corridor and the Principal Activity Centre. In these cases, an accessible parking space is required. Accessible parking is not required at most residential properties, as parking is located close to the property and it's a low speed and volume environment.

Change – residential parking rates to apply for all medium and high-density multiple dwellings

52. Mapping of the Residential parking rates was removed, so the new parking rates can be used wherever medium or high-density multiple dwellings are allowed. As with the consultation draft of the Parking Plan, the reduction in Residential parking requirements is less in the General Residential Zone than in other, more central areas where multiple dwellings are allowed. This means that locations such as the Showgrounds and Wilkinsons Point could potentially use the parking rate in the

Parking Plan, if they are otherwise able to support medium or high-density multiple dwellings under the planning scheme.

Attachments

1. Glenorchy Parking Plan - Policy [**11.3.1** - 9 pages]
2. GHD Report - Minimum Parking Rates [**11.3.2** - 55 pages]
3. GHD Report - Cash-in-lieu [**11.3.3** - 122 pages]
4. Let's Talk Survey Data [**11.3.4** - 16 pages]
5. Feedback and Responses [**11.3.5** - 19 pages]
6. Glenorchy Parking Plan (Track Changes Post Public Consultation) [**11.3.6** - 10 pages]
7. Homes Tasmania Letter [**11.3.7** - 3 pages]
8. GCC car parking policy response [**11.3.8** - 2 pages]

Glenorchy Parking Plan



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 ZoneGeneral Business ZoneMill Lane Specific Area PlanNorthern 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 165m² 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 335m² of site area, and 1 dwelling per 165m² 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.



December 2025

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 scheme¹. 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

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



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 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:



December 2025

- 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	DD Month YYYY	Commencement Date	DD Month YYYY
Minutes Reference	#####			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.:	#####				



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 scheme² 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 demand³ 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.

² 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.

³ Guide to Transport Impact Assessment, Technical Guidance for Transport Practitioners, Version 1.1, NSW Government

- 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 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: Inner Residential Zone, Central Business Zone, General Business Zone, Mill Lane Specific Area Plan & Northern Apartments Corridor Specific Area Plan	1 bedroom	0.4 spaces per dwelling	0.6 spaces per dwelling
	2 bedrooms	0.6 spaces per dwelling	0.9 spaces per dwelling
	3+ bedrooms	0.9 spaces per dwelling	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. The following list shows the reduced parking rate for uses permissible under one or more of the the zone and specific area plans Use Tables for the non-residential parking area.		
Bulky Goods Sales	Motor vehicle, boat or caravan sales	0.8 spaces per 100m ² of display, storage and workshop floor area	
	Retail plant nursery	12 spaces or 0.4 spaces per 100m ² of site area, whichever is greater	
	Bulky Goods Sales, excluding as otherwise specified in this Table	0.8 spaces per 50m ² of floor area	
Business and Professional Services	Bank, real estate agency, travel agent	0.8 spaces per 50m ² of floor area	
	Office	0.8 spaces per 40m ² of floor area	
	Doctors’ surgery, clinic, consulting room	3.2 spaces per practitioner	
	Veterinary centre	3.2 spaces per practitioner	

Use	Car parking requirements	
	Funeral parlour	0.8 spaces per employee + 0.8 visitor space + 0.8 spaces per 4 chapel seats
	Business and Professional Services, excluding as otherwise specified in this Table	0.8 spaces per 30m ² of floor area
Community Meeting and Entertainment	Art and craft centre	0.8 spaces per 30m ² of floor area
	Exhibition centre, library, museum or public art gallery	0.8 spaces per 20m ² of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	0.8 spaces per 15m ² 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 ² 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 ² of floor area	
Food Services	Restaurant	0.8 spaces per 15m ² 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 ² 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 ² 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 ² 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 ² of floor area available to the public + 0.8 spaces per bedroom	
Manufacturing and Processing	0.8 spaces per 200m ² 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 ² of floor area or 1.6 spaces per 3 employees, whichever is greater	

Use	Car parking requirements	
Resource Processing	1.6 spaces per 3 employees	
Service Industry	0.8 spaces per 80m ² 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 ² of floor area
	Golf course	3.2 spaces per golf hole
	Swimming pool (other than in conjunction with a single dwelling)	4 spaces for each 100m ² 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 ² of the site area or 0.8 spaces per 2 employees, whichever is greater	
Transport Depot and Distribution	2.8 spaces for each 100m ² 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 ² 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 GLE-S8.7.5 <i>Design of apartment buildings</i> (A9/P9) or GLE-S13.7.2 <i>Design of apartment buildings</i> (A9/P9)

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.



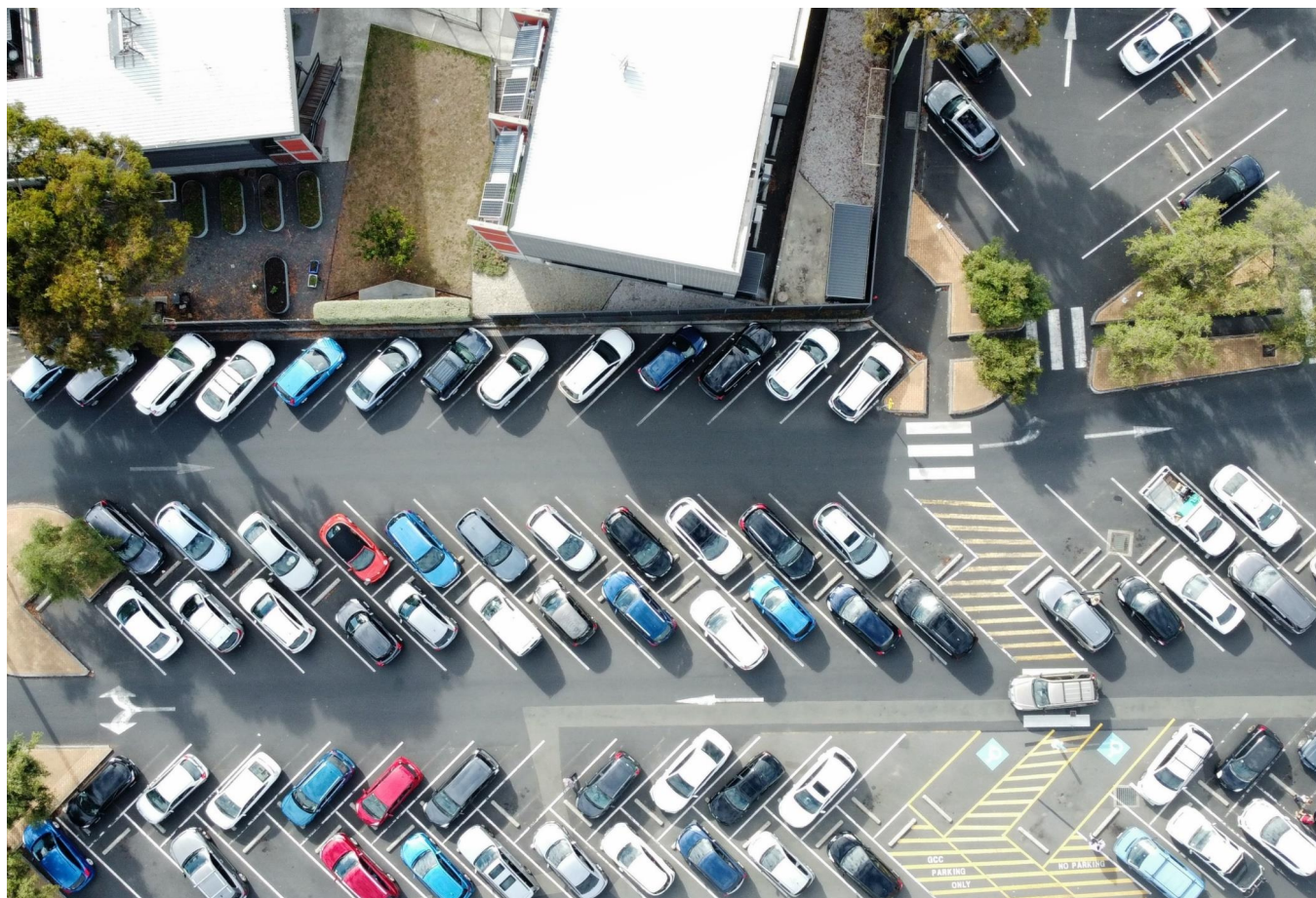
Minimum parking rates





Parking Plan Inputs

Glenorchy City Council

12 August 2025

→ The Power of Commitment



Project name		Glenorchy car parking space requirements					
Document title		Minimum parking rates Parking Plan Inputs					
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 **The Power of Commitment**

Executive summary

This report explores the potential adjustments, that could be applied through a Parking Plan, to Minimum Parking Rates required within the Acceptable Solution of the Tasmanian Planning Scheme Local Provisions Schedule for key areas in Glenorchy.

This report is subject to, and must be read in conjunction with, the limitations set out in Section 1.2 and the assumptions and qualifications contained throughout the Report.

There is an intrinsically linked relationship between the application of cash-in-lieu of parking and the minimum parking rates applied. As such the recommendations of this report should be considered in conjunction with the *Cash-in-lieu Report*.

It is understood that the main aim of Council is to encourage sustainable transport and to streamline the processing of development applications. This study reviews other jurisdiction requirements, technical references and strategies as well as the local context to assist in the determination of revised car parking rates in the Parking Plan.

Planning context

Information provided by Council suggests that there is a considerable proportion of developments which rely on the Performance Criteria to reduce the minimum parking requirements for developments. In developing a Parking Plan there is opportunity to facilitate that the Acceptable Solution should be predominantly relied upon and the Performance Criteria used where a case-by-case assessment is specifically warranted. Based on the Performance Criteria, situations where a reduction from the specific minimum rates may be applied for can be generalised into three broad themes:

1. **Widely accepted rates:** Where there are commonly accepted rates that are lower than the specified rates in the Acceptable Solution
2. **Location specific context:** Where factors specific to the location of the proposed development justify varying the requirement
3. **Development specific context:** Where factors related to the specific development proposal justify varying the requirement

Supply and demand context

This report has reviewed the supply and demand factors and finds that there is no evidence to suggest that there is a need for, or benefit in maintaining a minimum car parking requirement. It should be recognised that although parking has historically been considered something to be supplied to achieve certain goals, modern city shaping has evolved such that managing the demand for parking through lower supply has become an important catalyst from improved diversity of transport use, and the associated prosperity this brings. Based on current demand there is a low risk of undersupply issues and jurisdictions globally that have removed parking minimums have found positive results from enabling the market to set the rate.

Recommended applications

As evidence does not suggest requirement for a minimum rate, consideration could be given to removal of this requirement or alternatively changes that partially remove or lower the requirement. With respect to the broad justification themes noted the recommendations summarised in Table 1 should be considered.

Table 1 Recommendations summary

Recommendation	Justification theme(s) addressed	Potential benefit	Considerations
Removal of car parking minimum rates	All	Support increased development in the municipality by reducing cost to develop Reduced administrative burden Allows parking provision to be governed by market	Requires additional governance of private sector parking supply
Partial removal by-location of car parking minimum rates	Location specific context	Support increased development in specific locations by reducing cost to develop Some potential reduction in administrative burden Allows some parking provision to be governed by market	Requires additional governance of private parking (amount provided and fees) Retaining a minimum is not specifically required so maintains the level of administrative burden for no evidenced benefit
Partial removal of rates based on development type and size	Support for local small business Support much more streamlined and affordable changes of use in centres	Supports development, particularly smaller developments Provides mechanism to encourage development in alignment to strategic plans Some reduction in administrative burden	Retaining a minimum is not specifically required so maintains the level of administrative burden for no evidenced benefit
Reduction in minimum-parking rates (by location and/or use class)	Potentially to partially address some of the themes depending on level applied	May support increased development in specific circumstances Some potential reduction in administrative burden	Difficult to set a rate that guarantees benefits consistently over time Retaining a minimum is not specifically required so maintains administrative burden for no evidenced benefit
Adopt widely accepted rates where appropriate	Widely accepted rates	Some potential reduction in administrative burden	Benefits may be short-lived depending on if direct reference to rates or reference to source material with potential for ongoing updates to accepted industry standards

Widely accepted rates

This report additionally reviews the changes that could be implemented in a Parking Plan based on the adoption of widely accepted industry rates by reviewing their appropriateness for Glenorchy. In order to consider specifically if there are widely accepted industry minimum car parking rates that are recommended to use instead of the existing minimums in the scheme, the broader findings of the report should be considered.

The assessment undertaken based on the current application of minimum car parking rates finds that managing the demand for parking through lower supply is appropriate for the areas of Glenorchy reviewed and aligned with contemporary parking reform. As such the greatest benefit could be achieved through removing minimum car parking rates, however alternative recommendations to partially remove or lower the minimums are also provided with consideration to implementation challenges.

Widely accepted minimum car parking rates were reviewed and there were not substantial differences to the rates provided in the Acceptable Solution currently. There were a few specific uses reviewed where an alternative rate was identified that was lower and/or more aligned to application in Glenorchy. These have been provided for potential application but should be considered in the context of the broader recommendations and Glenorchy's overarching objectives.

In providing these lower rates as part of the Acceptable Solution there may be some benefit of reduced administrative burden, however there is no evidence to suggest that further reductions wouldn't still be sought in many circumstances via the Performance Criteria.

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Appendices

Appendix A	Site context assessment
Appendix B	Draft TfNSW Guide, category assessment

1. Introduction

Glenorchy City Council (Council) engaged GHD to undertake a two-part assessment of car parking rates and cash-in-lieu payments for new developments within key areas of the municipality.

This first part of the assessment outlines recommended adjustments to the minimum rates for car parking provision considered under Code C2.0 Parking and Sustainable Transport of the Tasmanian Planning Scheme – Glenorchy local provisions. Deviations from the existing rates have the potential to be applied in a Parking Plan which would form part of the Acceptable Solution A1 for C2.5.1.

It is understood that the main aim of Council is to encourage sustainable transport and to streamline the process for development applications.

This study reviews other jurisdiction requirements, technical references and strategies as well as the local context to assist in the preparation of revised car parking rates to be documented in a Parking Plan.

1.1 Purpose of this report

The purpose of this report is to determine and summarise potential adjustments to minimum car parking rates for development applications within key areas of the Glenorchy LGA that may be applied in a Parking Plan for the municipality.

1.2 Scope and limitations

This report: has been prepared by GHD for Glenorchy City Council and may only be used and relied on by Glenorchy City Council for the purpose agreed between GHD and Glenorchy City Council as set out in section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than Glenorchy City Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Glenorchy City Council and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.3 Approach

In order to inform recommendations on parking rates, a two-staged approach has been undertaken:

1. Contextual review to inform objectives of rates and factors for consideration in their application (refer Section 2), including:
 - a. Municipality & site context such as key attractors, car ownership and utilisation
 - b. Strategic direction from current state and municipal strategies
 - c. Planning scheme application
2. Review of Tasmanian Planning Scheme rates as well as industry references (i.e. Guide to Traffic Generating Developments) to inform potential recommended rates based on the context (refer Section 3)

Based on the findings of these two stages a number of recommendations are provided for adjustments to the minimum car parking rates (refer Section 4).

1.3.1 Study extents

Glenorchy City Council (Council) is located within the Greater Hobart Area. The Council area extends along the River Derwent from Granton in the north to Moonah in the south, as well as inland areas including Glenlusk and Collinsvale, as shown in Figure 1.

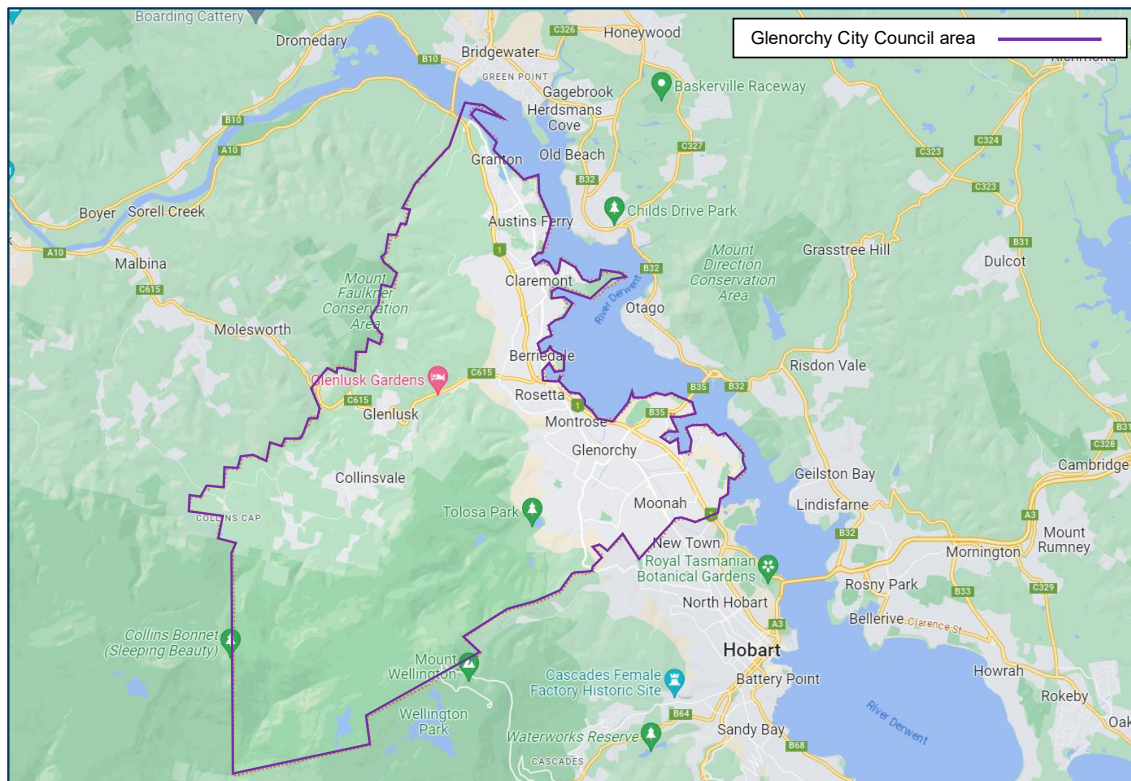


Figure 1 Glenorchy City Council area

Image source: Google Maps

Development within the Council area is currently governed by the Tasmanian Planning Scheme – Glenorchy, effective since 18 August 2021. The Glenorchy Local Provisions do not currently provide localised car parking rates and therefore the car parking rates within the State Planning Provision are relevant.

This study has been prepared based on five key zones within the Council area, as listed below and presented in Figure 2. These key zones have been requested by Council for this assessment, with consideration of key areas and high occurrence developments where a reduction in parking could be supported due to surrounding infrastructure. Industrial uses have not been considered in this assessment as these developments are primarily accessed by staff, with low numbers of customers. Due to the nature of the industrial use, there is a reduced likelihood that staff or customers will access the site via sustainable travel modes.

- **Zone 1:** Central business zone of Glenorchy CBD
- **Zone 2:** General business zone of Moonah
- **Zone 3:** Claremont CBD
- **Zone 4:** Commercial land along Main Road
- **Zone 5:** All residential

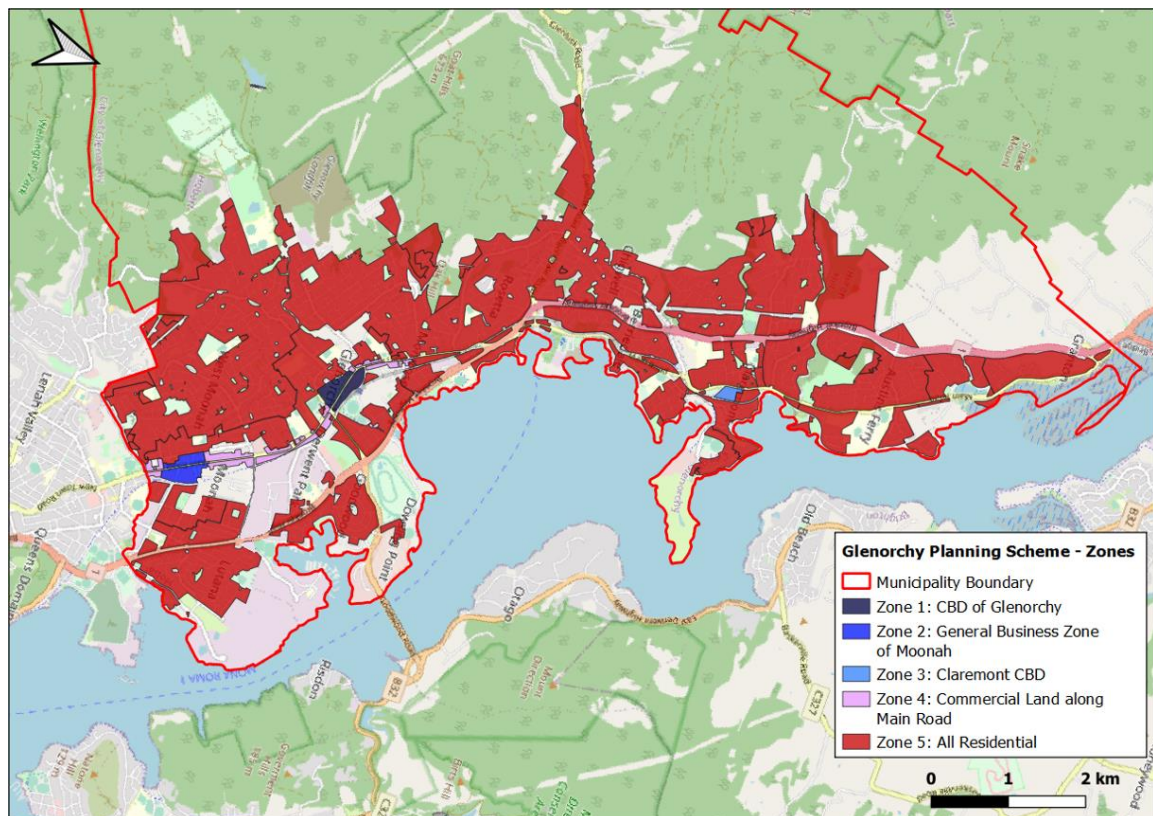


Figure 2 Location of key zones within Glenorchy City Council area

1.4 Reference documents

This report references the following documents:

- Tasmanian Planning Scheme and Local Provisions Schedule.
- Hobart and Kingborough Interim Planning Schemes 2015
- *Guide to Traffic Generating Developments*, RTA 2002 (RTA Guide)
- *Guide to Traffic Generating Developments* (updated traffic surveys), RTA 2013 (RTA Guide updated)
- *Draft Guide to Transport Impact Assessment*, NSW Government 2024 (Draft RTA Guide)
- Parking surveys provided by Glenorchy City Council
- Census data 2021 (car ownership and mode of travel) from Australian Bureau of Statistics (ABS)
- *Hobart City Deal*, Federal, State and Local Governments 2019
- *30-year Greater Hobart Plan*
- *Parking requirement impacts on housing affordability*, Victorian Transport policy institute, 2019
- *Empty rooms: Why we need to rethink parking requirements for Victoria's Big Housing Build*, Planning Institute Australia 2021
- *Fact Sheet 3 – Tasmanian Planning Scheme – Residential Development*, Planning Reform Tasmanian 2017
- *State Environmental Planning Policy (Housing)*, NSW Government 2021
- *Car parking demand – social and affordable housing*, Homes Tasmania letter to Glenorchy City Council, January 2022.
- *Cost-benefit analysis for a National Policy Statement on Urban Development*, PWC, July 2020

1.5 Assumptions

This report has been prepared based on the following assumptions:

- The rates provided in the RTA Guide can generally be considered conservative due to focus on peak demand from the various development characteristics and locations, and the survey currency not allowing for recent uptake in working from home, ride sharing, scooters, and electric bikes.
- No new parking studies have been undertaken in the preparation of this report.
- Future projects have been considered as part of future improvements to the region, such as the Northern Suburbs Transport Corridor, however have been excluded from the justification of alternative rates as such providing a conservative view.

2. Context review

2.1 Planning scheme application

2.1.1 Acceptable Solution

In Tasmania, development applications are required to demonstrate provision of enough car parking spaces to meet the statutory car parking rates provided in Table C2.1 of the *Tasmanian Planning Scheme*. The rates provided are minimum parking provision rates in the absence of a Parking Plan, but if they can't be met, the *Tasmanian Planning Scheme* also provides the ability for cash-in-lieu as the Acceptable Solution through the mechanism of a Parking Plan.

The Acceptable Solution A1 is replicated below.

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:

- a. *the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- b. *the site is contained within a parking precinct plan and subject to Clause C2.7;*
- c. *the site is subject to Clause C2.5.5; or*
- d. *it relates to an intensification of an existing use or development or a change of use where:*
 - i. *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
 - ii. *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ $N =$ Number of on-site car parking spaces required $A =$ Number of existing on site car parking spaces $B =$ Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 $C =$ Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.*

2.1.2 Performance Criteria

The *Tasmanian Planning Scheme* also provides opportunity for Performance Criteria to be addressed if the statutory car parking numbers are not met. Developers are required to address the Performance Criteria, with Council planners determining whether the response is sufficient to allow a reduction in car parking spaces to meet the reasonable needs of the use, having regard to the items below.

For non-dwelling uses, key criteria to be addressed are as follows.

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:

 - i. variations in car parking demand over time; or*
 - ii. efficiencies gained by consolidation of car parking spaces;**
- c. The availability and frequency of public transport within reasonable walking distance of the site;*
- 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 regards to the scale and nature of the use and development.*

For dwelling uses, key criteria to be addressed are as follows.

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

- a. The nature and intensity of the use and car parking required;*
- b. The size of the dwelling and the number of bedrooms; and*
- c. The pattern of parking in the surrounding area.*

Development within the Council area is currently governed by the Tasmanian Planning Scheme – Glenorchy, effective since 18 August 2021. The Glenorchy Local Provisions do not currently provide localised car parking rates, with the exception of the Claremont Peninsula SAP for residential dwellings, and therefore the car parking rates within the State Planning Provision are relevant.

It is noted that for dwellings additional criteria are included that provide more granularity to the size of dwelling and number of bedrooms, it is anticipated that this criterion may be relied upon where 'typical' scenarios are not otherwise captured in the Acceptable Solution.

2.1.3 Other Tasmanian jurisdictions with Parking Plans

Following a review of other key Councils in Tasmania, a Parking Plan was only found to be in operation within Clarence Council. A summary of the Parking Plan for Clarence is provided in Table 2.

Table 2 *Parking Plan summary*

Council	Planning Scheme	Application	Parking Plan inclusions
Clarence	Tasmanian Planning Scheme	Applies to the Central Business, General Business, Local Business, Particular Purpose and Commercial zones	Despite the car parking rate specified for a particular use within Table C2.1 to Clause C2.5.1 of the Tasmanian Planning Scheme, the maximum number of car spaces required shall be no more than would have been required for that use under the Clarence Planning Scheme 2007

Key findings

Based on the applications of the TPS, application the minimum parking rates should be set in order to not result in over-provision of car parking nor a high-reliance on the Performance Criteria rather than the Acceptable Solution. If area specific considerations are made, they should reflect the Performance Criteria such that use of the Performance Criteria is relied on predominantly for outlying cases or conditions that are specific to a particular development.

Anecdotally, there is a considerable proportion of developments which rely on the Performance Criteria in relation to minimum parking requirements for developments. In developing a Parking Plan there is opportunity to facilitate that the Acceptable Solution should be predominantly relied upon and the Performance Criteria used where a case-by-case assessment is specifically warranted.


Based on the Performance Criteria, situations where a reduction from the specific minimum rates may be applied for can be generalised into three broad themes:


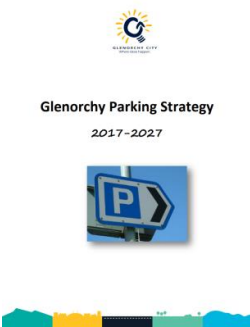
1. **Widely accepted rates:** Where there are commonly accepted rates that are lower than the specified rates in the Acceptable Solution
2. **Location specific context:** Where factors specific to the location of the proposed development justify varying the requirement
3. **Development specific context:** Where factors related to the specific development proposal justify varying the requirement

2.2 Strategic context

A summary of strategic documents reviewed and the context that each document sets for the review is provided in Table 3.

Table 3 Summary of strategic documents

Strategy	Overview	Considerations
Greater Hobart Plan 2022 	<p>The 30-year Greater Hobart Plan (the Plan) is an integrated plan for the future of Greater Hobart in relation to transport, housing and precinct planning. The Plan has been prepared by the Greater Hobart Committee which is formed by the Tasmanian Government, City of Clarence, Glenorchy City Council, City of Hobart and Kingborough Council.</p> <p>The Plan provides some direction for Council in regard to car parking provision, primarily within activity centres. Some key items within the Plan in relation to transport include:</p> <ul style="list-style-type: none"> – Identifying that significant policy decisions will be required as the cities grow, to support an uplift in public and active transport services, balance parking demand with the amenity of local activity hubs, improve the efficient transport of freight and to embrace emerging technology. – The successful implementation of this Greater Hobart Plan will result in increased uptake of public transport and more active transport opportunities. – The Plan will encourage activity hubs to be walkable to enable greater personal convenience and to benefit local businesses. – The Plan will provide public car parking for activity centres that balances access through public and active transport. – The Plan will maximise opportunities for local neighbourhoods to be as liveable and walkable as possible. – The Plan will promote active (walking and cycling) transport as the most healthy and sustainable mode of local travel throughout Greater Hobart. – The Plan will improve public transport infrastructure and services to increase patronage and be a “mode of choice”. – The Plan will increase the viability and amenity of all activity centres through enhanced active and public transport access. 	<p>The plan aligns with the aim of Council to encourage sustainable transport.</p> <p>The plan indicates future increased provisions and accessibility for people walking, people riding and using public transport which in order success will need the support of more contemporary parking policies.</p>
Greater Hobart Transport Vision	<p>The State and local councils have worked together to deliver an integrated and collaborative approach to transport management and continue to invest in a reliable, sustainable and cost-effective transport system with a focus on prioritising active and public transport as well as efficient private car travel.</p> <p>Key projects under this key focus area include:</p> <ul style="list-style-type: none"> – improving southern, eastern and northern access into the city – exploring the feasibility of a dedicated bus transit centre for passenger interchanges in the Hobart CBD – adopting smart traffic management solutions – encouraging the uptake of public and active transport <p>The Greater Hobart Transport Vision introduces these key themes which the Hobart City Deal responds to in further detail.</p>	<p>As above.</p>

Strategy	Overview	Considerations
Hobart City Deal, 2019 	<p>The Hobart City Deal is a joint venture between the Australian Government, Tasmanian Government, City of Clarence, Council, City of Hobart and Kingborough Council. It is a shared 10-year vision between the various levels of Government to guide and encourage investment to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. In particular, the Hobart City Deal identifies the need to implement improvements to the transport system within Hobart to meet the changing needs of the community.</p> <p>In regard to transport, the vision within the Hobart City Deal is to create a reliable, sustainable and cost-effective system with a focus on prioritising active and public transport as well as efficient private car travel.</p> <p>Key performance indicators of the Hobart City Deal include:</p> <ul style="list-style-type: none"> – Reduction of the number of single occupant drivers on the regular commute to work (62.5% to 50% target) – Increase of the percentage of people using public transport on their regular commute to work (6.4% to 10% target) 	<p>As above.</p> <p>The single occupant driver reduction target also highlights the desire to encourage high-occupancy vehicle alternatives as well as active transport modes.</p>
Parking Strategy 2017 – 2027, 2017 	<p>The Glenorchy City Council, Parking Strategy 2017-2027, was adopted by Council in November 2017 and references the 2016 census which found that 11% of households in Glenorchy LGA do not own a private vehicle (compared with 7.7% in Greater Hobart), whilst 14.2% of households own three or more vehicles (compared with 16.7% in Greater Hobart), demonstrating lower private vehicle ownership in Glenorchy LGA than Greater Hobart. The Strategy highlights Council's current role in relation to parking to include:</p> <ul style="list-style-type: none"> – The supply and maintenance of public parking facilities – Regulation and enforcement of parking time limits – Regulation and enforcement of private parking through management agreements – Regulation of the supply of private parking through the Planning Scheme <p>The Strategy indicated at the time of review that parking demand in commercial precincts was remaining steady and was met by current supply. The Strategy discusses concerns and potential approaches regarding parking supply, funding for parking as well as catering for special parking requirements such as accessible provisions and electric vehicles.</p>	<p>The strategy highlights that previously parking supply was meeting demand which is generally consistent with the latest parking surveys (Refer Appendix A-3).</p> <p>The strategy also highlights important considerations for parking time restrictions and regulation of the supply of private parking.</p>

Key findings

Based on the documentation reviewed there is consistency in strategic objectives for more sustainable transport and greater mode diversity. The existing TPS rates in requiring minimum car parking provisions for developments is not in alignment with this strategic context due to the demand generating attributes of car parking and cannibalising efforts to incentivise alternative modes.

Based on the strategic objectives, consideration should be given to removing, or at least reducing minimum car parking requirements to better align with and support the strategic objectives of the City and the region.

2.3 Site context

A review of the site context that may inform the demand for parking specifically has included attractors, private vehicle ownership and use, car park utilisation and availability of alternatives to private vehicle use is summarised in Table 4 with the assessment data provided in Appendix A.

Table 4 Summary of site context factors and considerations

Factor	Site context
Key attractors	<p>Key attractors within Glenorchy LGA that bring people in from surrounding areas include the following:</p> <ul style="list-style-type: none"> – Northgate Shopping Centre, Glenorchy Central and Glenorchy Plaza in Glenorchy. – Industrial uses and large department stores including Harris Scarfe, The Good Guys, Spotlight and Bunnings. – Sporting facilities including Glenorchy City tennis club, Tasmanian Institute of Sport, Moonah Sports Centre and Zone bowling – KGV park, Glenorchy – Derwent Park – MONA art museum in Berriedale – MyState Bank Arena in Glenorchy – Moonah café precinct – Claremont village – Village Cinemas – Community services including Services Australia and Glenorchy Library. <p>Glenorchy is well connected to inner city councils including Clarence, Kingborough and Hobart. However, due its location to the north of Hobart, also links to suburbs further north. Due to the large number of attractors within the region, it is expected that there are a significant number of visitors from outside the Glenorchy LGA. Key attractors are not solely reliant on private car travel including MONA which encourages alternative access including through operation of the MONA ferry service.</p>
Private vehicle ownership	<p>An assessment of the Australian Bureau of Statistics (ABS) data from the 2021 Census has been undertaken to gain an understanding of current car ownership for various dwelling types and number of bedrooms within the Glenorchy LGA.</p> <p>The average ownership for studios and 1-bedroom dwellings for all types is up to one car in the Glenorchy LGA. For two-bedroom dwellings, average car ownership increases, particularly for houses. The average car ownership is up to two cars for any three-bedroom dwellings, and four-bedroom dwellings have an average of 2.6 cars. It is noted that car ownership has a significant jump for dwellings that have three or more bedrooms.</p> <p>An assessment has been undertaken over previous years to determine if there have been any past growth trends in regard to car ownership within the Glenorchy LGA. The assessment indicates that car ownership has slightly increased from previous years, however the percentage of houses with three or more bedrooms has also increased which may account for the higher vehicle ownership per dwelling.</p>
Mode of travel to work	<p>An assessment of the ABS data from the 2021 Census has been undertaken to gain an understanding of the modes that workers use to travel to work. The data includes the following:</p> <ul style="list-style-type: none"> – Workplace location of residents of Glenorchy LGA. – Place of residence for Glenorchy LGA workers. – Method of travel to work in Glenorchy LGA. <p>75% of workers who reside in Glenorchy LGA work in either Glenorchy LGA or Hobart LGA. The 2016 Census data indicates that the average commuting distance for residents from Claremont, Glenorchy and Moonah is between 12km – 13.7km, with the median commuting distance between 8.1km – 9.6km. The median distance is considered to be an acceptable distance for cycling and therefore with an improved cycling network, it is considered that the number of workers who could cycle to their workplace may increase.</p> <p>Approximately 87% of trips are currently undertaken by a private vehicle including car, truck or motorbike. The remaining trips are made with alternative transport modes including 8% using buses, 1% cycling and 3% walking. The percentage of bus users is considered significant when compared to adjacent municipalities, with workers from Hobart, Clarence and Brighton using bus services for 6%, 5% and 2% of trips respectively.</p> <p>39% of workers who work within Glenorchy LGA travel from within the municipality. The majority of workers within the Glenorchy LGA travel from outside the municipality with approximately 40% of workers travelling from either Hobart (approx. 10km), Clarence (approx. 22km) or Brighton (approx. 18km). This indicates that</p>

Factor	Site context
	<p>active transport may not be as beneficial for these workers, and that a reduction in car usage could be made via increased patronage on buses, or more housing options within Glenorchy.</p> <p>Trends</p> <p>An assessment of mode of travel to work from Glenorchy has been undertaken for the Census years 2011, 2016 and 2021. Based on a review of workers who travelled to their workplace on the Census Day, there has been minimal historical trends in relation to mode of travel. Walking has remained at 3% of workers over each survey year, with bus usage increasing slightly from 6% in 2011 and 2016, to 8% in 2021. Of note, data isn't provided for number of cyclists in 2011 and 2016 likely because numbers were insignificant. In 2021 however, data was provided that 1% of workers cycled to work. Overall, there has been a minor shift towards sustainable travel modes, from 9% of work trips in 2011 to 11% in 2021. The shift is expected to increase in the future with the provision of more infrastructure.</p>
Public car park utilisation	<p>An assessment of publicly accessible car parking spaces within Glenorchy has been undertaken based on parking surveys provided by Council. It is noted that surveys date back to 2020 and therefore there may be a change to car park demand in that time. It is recommended that updated surveys be undertaken in the near future to confirm the outcomes of this assessment. It is noted that for parking that is free, this occupancy is quite low. It would be preferable for the 7-day average to be at least 85% occupied including evening parking. This issue is broader than parking supply, but this low occupancy rate is a concern, and among other things is indicative of oversupply.</p> <p>Moonah:</p> <p>Council undertook parking surveys within Moonah inner commercial precinct in October 2020.</p> <p>There are considered to be a minimum of 416 vacant spaces at any given time during the 9am – 5pm weekday period, consisting of the following:</p> <ul style="list-style-type: none"> – 133 on-street parking spaces – 70 parking spaces in Council car parks – 213 parking spaces in private car parks <p>It is noted that the unrestricted car parking spaces in the Council owned car parks are generally full between 10am – 2pm, with above 70% occupancy throughout the rest of the work day. Time-restricted parking generally has occupancy lower than 70%.</p> <p>Glenorchy:</p> <p>Council undertook parking surveys within Glenorchy commercial precinct in September 2021.</p> <p>There are considered to be a minimum of 922 vacant spaces at any given time during the 9am – 5pm weekday period, consisting of the following:</p> <ul style="list-style-type: none"> – 83 on-street parking spaces – 101 parking spaces in Council car parks – 738 parking spaces in private or Council leased car parks <p>Claremont:</p> <p>Council undertook parking surveys within Claremont commercial precinct in July 2022.</p> <p>There are considered to be a minimum of 106 vacant spaces at any given time during the 9am – 5pm weekday period, consisting of the following:</p> <ul style="list-style-type: none"> – 29 on-street parking spaces – 47 parking spaces in Council car parks – 30 parking spaces in private car parks <p>Trends:</p> <p>The historical data indicates that there has been a generally decreasing trend in parking demand in Moonah and Glenorchy between 2008 and 2021. In Claremont, historical data was provided for one car park only, with a surveyed increase in demand between 2009-2022.</p> <p>It is anticipated that the demand will continue to generally decrease in line with the historical data, and with improvements to the sustainable travel modes to further decrease private vehicle use. If there is significant intensity of development within the activity centres, then this may cause an increase in demand in some areas. For any development applications, it is important that sustainable travel to the site is encouraged. Suitable end of trip facilities should also be provided to facilitate bike riding to/from sites.</p>
Public transport access	<p>The public transport network in the Council area consists solely of buses. Bus stops are ideally located so that residential and key destinations can access them within approximately 400 m distance, or 5-minute walk. An assessment has been undertaken of a 400 metres radius from each of the bus stops, most urban areas within GGC area can be suitably accessed by a bus service, with only some small areas currently located at a further distance from a bus stop. It is noted that some people would consider it acceptable to walk further than 400 m to reach a bus stop, and some people would walk at a quicker speed, so could</p>

Factor	Site context
	<p>travel a greater distance in 5 minutes. It is noted that this does not take into account the steepness of some areas, which is expected to reduce the distance that users may consider acceptable to walk to a bus stop.</p> <p>Direct bus connectivity is provided to adjacent areas including Hobart CBD and Bridgewater, primarily along Main Road or the Brooker Highway. Bus transfers then allow connectivity to the eastern shore and southern suburbs. Intercity buses to other areas of Tasmania including Launceston (routes 700 and 702), Devonport (routes 705) and Deloraine (routes 765 and 762) stop in Glenorchy on the Brooker Highway near Goodwood Road.</p> <p>The Main Road commercial precincts throughout Glenorchy LGA are provided with a good level of bus connectivity and frequency, with multiple express services provided for convenient access to/from Hobart City during peak hours. A variety of other bus services provide convenient access during the day, evening and weekends.</p> <p>Residential suburbs tend to have reduced access during the day and evening, and some are not provided with any weekend bus access. It is noted that there are only a small number of bus routes that operate on a Sunday or on a public holiday, and these tend to only operate every 2 hours to the early evening. This is considered to restrict users in the outer suburbs and may increase reliance on owning and using a private vehicle.</p> <p>It is important to note the important role that local government plays in the provision of public transport. The State Government administers the provider contracts, and in Tasmania's case owns one of the key service providers. However, the nature of the origins and destinations (land use type and density, street layout and parking supply) is the key public transport patronage driver and as such influence on public transport should be considered for the recommendations in this report.</p>
Access for people cycling	<p>The existing bicycle network within Council area is inclusive of existing off-road trails, dedicated on-road bicycle lanes, bicycle friendly roads and dirt/unpaved trails.</p> <p>There are limited on-road bicycle lanes within Council area, with some routes dedicated bicycle-friendly. A key shared use path, the Intercity Cycleway, connects Claremont through to the Council boundary at Moonah, continuing on into the Hobart City Council area. This is a fundamental piece of infrastructure for the prosperity Glenorchy and Greater Hobart, providing strong benefit to Glenorchy through providing a high level of connectivity to key areas in Glenorchy including the Main Road precinct and Inner Residential zone.</p> <p>Cyclists currently must utilise the surrounding road network or pedestrian footpaths to gain access to the inner-city cycleway.</p>
Access for people walking	<p>An assessment of existing pedestrian infrastructure within Council area has been undertaken. Within residential and commercial areas, constructed footpaths are generally provided on both sides of the road.</p> <p>Within the business zones of Glenorchy, Moonah and Claremont, as well as the commercial land along Main Road, pedestrian crossings are provided in the form of pedestrian crosswalks at signalised intersections, mid-block crossings with a central pedestrian refuge, and signalised pedestrian crossings. Typical conditions include footpath widths between 1.3m – 3.0m, with pedestrian refuges of minimum width 1.2m with TGSI's.</p> <p>In general these facilities are adequate, however there will be a significant benefit in making walking a more inviting proposition.</p>
Car share provision	<p>Car share is a convenient way for people to retain vehicle accessibility without the large cost of owning a private vehicle. Car share is widely used in mainland Australia, and availability has been increasing Tasmania but limited largely by peer-to-peer lending model. Car share is generally used for irregular or less frequent trips rather than on a daily basis (i.e. travel to work) as a way to provide vehicular access to people when they need it and reduce the costs associated with car ownership.</p> <p>Within the Greater Hobart area, there are currently three operators; Flexicar, Turo and Uber carshare.</p>

Key findings

Based on the transport system reviewed consideration should be given to actions which reduce car parking supply to align with the strategic objectives of the City and the State. The public car park utilisation review highlights particularly low utilisation indicating a significant oversupply.

With respect to access alternatives that do not rely on car parking, there are two important movement patterns to be considered which inform mode share:

- ‘To’ movements: Trips that originate outside of Glenorchy and are generated to attractions within Glenorchy
 - Typically longer trips with many originating from areas north of Glenorchy
- ‘Within’ movement: Trips that are to and from destinations within Glenorchy

Trips are generally well supported by a good level of access for bus services travelling to/from the activity centres within Glenorchy LGA and associated Inner Residential zones. Although suburban areas are provided with convenient bus stop locations, the frequency is generally quite low, with reduced services on weekends and weekday evenings. Similarly, the Intercity Cycleway provides good alternative access for the adjacent catchment and shorter trips within Glenorchy LGA are supported by the connected pedestrian network.

As such existing alternative transport provisions indicate that access, particularly in locations adjacent to the highlighted facilities should not need to rely on minimum parking rates to service access.

Further there is ability to support greater mode diversity through a combined response of infrastructure investment, noting that the strategic documentation reviewed highlights plans and support for investment in infrastructure that enables greater mode diversity, and reduced provision of car parking which indicates support for an increased scope of reduction in rates.

At a granular level the following specific opportunities are highlighted with respect to minimum rates:

- Private vehicle ownership should be considered particularly where the required rate is higher than average vehicle ownership rates as this provision of parking increases development cost (i.e. for two-bedroom dwellings)
- Where private vehicle ownership is aligned with the rate (i.e. for one-bedroom dwellings) it should be noted that this vehicle ownership rate is influenced by the consistent provision of parking at this rate\
- Private car sharing has been used in many jurisdictions as an alternative to meeting minimum parking requirements, by instead making available a certain number of shared cars on site. Typically the service is contracted to a car share company (i.e. Flexicar). It is normally a methodology to meet the Performance Criteria rather than an Acceptable Solution.

2.4 Jurisdictions and contemporary parking reform

Albury

The NSW regional city of Albury on the Victorian border reviewed minimum parking rates in its CBD in 2020. The study is currently out for review but proposes reduced rates for residential buildings, still retaining a minimum rate. Additionally, it proposes reduced rates for commercial building over 500m² and removed them for small retail and hospitality venues (less than 500m²).

Brisbane

City of Brisbane recently reviewed their minimum parking rates, after already having removed a requirement for minimum provision of car parking in the area defined as the 'core city'. The review found minimums should be removed from surrounding inner suburbs such as Fortitude Valley, Kangaroo Point, Milton, West End, South Brisbane and Newstead, with the objectives to:

- Address housing shortages and support provision of quality medium density housing.
- Discourage car ownership in areas where there was limited road space and limited ability to manage car congestion.
- Discourage car ownership in areas where the Council were trying to encourage a higher uptake of public transport and encourage more investment from the State Government.

New Zealand

The New Zealand Government made a national decision to remove minimum parking rates from all planning regulations. This was to reduce impacts of the cost of high car ownership, congestion, and also to promote and/or maintain vital and active urban villages. Early adopters such as Hutt City and Auckland have observed a significant uptake in the construction of medium density housing.

Unites States

Cities in the United States are removing parking minimums at an increasing rate. Cities have been required to make this decision individually without a national framework to do so. This map in Figure 3 shows progress and is frequently updated with further changes implemented across a growing number of cities. The catalyst for this reform is the same as the other jurisdictions described above, however it is noted that the impact of early adoption benefits is leading to significant pace in change as a national level.

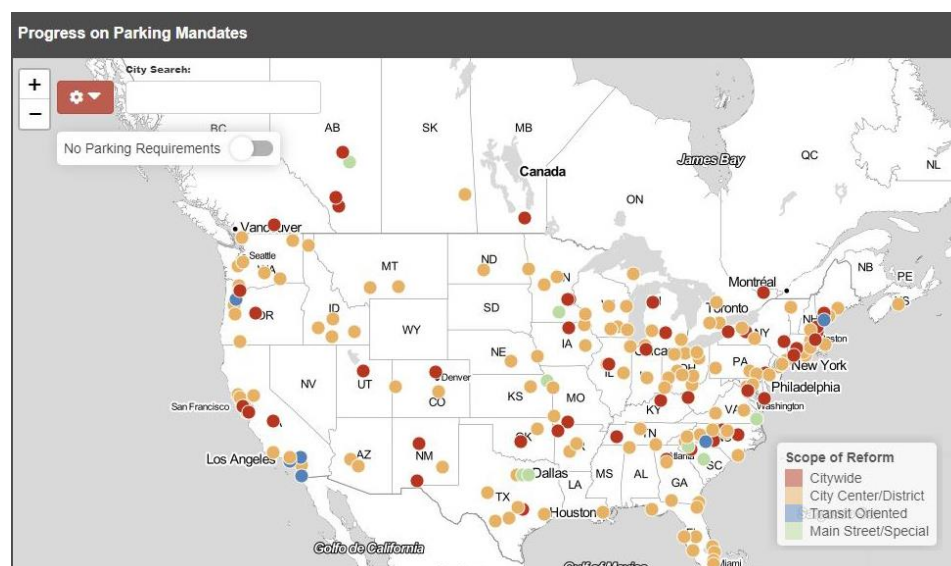


Figure 3 Parking reform in US cities – as at 22 August 2024

2.5 Potential recommendations

In summary the site context data illustrates that there is no need for minimum parking rates as they are currently applied through the TPS. A number of alternatives could be considered based on this assessment, these are summarised in Table 5 with the supporting evidence highlighted.

Table 5 Recommendations summary

Recommendation	Potential benefit	Supporting evidence
Removal of car parking minimum rates	Support increased development in the municipality by reducing cost to develop Reduced administrative burden Allows parking provision to be governed by market	The review did not indicate specific benefit nor alignment to the current application of minimum required rates for car parking provision. This option aligns with the strategic objectives. Current public parking supply is not highly utilised. This approach is used New Zealand and US jurisdictions.
Partial removal of minimum rates based on location	Support increased development in specific locations by reducing cost to develop Some potential reduction in administrative burden Allows some parking provision to be governed by market	Connectivity of the public transport network, intercity cycleway and pedestrian network suggests that removal or reduction in areas adjacent to these would be well supported. There is no evidence to suggest that retaining a minimum but reducing the rate should be preferred over simply removing the requirement. This approach is used extensively in the US (TOD areas) and most recently in Brisbane.
Partial removal of rates based on development type and size	Support for local small business Support much more streamlined and affordable changes of use in centres	Connectivity of the public transport network, intercity cycleway and pedestrian network suggests that removal of minimum rates in centres/main streets for small business There is no evidence to suggest that retaining a minimum but reducing the rate should be preferred over simply removing the requirement. This methodology has recently been adopted by the City of Albury
Reduction in minimum-parking rates (by location and/or use class)	May support increased development in specific circumstances Some potential reduction in administrative burden	Connectivity of the public transport network, intercity cycleway and pedestrian network suggests that removal or reduction in areas adjacent to these would be well supported.
Adopt widely accepted rates where appropriate	Some potential reduction in administrative burden	Noting above such reductions would be supported and should be considered. This is reviewed further in Section 3.

3. Widely accepted rates

This section reviews reference material in order to indicate opportunities to modify the minimum rates to align with minimum parking rates that are considered widely acceptable. It is noted that this likely doesn't achieve the full scope of benefits identified from potential adjustments to existing requirements. Alternative recommendations are discussed briefly in Section 4.

The most commonly referenced minimum car parking rates in an Australian context is the RTA Guide to Traffic Generating Developments (the RTA Guide). The RTA Guide provides guidance on vehicle parking requirements for developments. The rates determined in the RTA Guide have been based on a range of surveys, of varying currency, for various land uses in both metropolitan and regional areas, where the peak parking demand is then calculated based on empirical data sets.

TfNSW have released a draft document that if adopted would supersede the RTA Guide. The draft Guide includes context-based car parking rates which takes into considerations characteristics of the site including:

- Proximity to strategic centres
- Proximity of public transport to strategic, regional or metropolitan centres
- Car mode-share
- Population density

Using these characteristics, a category (1-3) is assigned to each Statistical Level 2 (SA2) area which correlates to a range of rates that are provided under the short-cut method for the respective categories. The categories applied in the assessment are Category 2 and 3 based on the review summarised in Appendix B.

The following sections provide assessment against widely accepted rates for non-residential and residential uses respectively.

3.1 Non-residential uses

The following non-residential land uses have been indicated by Council to be the most prevalent development types in the subject area, and form the rates assessed in this document. Based on the sources reviewed the ability to provide a reduced rate solely on the existence of a widely accepted alternative rate is summarised.

Table 6 Summary of widely accepted rates reviewed

Reduced or modified rate/s applicable from source material	No reduced or modified rate/s applicable from source material
<ul style="list-style-type: none"> – Business and professional services – Food services – General retail and hire – Bulky good sales – Education and occasional care – Hotel industry – Sports and recreation – Resource processing – Storage 	<ul style="list-style-type: none"> – Community meeting and entertainment – Tourist operation – Visitor accommodation – Equipment and machinery sales and hire – Hospital services – Manufacturing and processing – Service industry

Table 7 presents by exception uses where the widely accepted rates provide an opportunity to apply a lesser minimum rate. Overall, the RTA and draft Guide provide minimal deviation from the TPS rates. A few additional rates have been indicated namely for:

- Food services, in order to review potential rates that could be indicated for food vans
- Shopping centres, specific use not detailed in General retail and hire in TPS
- Education and occasional care, noting TPS provides tertiary rates and RTA provides child care rate

Table 7 Summary of potential reduced or modified rates

Use		TPS Rate	Alternative rate	Source
Business and professional services	Doctors' surgery, clinic, consulting room	4 spaces per practitioner	3 spaces per surgery (no more than 3 health care professionals and not employed more than 3 employees)	RTA and draft Guide
	Business and Professional Services, excluding as otherwise specified	1 space per 30m ² of floor area	1 space per 40m ² gross floor area.	RTA Guide
Food services	Food vans (additional use class requested for review)	General rate may be applied: 15 for each 100m ² of floor area or 1 space for each 3 seats, whichever is the greater.	Development with no on-site seating 12 spaces per 100m ² GFA	RTA Guide
General retail and hire	General Retail and Hire, excluding as otherwise specified in this table	1 for each 30m ² of floor area.	2.5-3.8 spaces per 100m ² GLFA (category 2)	Draft Guide
	Shopping centre	N/A	4 spaces per 100m ² GLFA (category 2)	Draft Guide
Bulky good sales	Motor vehicle, boat or caravan sales	1 space per 100m ² of display, storage and workshop floor area	"Off-street customer / visitor car parking at the rate of 0.75 spaces per 100m ² of site area is recommended. Where vehicle servicing facilities are provided, additional off-street parking must be provided. As a guide, 6 spaces per work bay are suggested."	RTA and draft Guide
Education and occasional care		1 space per employee + 1 space per 6 tertiary education students	-	RTA Guide
	Child care centres		1 space for every four children in attendance	
Hotel industry	Hotel industry	1 space per 20m ² of floor area available to the public + 1 space per bedroom	Hotel: For 5 star hotels: 1 space per 5 rooms For 3,4 star hotels: 1 space per 3 bedrooms	RTA Guide
Sports and recreation	Fitness centre	4.5 spaces per 100m ² of floor area	3 spaces per 100m ² gross floor area	RTA and draft Guide
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces for each tennis or squash court + 1 space per 5 spectator places	3 spaces per court	RTA and draft Guide
Resource processing	Resource processing	2 spaces per 3 employees	For a factory: 1.3 spaces per 100m ² gross floor areas	RTA and draft Guide
Storage	Storage	1 space per 200m ² of the site area or 1 space per 2 employees, whichever is greater	1 car space per 300m ² gross floor area	RTA and draft Guide

Based on the alternative rates summarised in Table 7 the reduced rates indicated there is no evidence to suggest that the higher value from TPS is required and as such the lower rates would be suitable for application to development in Glenorchy. It is noted that a further reduction from these rates may be beneficial however this section only specifically discusses reduction based on widely accepted referenced sources.

A number of the rates use a different unit of calculation and therefore it is unclear if an updated rate would reduce the requirement and therefore align with the recommendations of the context review, or not. This is relevant to the rates for:

- Doctors' surgery, clinic, consulting room
- Resource processing
- Storage

In these instances, a 'the lower of' two rates method could be applied in the Parking Plan however this may increase administrative burden so if a rate is to be retained the TPS rate could be referred to noting that the alternative rates can be applied through the Performance Criteria.

Additionally, the review identified and explored rates for food vans, and shopping centres. For food vans, in the instance that the general rate is applied an alternative rate is proposed. It is noted that imposing a rate for food vans where not traditionally applied is not in alignment with the recommendations of the context review.

For shopping centres, the rate indicated provides a slightly lowered provision requirement than would be applied without separating from other uses within the general retail use, as such there may be some benefit to this distinction.

In the case of education and occasional care the existing TPS rate relates largely only to tertiary education, the RTA guide provides a specific rate for child care centres. Consideration could also be given to not applying an 'Acceptable Solution' rate to this use class in order to require assessment against performance criteria and case by case assessment. This may be beneficial particularly in the ability to seek to apply green travel plans or school access travel plans and promote better access to education and related facilities.

A summary of the updated rates that could be applied is provided in Table 8.

Table 8 Summary of potential reduced or modified rates

Use		Recommended alternative rate
Business and Professional Services	Business and Professional Services, excluding as otherwise specified	1 space per 40m ² gross floor area.
General retail and hire	General Retail and Hire, excluding as otherwise specified in this table	3.8 spaces per 100m ² GLFA
	Shopping centre	4 spaces per 100m ² GLFA
Bulky good sales	Motor vehicle, boat or caravan sales	Off-street customer / visitor car parking at the rate of 0.75 spaces per 100m ² of site area is recommended. Where vehicle servicing facilities are provided, additional off-street parking must be provided.
Education and occasional care	-	Consider no Acceptable Solution and use Parking Plan to encourage School Access Travel Plans.
Hotel industry	Hotel industry	1 space per 5 rooms
Sports and recreation	Fitness centre	3 spaces per 100m ² gross floor area
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces per court
Storage	Storage	1 car space per 300m ² gross floor area

3.2 Residential

The following definitions apply with respect to residential land uses;

Tasmanian Planning Scheme

Residential is defined in the *Tasmanian Planning Scheme* as:

use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.

A summary of the purpose of the three main residential zones within the Tasmanian Planning Scheme is provided below:

- *The General Residential Zone is the common residential zone in urban areas. It provides for a range of housing types in areas where full infrastructure services, such as reticulated water and sewerage systems, are available. The permitted minimum lot size of 450m² in the General Residential Zone aims to provide for the efficient use of land and infrastructure.*
- *The Inner Residential Zone is intended for inner urban areas in proximity to the main activity centres and along the key transit corridors. The development standards in the Inner Residential Zone aim to achieve a higher density residential development with residential amenity focussed on its walkability or ease of access to public transport, local services, parks and the main activity centres. The permitted minimum lots size in the Inner Residential Zone of 200m².*
- *The Low Density Residential Zone provides for our residential areas where there are constraints to development that limit the density, location or form of development. Such constraints may include limited infrastructure services or environmental constraints. The Low Density Residential Zone development standards provide greater setbacks and a larger permitted minimum lot size of 1500m².*

Draft RTA Guide

The Draft RTA Guide has various definitions for the uses under residential as listed below:

- *Medium density residential is a building containing at least two but less than 20 dwellings, with a typical net residential density of 30 to 60 dwellings per hectare and applies to residential components of:*
 - *Attached dwellings*
 - *Multi dwelling housing including terraces;*
 - *Manor houses; and*
 - *Shop top housing, residential flat building and mixed use developments*
- *High density residential is a building containing more than 20 dwellings, 3 or more storeys (not including levels below ground level (existing) or levels that are less than 1.2 metres above ground level (existing) that provide for car parking) and applies to residential components of residential flat building, shop top housing and mixed use developments.*
- *Seniors housing means a building or place that is, or is intended to be, used permanently for seniors or people who have a disability, or people who live in the same household with seniors or people who have a disability, or staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place. This can be a residential care facility, a hostel, independent living units, or a combination of these.*
- *Low density is considered to be one or two dwellings on a single lot.*

3.2.1 Considerations for social housing

The Victorian Transport Policy Institute has prepared a report in relation to the cost of parking on housing affordability. The report indicates that current development practices with substantial minimum car parking rates reduced housing affordability, increases vehicle ownership and simulates sprawl.

The report also indicates that based on typical affordable housing development costs, one parking space per unit increases costs approximately 12.5%, and two parking spaces can increase costs by up to 25%. This can make housing or key services less affordable to build which can reduce this essential infrastructure in communities.

It is important to provide social housing developments in strategic locations to ensure that they operate successfully and are fit for purpose. In relation to the Glenorchy LGA, the recommended location for social housing developments is within the Inner Residential Zone, where residents have access to Activity Centres and alternative transport modes to support reduced car ownership. The General Residential Zone may also be appropriate, however the car ownership rates may be higher depending on the location.

Car ownership for social housing units is considered to be lower than for other dwelling types, which supports a reduced parking rate. One study in Victoria indicates that car ownership for social housing was at a rate of 0.6 spaces per dwelling within Metropolitan Melbourne and the NSW legislation indicates a demand within Transport Oriented Development Areas as listed below:

- 1-bedroom dwelling: 0.4 spaces
- 2-bedroom dwellings: 0.5 spaces
- 3-bedroom+ dwellings: 1.0 space

Data has also been obtained for the local Hobart context, with a demand assessment undertaken on an existing social housing unit development located within walking distance of Hobart CBD. The development consists of 40 x two-bedroom units and 13 x one-bedroom units. The following maximum car park demand was determined:

- 0.55 cars per unit; or
- 0.31 cars per bedroom

A lower rate is recommended for social housing applications, particularly in General and Inner Residential zones. Potential rates are highlighted in the respective sections.

3.2.2 General Residential

The Tasmanian Planning Scheme provides direction on the density of dwellings that can be provided in the General Residential Zone. Clause 8.4.1 indicates that for multiple dwellings, a site area per dwelling must not be less than 325m² for the Acceptable Solution. There is scope to reduce the site area of the development through the Performance Criteria if the development:

- Does not exceed the capacity of infrastructure services; and either,
 - Is compatible with the density of existing development on established properties in the area; or
 - Provides for a significant social or community benefit and is either,
 - Wholly or partly within 400m walking distance of a public transport stop; or
 - Wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed-Use Zone, Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.

Based on the above and considering the application of each of the dwelling types, it is considered that development in the General Residential Zone would generally consist of low-density, medium-density or social housing developments. Table 9 provides a summary of alternatives to the current TPS minimum parking rates.

Table 9 Car parking rates – General Residential dwellings

Land use	Tasmanian Planning Scheme (TPS)	Alternative rate	Source
General Residential (low-density)	<u>1-bedroom or studio:</u> 1 space per dwelling <u>2 + bedroom:</u> 2 spaces per dwelling	A minimum of one parking space per dwelling	RTA Guide
General Residential (medium density)	<u>Visitor parking for multiple dwellings:</u> 1 space per 4 dwellings, or if an internal lot or located at the head of a cul-de-sac, 1 space per 3 dwellings.	<ul style="list-style-type: none"> – 1.0 space per one-bedroom dwelling – 1.7 spaces per two-bedroom dwelling – 2.0 spaces per 3 or more-bedroom dwelling – Plus 1 space per 5 dwellings for visitors 	Draft Guide (category 3)
General Residential (social housing) medium density	<u>1-bedroom or studio:</u> 1 space per dwelling <u>2 + bedroom:</u> 2 spaces per dwelling <u>Visitor parking for multiple dwellings:</u> 1 space per 4 dwellings, or if an internal lot or located at the head of a cul-de-sac, 1 space per 3 dwellings.	<ul style="list-style-type: none"> – 1.0 space per one- or two-bedroom dwelling – 1.7 spaces per 3+ bedroom dwelling – Plus 1 visitor space per 5 dwellings 	Hybrid rate based on Draft Guide (category 3) and lower social housing references for dwellings with 3+ dwellings.
Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	A minimum of one parking space per dwelling	RTA Guide for low-density

Support for alternative rates

As previously highlighted, removal or reduction of rates is considered to be beneficial to transport and strategic objectives. Further:

- ABS average car ownership rates (Appendix A-1) support a reduction to at least the draft Guide rates for medium density housing for Glenorchy urban areas with car ownership at 0.7 cars for one-bedroom dwellings, 1.0 car for two-bedroom dwellings, 1.9 cars for three-bedroom dwellings and 3.0 cars for four+ bedroom dwellings.
- Drivers to reduce the cost of social housing should also support a reduction to at least the alternatives noted.
- Other residential use categories could be simplified and reduce reliance on Performance Criteria and minimise risk of oversupply.

3.2.3 Inner Residential

The Tasmanian Planning Scheme provides direction on the density of dwellings that can be provided in the Inner Residential Zone. Clause 9.4.1 indicates that for multiple dwellings, a site area per dwelling must not be less than 200m² for the Acceptable Solution. There is scope to reduce the area of the development through the Performance Criteria if the development:

- Contributes to a range of dwelling types and sizes appropriate to the surrounding area; or
- The development provides for a specific accommodation need with significant social or community benefit.

Based on the above, it is considered that development in the Inner Residential zone could consist of low-density, medium-density or high-density developments. A summary of alternatives to the current TPS minimum parking rates provided in Table 10.

Table 10 Car parking rates – Inner Residential dwellings

Land use	Tasmanian Planning Scheme (TPS)	Recommended rate	Source
Inner Residential (low-density)	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings	1 space per 1 to 2-bedroom dwellings or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings	Hybrid rate of TPS from 3+ bedroom and RTA for 1-2 bedroom
Inner Residential (medium-density)		<ul style="list-style-type: none"> – 0.7 spaces per one-bedroom dwelling – 1.0 space per two-bedroom dwelling – 1.6 spaces per 3 or more-bedroom dwelling Plus 1 space per 5 dwellings for visitors	Draft Guide (category 2)
Inner Residential (high-density)		<ul style="list-style-type: none"> – 0.6 spaces per one-bedroom dwelling – 0.9 spaces per two-bedroom dwelling – 1.4 spaces per 3 or more-bedroom dwelling Plus 1 space per 5 dwellings for visitors	Draft Guide (category 2)
Inner Residential (social housing) medium density		<ul style="list-style-type: none"> – 0.4 spaces per one-bedroom dwelling – 0.7 spaces per two-bedroom dwelling – 1.0 space per 3+ bedroom dwelling Plus 1 visitor space per 5 dwellings	Hybrid rate based on Draft Guide and Hobart demand rates
Inner Residential (social housing) high density		<ul style="list-style-type: none"> – 0.4 spaces per one-bedroom dwelling – 0.6 spaces per two-bedroom dwelling – 0.9 spaces per 3+ bedroom dwelling Plus 1 visitor space per 5 dwellings	Hybrid rate based on Draft Guide and Hobart demand rates
Any Residential use in any other zone	<ul style="list-style-type: none"> – 1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings; or – 1 space for every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number) 	– 1 space for every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	TPS, noting that dwellings should be encompassed by the above rates.

Support for alternative rates

As identified for General residential ABS average car ownership rates (Appendix A-1) support a reduction to at least the draft Guide rates and social housing drivers support further reductions.

3.2.4 Low Density and Rural Living zone dwellings

The Tasmanian Planning Scheme provides direction on the density of dwellings that can be provided in both the Low Density and Rural Living zones.

- In the Low Density zone, one dwelling can be constructed without a permit. There is opportunity in the discretionary uses to provide more than one dwelling, with details of allowable land area for each dwelling provided in Clause 10.4.1. The absolute minimum land area for each dwelling based on the Performance Criteria is 1200m², which is indicative of low density housing.
- In the Rural Living Zone, a single dwelling does not require a permit, and there is no opportunity to provide additional dwellings on the same lot. This is also indicative of low density housing.

Based on the above, only low density housing can be facilitated in the Low Density and Rural Living zones. A summary of alternatives to the current TPS minimum parking rates is provided in Table 11.

Table 11 Car parking rates – Low Density and Rural Living dwellings

Land use	Tasmanian Planning Scheme (TPS)	Alternative rate	Source
Low Density (low density)	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings	A minimum of one parking space per dwelling for low-density dwelling houses	RTA Guide
Rural Living (low density)	1 space per bedroom or 2 spaces per 3 bedrooms		RTA Guide
Any Residential use in any other zone	<ul style="list-style-type: none"> – 1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings; or – 1 space for every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number) 	– 1 space for every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	TPS, noting that dwellings should be encompassed by the above rates.

4. Opportunity assessment

Anecdotally, there is a considerable proportion of applicants which rely on the Performance Criteria to supply the appropriate amount of parking within their developments. In developing a Parking Plan there is opportunity to facilitate that the Acceptable Solution should be predominantly used, and the Performance Criteria used where a case-by-case assessment is specifically warranted by exception. Based on the Performance Criteria, situations where a reduction from the specific minimum rates may be applied for can be generalised into three broad themes:

1. **Widely accepted rates:** Where there are commonly accepted rates that are lower than the specified rates in the Acceptable Solution
2. **Location specific context:** Where factors specific to the location of the proposed development justify varying the requirement
3. **Development specific context:** Where factors related to the specific development proposal justify varying the requirement

This report reviewed the supply and demand-side factors and finds that there is no evidence of any benefit in maintaining a minimum car parking requirement. A New Zealand Study by PWC discovered that minimum parking rates led to an inefficient use of land, reduced land values and imposed a pseudo tax on development borne by businesses and consumers, including those that did not use cars, and as such, recommended their removal. Based on current demand there is a low risk of parking undersupply and jurisdictions globally that have removed parking minimums have found positive results from enabling the market to set the rate.

As evidence does not support a minimum parking requirement, the following recommendations in order of effectiveness are summarised in the following sections:

- Removal of car parking minimum rates
- Partial removal by location of car parking minimum rates
- Partial removal by location and size of development
- Reduction in minimum-parking rates (by location and/or use class)
- Adopt widely accepted rates where appropriate

4.1 Removal of car parking minimum rates

Removal of car parking minimum rates is supported by the context review undertaken in this assessment. It is noted that this is the only option identified that addresses all the rate justification themes. Noting that these themes were identified with respect to causes of over reliance of the Performance Criteria a key finding is that because minimum parking rates are not evidenced to be required or beneficial, they create a high-reliance on Performance Criteria which will likely still be the case regardless of the rate applied.

Potential benefits that could be realised from the removal of minimum car parking rates include:

- Support increased development in the municipality by reducing cost to develop
- Reduced administrative burden
- Allows parking provision to be governed by market

Further considerations that should be noted include:

- Requires additional governance of private sector parking supply

4.2 Partial removal by-location of car parking minimum rates

Where there is not appetite for a complete removal of car parking minimum rates, consideration could be given to a partial removal based on location. This would likely only address specific location-based reliance on the Performance Criteria. This could be implemented on a basis of the land use zoning or proximity to alternative transport. For ease of application this could be applied to Central Business zone of Glenorchy CBD and Central Business zone of Moonah based on alignment to the draft Guide category 1 characteristics of:

- Major bus interchange with frequent departures and express peak hour services
- Close proximity to the Intercity Cycleway
- Significant number of available public car parking spaces

This could also be strategically applied to housing uses or zones such as Social Housing and/or Inner Residential zoning.

This same application could additionally be extended to Commercial land along Main Road and Claremont CBD due to alignment with the draft Guide category 2 characteristics of:

- Good bus connectivity with some express peak hour services
- Close proximity to the Intercity Cycleway
- Some available public car parking spaces.

Potential benefits that could be realised from the removal of minimum car parking rates include:

- Support increased development in specific locations by reducing cost to develop
- Some potential reduction in administrative burden
- Allows some parking provision to be governed by market

Further considerations that should be noted include:

- Requires additional governance of private parking (amount provided and fees)

4.3 Partial removal by-location and size of development

Where there is not appetite for removal of car parking minimum rates, consideration could be given to removing for small developments only which would be most effective for application in high activity areas with walkable neighbourhoods with some access to public transport.

In this approach a minimum rate could be retained for large developments, but smaller developments, that are vital for local centres like Moonah and Glenorchy, would not be subject to a minimum rate. This would enable the retention of the 'local 10 m frontage' type shop, and would also allow an easy change of use transition (i.e. a previous office space to a coffee shop).

A recent review of minimum parking rates in the City of Albury resulted in the introduction of this change to their scheme.

Potential benefits that could be realised from the removal of minimum car parking rates include:

- Supports development, particularly smaller developments
- Provides mechanism to encourage development in alignment to strategic plans
- Some reduction in administrative burden

Further considerations that should be noted include:

- Retaining a minimum is not specifically required so this option maintains the level of administrative burden

4.4 Reduction in minimum-parking rates (by location and/or use class)

Where there is not appetite for removal of car parking minimum rates, consideration could be given to a reduction either by location or use class. This has the potential to reduce reliance across some of the themes but is highly variable depending on the level of application.

It is noted that the review suggests that removal of minimum parking rates would be acceptable and as such determining a reduced rate would largely be based on appetite to reduce the rate. As the market rate is constantly changing it would be costly and provide limited benefit to investigate a point-in-time market rate. Potential applications could include:

- A blanket proportion reduction (i.e. 20% aligning with mode shift targets)
- A proportion reduction applied to the key zones and areas discussed in Section 4.2
- Specific use class reductions, which may include:
 - Reduction of residential minimums to a rate of one per dwelling (for all or certain residential developments)
 - Reduction of residential minimums to the average car ownership rates
 - Simplification of residential rates to apply less differentiation within zones by applying the lower rate throughout (typically aligning with encouraging higher density development)

Potential benefits that could be realised from the removal of minimum car parking rates include:

- May support increased development in specific circumstances
- Some potential reduction in administrative burden

Further considerations that should be noted include:

- Difficult to set a rate that guarantees benefits consistently over time
- Retaining a minimum is not specifically required so adds administrative burden for no evidenced benefit

4.5 Adopt widely accepted rates where appropriate

Opportunity for reductions based on widely accepted rates was discussed in Section 3. Based on the review there are a small number of opportunities where with reference to widely accepted rates a reduction could be readily made, for non-residential and residential uses as specified in Section 3. It should be noted that this would only decrease reliance on the Performance Criteria in the instance where the alternative rates alone are the sole justification.

Potential benefits that could be realised from the removal of minimum car parking rates include:

- Some potential reduction in administrative burden

Further considerations that should be noted include:

- Benefits may be short-lived depending on if direct reference to rates or reference to source material with potential for ongoing updates to accepted industry standards

Appendices

Appendix A

Site context assessment

The data reviewed to inform Section 2 is provided in the following sections.

A-1 ABS car ownership data

A summary of the average car ownership in Glenorchy LGA for each dwelling characteristic is provided in Table 12.

Table 12 Average car ownership for various dwelling types in Glenorchy LGA

	Studio	1-bedroom	2-bedroom	3-bedroom	4-bedroom +
House (low-density)	1.0	1.0	1.3	1.8	2.5
Townhouse (medium-density)	1.0	0.7	1.1	2.0	2.4
Apartment (high-density)	0.9	1.0	1.1	1.6	2.6

It is noted that the above car ownership rates are average over the Glenorchy LGA and therefore include rural/regional and urban areas. An assessment has been undertaken based on the key SA2 precincts within the urban areas including West Moonah, Moonah, Derwent Park – Lutana, Glenorchy and Montrose – Rosetta to understand urban conditions, as presented in Table 13.

Table 13 Average car ownership for various dwelling types in urban areas of Glenorchy LGA

	Studio	1-bedroom	2-bedroom	3-bedroom	4-bedroom +
House (low-density)	0.8	1.0	1.3	1.7	2.3
Townhouse (medium-density)	NA	0.7	1.0	1.9	3.0
Apartment (high-density)	0.5	0.8	1.1	1.6	2.8

A summary of average ownership in Glenorchy LGA over the last three Census years is provided in Table 14, alongside the percentage of dwellings that have three or more bedrooms.

Table 14 Car ownership trends – Glenorchy LGA

	2011 Census	2016 Census	2021 Census
Car ownership per dwelling	1.6	1.6	1.7
Percentage of dwellings with three or more bedrooms	66.3%	66.3%	66.7%

A-2 ABS journey to work data

An assessment of the ABS data from the 2021 Census has been undertaken to gain an understanding of the modes that workers use to travel to work. The data includes the following:

- Workplace location of residents of Glenorchy LGA.
- Place of residence for Glenorchy LGA workers.
- Method of travel to work in Glenorchy LGA.

A chart showing the place of employment for Glenorchy LGA residents is provided in Figure 4.

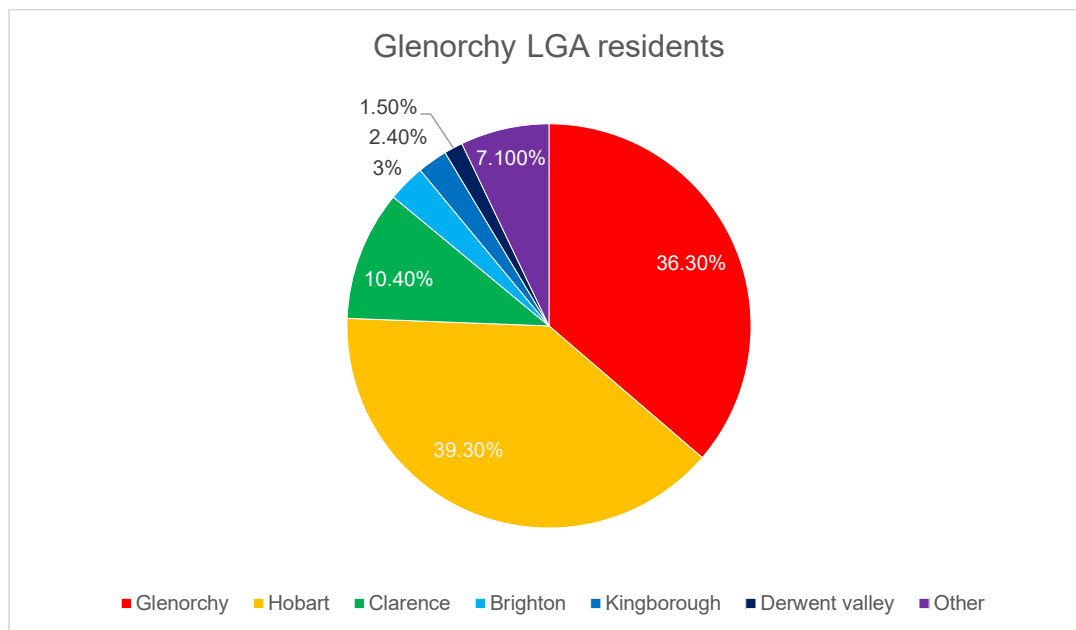


Figure 4 Glenorchy LGA residents – place of work

A summary of the method of travel to work from residents of Glenorchy LGA is provided in Figure 5.

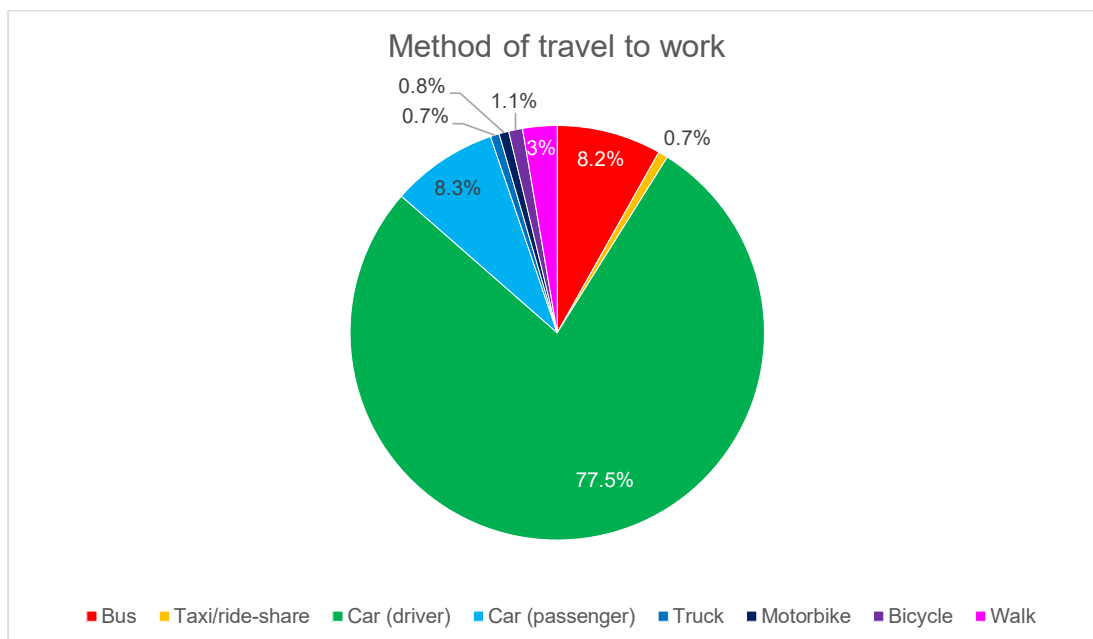


Figure 5 Glenorchy LGA – method of travel to work

A chart showing the place of residence for Glenorchy LGA workers is provided in Figure 6.

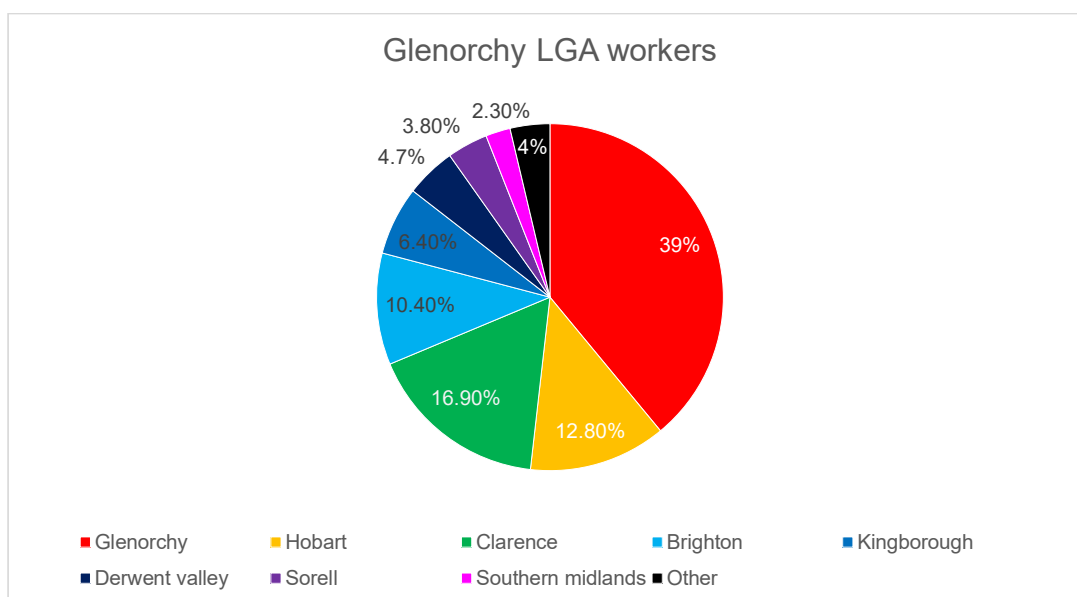


Figure 6 Glenorchy LGA workers – place of residence

A-3 Car park utilisation

Recent Council parking surveys for public car parking spaces from within Glenorchy have been reviewed.

A-3-1 Moonah

Council undertook parking surveys within Moonah inner commercial precinct in October 2020 for the locations of the on-street and off-street car parking presented in Figure 7.

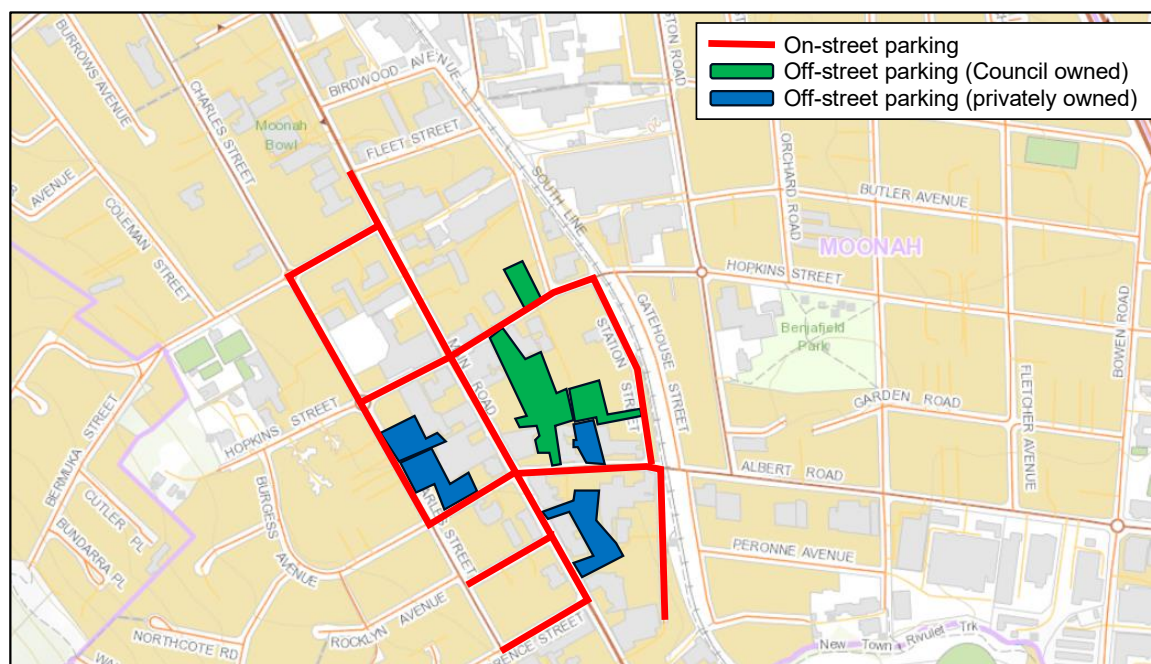


Figure 7 Moonah car park survey locations

Existing public car parking spaces and surveyed utilisation is shown in Table 15 and Table 16 respectively.

Table 15 Available publicly accessible parking spaces – Moonah

Time limitation	5min	1/4P	1/2P	1P	2P	3P	Unrestricted	Total
On-street parking	2	6	71	86	11	-	159	335
Council car park	-	-	9	-	-	157	102	268
Private car park	-	-	-	119	-	-	395	514

Table 16 Occupation of car parking spaces – Moonah

Hour commencing	AM				PM				
	9	10	11	12	1	2	3	4	5
On-street parking	168	162	177	190	202	172	156	161	166
	53%	51%	56%	60%	64%	54%	49%	51%	52%
Council car park	142	191	188	181	198	192	154	168	137
	53%	71%	70%	68%	74%	72%	57%	63%	51%
Private car park	199	236	268	292	301	288	234	253	228
	39%	46%	52%	57%	59%	56%	46%	49%	44%

The historical trends for car parking demand in Council and private off-street car parks within Moonah between 2008 to 2020 is provided in Figure 8.



Figure 8 Moonah off-street parking demand trends

A-3-2 Glenorchy

Council undertook parking surveys within Glenorchy commercial precinct in September 2021. The location of each of the on-street and off-street car parking areas surveyed are presented in Figure 9.

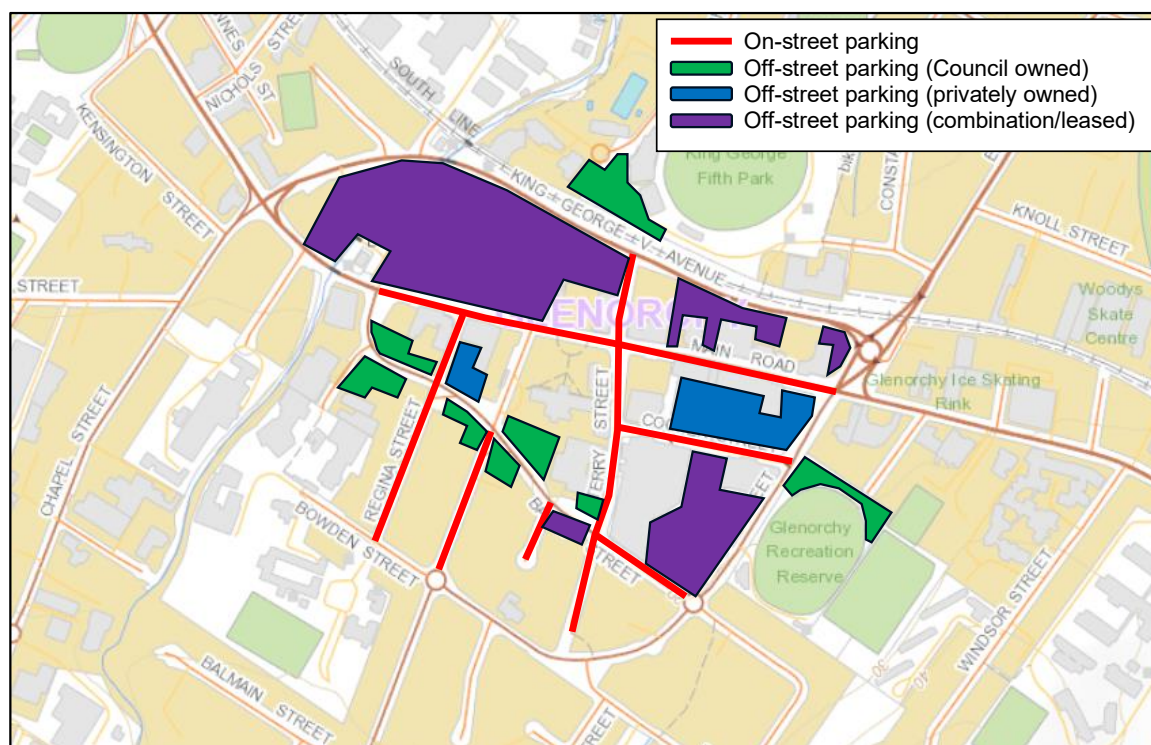


Figure 9 Glenorchy car park survey locations

An assessment of existing publicly accessible car parking spaces and surveyed utilisation are presented in Table 17 and Table 18 respectively.

Table 17 Available publicly accessible parking spaces – Glenorchy

Time limitation	5min	1/4P	1/2P	1P	2P	3P	4P	Permit	Unrestricted	Total
On-street parking	6	28	41	61	49	-	19	-	27	231
Council car park	-	-	-	8	41	127	-	-	356	532
Private car park / Council lease	-	60	-	-	-	702	899	10	-	1,671

Table 18 Occupation of car parking spaces – Glenorchy

Hour commencing	AM			PM					
	9	10	11	12	1	2	3	4	5
On-street parking	124	148	136	127	117	109	93	97	94
	54%	64%	59%	55%	51%	47%	40%	42%	41%
Council car park	380	431	418	424	405	403	386	338	257
	71%	81%	79%	80%	76%	76%	73%	64%	48%
Private car park / Council lease	535	777	933	931	889	806	678	664	607
	32%	46%	56%	56%	53%	48%	41%	40%	36%

The historical trends for car parking demand in Council and private off-street car parks within Glenorchy between 2009 to 2021 is provided in Figure 10.

Off-street Parking Comparison (2009 to 2021)

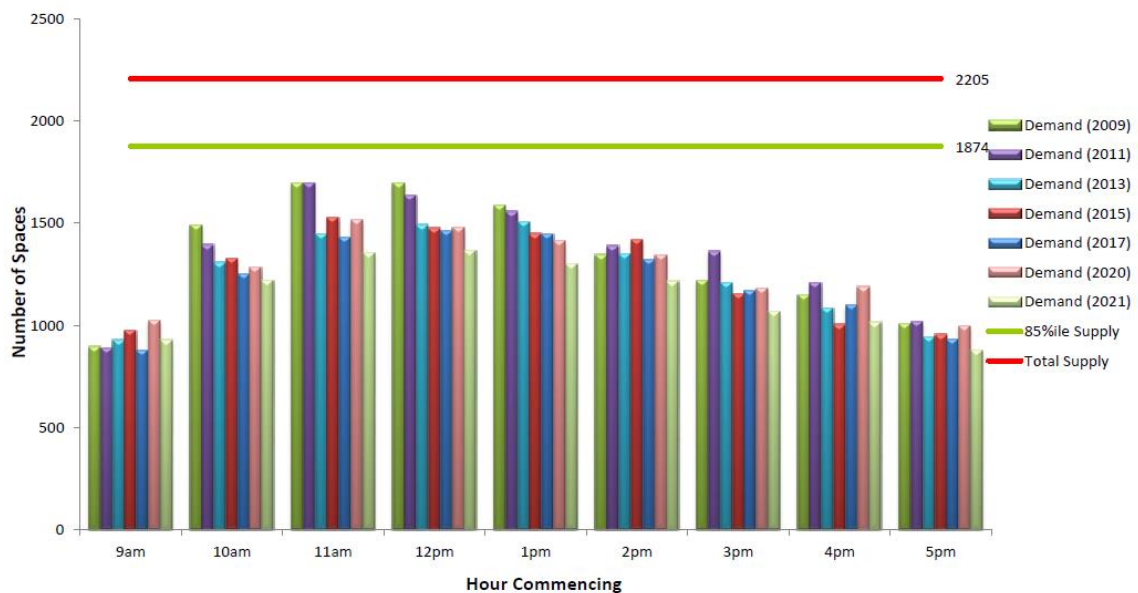


Figure 10 Glenorchy off-street parking demand trends

A-3-3 Claremont

Council undertook parking surveys within Claremont commercial precinct in July 2022. The location of each of the on-street and off-street car parking areas surveyed are presented in Figure 9.

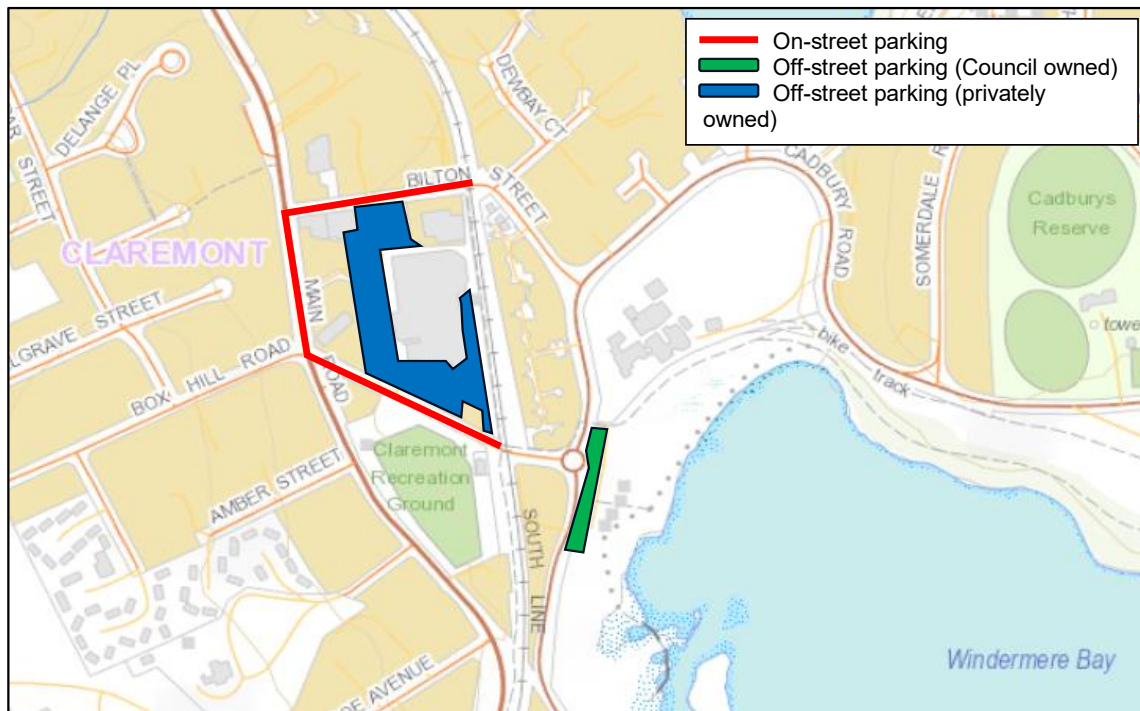


Figure 11 Claremont car park survey locations

An assessment of existing publicly accessible car parking spaces and surveyed utilisation are presented in Table 19 and Table 20 respectively.

Table 19 Available publicly accessible parking spaces – Claremont

Time limitation	1/4P	1/2P	1P	2P	Unrestricted	Total
On-street parking	2	9	10	-	28	49
Council car park	-	-	-	-	60	60
Private car park	-	-	-	303	-	303

Table 20 Occupation of car parking spaces – Claremont

Hour commencing	AM				PM				
	9	10	11	12	1	2	3	4	5
On-street parking	7	17	20	12	9	15	14	17	15
	14%	35%	41%	25%	18%	31%	29%	35%	31%
Council car park	5	8	9	13	13	11	10	4	4
	8%	13%	15%	22%	22%	18%	17%	7%	7%
Private car park	208	247	264	273	254	250	227	232	242
	69%	82%	87%	90%	84%	83%	75%	77%	80%

The historical trends for car parking demand in private off-street car parks within Claremont between 2009 to 2022 is provided in Figure 12. No historical data has been provided for the Council owned Foreshore Car Park.

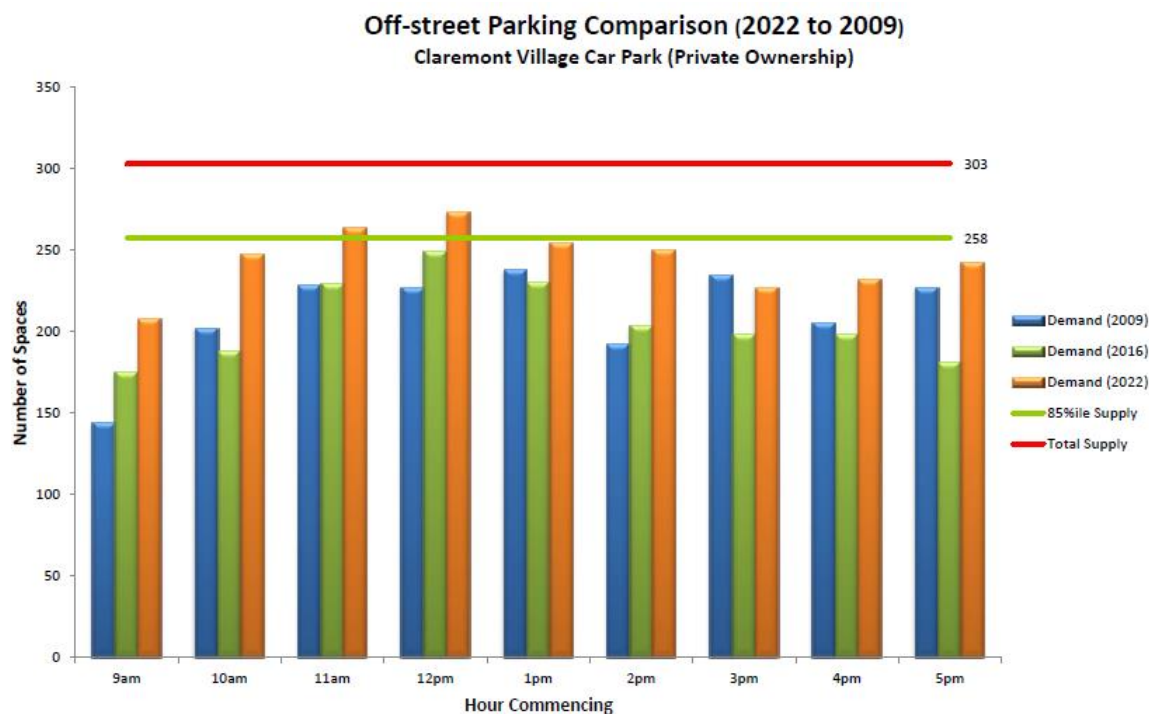


Figure 12 Claremont off-street parking demand trends

A-4 Public transport

A summary of public transport walkability in Glenorchy LGA is shown in Figure 13, with a 400m radius shown from each bus stop.

Local bus services in the Glenorchy LGA and their frequency is shown in Table 21 and Table 22 respectively, with the Hobart North Network map showing origins and destinations of these services provided overleaf.

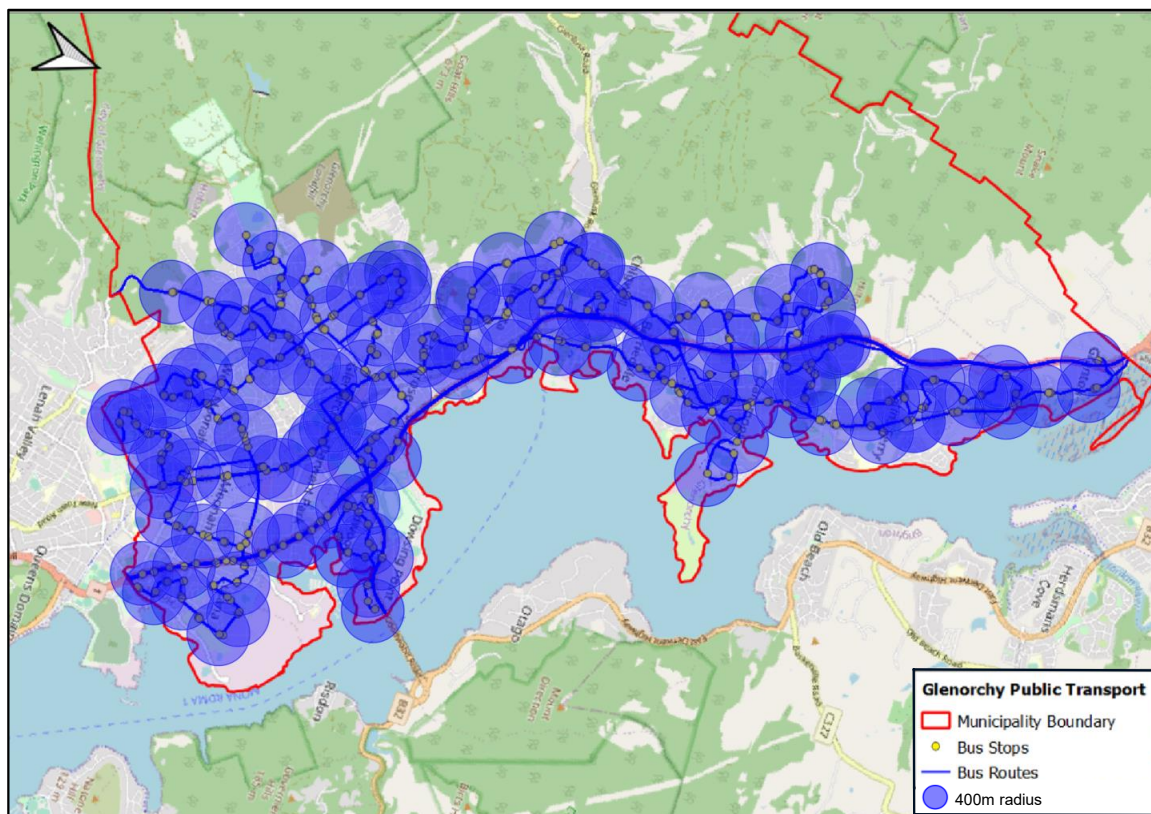


Figure 13 Public transport walkability – Glenorchy City Council

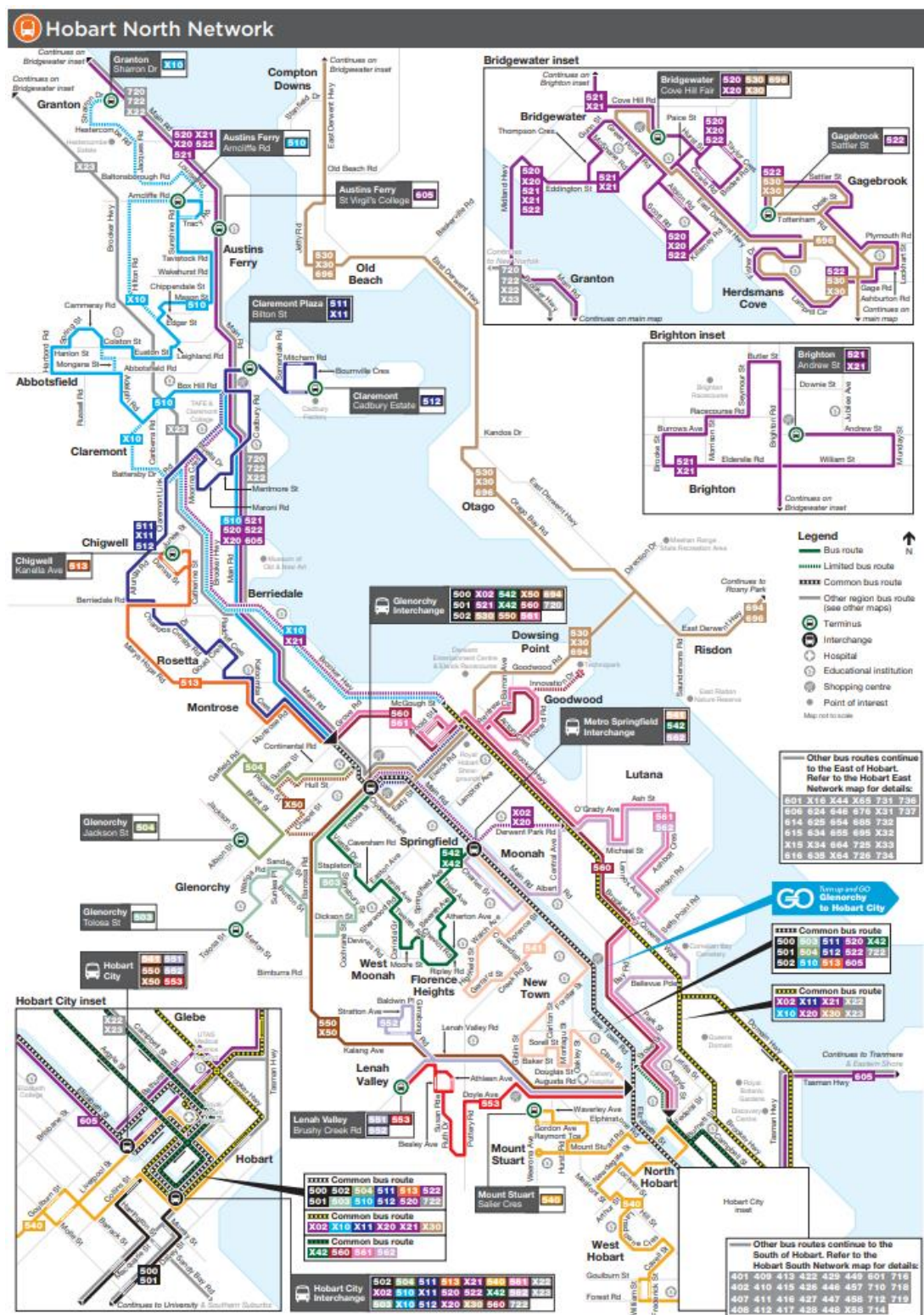


Figure 14 Hobart North bus network (source: MetroTas)

Table 21 Bus services through Glenorchy LGA commercial precincts

Area	Services
Main Road commercial precincts	520 521, 522, 720, 722, X20, X21, X22
Granton	X10
Austins Ferry, Abbotsfield and Claremont (west of Main Road)	510, X10
Claremont (east of Main Road)	511, 512, X11
Chigwell, Rosetta and Montrose	511, 512, 513, X11
Glenorchy	503, 504, 550, X50
West Moonah	503, 542, X42
Florence Heights	541, 542, X42
Springfield	542, X42
Moonah	562, X02, X20
Lutana	561, 562
Goodwood	530, 560, 561, 694, X30

Table 22 Bus routes and frequency

Service	Route	Frequency		
		Monday-Friday	Saturday	Sunday & public holidays
X02	Glenorchy to Hobart City EXPRESS	2 x AM services to Hobart only	-	-
X10	Granton to Hobart City EXPRESS	Peak hours only – every 30 minutes		
X11	Claremont to Hobart City EXPRESS	Peak hours only – every 30 minutes		
X20	Bridgewater to Hobart City EXPRESS	Every 30 - 60 minutes to 6pm		
X21	Brighton to Hobart City EXPRESS	Peak hours only – every 30 minutes		
X22	New Norfolk to Hobart EXPRESS	Peak hours only – every 45 minutes		
X30	Bridgewater to Hobart City EXPRESS	Peak hours only - Every 30 - 60 minutes		
X42	Glenorchy to Hobart City EXPRESS	Peak hours only – every 30 minutes		
X50	Glenorchy to Hobart City EXPRESS	Peak hours only – every 30 minutes		
503	Tolosa Park to Hobart City	Every 30 – 60 minutes	Every hour to 7pm	Every 2 hours to 5:30pm
504	Jackson St to Hobart City	Every 20 – 60 minutes	Every hour to 7pm	Every 2 hours to 4pm
510	Austins Ferry to Hobart City	Every 30 – 60 minutes	Every hour to late	Every 2 hours to 7pm
511	Claremont to Hobart City	Every 30 - 60 minutes	Every hour to late	Every 2 hours to 6pm

Service	Route	Frequency		
		Monday-Friday	Saturday	Sunday & public holidays
512	Cadbury Estate to Hobart City	Every 30 - 60 minutes to 5pm	Every hour to 5pm	-
513	Chigwell to Hobart City	Every 30 - 60 minutes to 5pm	Every hour - 2 hours from 10am – 4pm	-
520	Bridgewater to Hobart City	Every hour from 6pm to late	Every hour to 7pm	-
521	Brighton to Glenorchy	Every hour to 6pm	Every hour to 7pm	-
522	Gagebrook to Hobart City	Every hour 8pm - late	Every hour 6pm - late	Every hour to late
530	Bridgewater to Glenorchy	Every 30 - 60 minutes to 8pm	Every hour to 5:30pm	-
541	Metro Springfield to Hobart City	Every 30 - 60 minutes to 6pm	-	-
542	Glenorchy to Metro Springfield	Every hour to late	Every hour to 6pm	-
550	Glenorchy to Hobart City	Every 30 - 60 minutes to 6:00pm	-	-
560		Every 30 - 60 minutes to 6:00pm	-	-
561		1-2 daily services	Every hour to 6pm	Every 2 hours to 6pm
562	Metro Springfield to Hobart City	Every 30 - 60 minutes to 6pm	-	-
694	Glenorchy to Rosny Park	Every 1 -2 hours to 6pm	Every 2 hours to 6pm	Every 2 hours to 6pm
720	New Norfolk to Glenorchy	Every 40 – 60 mins to 3pm	Every hour to 5pm	Every hour 12pm – 4pm
722	New Norfolk to Hobart	Every 30-60 min 5pm - 9pm	Every hour 5pm – 9pm	Every 60 -90 mins 8am – 12pm and 3pm-6pm

A-5 Bicycle network

A summary of the existing bicycle network within Council area is presented in Figure 15. This is inclusive of existing off-road trails, dedicated on-road bicycle lanes, bicycle friendly roads and dirt/unpaved trails.

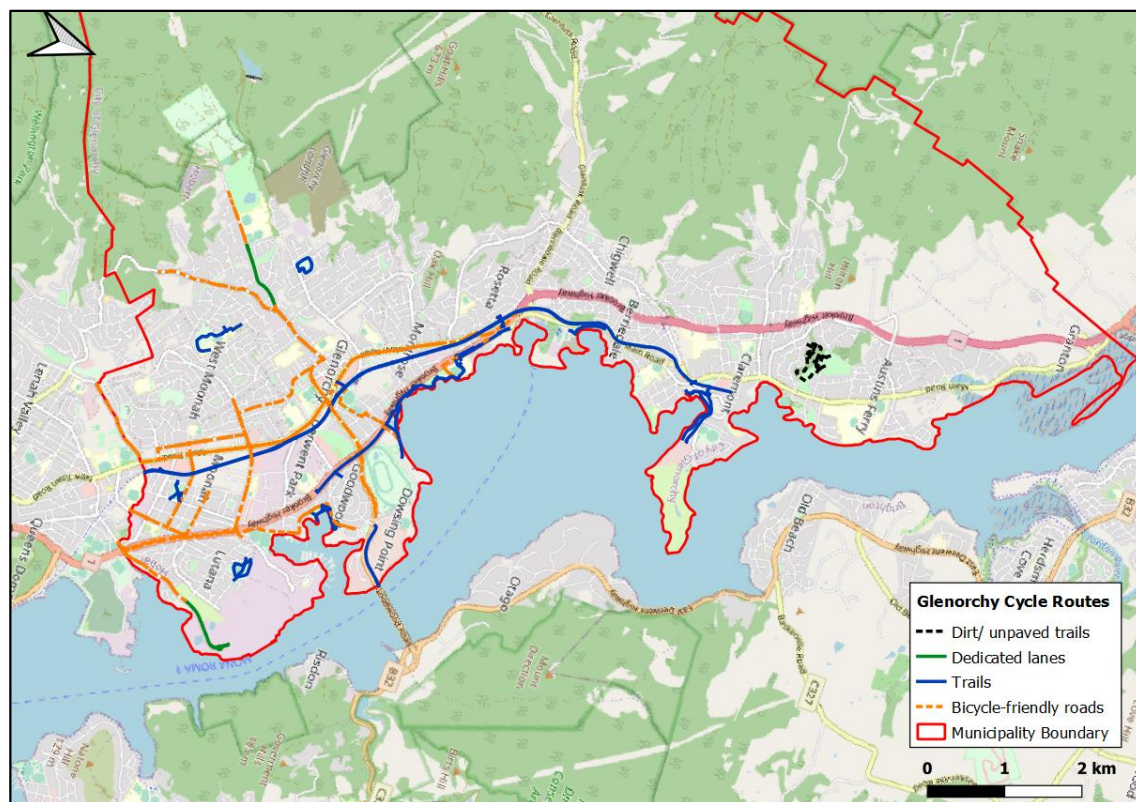


Figure 15 Bicycle network – Glenorchy City Council

A-6 Pedestrians

An assessment of existing pedestrian infrastructure within Council area has been undertaken. Within residential and commercial areas, constructed footpaths are generally provided on both sides of the road. Typical conditions along Main Road are shown in Figure 16 to Figure 18.



Figure 16 Main Road - central business zone of Glenorchy

Source: Google Maps taken August 2023



Figure 17 Main Road - general business zone of Moonah

Source: Google Maps taken August 2023



Figure 18 Main Road - Claremont CBD

Source: Google Maps taken August 2023

A-7 Car share

Within the Greater Hobart area, there are currently three operators, a plan of the available Flexicar, Turo and Uber carshare options in Greater Hobart during preparation of this report is provided in Figure 19.

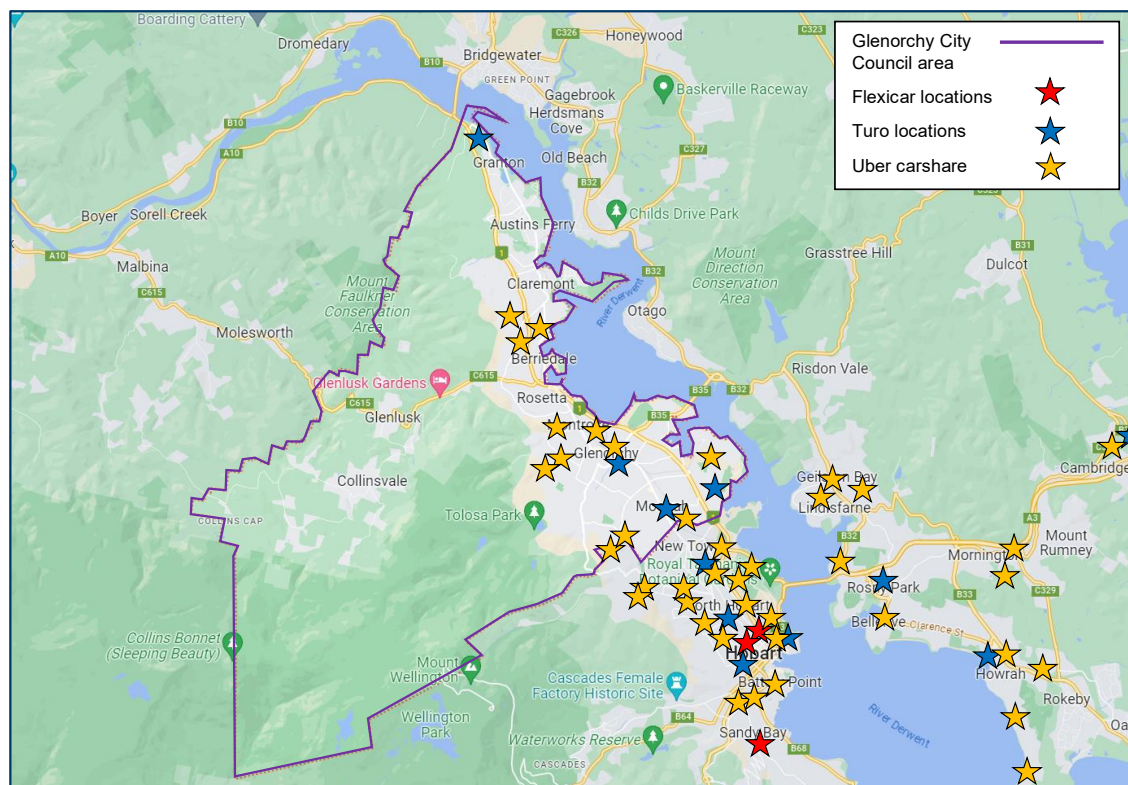


Figure 19 Car share network – Glenorchy City Council

Appendix B

Draft TfNSW Guide, category assessment

B-1 Draft Guide land categorisation

This section summarises the land categorisation assessment undertaken in order to refer to the minimum parking rates provided in the draft Guide (2024).

The draft Guide includes context-based car parking rates which takes into considerations characteristics of the site including:

- Proximity to strategic centres
- Proximity of public transport to strategic, regional or metropolitan centres
- Car mode-share
- Population density

Using these characteristics, a category is assigned to each Statistical Level 2 (SA2) area. The definition of each of these categories has been replicated below from the draft Guide.

- *Category 1: Typical of urban areas with high alternative transport options and low car mode share. Within this category, Sub-Category 1A is identified as areas with higher density and lower car mode share than typical urban areas. This sub-category is typical of inner metropolitan areas where local councils are trending to mandate lower parking provision compared to other areas within Category 1.*
- *Category 2: Typical of outer urban areas or regional centres with more variability in alternative transport options and medium car mode share.*
- *Category 3: Typical of regional areas or outer urban areas with low or limited alternative transport options, low population density and high car mode share.*

Given the large zone structure for the categorisation, there may be highly accessible developments in a lower category zone and vice versa. Practitioners are encouraged to present and analyse technical evidence to understand the parking demand associated with the development. For example, reference rates could be considered in the following ways:

- *If the development is well serviced by alternative transport options and has a low expected car mode share for trips entering and exiting the development, provide less parking than the reference rate of parking.*
- *If the development has limited alternative transport options, with a high expected car mode share for trips entering and exiting the development, provide parking at or above the reference rate.*

A summary of the above category assessment is provided in Table 23, taken from the draft Guide. The levels for each indicator are a generalised performance as estimated from the definitions above.

Table 23 Summary of categorisation

Indicator	Sub-Category 1A	Category 1	Category 2	Category 3
Within 15-minute walk to a strategic centre	Very high	Very high	High	Low
Within 30-minute public transport to a strategic, regional or metropolitan centre	Very high	Very high	Medium	Low
Car mode share (all trips)	Low	Medium	Medium	High
Density (people/km ²)	Very high	High	Medium	Low

B-1-1 Glenorchy local assessment

An assessment of the categories has been undertaken for the key zones within Glenorchy LGA as listed below:

- Zone 1: Central business zone of Glenorchy CBD
- Zone 2: General business zone of Moonah
- Zone 3: Claremont CBD
- Zone 4: Commercial land along Main Road
- Zone 5a: General residential (inc. social housing)
- Zone 5b: Inner residential (inc. social housing)

For reference, maps showing the location of Zones 1-4 is presented in Figure 2, and zones 5a and 5b as shown in Figure 4. It is noted that low density and rural zones have not been included in this assessment at the direction of Council.

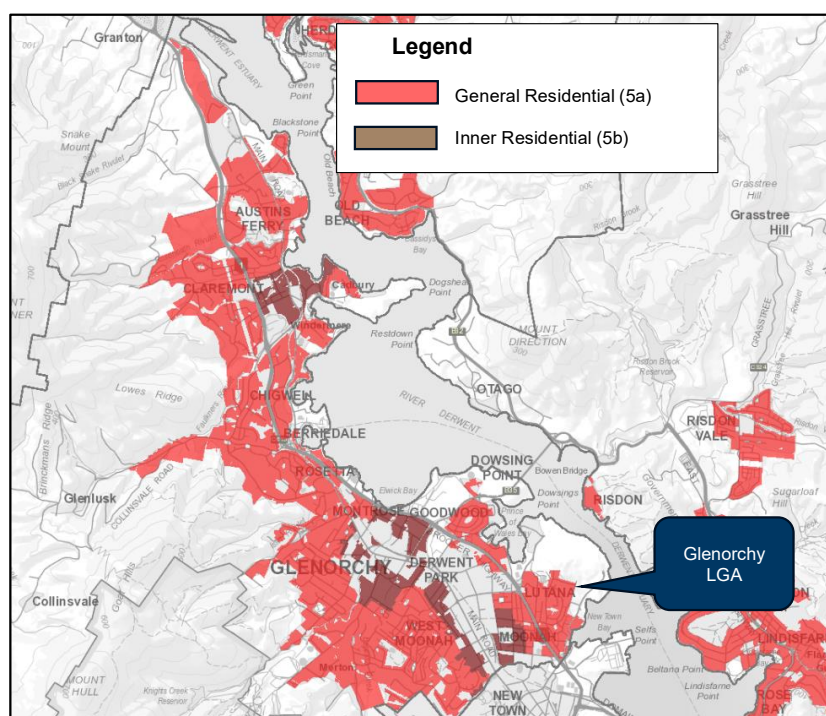


Figure 20 Residential zoning in Glenorchy

Source: LISTmap Tasmania

Each of the zones have been assessed based on the indicators outlined in Table 23. To further determine the correct category, a similar site has been identified from NSW, with the resulting category obtained from that. The assessment and resulting category for each zone is provided.

Table 24 Glenorchy Local Categories

Zone	Walking distance to strategic centre	Public transport distance to Hobart	Car mode share	Population Density (people per km ²)	NSW Map similar Site	Resulting Category
Zone 1: Central business zone of Glenorchy CBD	Located within a strategic centre, very walkable. (High)	Approx. 35 mins to Hobart via bus. Peak hour express services every 30 minutes. (Medium)	79% car mode share. (Medium)	~2,112 (Medium)	<u>Berala (125011585) – Category 2</u> – Shopping centre and strip adjacent train station. Very walkable. – Train to Sydney approx. 35 mins, every 15 mins.	Category 2
Zone 2: General business zone of Moonah	Located within a strategic centre, very walkable. (High)	Approx. 25 mins to Hobart via bus. Peak hour express services every 30 minutes. (Medium)	79% car mode share. (Medium)	~2,112 (Medium)	– 76% car mode share – 4,295 population density	Category 2
Zone 3: Claremont CBD	Located within a small shopping precinct block, very walkable. (High)	Approx. 50 mins to Hobart via bus. Peak hour express services every 30 minutes. (Medium)	89% car mode share. (High)	~1,882 (Medium)	<u>Grevstanes-South (125031713) – Category 2</u> – Small shopping centre, generally located within one block.	Category 2
Zone 4: Commercial land along Main Road	Located within a small shopping precinct, within 1km walk to Moonah or Glenorchy CBD. (Medium)	Approx. 40 minutes by bus. Peak hour express services every 30 minutes, requiring short walk to key stops. (Medium)	79% car mode share. (Medium)	~2,112 (Medium)	– Train and bus to Sydney approx. 60 mins, every 15-30 mins. – 90% car mode share – 2,676 population density	Category 2
Zone 5a: General residential	Residential areas typically outside walking distance of strategic centres. (Low)	Approx 30-60 mins by bus, every 30-60 mins during peak times. Reduced service outside of peak. (Low)	LGA – 86%, 8% pt (High)	~1457 (Low)	<u>St Ives (121031410) – Category 3</u> – Generally residential with some shopping precincts. – Bus to Sydney approx. 50 mins every 30 mins – 89% car mode share – 956 population density	Category 3
Zone 5b: Inner residential	Residential surrounding strategic centres, very walkable. (High)	Approx. 35 mins to Hobart via bus. Peak hour express services every 30 minutes. (Medium)	79% car mode share. 89% drive, 7% pt (Medium)	~1,882 - 2112 (Medium)	<u>Pymble (121031409) – Category 2</u> – Generally residential with some small shopping precincts – 45mins by train, every 15 minutes – 84% by car, 10% by pt – 1863 population density	Category 2



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Cash-in-lieu of parking





Parking Plan Inputs

Glenorchy City Council

12 August 2025

→ The Power of Commitment



Project name		Glenorchy car parking space requirements					
Document title		Cash-in-lieu of parking Parking Plan Inputs					
Project number		12619243					
File name		12619243-GHD-00-00-RPT-TE-00002-S3-P01_Cash-In-Lieu.docx					
Status Code	Revision	Author	Reviewer		Approved for issue		
S4	1	E. Young S. Chapman	S. Burgess		S. Chapman		23.08.24
S4	2	S. Chapman	S. Burgess		S. Chapman		12.08.25
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[Status code]							

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Executive summary

This report explores the potential application of cash-in-lieu of parking within the Acceptable Solution of the Planning Scheme as set out in the Tasmanian Planning Scheme Local Provisions Schedule which applies in the council area of Glenorchy.

This report is subject to, and must be read in conjunction with, the limitations set out in Section 1.2 and the assumptions and qualifications contained throughout the Report.

There is an intrinsically linked relationship between the application of cash-in-lieu of parking and the minimum parking rates applied. As such a determination to and how to apply cash-in-lieu of parking should not be considered in isolation of determinations relating to minimum parking requirements. The recommendations and assessment contained within the *Minimum Parking Rates Report* should be considered and inform any implementation that responds to the recommendations contained within this Report.

Applications in Tasmania

There are a number of municipalities within Tasmania which utilise cash-in-lieu of parking within either the Tasmanian Planning Scheme or their relevant interim scheme. For municipalities that have adopted a set rate per car parking spaces the rates range from \$5,500 through to \$12,000. Other municipalities apply a rate that is calculated based on the land cost, construction cost and a community benefit factor which is estimated to be greater than \$5,500 in all applications. Anecdotal evidence suggests that uptake of cash-in-lieu of parking is low across all reviewed applications.

Parking supply factors

Based on current demand there is likely low risk of undersupply issues in the immediate term, however parking surveys are recommended to continue at a 3–4-year frequency in order to monitor changes in this ratio. Additionally, opportunities for the scheme to fund broader transport investments would play a role in reducing reliance on private vehicles for trips and support intensification of land use at a lower rate of car parking provision.

Recommended applications

If cash-in-lieu of parking is to be implemented, it is recommended that a set rate per car parking space is applied as this approach provides a transparent approach, minimises administrative requirements and has the potential to encourage increased uptake as an alternative to on-site parking supply. It is not recommended that the rate exceeds \$12,000 and adoption of a lower rate would be recommended, which aligns with the concept that the Acceptable Solution should ideally be used in favour of the Performance Criteria.

Consideration should be given to how the Parking Plan or other planning mechanisms may reinforce use of the Acceptable Solutions. It should be noted that removal of minimum parking rates in full would negate the need for cash-in-lieu of parking.

Investment opportunities

Regulation surrounding the use of funds collected through cash-in-lieu of parking leaves ambiguity on implementation and as such it is recommended that further advice (i.e. legal and planning) is sought to support a defensible basis or broader uses of this funding, beyond simply supplying more parking which may form part of a policy for transparency in approach.

Notwithstanding this, there are a number of investment opportunities that, if supported by appropriate policy and regulatory frameworks, would be from a transport engineering and planning grounds beneficial investment in supporting developments with respect to access needs, such as:

- Car parking provision or improvements, and car park maintenance.
- Road infrastructure, cycling infrastructure and pedestrian infrastructure.
- Public transport infrastructure including infrastructure connecting to bus stops (i.e. kerb ramps).
- Car sharing drop off/pick up infrastructure.

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Attachments

Attachment 1 Jurisdictional review: Cash-in-lieu applications

1. Introduction

Glenorchy City Council (Council) engaged GHD to undertake a two-part assessment of car parking rates and cash-in-lieu payments for new developments within key areas of the municipality.

The first part is covered in the *Minimum Parking Rates Report* which this Report should be read in conjunction with.

This second part of the assessment outlines recommendations for a cash-in-lieu of parking to be considered under Code C2.0 Parking and Sustainable Transport of the Tasmanian Planning Scheme – Glenorchy local provisions. Cash-in-lieu has the potential to be applied in a Parking Plan which would form part of the Acceptable Solution A1 for C2.5.1.

Cash-in-lieu of parking provides an alternative to the provision of parking for developments in line with the minimum parking rates required by the scheme by instead providing a payment for the deficit.

The traditional application of these policies is with the view that the financial contribution made by the developer will be utilised to, in-part, to fund the future provision of parking at an appropriate location with reference to the development and broader Council parking provision plans. More contemporary applications of cash-in-lieu acknowledge the significant time-gap until such parking provision is made, challenges associated with the contribution adequately covering the cost of providing new parking and strategic objectives to provide for transport alternatives outside of private vehicle usage.

It is understood that the main aim of Council is to encourage sustainable transport, along with providing best practice parking management to streamline the planning process for developments where applicable. Council's current schedule of fees and charges includes a rate of \$18,725 excl. GST per parking space for cash in lieu of car parking. It is noted however that Council do not currently have a policy associated with this payment and therefore it is not currently being applied.

This report explores the strategic objectives influencing parking policy for Glenorchy City Council, application of cash-in-lieu schemes in other jurisdictions, benefits and disadvantages of different approaches and recommends both potential updates to the use of cash-in-lieu for Council as well as potential uses for investment generated through this mechanism, that align with the traffic and transport needs for developments.

1.1 Purpose of this report

The purpose of this report is to outline suitable methodologies and criteria for a cash-in-lieu car parking scheme for new developments within key areas of the Glenorchy LGA.

1.2 Scope and limitations

This report: has been prepared by GHD for Glenorchy City Council and may only be used and relied on by Glenorchy City Council for the purpose agreed between GHD and Glenorchy City Council as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Glenorchy City Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Glenorchy City Council and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.3 Approach

In order to inform recommendations on cash in lieu of parking rates, a two-staged approach has been undertaken:

1. Contextual review to inform objectives of rates and factors for consideration in their application (refer Section 2), including:
 - a. Strategic direction from current state and municipal strategies
 - b. Municipality and site context such as key attractors, car ownership and car park utilisation
 - c. Planning scheme context
2. Review of common applications and other Tasmanian jurisdiction applications of cash-in-lieu (refer Section 3), including:
 - a. Review of other Council's policies
 - b. Summary of typical methodologies
 - c. Review of cost-based formula

Combining these reviews, a recommendation for application of cash-in-lieu is provided (refer Section 5) in addition to potential investment opportunities to use the payments for (refer Section 4).

1.3.1 Study extents

This study has been prepared based on five key zones within the Council area, as listed below and presented in Figure 1. These key zones have been requested by Council for this assessment, with consideration of key areas and high occurrence developments where a reduction in parking could be supported due to surrounding infrastructure. Industrial uses have not been considered in this assessment as these developments are primarily accessed by staff, with low numbers of customers. Due to the nature of the industrial use, there is a reduced likelihood that staff or customers will access the site via sustainable travel modes.

- **Zone 1:** Central business zone of Glenorchy CBD
- **Zone 2:** General business zone of Moonah
- **Zone 3:** Claremont CBD
- **Zone 4:** Commercial land along Main Road
- **Zone 5:** All residential

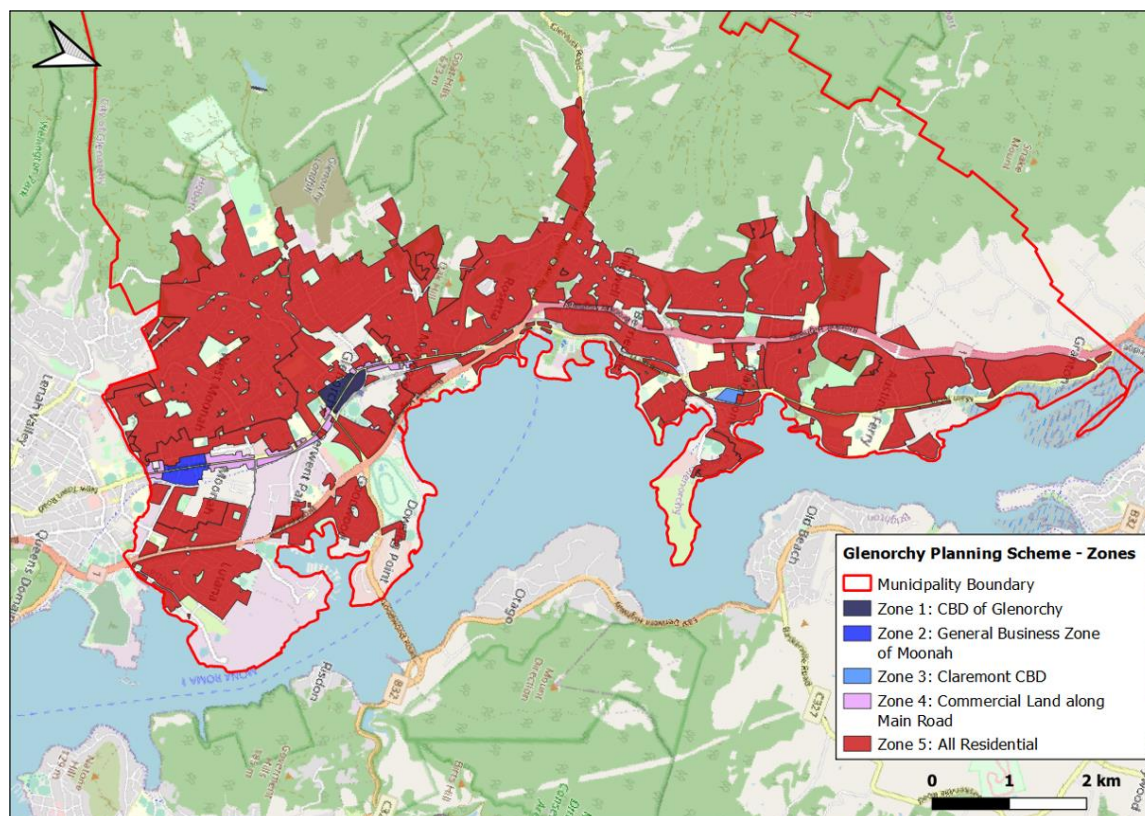


Figure 1 Location of key zones within Glenorchy City Council area

1.4 Reference documents

This report references the following documents:

- *Tasmanian Planning Scheme and Local Provisions Schedule.*
- *Glenorchy Parking Strategy 2017 – 2027*
- *Schedule of Fees and Charges 2023/24, Glenorchy City Council*
- *Hobart and Kingborough Interim Planning Schemes 2015*
- *Clarence Car Parking Plan, Clarence City Council 2021*
- *Cash In Lieu of Car Parking Contribution Policy, Huon Valley Council, 2016*
- *Car Parking Cash-In-Lieu Contribution, Central Coast Council, 2011*
- *Cash-in-lieu Parking Policy, Kingborough Council, 2022*
- *Sorell Car Parking Strategy, Sorell Council, 2023*
- *Fees and Charges Register 2023-2024, Derwent Valley Council*
- Parking surveys provided by Glenorchy City Council
- Census data 2021 (car ownership and mode of travel) from Australian Bureau of Statistics (ABS)
- *Greater Hobart Transport Vision, 2017*
- *Hobart City Deal, Federal, State and Local Governments, 2019*
- 30-year Greater Hobart Plan
- *Parking requirement impacts on housing affordability, Victorian Transport policy institute, 2019*
- *Parking Facilities Part 1: Off-street car parking, AU/NZS 2890.1:2004*
- *Infrastructure Contributions Discussion Paper, LGAT, 2022*

2. Context review

2.1 Supply and demand side factors

The *Minimum Parking Rates Report* includes a detailed review of strategic documents and site context data, a summary of the relevant findings as they relate to the potential implementation of cash-in-lieu of parking is provided following.

Strategic context

- The Greater Hobart Plan 2022 aligns with the aim of Council to encourage sustainable transport. It also indicates future increased provisions and accessibility for people walking, people riding and public transport which supports an approach to parking provision which reflects this future direction.
- Hobart City Deal 2019 single occupant driver reduction target also highlights the need for increased walking, bike riding, public transport use and car-sharing as favourable alternatives, with potential for cash-in-lieu funding to support these initiatives.
- Glenorchy City Council Parking Strategy 2017-2027 highlights that previously, parking supply was meeting demand which is generally consistent with the latest parking surveys. This indicates that in the first instance, there should be consideration to use any cash-in-lieu funds for sustainable transport items rather than focusing on car parking (updated parking surveys may be required to confirm current demand vs supply).
- Victoria Transport Policy report highlights the impact of parking provision rates on housing affordability, vehicle ownership and sprawl. This indicates that in the application of minimum parking rates, care should be taken that the minimums set do not provide an oversupply of carparking creating traffic, economic and social impacts that will have to be dealt with later.

Site context

The Greater Hobart Plan 2022 aligns with the aim of Council to encourage sustainable transport. It also indicates.

- The average car ownership for studios and 1-bedroom dwellings in Glenorchy LGA is one vehicle. Two-bedroom dwellings, the average remains around one vehicle, with three bedroom or more increasing to 2 vehicles or more. There is considered to be potential to reduce car parking rates further with a cash-in-lieu policy for residential dwellings in key locations, with better access to more diverse land uses (school, shopping and greenspace) and alternative travel modes.
- There are a significant number of potential future projects identified within the Glenorchy LGA that are expected to increase the number of trips taken in the Council area using alternative transport options and this will likely reduce the reliance on private vehicles for some new developments in proximity to the upgrade locations.
- There is currently considered to be a significant number of vacant car parking spaces within Council operated car parks on any given weekday. As such, these car parks are considered able to support visitor car parking to developments within the activity centres and could be used to reduce the number of car parks required on individual sites via a cash-in-lieu policy. It also indicates that in the first instance, there should be consideration to use any cash-in-lieu funds for sustainable transport items that Council may strategically invest in, rather than focusing on additional public car parking (updated parking surveys may be required to confirm current demand vs supply).
- There is a good level of access for bus services travelling to/from the activity centres within Glenorchy LGA and associated Inner Residential zones. A further reduction in car parking (along with a cash-in-lieu payment) would be considered appropriate in these areas. Although suburban areas are provided with coverage style bus routes the frequency is generally quite low, with reduced services on weekends and weekday evenings. As such, these areas are unlikely to be supported with a further reduced car parking rate based on current public transport access alone.
- For areas adjacent the Intercity Cycleway, it is considered appropriate to consider a further reduced car parking rate, as the Cycleway provides a safe and convenient way to access the Hobart CBD, while avoiding

peak hour traffic. Cash-in-lieu payments could be used for Council investment to improve local connections and widen the catchment area.

- There is good pedestrian infrastructure within Glenorchy LGA, however the footpaths alone are not likely to significantly change the need for car parking. The pedestrian facilities work with other key factors by facilitating access between developments, adjacent land uses, car parks and bus stops. Local infrastructure could be improved (wider footpaths, better ramps, more shade) with cash-in-lieu funds to support a further reduction in car parking at key locations, which may be implemented through change in minimum requirements or through more flexibility with a cash-in-lieu policy.

A summary of key context items is provided below:

- Various strategic documents relating to Glenorchy and the Greater Hobart precinct consider reducing private vehicle use in the region and increasing alternative travel modes.
- Review of ABS car ownership and journey to work data indicates there is a strong reliance on private vehicle use throughout the LGA which is likely contributed to by supply of parking with existing and new development. Car parking utilisation surveys for each of Moonah, Glenorchy and Claremont were reviewed. While utilisation varied between each area peaked at 61-72%, which is considered quite low for car parking utilisation and indicating ineffective allocation of space. Accordingly, the existing car parking provision in each township is expected to continue to cater for the respective business zones in the medium term based on historic rates.
- Assessment of bus services, pedestrian and cyclist provisions indicated generally good provision for pedestrian paths, limited overt provision for bicycles (with the exception of the inner-city cycleway) and reasonable bus frequencies for major routes. This indicates key opportunities for supporting alternatives to parking through a cash-in-lieu scheme could be in supporting bus infrastructure to approve accessibility and amenity and cyclist provision.

The Parking Strategy discusses some specific considerations for cash-in-lieu:

- Consideration of its suitability to fund investment in parking, noting it is an unreliable financial resource.
- Use as a management tool through incentivising or disincentivising depending on the rate set and mechanism used.
- Importance of the rate determination task for developer decision making noting the need to be balanced considering:
 - Higher cash-in-lieu rates may in some cases lead to reduced uptake.
 - Lower rates may result in increased pressure on public parking supply, noting that the car parking utilisation rates suggest this should not be a guiding factor for the areas reviewed.

The review suggests that the priority outcomes from cash-in-lieu may be in supporting strategic objectives for transport mode share, which would prioritise a lower rate to encourage it to be used by developers. Based on current demand there is likely low risk of undersupply issues, however parking surveys are recommended to continue at a 3–4-year frequency in order to monitor changes in this ratio. Additionally, opportunities for the scheme to fund broader transport investments would play a role in reducing reliance on private vehicles for trips and support intensification of land use at a lower rate of car parking provision.

2.2 Planning context

The following Sections provide the relevant excerpts from the Tasmanian Planning Scheme. Under the scheme cash-in-lieu of parking is included in the Acceptable Solution where a Parking Plan is in place that sets out the application. The Land Use Planning and Approvals Act 1993 provides mechanism for infrastructure charges to be levied as conditions of planning permits under section 51(3A) and (4),

2.2.1 Acceptable Solution

New developments are required to provide enough car parking spaces to meet the statutory car parking rates provided in Table C2.1 of the *Tasmanian Planning Scheme*. The rates provided are minimum parking provision requirements, the *Tasmanian Planning Scheme* also provides the ability for cash-in-lieu as the Acceptable Solution through the mechanism of a Parking Plan.

The Acceptable Solution A1 is replicated below.

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:

- d. *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;*
- e. *the site is contained within a parking precinct plan and subject to Clause C2.7;*
- f. *the site is subject to Clause C2.5.5; or*
- g. *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.*

2.2.2 Performance Criteria

The *Tasmanian Planning Scheme* also provides opportunity for Performance Criteria to be addressed if the statutory car parking numbers are not met, or in the absence of a Parking Plan with cash-in-lieu mechanism. Developers are required to address the Performance Criteria, with Council authority determining whether the response is sufficient to allow a reduction in car parking spaces to meet the reasonable needs of the use, having regard to the items below.

For non-dwelling uses, key criteria to be addressed are as follows.

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:*
 - i. *variations in car parking demand over time; or*
 - ii. *efficiencies gained by consolidation of car parking spaces;*
- c. *The availability and frequency of public transport within reasonable walking distance of the site;*
- 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 regards to the scale and nature of the use and development.*

For dwelling uses, key criteria to be addressed are as follows.

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

- a. *The nature and intensity of the use and car parking required;*
- b. *The size of the dwelling and the number of bedrooms; and*
- c. *The pattern of parking in the surrounding area.*

The Use Standard (C2.5.1) refers to the application of cash-in-lieu in accordance with a Parking Plan as an Acceptable Solution. As such, the Parking Plan would be the guiding reference of the rate and method of application. Where a per-space rate is provided by the policy the scheme enables the per-space rate applied to the amount identified as deficit.

Development within the Council area is currently governed by the Tasmanian Planning Scheme – Glenorchy, effective since 18 August 2021. The Glenorchy Local Provisions do not currently provide localised car parking rates, with the exception of the Claremont Peninsula SAP for residential dwellings, and therefore the car parking rates within the State Planning Provision are relevant.

Cash-in-lieu is currently referenced in the *Glenorchy Local Provision Schedule* for Public Open Space within the Technopark precinct only. In this instance it is applied as a Performance Criteria, however it should be noted there is no Acceptable Solution for this item.

2.2.3 Application of cash in lieu in the Planning Scheme

For the zones and areas identified to be within the Parking Plan (refer Section 1.3.1), the process for utilising the cash-in-lieu payment as part of the Acceptable Solution can be as follows:

- The development is proposed to not provide the minimum required number of car parking spaces as outlined in the Parking Plan.
- The developer could still meet the Acceptable Solution by making payment of the cash in lieu amount for each car parking space that they do not provide.
- Alternatively, the Performance Criteria could be addressed, however it is noted that approving the car parking reduction via the Performance Criteria is at the discretion of Council officers. In this case, a Traffic Impact Assessment would typically be required to determine the suitability of the proposed car parking provision.
- Outside of the Parking Plan or where the developer must address the Performance Criteria, council officers may request a cash-in-lieu payment to meet the Performance Criteria “*The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use*” however, they cannot require a developer to pay it.

3. Applications

3.1 Jurisdictional review

A review of existing cash-in-lieu policies in other councils around Tasmania has been undertaken. In general, each policy stipulates that:

- Acceptance of cash-in-lieu should always be at the discretion of Council.
- There should be an incentive to not opting to provide car parking on site, noting this reflects that generally councils experience an oversupply of parking and there is a need to meet strategic objectives for greater mode diversity.
- Councils should have ideas an infrastructure plan of where to invest monies raised through cash-in-lieu.

In Tasmania, cash-in-lieu of parking is the second most common type of infrastructure contributions policy. These policies are offsets to standards meaning they are a monetary contribution that is made to offset where a 'standard' or requirement, in this instance minimum parking provision, is not provided. In practice, offset to standards can be used to incentivise developments providing the level of car parking required by standard or be used as an alternative to meeting the standard. Effectiveness is limited by need for a clearly defined infrastructure plan to generate provision on the ground.

The councils included in the jurisdictional review are indicated in Figure 2.

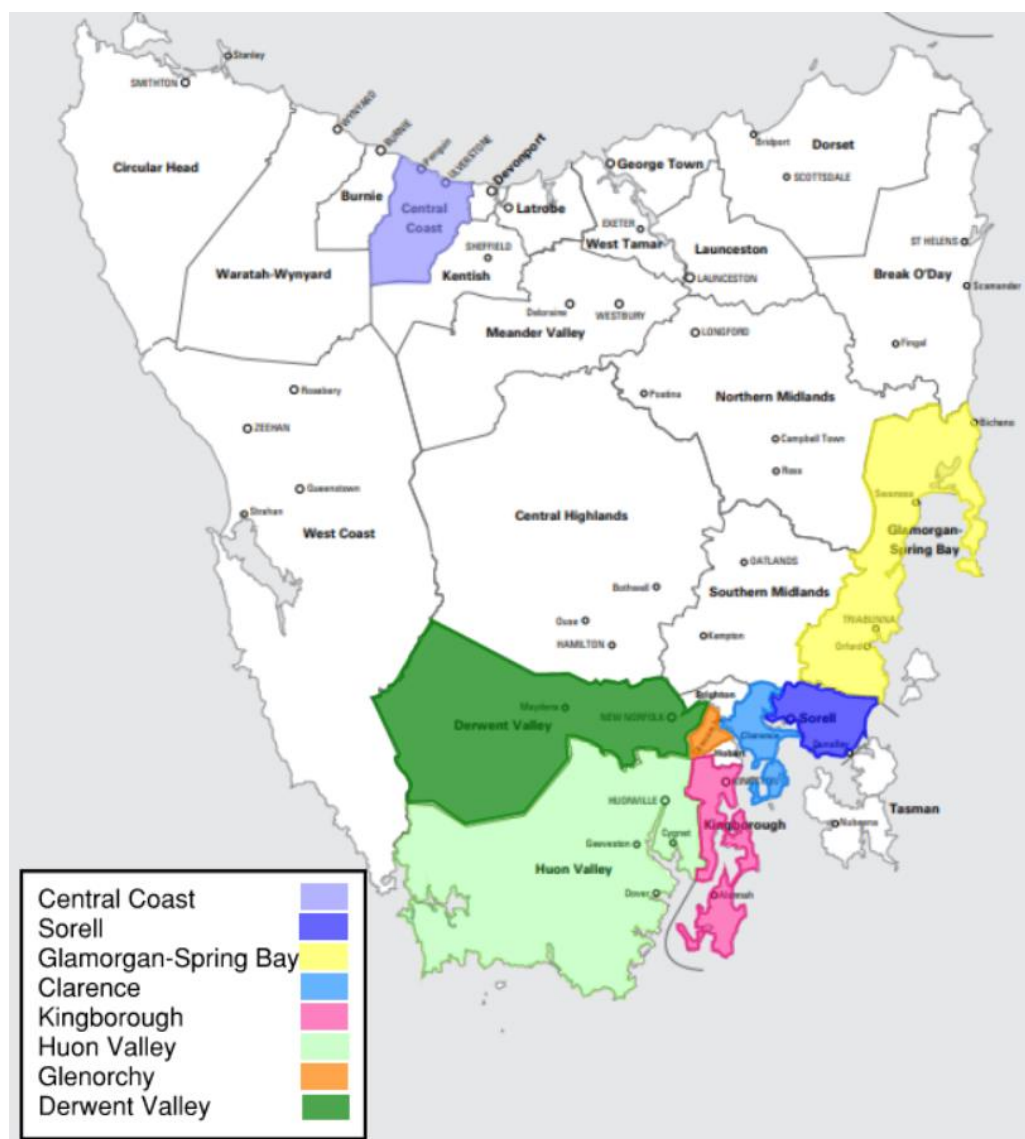


Figure 2 LGAs in Tasmania whose cash-in-lieu policies have been reviewed

Table 1 compares the cash-in-lieu of parking policies that other councils in Tasmania currently have. Many other jurisdictions implement some form of infrastructure contributions, most commonly for public open space. Launceston City Council uses specific area plans to implement various contributions. The policies from each of the councils with existing cash-in-lieu of parking policies are outlined in Table 1 and provided in full in Attachment 1..

Table 1 Comparison of cash-in-lieu policies of Tasmania LGAs

Municipality	Method	Rate per space
Clarence City Council Area: 378 km ² Population: 54,662	<u>Tasmanian Planning Scheme – Acceptable Solution A1 Clause C2.5.1</u> if there is a Parking Plan	Rosny Park: \$12,000 Bellerive and Kangaroo Bay: \$10,000 Lindisfarne: \$8,000 Richmond: \$5,500 Other centres: To be determined having regard to local car parking development costs

Municipality	Method	Rate per space
Kingborough Council Area: 720 km ² Population: 40,800	<u>Kingborough Interim Planning Scheme 2015</u> – Acceptable Solution A1 Clause E6.6.1 if there is a Parking Plan, or Performance Criteria P1 Clause E6.6.1 if there is no Parking Plan.	Cash in lieu = (cost of land + construction cost) x 0.85 – Community benefit factor: 15% – Cost of land: Calculated by a land valuer or derived from any recent land valuation with a 10% contingency. – Costs of construction: Established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks. – Land requirement: 30 m ² per parking space – Money raised to be used in accordance with a Parking Plan. If there is no Parking Plan, then the money can be used on land acquisition, construction/upgrade of on-street and off-street public car parking, and/or construction of public or active transport infrastructure
Glamorgan Spring Bay Council Area: 2,592 km ² Population: 5,012	<u>Tasmanian Planning Scheme</u> – Acceptable Solution A1 Clause C2.5.1 if there is a Parking Plan	Cash-in-lieu = (cost of land + construction cost) x 0.5 – Community benefit factor: 50%, based on benefit of additional parks in town areas. – Cost of land: Calculated by a land valuer or derived from any recent land valuation with a 10% contingency, requires the developer to get a valuation from a qualified valuer to determine land value. – Costs of construction: Established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks. – Land requirement: 30 m ² per parking space Money raised to be used on land acquisition, construction/upgrades of car parking, and/or construction or upgrades of public or active transport infrastructure
Huon Valley Council Area: 5,507 km ² Population: 19,214	<u>Huon Valley Interim Planning Scheme 2015</u> – Acceptable Solution A1 Clause E6.6.1 if there is a Parking Plan, or Performance Criteria P1 Clause E6.6.1 if there is no Parking Plan.	Cash-in-lieu = \$5,000 per car parking space + 30 m ² x land value per m ² x number car parking space where it is necessary to purchase land. Cost of land: Calculated by a land valuer within the meaning of the Land Valuers Act 2001 at the developer's expense at the date of approval of the planning permit. OR At the discretion of the General Manager derived from any recent land valuation for nearby land plus a 10% contingency The policy makes no reference to a community discounting factor and the money raised can be spent by the Council in any matter and at any time.
Central Coast Council Area: 932 km ² Population: 23,345	<u>Tasmanian Planning Scheme</u> – Acceptable Solution A1 Clause C2.5.1 if there is a Parking Plan	Cash-in-lieu = (cost of land + construction cost) x 0.5 – Community benefit factor: 50% – Cost of land: Determined by the Valuer General – Costs of construction: Established by determining the average capital costs of providing car parking by Council – Land requirement: 30 m ² per parking space – Money obtained through cash-in-lieu must be used on public car parking, or the construction of active or public transport infrastructure
Derwent Valley Council Area: 4,101 km ² Population: 11,236	<u>Derwent Valley Interim Planning Scheme 2015</u> – Acceptable Solution A1 Clause E6.6.1 if there is a Parking Plan, or Performance Criteria P1 Clause E6.6.1 if there is no Parking Plan.	\$5,500 or otherwise determined by Council (per car space)
Sorell Council Area: 583 km ² Population: 17,430	<u>Tasmanian Planning Scheme</u> – Acceptable Solution A1 Clause C2.5.1 if there is a Parking Plan	\$7,762 per car space in either an at-grade or multi-storey car park

Notes on uptake

It is noted that Council has had limited uptake of cash-in-lieu in the past and therefore to supplement the data received and to provide a more balanced understanding of uptake and outcomes from instances of application, anecdotal evidence was collated from Clarence City Council, Sorell Council, Glamorgan Spring Bay Council and Kingborough Council. Discussions with these councils focussed on benefits and limitations of their current approach (standard rate per space or cost calculation), current uptake and perceived acceptability of the cash in lieu rate from developers.

Key themes from the anecdotal evidence are summarised following:

- All councils expressed low uptake with either limited inquiries or, when implemented, the highest uptake was three cash-in-lieu permits issued in three years (noting these permits are yet to have been acted upon).
- For councils where the cash in lieu payment has been applied for two to three developments, the perceived benefit to the developers were varied, as noted below:
 - The additional cost associated with the cash in lieu for one developer was marginal when compared with other options including constructing the spaces themselves or proceeding with an assessment via the Performance Criteria.
 - The additional cost associated with the cash in lieu for one developer was more commercially attractive than other options including constructing the parking spaces themselves or proceeding with an assessment via the Performance Criteria.
- The importance of awareness around the cash-in-lieu policy for both potential developers and elected members was highlighted as necessary to influence uptake.
- With reference to providing a standard rate - consideration was given to separating the capital cost and land cost however this was decided against to minimise administrative burden and posed risk of influencing decision-making based on proximity to land available for development of car parking
- In terms of perceived acceptability of rates by developers:
 - Where land valuation and cost calculation were required in accordance with the cash in lieu policy, a developer that had proceeded to discussions of cash-in-lieu did not dispute the conditions.
 - Where area specific rates are set per car parking space, there had been preliminary advice provided for two developments, however the outcome is not yet known. It is noted that the area specific rates have been anecdotally well received.

3.1.1 Application of cash in lieu in the Interim Planning Scheme

Some councils within Tasmania are still using the Interim Planning Scheme, which has a different application of cash in lieu in comparison to the Tasmanian Planning Scheme.

As an example, the Kingborough Interim Planning Scheme has been reviewed in terms of cash in lieu application.

- The Acceptable Solution can be met for Clause E6.6.1 if there is a Parking Plan in place, similar to the Tasmanian Planning Scheme. The wording for the Interim Planning Scheme is provided below:
The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1; except if: (i) 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
- If there is not a Parking Plan, the Performance Criteria can be addressed with the use of a cash-in-lieu payment. The relevant excerpt from the Interim Planning Scheme is provided below:
The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:... (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; (j) any verified prior payment of a financial contribution in lieu of parking for the land;...

3.2 Methodologies

Regulatory framework

The *LGAT Infrastructure Contributions Discussion Paper* summarises the relevant sections from the Land Use Planning and Approvals Act 1993:

“...there is no guidance, through regulation or otherwise, regarding how to implement an infrastructure charging scheme under the LUPAA. This forces councils to navigate this open-ended territory and establish their own defensible basis if they want to implement an infrastructure contributions scheme. Applying infrastructure charges as conditions of approval is subject to the principles of permit conditions set out by case law. These are a legal test of conditions, typically expressed as:

1. *Planning purpose: the condition (or charge) must be for a planning purpose and not for an ulterior purpose, usually demonstrated by a head of power or requirement in legislation or planning instrument.*
2. *Relevant: the condition (or charge) must reasonably relate to the approved development and not simply address a general pre-existing need.*
3. *Reasonable: the condition (or charge) must be certain and reasonable.*

Therefore, to pass this legal test, charges imposed as conditions should not be a one-size fits all approach and should instead scale proportionately with the nature, scale and intensity of the proposed development. Exactly how this should work is open to interpretation and will vary from lawyers, to planners, to engineers and according to approach and methodology used. Unfortunately, this encourages, and has led to, a variable response from councils in implementing charging schemes. Variable responses lead to complexity and confusion for councils and developers, a sense of unfairness as charging amounts and calculation methods vary between councils and create cause to challenge these variable costs through appeal.”

Based on this, it is noted that the regulatory framework does leave some ambiguity to the application of cash-in-lieu. It is considered that typical cash-in-lieu rate methodologies likely provide an appropriate method for determining the magnitude of the charge, however further rigor may be required to test and support more broader uses of the investment.

Typical methodologies

As observed from the Tasmanian jurisdictions reviewed there are two key applications of a cash in lieu rate:

1. A set per car parking space rate (which may be applied across the whole jurisdiction or set for particular areas)
2. Cost-based formula, For at-grade parking *Cash in lieu payment = (cost of land + construction costs) × CBF*. Note for decked parking (i.e. multi-level or multi-storey car parks) is typically calculated based on the cost of the structure divided by the number of bays, however, has not been considered due likely to limited application as directed by Council.

In application either of the options above require reference to the cost-based formula, in the latter case applied to each development to determine or in the former applied once to determine the maximum rate to be applied.

3.3 Cost-based formula

This section further defines the cost-based formula:

$$\text{Cash in lieu payment} = (\text{cost of land} + \text{construction costs}) \times \text{CBF}$$

Table 2 Cost-based formula definitions and examples

Parameter	Description	Example application
Cost of land	<p>The cost of land is determined through referencing the land cost and relating to the area required.</p> <p>With consideration to a single car parking space:</p> <ul style="list-style-type: none"> Based on the Australian Standards for Off-street car parking AS/NZS 2890.1, provision of either angled car parking or parallel car parking spaces plus the adjacent aisle required for entry into the spaces requires an area of approximately 30 m2 with slight variations depending on the dimensions. It is noted where car parking is provided on both sides of the aisle, the aisle area is effectively shared between spaces, reducing the overall space requirements. It is recommended that Council's Land Valuer General assesses the land cost based on recent land sales and valuations across Glenorchy LGA to determine an average land cost per square metre. 	<p>30 m2 is adopted for the area</p> <p>The cost of land for application in the formula has not been determined at this time as no given rate is provided for land cost per square metre.</p>
Construction cost	<p>Council's Civil Design Coordinator has provided construction costs to construct a single at-grade car parking space within an off-street car park, based on their contractor's schedule of rates for November 2023. It is noted that these costs do not include an allowance for design or supervision. Furthermore, it is expected where several car spaces are constructed together efficiencies may be gained therefore reducing the cost per space (noting the CBF accounts for this).</p> <p>Nevertheless, the indicated cost of \$10,446 per space is provided at current rates. Without further investigation it is recommended that this figure be adopted for 2023/24 as outlined in the below formula.</p> <p>The construction cost should either be re-reviewed periodically or increased annually based on CPI. It is recommended that for transparency a clear consistent approach for sourcing or increasing the rate is adopted. An alternative source that provides transparency would be reference to Rawlinson Handbook for the estimation of construction costs.</p>	Construction costs=\$10,446
Community Benefit Factor	<p>It is common for councils to apply a Community Benefit Factor (CBF) within the cash-in-lieu payment formula. For most policies and strategies reviewed to inform this report, the CBF factor applied is 0.5 (equating to a 50% reduction) of the cost of land and the construction costs.</p> <p>There are several determining factors that influence the CBF, the reduction is often appropriate to include based on:</p> <ul style="list-style-type: none"> Desire to provide a financial incentive to participate in the cash-in-lieu program Increased benefits of funding contributing to strategically located parking, or other sustainable transport infrastructure Recognition that there may be other revenue or cost-savings through the cash-in-lieu scheme such as efficiencies of internal works crews Recognition that parking that is provided through the scheme or existing parking utilised will not be reserved on a user basis Recognition that there may be (or be perceived to be) a reduction in convenience of the resultant parking provision Recognition that all or part of the benefits of the cash-in-lieu program may not be realised at the same time as the development 	For example: CBF = 0.5

3.3.1 Rate comparison

The rates in Table 3 provide comparison of how the cost formula (refer Section 3.3) may apply (subject to land cost) in order to provide further comparison of Tasmanian applications.

Table 3 Comparison of potential rates

Source	Rate	Notes
Existing Glenorchy rate	\$18,725	Higher than average for jurisdictions reviewed. It is noted that this rate was calculated based on a two to three level parking structure and associated maintenance costs. A shared parking factor of 1.5 was also applied, which is indicative of the assumption that 1 (one) public parking space is equivalent to 1.5 private parking spaces due to the greater flexibility in use
Existing Glenorchy rate excluding the shared parking factor	\$12,483	Shared parking factor of 1.5 applied as advised by Council.
Potential Glenorchy rate, excluding land costs	\$5,223	The CBF still provides a significant cost reduction that should balance disincentivising, funding and attractiveness
Potential Glenorchy rate, excluding land costs without CBF	\$10,446	A lower CBF would significantly increase the overall cost and reduce the likelihood of uptake significantly

In comparison, a summary of the standard rate applications from Section 3.1 are provided in Table 4. It is noted that the councils that use the construction cost method cannot be compared in this case given that the construction cost is determined on a case-by-case basis. Some of the rates are in addition to land value rates, as identified.

Table 4 Comparison of other jurisdiction rates

Source	Rate
Clarence City Council	\$5,500 - \$12,000 depending on location. This may increase/decrease due to local car parking development costs
Huon Valley Council	\$5,000 per car parking space + land value
Derwent Valley Council	\$5,500 or otherwise determined by Council (per car space)
Sorell Council	\$7,762 per car space in either an at-grade or multi-storey car park

4. Investment opportunities

As described in Section 3.2, regulation leaves ambiguity on implementation and as such it is recommended that further advice (i.e. legal and planning) is sought to support a defensible basis or broader uses of this funding which may form part of a policy for transparency in approach.

However, based on the context review undertaken, there are a number of opportunities, given the appropriate regulatory and policy framework, that could be beneficial investments for supporting development access. Such opportunities are described in the following sections. Where implemented, however this should be supported by a transparent contributions plan within the Parking Plan enabling appropriate approvals and agreement of investments. Using cash-in-lieu in this way is important for achieving Council objectives and recognising that there is an extensive transport network that supports developments beside car parking. It is noted that car parking only services the specific part of the population that have access to a vehicle and the ability to drive, whilst incentivising private vehicle reliance.

LGAT conducted a review of Tasmanian and other jurisdiction applications in the Infrastructure Contributions Discussion Paper noting that *“infrastructure contribution schemes are usually applied as one-off charges timed with development... they are overwhelmingly used to fund establishment and upgrade costs, rather than operation and maintenance costs.”* The review notes potential funding uses for transport infrastructure including local roads, footpaths, cycleways, bus stops and street landscaping.

An example from the *WA Planning Commission* is provided for reference of a framework which enables broader application of cash-in-lieu funds: *“The purposes for which the payment in lieu will be applied must be set out in this section of the Plan. Payment in lieu of parking can be applied for either:*

- *public parking infrastructure,*
- *other transport infrastructure, or*
- *ancillary or incidental purposes.*

Clause 77J(1)(b)(ii) allows Plans to cover items that are considered ancillary or incidental to public parking infrastructure or other transport infrastructure...In this regard, items could include, but may not be limited to, the following:

- *at-grade car parking;*
- *decked parking;*
- *improvements to existing car parking facilities, such as upgrades to existing car parking spaces and on-street bays, technology to increase efficiency and turnover of bays, parking meters or payment machines or way finding to underutilised parking;*
- *rationalisation of existing parking spaces on or off street, for example to add bays close to areas most in need;*
- *electric charging facilities;*
- *traffic calming measures;*
- *footpath infrastructure, including new connections and upgrades;*
- *street furniture;*
- *street trees;*
- *street lighting;*
- *CCTV;*
- *provision of, or upgrades to, bicycle networks;*
- *end-of-trip facilities;*
- *improvements to wayfinding;*
- *taxi or ride share pick-up bays;*
- *funding support for public transport and/or subsidies for other modes of transport than private vehicles; and*
- *education campaigns to encourage public transport and active transport use.”*

In order to facilitate transparency in the use of cash-in-lieu for parking contributions, the use of a contributions plan (which may form part of the Parking Plan) is recommended. The contributions could be used for various purposes such as:

- Car parking provision or improvements, and car park maintenance.
- Road infrastructure.
- Pedestrian infrastructure, including supporting minor upgrade works.
- Cyclist infrastructure.
- Public transport infrastructure or infrastructure connecting to bus stops (i.e. kerb ramps).
- Car share spaces.

In the contributions plan, the identified uses of contributions should relate to the objective of the planning scheme that it is being offset. This does not necessarily mean to be explicitly to provide new parking, with the objective of car parking provision at developments including to facilitate appropriate access either to the development or in the case of residential developments, also to access other facilities. Parking is one way of providing this access however other investments which provide increased access and as such facilitate increased development could achieve this outcome. Improvements of this nature could be identified in the plan as a list of investments that facilitate increased access to developments and providing transparency on how funds will be used. A cycling strategy could be undertaken to inform the plan to identify appropriate improvements that would facilitate increased access, such as providing a new connection, increasing the accessibility of an existing connection, or providing greater capacity for accessing developments through safe options.

4.1 Detailed opportunity examples

When defining an Infrastructure Plan for the use of contributions (which may be comprised in the Parking Plan in this instance), consideration as to how the investment will be used to support the development should be given to provide transparency. It is noted that this may not always be directly attributable, however, by providing a clear plan for investment that supports increased development and community outcomes in development areas, the outcomes of contributions are clearer.

A key aspect to achieving benefit through contributions is consideration to holistic plans for the transport network so that investment can be targeted and strategic. Reference can be taken to the Hobart City Deal and more recent state plans such as Keeping Hobart Moving. Some key projects that have been identified within these investment plans are noted following providing an indication of potential upgrades and where benefits can be amplified through supporting and adjacent upgrades that enables new developments to leverage the proposed infrastructure. It is also noted that these plans highlight investment that supports enabling greater number of options for access and connectivity that reduces reliance on car parking.

- Greater cycleway connectivity which could support longer trips as well as safer local trips, such as
 - extending the cycleway from the Council to the Hobart CBD and beyond.
 - improvements and renewal to cycleways.
 - integrating cycling infrastructure into the road network
- Improvements to the capacity, accessibility and attractiveness of public transport, such as
 - priority transit lanes and linked infrastructure (i.e. Northern Suburbs Transit Corridor).
 - infrastructure and service upgrades to bus malls (i.e. Glenorchy and Hobart)
 - strategically located and integrated infrastructure to improve public transport access and user experience, such as park and ride facilities.
 - improving the reliability and speed of providing information to users and rolling out a common ticketing system.
 - infrastructure investment to provide for new public transport technology such as battery and hydrogen powered vehicles.

Although the projects identified above are outside the scope of Council infrastructure, there is opportunity to explore additional investments that may be undertaken by Council to support these projects. These are outlined in

the following section and include items such as bicycle lane connections to the above major projects, pedestrian crossings at bus stop locations and improved facilities for pedestrians.

These projects highlight transport plans, however strategic projects for Glenorchy are also a key consideration in how cash-in-lieu contributions are leveraged to support development for Glenorchy. The Greater Glenorchy Plan identifies a number of key actions for the three precincts of Glenorchy, Moonah and Claremont CBD's which support development and consider the access needs for development at a strategic precinct level.

4.1.1 Example improvements

The following projects have been identified with reference to other planned and proposed improvements and are intended to provide potential options for the use of cash-in-lieu funding where appropriate regulatory framework is in place. While they may not directly provide car parking, they provide increased access between attractors and thus achieving the same objectives of the provision of car parking, and in many instances can be more effective at doing so.

Car parking reconfiguration

Given the relatively low utilisation rate of existing car parking spaces and high number of vacant car parks, there is no requirement to provide more spaces, as parking demand generated by new development is expected to be absorbed by the existing parking infrastructure. Some potential car park reconfiguration options were identified and are discussed as follows, however public and active transport investments would be considered a priority.

There are existing car parking areas in the Glenorchy Precinct such as KGV car park, Barry Street and Eady Street that if required, could be redesigned to be more efficient, and improve pedestrian accessibility which may enable more effective use of this space. It is noted that these changes would need to be agreed to be the relevant asset owners.

Reconfiguration could include the provision of parking for alternative vehicles to cars such as motorcycles, scooters and bicycles or consolidation of existing parking provisions.

Bus stop amenity and provision

Bus services that stop at the Glenorchy Bus Mall already operate frequently, so to increase the uptake of these services it is recommended that improvements are made to overall user-experience, amenity and accessibility.

Accessibility and overall user-experience and amenity can be improved through several means such as:

- Addition of ramps on the kerb to allow for wheelchair access.
- Emergency buttons for passengers to improve overall safety, particularly at night.
- Enclosed waiting area to improve comfort for passengers.
- Wayfinding signs to indicate the direction of key landmarks within the commercial precinct.

Road infrastructure to support public transport

The bus stops through Claremont and Moonah have very minimal facilities and accessibility which may lead to negative user-experience. The uptake of these services could be increased significantly by improvements to accessibility and amenity, such as the addition of:

- Street lighting to increase comfort and safety of passengers travelling at night.
- Pedestrian crossings to allow passengers to safely access bus stops.

Due to current roles and responsibilities in relation to public transport infrastructure, recommendations have been limited to general road infrastructure.

Provision for people cycling

While active transport is possible across the Glenorchy LGA, it is not specifically encouraged when considering the existing network. Increasing off-road and on-road cycle connectivity to the Intercity Cycleway is a key improvement opportunity for the active transport network. Recreational or commuting cyclists who have limited confidence may only feel safe using segregated or separated cycling infrastructure are not likely to use the existing Intercity

Cycleway if they cannot confidently access it. It is recommended that separated cycling infrastructure is provided to link key residential and commercial areas within the Glenorchy LGA to the Intercity Cycleway. Investment could be aligned with the Greater Hobart Cycling Plan.

In addition to improving the cycle network, Council may also look to provide additional bicycle parking and amenities (such as tyre pumps and water taps), as well as traffic calming devices on residential streets to improve the road environment for less confident cyclists. These measures, however, should come second to extending and improving the cycle network.

There are considered to be a wide range of upgrades that could be undertaken to improve cyclist connectivity and safety, with some examples listed following:

- Bicycle box at signalised intersections to provide storage for cyclists and allow them to move ahead of vehicles for a head start and to be more visible to drivers. Ideally, these would be associated with roads that have on-street bicycle lanes, or low volume of traffic where cyclists can feel comfortable riding on the road. Bicycle lanterns could also be used to allow cyclists to start travelling through the intersection before drivers.
- Sharrows on the roadway to provide a shared lane facility for cyclists and vehicles. These arrangements are generally only considered appropriate on roadways that have low speed (maximum 40km/hr) and generally low traffic volumes. They could be considered appropriate on local residential roads. It may also be appropriate to provide these for low-speed commercial precincts in the right conditions.
- Local Area Traffic Management in residential streets could be utilised to slow vehicular traffic to make a safer environment for cyclists that are sharing the road. This could be with the use of chicanes or speed humps as an example, with potential bypass for cyclists.
- Provision of dedicated bicycle lanes on higher order roads (generally connector – arterial as these are key connector access routes), ideally including separation from drivers where possible, such as the use of bollards and/or a line marked buffer. It is noted that on-road bicycle lanes are generally not considered appropriate for vehicle travel speeds greater than 60 km /hr/, with preference for off-road trails at these speeds.
- Provision of protected bicycle lanes on higher order roads in areas where on-street car parking is facilitated. Car dooring is a serious safety risk for cyclists and therefore consideration should be made to ensure cyclists remain outside of the car dooring risk area. The provision of on-road bicycle lanes will likely have an impact on provision of on-street car parking and/or number of traffic lanes and therefore further investigation would need to be undertaken at proposed locations to determine potential impacts to other users.
- Improvements to intersections that are on the on-road bicycle network to ensure safety can be maintained through the intersection. In particular, the risk between left turning vehicles and through cyclists should be considered. A bike box or bicycle lantern for head start are considered to improve safety. Hook turn facilities could also be provided through line marking to assist cyclist to make right turn movements in a safer manner. Protected intersections should also be considered at key intersections.

Provision for people walking

With regard to increasing walking across the Council area, it is recommended to ensure footpaths and crossings are in good condition. Adding street trees to provide shade under canopies can assist in summer, while general improvements to amenity through addition of benches, bins, water taps, and landscaping may also assist.

This could also extend to Local Area Mobility Plan improvements such as Local Area Traffic Management (LATM), which should be considered for residential areas where walking or cycling is encouraged in order to support continuation for these users while also providing traffic calming.

5. Recommendations

Supply and demand considerations

The site review suggests that based on current demand there is likely low risk of parking undersupply issues in Glenorchy, interim monitoring (every 3-4 years) is an appropriate approach to manage this and can also be useful for benefit realisation where changes have been implemented.

Additionally, opportunities for the scheme to fund broader transport investments would play a role in reducing reliance on private vehicles for trips and support intensification of land use at a lower rate of car parking provision.

Recommended Cash-in-lieu rate

Factors influencing the recommended Cash-in-lieu rate:

- A standard rate provides advantages in terms of administration, and this may also increase its attractiveness for uptake.
 - Similar to the application by Clarence City Council, an area based standard rate may be applied to particular precincts, however the review in this report did not highlight any specific drivers for varying the rate between the respective precincts.
- It should be acknowledged that the successful uptake of cash-in-lieu schemes can be significantly reduced where other parking concessions are granted. As such, the cash-in-lieu of car parking policy needs to be considered beneficial for developers so that they use it. This could be achieved by providing an attractive rate per parking space.
- Other factors for supporting effectiveness are a clear, transparent approach, and awareness for both developers and elected officials.

The current range of cash-in-lieu for car parking in other Tasmanian jurisdictions with a set rate is \$5,500 to \$12,000. It is recommended that Glenorchy choose a rate at the low end of this scale in adopting a rate such as \$5,500 per space. This recommendation is based on the context of a need for cash-in-lieu be more attractive for developers to use as an option compared to either supplying parking or using the performance measures to reduce parking supply. If cash-in-lieu is implemented considerations should be made to how this aligns with the broader Parking Plan as part of a coordinated effort to reduce reliance on the Performance Criteria and support better transport and place outcomes.

From the context reviewed there is not an issue observed with a set rate lower than \$5,500 if desired by Council and this will further contribute to the attractiveness of this alternative. The risk of a lower rate is the reduced amount of funding produced by this mechanism, when compared to using a higher rate. However, it is noted that this is not a reliable financial resource and shouldn't be solely relied on to fund programs. The rate is designed to allow developers to supply parking at the appropriate level without having to always resort to the performance criteria.

Investment opportunities

Based on the context review around access there are a number of investment opportunities (refer Section 4) that if a Cash-in-lieu contribution were to be used for would provide better access outcomes than investment in car parking.

However, regulation is somewhat ambiguous on exactly what funds collected in lieu of car parking supply can be used for. It is recommended that further advice (i.e. legal and planning) is sought to support a defensible basis or broader uses of this funding which may form part of a policy for transparency in approach.

Monitoring and future considerations

The following considerations should be considered for subsequent reviews:

- Parking surveys are recommended to continue at a 3–4-year frequency in order to monitor changes in the supply and demand ratio, particularly where changes have been implemented.

- Updates should consider the changing users and their respective needs such as electric vehicles, change in vehicle sizes, as well as motorcycle and bicycle parking demand.

Attachments

Attachment 1

**Jurisdictional review: Cash-in-lieu
applications**



Cash-in-lieu Parking Policy

Policy No:	3.19
Approved by Council:	July 2022
New Review Date:	July 2025
Minute No:	C305/14-2022
ECM File No:	12.225
Version:	3.0
Responsible Officer:	Manager Development Services
Strategic Plan Reference:	3.4 Best practice land use planning systems are in place to manage the current and future impacts



Cash in Lieu of Parking Policy 3.19

1. POLICY STATEMENTS

- 1.1 This policy provides for the Council's powers and obligations under the Planning Scheme in respect of the requirements for cash-in-lieu contributions when on-site car parking is not provided in a proposed development.

2. DEFINITIONS

- 2.1 **"Construction cost"** means the earthworks, structures, access, drainage, pavement, kerbing, marking out, signage and landscaping works.
- 2.2 **"Planning scheme"** or the **"scheme"** means the Kingborough Interim Planning Scheme 2015 – or subsequent replacement.
- 2.3 **"The Act"** means the Land Use Planning and Approvals Act 1993 – or subsequent replacement.

3. OBJECTIVE

- 3.1 The objectives of this policy are that:
- 3.1.1 the parking facilities in Kingborough are consolidated specifically where long term strategies for specific precincts encourage public and active transport, or where consolidation of parking facilities will result in improved urban outcomes;
 - 3.1.2 there is a complementary policy to support the cash-in-lieu of parking provisions within the planning scheme;
 - 3.1.3 there will be an appropriate number of car parking spaces made available;
 - 3.1.4 the efficient use of parking spaces is promoted through the consolidation of car parking facilities;
 - 3.1.5 the method of calculating the value of cash-in-lieu contributions is clear, reasonable and fair; and
 - 3.1.6 a set of guidelines is provided for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Kingborough.

4. SCOPE

- 4.1 The scope to guide the implementation of this Policy are:
- 4.1.1 the Policy will be applied in a manner that is consistent with and supports the assessment of development applications in accordance with the planning scheme that applies to the Kingborough municipality;
 - 4.1.2 accordingly, the Policy does not replace a developer's obligation to provide on-site parking, as required under the planning scheme;
 - 4.1.3 the Policy adopts 30m² as the requirement for a parking space on a development site (which includes the proportionate areas for access and manoeuvring) and this will form the basis for the calculation of land value;
 - 4.1.4 public parking spaces constructed with the revenue from cash-in-lieu contributions do provide an added public benefit and, to acknowledge this, the total cash contribution (land and construction costs) will be reduced by a factor of 15%;
 - 4.1.5 any car parking spaces provided as a result of cash-in-lieu contributions shall remain available to the public and administered by Council.



Cash in Lieu of Parking Policy 3.19

- 4.1.6 this policy may be supported by complementary Parking Plans , precinct Plans or other strategic planning or project plans for specific areas and which would describe in greater detail how revenue from cash-in-lieu contributions would be spent.

5. PROCEDURE (POLICY DETAIL)**5.1 General**

- 5.1.1 Council will require changes of use or development proposals to provide the car parking required for that development as prescribed in the planning scheme, unless a cash-in-lieu of car parking contribution is approved under this Policy.
- 5.1.2 This Policy applies to every application for use or development under the Land Use Planning and Approvals Act 1993 that relies upon or has implications for providing and managing public off street car parking within the Kingborough municipal area in accordance with the planning scheme.

5.2 Determining the number of parking spaces required

- 5.2.1 The planning scheme includes the criteria by which the number of parking spaces that need to be provided is determined.
- 5.2.2 If the developer is unable to meet the on-site parking requirements of the planning scheme or it is inappropriate to do so, then it may be a permit condition to pay a cash-in-lieu of car parking contribution.
- 5.2.3 In reducing the amount of required on-site parking to be provided, Council will take a cash-in-lieu contribution instead. The amount is to be determined based on the cost of the land, plus the cost of constructing the parking area or facility.
- 5.2.4 Council is not obliged to accept a cash-in-lieu contribution if it is practicable and desirable to provide the required number of car parking spaces on the land.
- 5.2.5 The Policy is to be implemented under delegation as and where appropriate for all applications for use or development where required car parking is not met on site.

5.3 Calculating the value of a cash-in-lieu of parking contribution

- 5.3.1 The amount of cash-in-lieu is to be determined based on the cost of the land, plus the construction costs for any necessary car parking.
- 5.3.2 The construction costs per square metre will be established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks. This is assumed to be 30m² per parking space and includes the proportionate area required for access and manoeuvring.
- 5.3.3 The amount of a cash-in-lieu of car parking contribution is:
- the cost to construct the equivalent car parking area; and
 - where it is necessary to purchase land (or where Council land is to be used) an additional amount is required to be paid that is calculated as follows – 30m² X land value/m² X number of car parking spaces.
- 5.3.4 The land value/m² is to be determined from a valuation by a Land Valuer within the meaning of the Land Valuers Act 2001 at the developer's expense at the date of approval of the planning permit or at the discretion of the General Manager derived from any recent land valuation for nearby land plus a 10% contingency.
- 5.3.5 The total of the construction cost and the land value is then reduced by a public benefit factor of 15%. This acknowledges the likelihood of public parking being shared across different sites



Cash in Lieu of Parking Policy 3.19

and at different times, plus improvements to public parking and transport infrastructure should be partly funded by the broader community.

5.3.6 The means of payment shall be as follows:

- i. Payment is to be made prior to the issue of a Building Permit or, where no Building Permit is required, prior to the commencement of use.
- ii. The General Manager may accept terms for the staged payment on a quarterly basis over a maximum period of two years from the issue of a Building Permit or, where no Building Permit is required, from the commencement of use. This is subject to the terms being stipulated in a Deed between the developer, the land owner and the Council, or a Part 5 Agreement, pursuant to section 71 of the Land Use Planning and Approvals Act 1993 registered on the relevant land title prior to the issue of a Building Permit or, where no Building Permit is required, prior to the commencement of use. The cash-in-lieu of car parking contribution payment is to be a debt due to the Council recoverable in a court of competent jurisdiction.

5.4 Utilising cash-in-lieu contributions

5.4.1 All monies received through the application of this Policy are to be applied to a cash-in-lieu of car parking contribution fund. This will include details that describe any commitments that relate to the future expenditure of the funds that are being held in trust by Council.

5.4.2 The following guidelines apply to the expenditure of cash-in-lieu funds:

- i. expenditure must be in accordance with any Council adopted Parking plan, Precinct Plan or other strategic planning or project plan that applies to a particular locality.
- ii. in the absence of such an adopted Parking Plan, Precinct Plans or other strategic planning or project plan, then any contribution received by Council may be spent in any manner that would contribute to the provision of new parking spaces or facilities that would encourage the use of public transport or active travel options.

5.4.3 Funds are to be used for the following:

- i. acquisition of land for parking in the municipal area;
- ii. design and construction of public parking, both on-street and off-street;
- iii. increased parking or improvement to existing public parking facilities and on-street parking;
- iv. servicing of loans obtained to provide public parking; or
- v. construction or upgrade of public transport, walking or cycling infrastructure consistent with a Council endorsed Parking Plan, Precinct Plans or other strategic planning or project plan.

5.4.4 Council is not required to consult with the developer on any matter related to the expenditure of any contribution.

6. GUIDELINES

6.1 The Cash-in-Lieu of Parking Policy will be implemented in the first instance by Council planning staff when assessing development applications. Staff will assess the respective merits of whether on-site parking is appropriate or whether better public outcomes are achieved from cash-in-lieu contributions. This assessment will be informed by the provisions within the planning scheme, as well as any Council endorsed Parking Plan, Precinct Plans or other strategic planning or project plan.



Cash in Lieu of Parking Policy 3.19

7. COMMUNICATION

- 7.1 All Councillors and employees will be briefed on this policy as part of individual induction programs and on an on-going basis.

8. LEGISLATION

- 8.1 The following statutory documents should be considered in conjunction with this policy:
- 8.2 *Kingborough Interim Planning Scheme 2015* – or subsequent replacement

9. RELATED DOCUMENTS

- 9.1 Nil.

10. AUDIENCE

- 10.1 The Cash-in-Lieu of Parking Policy primarily applies to the Council planning authority in the exercise of its duties in assessing development applications that require parking provisions within the planning scheme to be met. Prospective developers need to be aware of this Policy and it is publicly accessible via Council's website.

CLARENCE CAR PARKING PLAN

1. Policy Basis

The Tasmanian Planning Scheme introduces new car parking requirements, including new quotas for each use category unless there is a parking plan for the area. In the circumstances where an adopted parking plan applies to an area, parking provision in terms of either number of spaces or cash in lieu of spaces not provided apply.

Clause C2.5.1 – Acceptable Solution [A1 (a)] provides that the number of onsite parking spaces must be no less than the number specified in Table C2.1 - unless another number is set in an adopted parking plan for the area.

The performance criteria prescribed at Clause C2.5 allows Council to vary the required number of car spaces and in addition provides Council with the option of developing a parking precinct plan.

At this time a parking precinct plan has not been developed on the basis that it would be inconsistent with carparking approaches established under the previous Clarence Interim Planning Scheme 2015 (CIPS2015) and the Clarence Planning Scheme 2007 (CPS2007).

However, establishing a parking plan for Clarence provides for the car parking considerations and cash in lieu of car parking not provided on site consistent with the approaches established under the CIPS2015 and CPS2007 before that.

2. Objective

To facilitate new use development and encourage commercial activity as an important component of Clarence by:

- Providing for certainty in the provision of car parking in planning applications;
- Encouraging investment;
- Ensuring adequate car parking facilities in the centre to serve staff and customers; and
- Ensuring parking facilities encourage sustainable means of transport, meet appropriate standards and do not detract from the amenity of the surrounding area.
- to provide an alternative for developers who are unable to provide for the onsite car parking generated by their commercial proposals.

3. Policy

It is planning policy that the Clarence Parking Plan:

- Constitutes a 'Car Parking Plan' for the purposes referred to in Clause C2.5.1 – Acceptable Solution A1 (a);
- Applies to the Central Business, General Business, Local Business, Particular Purpose and Commercial zones;
- Despite the car parking rate specified for a particular use within Table C2.1 to Clause C2.5.1, the maximum number of car spaces required shall be no more than would have been required for that use under the Clarence Planning Scheme 2007.
- In circumstance where on site car parking demand cannot be provided on site, or is undesirable to do so, a cash in lieu payment for those spaces not provided may be considered.
- in accepting a cash in lieu payment for car parking required by the Planning Scheme, the rate of payment shall be as follows:

CENTRE	PAYMENT (\$) PER SPACE
Rosny Park	12,000
Bellerive/Kangaroo Bay	10,000
Lindisfarne	8,000
Richmond	5,500
Other centres	To be determined having regard to local car parking development costs.



Glamorgan Spring Bay Council

Car Parking Cash-In-Lieu Contribution Policy

Version [1.0]

Adopted: 27th April 2021

Minute No.: 63/21

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1 Introduction

1.1 Purpose

The purpose of this policy is to:

- a) Provide a strategic approach on Council's decisions regarding the equitable acceptance of cash-in-lieu contributions for on-site car parking spaces not provided for in a development.
- b) To provide guidance on how funds obtained through car parking cash in lieu contributions will be utilised.

1.2 Scope

This Policy applies to every application for use or development under the *Land Use Planning and Approvals Act 1993* that relies upon or has implications for providing and managing public off street car parking within the Glamorgan Spring Bay municipal area in accordance with E6.0 Parking and Access Code of the Glamorgan Spring Bay Interim Planning Scheme 2015 or the subsequent planning scheme that includes the Parking and Sustainable Transport Code (in accordance with the State Planning Provisions).

1.3 Definitions

Cash-in-lieu	means payment made instead of providing the minimum number of physical on-site car parking spaces required by the Planning scheme
Construction cost	means the earthworks, structures, access, drainage, pavement, kerbing, marking out, signage and landscaping works.
Council	is Glamorgan Spring Bay Council
Planning Scheme	means the Glamorgan Spring Bay Interim Planning Scheme 2015 – or subsequent replacement.
Transport infrastructure	means the works and undertakings described below for the purpose of providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management: <ol style="list-style-type: none"> a. public transport stops, shelters and station, signs, public transport lanes, vehicles track and catenary, priority signals and associated works/designs; b. paths, signs, bikes, end of trip facilities (showers and lockers), pedestrian and cycling crossings and any associated works and designs; c. on and off-street parking bays, parking machines, parking signs, shelters and any associated works/ design and technologies.

1.4 Objectives

- a) Reduce the duplication of parking facilities in Glamorgan Spring Bay to enable developers to maximise the use of their land.
- b) the amount of parking provided is sufficient to meet the future needs of the use and/or development of the subject land
- c) ensure the provision of an appropriate number of car parking spaces in each locality
- d) promote the efficient use of parking spaces through the consolidation of car parking facilities
- e) provide for the equitable charging of cash-in-lieu contributions for on-site car parking spaces not provided for developments
- f) the method of calculating the value of cash-in-lieu contributions is clear, reasonable and fair
- g) provide guidance on how the cash-in-lieu funds are managed and expended for the provision or improvement of car parking and/or transport infrastructure
- h) assist in the strategic provision of car parking throughout the Glamorgan Spring Bay municipal area.

1.5 Related Policies and Legislation

This policy relates to and depends on other Council policies, as well as legislation, including:

- AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking
- Glamorgan Spring Bay Interim Planning Scheme 2015 or relevant Planning Scheme currently in place.
- *Local Government Act 1993*
- *Land Use Planning and Approvals Act 1993*

1.6 Policy Review and Update Cycle

This policy is to be reviewed initially in April 2022 and thereafter, every four years.

2 Policy

2.1 General Principles

- a) Under the Planning Scheme, developers are obligated to cater for the parking demand generated by their projects.
- b) Council has adopted fair and reasonable car parking standards under its Planning Scheme to ensure that development can be implemented with appropriate parking supply.
- c) If a development was to proceed without the required number of car spaces, it can be assumed that it may not function well and its users may lack amenity and utility.
- d) In reducing the number of required on-site car parking spaces, Council will require a cash-in-lieu contribution for the number of car parking spaces not provided.
- e) Each parking space requires 30m² which includes an allowance for aisles and vehicle access.
- f) Council is not obliged to accept a cash-in-lieu contribution if it is practicable and desirable to provide the required number of car parking spaces on-site.
- g) The contribution of cash-in-lieu for parking is not a general revenue collection exercise. It is rather a means to accommodate or alleviate the parking demand associated with development.
- h) All cash-in-lieu contributions revenue is to be set aside for the provision or improvement of car parking and or related Transport Infrastructure.
- i) Any car parking spaces provided as a result of cash-in-lieu contributions shall remain available to the public and administered by the Council.

2.2 Determining the number of parking spaces required

- a) The planning scheme includes the criteria by which the number of parking spaces that need to be provided is determined. This is defined under the Acceptable Solution by a set number of parking spaces for each of the potential land uses or is determined by way of an assessment against the Performance Criteria under the same clause.
- b) The Performance Criteria requires that the reasonable needs of the use must be met, having regard to clause E6.6.1(P1) in the Glamorgan Spring Bay Interim Planning Scheme 2015 or in regard to clause C2.5(P1) in the State Planning Provisions, for when the new Glamorgan Spring Bay Planning Scheme comes into force.
- c) If the developer is unable to meet the on-site parking requirements of the planning scheme or it is inappropriate to do so, then it may be necessary to require a cash-in-lieu of car parking contribution.

2.3 Community Benefit of Cash-in-Lieu for Parking Contribution

- a) Cash-in-lieu allows developments to meet their parking requirements while creating a better built form, urban design, safer and more walkable areas.
- b) A coordinated approach to access, movement, parking and Transport Infrastructure provides the following community benefits:
 - i. Provide adequate, safe and convenient parking facilities.
 - ii. Build fewer but shared publicly accessible car parking which will meet the combined peak demand.
 - iii. Improve public car parking facilities and Transport Infrastructure to reduce demand for actual parking in an area.

- c) The community benefit is factored in the calculation of the cash-in-lieu contribution

2.4 Calculation of the Value of a Cash-in-Lieu Parking Contribution

- a) The cash-in-lieu contribution is calculated by the cost of land plus the cost of construction multiplied by a Community Benefit Reduction Factor (0.5). Therefore, the cash-in-lieu contribution for 1 car parking space is:

$$= (\text{cost of land} + \text{construction cost}) \times 0.5$$

- b) The purpose of the reduction factor is to recognise the community benefits as in Clause 2.3 and also that:
 - i. Full contribution fees would restrain developments to pay cash-in-lieu and developments would opt to provide all the required parking on-site.
 - ii. If fees are too low, developments would provide no physical car parking spaces and opt to provide cash-in-lieu contribution for all the required parking which will never amount to a sufficient amount for the local government to provide alternative parking.
 - iii. This factor also acknowledges the likelihood of public parking being shared across different sites and at different times, plus improvements to public parking and transport infrastructure should be partly funded by the broader community.

2.4.1 Determining Cost of Land

The land value/m² is to be determined from a valuation by a Land Valuer within the meaning of the *Land Valuers Act 2001* at the developer's expense at the date of approval of the planning permit or at the discretion of the General Manager derived from any recent land valuation for nearby land plus a 10% contingency.

2.4.2 Determining Construction Cost

- a) The construction costs per square metre will be established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks. This is assumed to be 30m² per parking space and includes the proportionate area required for access and manoeuvring.
- b) The Construction Costs shall be reviewed on an annual basis or as required by Development Engineering.

2.5 Managing cash-in-lieu contributions

- a) All monies received through the application of this Policy are to be applied to a cash-in-lieu of car parking contribution fund. This will include details that describe any commitments that relate to the future expenditure of the funds that are being held in trust by Council.
- b) The following guidelines apply to the expenditure of cash-in-lieu funds:
 - i. expenditure must be in accordance with any Council adopted parking plan that applies to a particular locality; or
 - ii. in the absence of such an adopted parking plan, then any contribution received by Council may be spent in any manner or at any time at the full discretion of Council.
- c) Funds are to be used for the following:
 - i. acquisition of land for parking in the municipal area;
 - ii. construction of public parking, both on-street and off-street;
 - iii. improvement to existing public parking facilities and on-street parking;

- iv. servicing of loans obtained to provide public parking; or
 - v. construction or upgrade of public transport, walking or cycling infrastructure which would result in a reduced demand for parking in that area.
- d) Council is not required to consult with the developer on any matter related to the expenditure of any contribution.

2.6 Payment of contribution

The means of payment shall be as follows:

- a) Payment is to be made prior to the issue of a Building Permit or, where no Building Permit is required, prior to the commencement of use.
- b) The General Manager may accept terms for the staged payment on a quarterly basis over a maximum period of two years from the issue of a Building Permit or, where no Building Permit is required, from the commencement of use. This is subject to the terms being stipulated in a Deed between the developer, the land owner and the Council, or a Part 5 Agreement, pursuant to section 71 of the Land Use Planning and Approvals Act 1993 registered on the relevant land title prior to the issue of a Building Permit or, where no Building Permit is required, prior to the commencement of use. The cash-in-lieu of car parking contribution payment is to be a debt due to the Council recoverable in a court of competent jurisdiction.

3 Implementation

Implementation of this Policy rests with the General Manager.

4 Attachments (if applicable)

**HUON
VALLEY
COUNCIL**

Cash In Lieu of Car Parking Contribution Policy

GOV-DEV 004



Authority and Other Information	
Date of approval	28 September 2016
Source of approval	Council Resolution No. 15.041/16
Date of commencement	28 September 2016
Source of authority	Section 51 of the <i>Land Use Planning and Approvals Act 1993</i> E.6.0 <i>Parking and Access Code, Huon Valley Interim Planning Scheme 2015</i>
Legislative Reference	Section 51 of the <i>Land Use Planning and Approvals Act 1993</i> E.6.0 <i>Parking and Access Code, Huon Valley Interim Planning Scheme 2015</i>
Delegations	Delegations made pursuant to section 6 of the <i>Land Use Planning and Approvals Act 1993</i>
Strategic Plan Reference	1F, 3C
Date of review	At least once every four years but not later than September 2020 or as required as a result of any legislative change
Previous policies withdrawn or amended	<i>Cash in Lieu of Car Parking Policy, November 2010</i> adopted 10 November 2010 by Resolution No. 18.082/10*
Department responsible for implementation	Regulatory and Development Services Infrastructure Services
Department responsible for policy	Regulatory and Development Services
Publication of policy	A copy of the Policy be placed on Council's website and copies be made available for inspection at and free of charge from Council's Customer Service Centre.

1. Purpose and Background:

1.1 Background

Council recognises the important role of off-street car parking towards meeting community needs. Community members using local businesses, sporting and recreational groups and government services must have access to safe and convenient car parking.

Where developers cannot provide adequate car parking on site, a cash in lieu of car parking contribution can be applied as an alternative means to satisfy that demand.

The *Parking and Access Code* of the Planning Scheme prescribes the number of car parking spaces required to support proposed development.

In prescribing the required spaces the objective of the Code is to ensure that there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking on or outside of the land and the access afforded by other modes of transport. It is also an objective to ensure use or development does not detract from the amenity of users or the locality by preventing regular parking overspill and minimising the impact of car parking on heritage and local character.

The Code allows through consideration of performance criteria the ability to reduce the amount of on-site parking below that prescribed taking into account a number of relevant matters to ensure car parking is sufficient to meet the reasonable needs of users.

Consideration includes whether:

- The site is subject to a parking plan for the area adopted by the Council in which case the parking provision (spaces or cash in lieu) must be in accordance with that plan, and
- The appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transfer facilities. Where such facilities exist or are planned in the proximity, any verified prior payment of a financial contribution in lieu of parking for the land or any relevant parking plan for the area adopted by the Council.

1.2 Purpose

The purpose of this Policy is to ensure the consistent application of cash in lieu of car parking contributions within the Huon Valley municipal area by:

- establishing where a cash in lieu of car parking contribution may be accepted;
- establishing the method of determine a fair and reasonable rate of contribution; and
- improving the safety and convenience of public car parking, and
- assisting in ensuring that the supply of car parking meets local demand.

2. Definitions:

In this Policy:

“LUPAA” means the *Land Use Planning and Approvals Act 1993*

“Planning Scheme” means the *Huon Valley Interim Planning Scheme 2015*

3. Policy Statement:

The Council will require proposals for developments to provide the car parking required for that development as prescribed in the Planning Scheme unless a cash in lieu of car parking contribution is approved under this Policy.

When considering application of cash in lieu of car parking contributions within the Huon Valley municipal area consistent application for cash in lieu of car parking contributions in accordance with the following principles:

- 3.1** It will be necessary for the developer to demonstrate, in meeting the requirements of the Planning Scheme, that the development is unable to cater for on-site car parking or that it is inappropriate to do so;
- 3.2.** A cash in lieu of car parking contribution for any deficient car parking space(s) associated with a proposed use or development may be accepted:
- i. for any use or development, excluding a residential use, within any zone or reservation for all or a portion of the deficient on site provision;
 - ii. where Council has resolved to establish or has already established public off street car parking within 250m of the subject site and where the additional parking demand generated can be substantially integrated within existing public off street car parking;
 - iii. if there is a community benefit in allowing the development to proceed;
 - iv. if there will be no loss of amenity due to not providing the required car parking on the development site; and,
 - v. provided that all other relevant planning scheme provisions are satisfied.
- 3.3** The amount of a cash in lieu of car parking contribution is
- i. \$5,000 per car parking space; and
 - ii. $30\text{m}^2 \times \text{land value per m}^2 \times \text{number car parking space}$ where it is necessary to purchase land
- The land value per m^2 is to be determined from a valuation by a Land Valuer within the meaning of the *Land Valuers Act 2001* at the developer's expense at the date of approval of the planning permit.
- OR
- At the discretion of the General Manager derived from any recent land valuation for nearby land plus a 10% contingency.
- 3.4** Alternative capital contribution
- An agreement may be entered into with the developer to offset either fully or in part the contribution determined under 3.3 that would:
- i. allow the developer to provide funding for on-street or off-street car parking works; or
 - ii. allow the developer to undertake on-street or off-street car parking works not committed under the Capital Works Program.

The value of any offset above shall be applied to the contribution determined under 3.3 on a dollar for dollar basis.

3.5 Means of payment

- i. Payment is to be made prior to the issue of a Building Permit under the *Building Act 2000* or where no Building Permit is required prior to the commencement of use.
- ii. The General Manager may accept terms for the staged payment on a quarterly basis over a maximum period of two years from the issue of a Building Permit under the *Building Act 2000* or where no Building Permit from the commencement of the use or a deferral of payment for a maximum period of two (2) years.

This is subject to the terms being stipulated in a Deed between the developer, the land owner and Council or a Part Five Agreement pursuant to section 71 of LUPAA registered on the relevant land prior to the issue of a Building Permit under the *Building Act 2000* or where no Building Permit is required prior to the commencement of use.

The cash in lieu of car parking contribution payment is to be a debt due to the Council recoverable in a court of competent jurisdiction.

4. Application:

This Policy applies to every application for use or development under LUPAA that relies upon or has implications for providing and managing public off street car parking within the Huon Valley municipal area in accordance with E6.0 *Parking and Access Code* of the Planning Scheme.

5. Procedures:

- 5.1 The Policy is to be implemented under delegation as and where appropriate for all applications for use or development where required car parking is not met on site.
- 5.2 The amount of cash in lieu of car parking contribution is subject to an annual review by Council and will be considered in light of amendments to Council's Strategic Plan, planning scheme(s), Infrastructure Planning and construction or other associated costs however it will, as a minimum, be indexed annually in accordance with any increase in the Council Cost Index published by the Local Government Association of Tasmania.
- 5.3 All monies received through the application of this policy are to be applied to a cash in lieu of car parking contribution fund.
- 5.4 Any contribution received by Council may be spent in any manner or at any time at the full discretion of Council.
- 5.5 Council is not required to consult with the developer on any matter related to the expenditure of any contribution.

Car Parking Cash-In-Lieu Contribution

Policy

May 2011



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POLICY

This Policy provides direction for the Council's powers and obligations under the Central Coast Planning Scheme 2005 ('the Scheme') in respect of the requirement for cash-in-lieu contributions for on-site car parking not provided in a proposed development.

The Policy is an acknowledgment that if parking were provided strictly in accordance with the Scheme's requirements there would be an oversupply of parking in Central Coast. While each development application needs to be assessed on merit, the Policy will provide a clear and consistent framework for applying the Scheme's provisions and determining parking requirements.

The Policy will specifically:

- (a) provide a set of guidelines for the equitable acceptance of cash-in-lieu contributions for on-site car parking spaces not provided for a development; and
- (b) provide a set of guidelines for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Central Coast.

The Policy applies to all uses and development in all zones of the Scheme, with the exception of the Ulverstone Wharf Area defined in Schedule 14.

PURPOSE

The concept of cash-in-lieu contribution for car parking is based

on the planning philosophy of the Council assisting developments that have a shortfall of car parking by accepting money for the shortfall in order to provide public car parking facilities to meet needs in commercial centres.

The purpose of this Policy is to ensure that cash-in-lieu contributions taken for on-site car parking not provided for a development comply with the Scheme's Objective S11.3.1:

'To ensure that sufficient and safe parking is provided for cars.'

BACKGROUND

Schedule 11.0 'Car parking' of the Scheme (Appendix 1) prescribes the number of on-site car parking spaces which need to be provided for different land uses [S11.3.1(A1)]. However, under Performance Criteria S11.3.1(P1) the Council may waive or reduce the number of required on-site car parking spaces if:

- (a) there is no adverse impact on the streetscape;
- (b) the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and
- (c) there is no adverse impact on the amenity of the surrounding locality.

In waiving or reducing the number of required on-site car parking spaces, the Council may require a cash-in-lieu contribution for the number of car parking spaces not provided.

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The amount of the cash-in-lieu contribution is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

The Council is not obliged to accept a cash-in-lieu contribution if it is practicable and desirable to provide the required number of car parking spaces on the land.

Each of Central Coast's towns, villages and rural areas have different characteristics and car parking requirements. These need to be considered when planning for their future development. Cash-in-lieu allows businesses to meet their parking requirements without on-site parking resulting in better urban design and safer, more walkable commercial areas. For instance, public parking spaces built with the revenue from cash-in-lieu allows for shared parking among different sites with differing peak parking times and therefore fewer spaces are required to meet the combined peak parking demand.

The Policy adopts Australian Standard *AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking* for the design of a car parking space. The Australian Standard estimates that providing a Class 3 90-degree parking module arrangement requires a minimum parking area of 22m² per car parking space, assuming a car is allowed to park either side of the parking aisle. This requirement increases to 30m² per car parking space when a car is only allowed to park on one side of the parking aisle. Accordingly, 30m² has been adopted as the requirement for a car parking space.

STANDARDS (INCLUDING RELEVANT LEGISLATION)

This Policy was developed in accordance with:

- Central Coast Strategic Plan 2009–2014;
- Central Coast Planning Scheme 2005;
- Central Coast Parking Strategy (*to be developed*);
- AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking

OBJECTIVES

The objectives of this Policy are to:

- prevent duplication of parking facilities in Central Coast and enable developers to maximise the use of their land;
- ensure that the amount of parking provided for developments is sufficient to provide for adequate traffic management;
- ensure the provision of an appropriate number of car parking spaces in each locality;
- promote the efficient use of parking spaces through the consolidation of car parking facilities;
- provide for the equitable charging of cash-in-lieu contributions for on-site car parking spaces not provided for developments;
- detail the method of calculating the value of cash-in-lieu

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contributions in accordance with the Scheme; and

- provide a set of guidelines for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Central Coast.

REVIEW

This Policy will be reviewed annually during the Council's budget process unless organisational and legislative changes require more frequent modifications.

RESPONSIBILITIES

The *Land Use Planning Group Leader/Town Planner/Planning Officer and Environmental Engineer* are jointly responsible for undertaking assessments of development applications in respect of car parking.

The *Director Corporate & Community Services* is responsible for the annual review of the cost of land and car park construction cost in accordance with this Policy. The Director is also responsible for administration of accumulated parking funds.

The *Director Engineering Services* is responsible for making recommendations to the Council concerning the use of accumulated parking funds.

PRINCIPLES

The principles to guide the implementation of this Policy are:

- The Policy does not replace a developer's obligation to provide on-site parking.
- The Policy adopts 30m² as the requirement for a parking space on a development site.
- Developments which satisfy clause 11.3.1(P1) of the Scheme and which require relief for parking spaces shall be required to make a cash-in-lieu contribution.
- Public parking spaces constructed with the revenue from cash-in-lieu make a significant contribution to the community. Therefore, in determining the amount of cash-in-lieu in accordance with clause S11.3.1(P1)(c) of the Scheme, the cost of land and construction costs are reduced by a community benefit factor of 0.5 (or 50%).
- Any car parking spaces provided as a result of cash-in-lieu contributions shall remain available to the public, be administered by the Council and be subject to such fee structure as the Council may devise.
- The contribution of cash-in-lieu for parking is not a general revenue collection exercise, but rather is a means for the Council to accommodate the parking demand created in the locality by parking shortfall associated with development; and
- All cash-in-lieu contributions revenue is to be hypothecated for the provision or improvement of car parking and or infrastructure for public transport, walking or cycling in Central Coast.

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DEFINITIONS

'Assessing Officer' – means the Land Use Planning Group Leader, Town Planner, Planning Officer and Environmental Engineer.

'the Scheme' – means the Central Coast Planning Scheme 2005.

'Construction cost' – means the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

PROCEDURE**DETERMINING THE NUMBER OF PARKING SPACES REQUIRED**

Clause S11.2.2 of the Scheme requires that any proposal for use or development must demonstrate compliance with the standards for car parking set out in Clause S11.3. Compliance is to be determined as follows:

- (1) If a proposal provides the number of required on-site car parking spaces as described in Table S11.3.2, the proposal satisfies Clause S11.2.2;
- (2) If a proposal:
 - (i) cannot provide the required number of on-site car parking spaces; or
 - (ii) the developer proposes that the development does not need to provide the required number of on-site car parking spaces;

an assessment under clause S11.3.1(P1) is required.

Assessment Under Clause S11.3.1 (P1)

- (1) The Council's ability to waive or reduce the required number of car parking spaces is constrained, specifically, by the list of considerations in Performance Criteria S11.3.1(P1). The considerations include:

- (a) *there is no adverse impact on the streetscape;*
- (b) *the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and*
- (c) *there is no adverse impact on the amenity of the surrounding locality.*

When assessing a development application in which a reduction or waiver of car parking spaces is sought, the Assessing Officer is to ensure that consideration is given to these three matters only.

- (2) When assessing a development application in which a reduction or waiver of car parking spaces is sought, the Assessing Officer is to ensure that sufficient information is provided with the application for the Council to consider if the reduction accords with S11.3.1(P1). Justification is to include the following:
 - a empirical assessment of car parking demand in the locality;
 - a quantitative assessment of any car parking deficiencies or surplus associated with the existing use of the locality;

- the availability of public transport in close proximity to the development including an assessment of whether the public transport results in a reduced demand for parking for the development;
 - an assessment of any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; and
 - an assessment of the peak demand for the proposed use and whether it would be staggered with existing uses in the locality.
- (3) If the Assessing Officer determines that the proposal satisfies clause S11.3.1(P1) s/he may apply a parking reduction and require a cash-in-lieu contribution in accordance with this Policy.
- (4) If, however, the Assessing Officer determines that it is necessary for the development to provide the required number of on-site car parking spaces because the proposal does not satisfy clause S11.3.1(P1), s/he may either:
- (a) recommend that the developer provide the required number of parking spaces on site; or
 - (b) if the parking spaces cannot be accommodated on-site, recommend the proposal for refusal.

The decision making framework is outlined in Appendix 2.

CALCULATION OF THE VALUE OF A CASH-IN-LIEU PARKING CONTRIBUTION

Clause S11.3.1(P1)(c) of the Scheme requires that the amount of cash-in-lieu is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

Determining Cost of Land

In determining the cost of land, advice was sought by a Registered Valuer, who stated:

"In relation to the assessment of land values, there appears to be two ready options:

1. Adopt the existing land values as assessed by the Valuer General for the latest revaluation. On this basis, each property has been separately assessed, or
2. Assess current land value adopting a desktop basis, and undertaking some smoothing to produce a more consistent market based outcome.

Both methods can also be adopted as a base and figures (values) increased by a factor annually, or as required.

The use of the Valuer General land value determination makes a sound base from which to apply the agreed formula. They can be reviewed and amended for the cash in lieu purpose, and updated by applying a factor if necessary. The figures have been accepted by land owners, and thus the basis of any calculation is not in dispute."

A desk top assessment of current Valuer General land values in the Penguin CBD, Ulverstone CBD and West Ulverstone areas along with some smoothing is to be carried out on an annual basis to provide a cost of land for a 30m² car parking space.

Determining Construction Cost

The construction costs per square metre will be established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks.

Community Benefit Factor

The Policy recognises that the community derives many benefits from parking provided by developers. It also recognises that if parking were provided strictly in accordance with the Scheme there would be an oversupply of parking. Accordingly, to prevent such an oversupply from occurring, the cash-in-lieu contribution calculation applies a community benefit reduction of 50%. The purpose of this reduction is to recognise that public parking spaces constructed with the revenue from cash-in-lieu allow shared parking among different sites and therefore fewer spaces are required to meet parking demand. Additionally, it is recognition that cash-in-lieu contributions provide funds for improvements to the communities parking and transport infrastructure and therefore that it is reasonable that the community fund a proportion of the cost for the provision of public parking.

The reduction is also meant to encourage developers to share on-site car parking spaces for use by the general public and not just be their customers, thereby allowing efficient use of car parking spaces.

CALCULATION OF A CASH-IN-LIEU PARKING CONTRIBUTION

The cash-in-lieu contribution is the cost of land plus the cost of construction multiplied by the community benefit reduction factor (0.5). Therefore, the cash-in-lieu contribution for one car parking space is:

$$= (\text{cost of land} + \text{construction cost}) \times 0.5$$

UTILISATION OF CASH-IN-LIEU CONTRIBUTIONS

- The Council's Director Corporate & Community Services must ensure that:
 - monies collected by the Council as cash-in-lieu of car parking contributions are accounted for separately to general revenue in the Parking Reserve; and
- When making recommendations to the Council concerning the expenditure of cash-in-lieu parking funds, the Council's Director Engineering Services is to follow these guidelines:
 - expenditure must be in accordance with the Central Coast Parking Strategy (once developed);
 - funds are to be used for the following:

- acquisition of land for parking in the municipal area;
- construction of public parking, both on-street and off-street;
- improvement to existing parking facilities and on-street parking;
- servicing of loans obtained to provide parking;
- maintenance of public parking areas; and
- public transport, walking or cycling infrastructure

which would result in a reduced demand for parking in that area.

APPENDICES

APPENDIX 1: Central Coast Planning Scheme Schedule 11

APPENDIX 2: Decision making Framework

Sandra Ayton
GENERAL MANAGER

APPENDIX 1

CENTRAL COAST PLANNING SCHEME SCHEDULE 11

*S11.0 CAR PARKING SCHEDULE**S11.1 PURPOSE OF SCHEDULE*

- S11.1.1 The purpose of this schedule is to ensure that use or development has adequate and suitably designed and constructed car parking.

S11.2 APPLICATION OF SCHEDULE

- S11.2.1 This schedule applies to all uses and developments in all zones except the Ulverstone Wharf Area as defined in Schedule 14.
- S11.2.2 Proposals for use or development to which this schedule applies must demonstrate compliance with the standards set out in clauses S11.3.1 – S11.3.3 below.

*S11.3 STANDARDS FOR USE OR DEVELOPMENT FOR THE CAR PARKING SCHEDULE**S11.3.1 CAR PARKING PROVISION*

<i>OBJECTIVE: TO ENSURE THAT SUFFICIENT AND SAFE PARKING IS PROVIDED FOR CARS.</i>	
<i>PERFORMANCE CRITERIA</i>	<i>ACCEPTABLE SOLUTION</i>
<p>P1 Where the number of car parking spaces to be provided on-site does not satisfy the AS A1 or A2:</p> <p>(a) the number of car parking spaces may be waived or reduced if:</p> <p>(i) there is no adverse impact on the streetscape;</p> <p>(ii) the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and</p>	<p>A1 The number of car parking spaces to be provided on-site must be in accordance with the Car Parking Table S11.3.2 and:</p> <p>(a) where a development involves multiple uses, the car parking requirements must be the sum of the requirements for each of those uses;</p> <p>(b) where the use involves shifts, the number of employees is the maximum number of persons employed on-site in any given shift in the normal course of operations; and</p>

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<p>(iii) there is no adverse impact on the amenity of the surrounding locality;</p> <p>(b) the Council may require a cash-in-lieu contribution for the number of car parking spaces not provided; and</p> <p>(c) the amount of the cash-in-lieu is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.</p> <p>The Council is not obliged to accept a cash-in-lieu contribution if it is practicable and desirable to provide the required number of car parking spaces on the land.</p>	<p>(c) where no standard is set in the Car Parking Table S11.3.2 for a use there is no acceptable solution for that use.</p>
<p>P2 The minimum on-site carparking spaces to be provided must demonstrate that the use including:</p> <p>(a) the anticipated vehicle movements;</p> <p>(b) number of employees in any shift;</p> <p>(c) number anticipated visitors on-site at any time; and</p> <p>(d) other relevant factors will not:</p> <p>(i) adversely impact on the streetscape;</p> <p>(ii) create a traffic hazard;</p> <p>(iii) create on-street parking congestion; or</p> <p>(iv) adversely impact on the amenity of the surrounding locality.</p>	<p>A2 Where there is no minimum standard set in Table S11.3.2, there is no acceptable solution.</p>

S11.3.2 CAR PARKING TABLE

<i>USE</i>	<i>MINIMUM NUMBER OF CAR PARKING SPACES</i>
Animal breeding, boarding or training	1 per employee plus 1 per 10 enclosures
Bulky goods sales	1 per employee plus 1 per 100 m ² of site area
Business and professional services	1 per employee plus 3 per 100m ² of net floor area
Community services: (a) emergency services and (b) cultural & recreation; (c) any other use	(a) and (b) 1 per employee plus 1 visitor space 1 per employee plus 10 per 100m ² of net floor area (c) No minimum standard set
Corrective institution	No minimum standard set
Educational and occasional care: (a) pre-school & child care; (b) primary, secondary & matriculation; and (c) tertiary (d) aged care; (e) any other use.	(a) (b) and (c) 1 per employee plus 1 per 5 students 1 per employee plus 1 per 20 students 1 per employee plus 1 per 2 students (d) 1 per employee plus 1 per 3 beds (e) No minimum standard set
Equipment and machinery sales and hire	1 per employee plus 1 per 150m ² of site area
Extractive industry	1 per employee plus 1 visitor space
Food services	1 per employee plus 7 per 100 m ² of net floor area
General retail and hire	1 per employee plus 7 per 100m ² of net floor area

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Hospital services	1 per employee plus 1 per 2 beds
Hotel industry	1 per employee plus 1 per guest room plus 10 per 100 m ² of lounge, bar and beer garden floor area plus 10 per 100m ² of bottle shop gross floor area
Manufacturing and processing	1 per employee plus 1 visitor space (minimum 4 spaces)
Natural and cultural values management	No minimum standard set
Recycling and waste disposal	1 per employee plus 1 per 150m ² of site area
Research and development	1 per employee plus 2 visitor spaces
Residential	(a) For each dwelling unit in a strata scheme 1 space per dwelling unit and 1 visitor space per dwelling unit. (b) For all other Residential uses 2 spaces per dwelling unit less the number of spaces provided in a garage or carport.
Resource development	1 per employee
Resource processing	1 per employee plus 1 visitor space
Service industry	1 per employee plus 2 per 100m ² of net floor area
Sports and recreation	No minimum standard set
Storage	1 per employee plus 1 visitor space
Tourist accommodation	1 per employee plus 1 per each accommodation unit

Tourist operation	1 per employee plus 10 per 100m ² of net floor area plus 0.4 per 100m ² of site area
Transport depot and distribution	1 per employee plus 0.2 per 100m ² of site area
Utilities	1 per employee
Vehicle fuel sales and service	1 per employee plus 5 per 100m ² net floor area
Vehicle parking	At least 1 car park
Vehicle sales and hire	1 per employee plus 2 per 100m ² of net floor area plus 0.5 per 100m ² of outside display area.

S11.3.3 CAR PARK DESIGN AND CONSTRUCTION

<i>OBJECTIVE: TO ENSURE THAT CAR PARKS PROVIDE SAFE PARKING AND ARE WELL DESIGNED AND CONSTRUCTED.</i>	
<i>PERFORMANCE CRITERIA</i>	<i>ACCEPTABLE SOLUTION</i>
P1 No performance criteria	A1 The access, dimensions and design of car parking spaces must comply with Australian Standard AS 2890.1-1993 Off Street Parking Part 1- Car Parking Facilities.
P2 No performance criteria	A2 (a) In the following zones parking spaces, accesses and turning bays must be paved with concrete, masonry blocks or bituminous seal and be graded, drained, kerbed and marked out: (i) Residential Zone; (ii) Industrial Zone; (iii) Local Business Zone;

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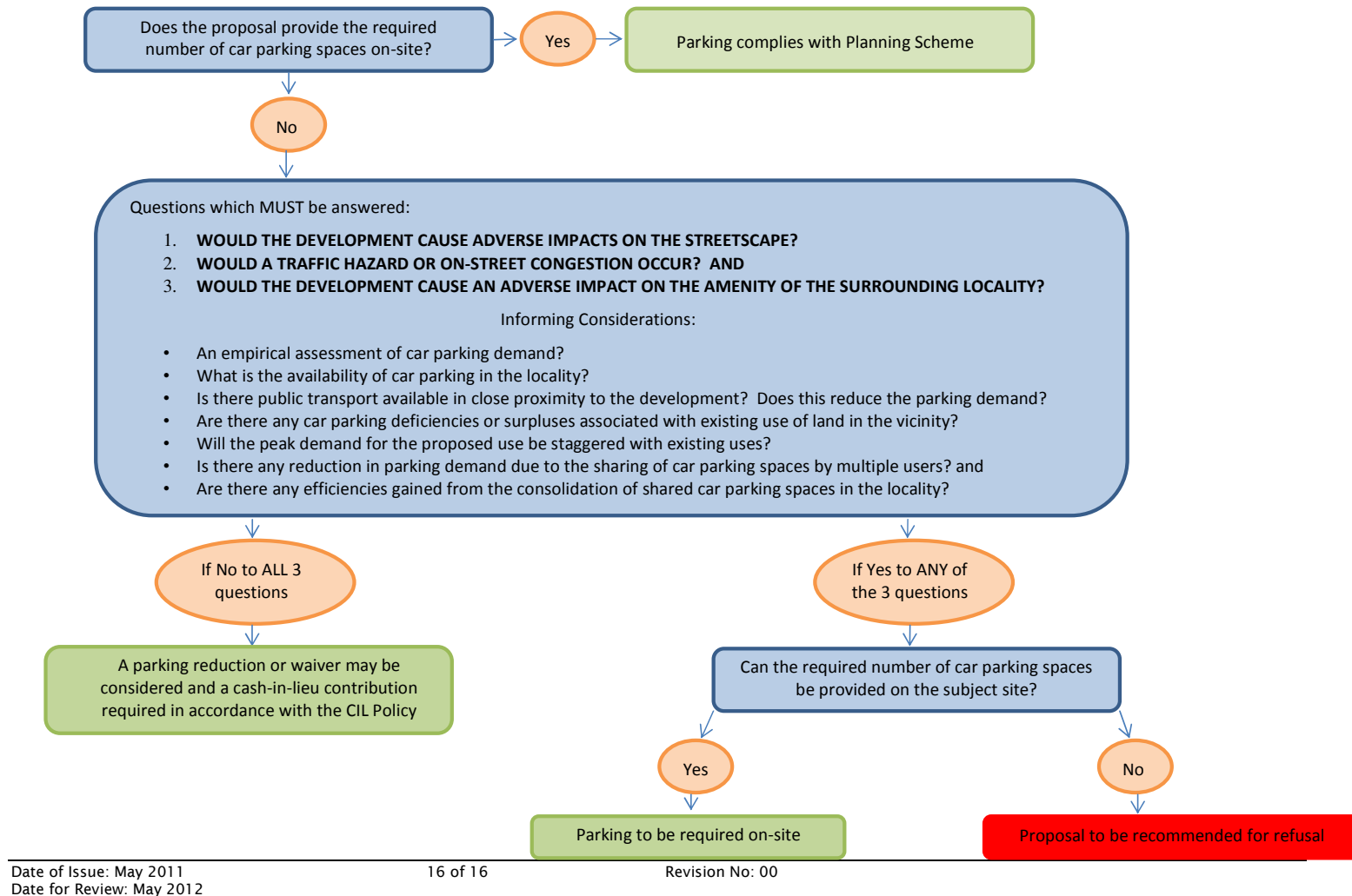
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	(iv) Business Zone; and (v) Commercial Zone; (b) In other zones, paving material must provide all-weather access.
P3 No performance criteria	A3 An on-site turning area must be provided where more than 2 car parking spaces are required or commercial vehicles enter the site.
P4 No performance criteria	A4 All public car parking areas must be designed and developed in accordance with a detailed landscape plan.

APPENDIX 2

Decision Making Framework



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2023 - 2024

Derwent Valley
COUNCIL

FEES AND CHARGES REGISTER




DRAFT FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



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<div> FEES AND CHARGES REGISTER 2023/2024 Derwent Valley Council <div>  </div> </div>				
Charge Category	Ranger Services	Type	Amount 2023/24 (inc GST)	Definition
<p>* An assistance dog is a guide dog or a hearing dog, or other dog which meets the definition of an "assistance animal" under the Disability Discrimination Act 1992 (proof may be required)</p> <p>** Concession discount applies only to the first dog registered to the concession card holder (Commonwealth Pensioner Concession Card or Repatriation Health Card only). Only applies to domestic (desexed or entire) dogs or purebred dogs</p>				
Ranger Services	Dog Registration Fees	Desexed domestic dog	\$36.00	per annum
	The invoice will be cancelled when advised that the dog is deceased or moved from the area. Where the registration fee is paid but the dog dies prior to 1 January, a 50% refund of the fee will be granted upon written request.	Entire domestic dog / purebred	\$72.00	per annum
		Working dog / Hunting dog / Greyhound (registered with ORI)	\$40.00	per annum
		Dangerous dog / Guard dog	\$377.00	per annum
		Assistance dog *	No Charge	per annum
		Concession discount **		
		Desexed domestic dog	\$18.00	per annum
		Entire domestic dog / purebred	\$36.00	per annum
	Applies to all registrations after 31 August - except for new registrations for new dogs to area or being 6 months of age (within 1 month of becoming eligible for registration).	Late fee	\$20.00	per registration
	Licence for keeping of several dogs [s.55(2) of Act]	New licence application fee	\$161.00	per property
		Advertising (undertaken by Council)	\$418.00	per licence
		Annual Renewal fee	\$68.00	per annum
	Registration tag	Replacement fee	\$16.00	per tag
	Dogs Antibarking Collars	Deposit	\$75.00	per collar
		Hire	\$18.00	per week
		Citronella Spray: Anti Barking Collar Replacement	\$36.00	each
	Complaints relating to nuisance by a dog [s.47(2)(b) of Act]	Fee refunded if complaint is verified	\$50.00	per complaint
	Surrender fee		\$136.00	per animal
	Impounding and Complaints Dog at large return to owner (if the dog able to be identified and safe to leave on return). Caution will be issued first time and dog will be impounded for subsequent occurrences	Pound release (dogs & livestock)	\$54.00	per animal
		Maintenance fee (dogs & livestock)	\$21.00	per animal per night impounded
		After Hours release (before 8:30 am and after 4:30 pm)	\$177.00	per release
		Transportation to pound of livestock (if external assistance required)	@ cost	per incident
		Transportation administration fee	\$55.00	per incident
		Newspaper advertisement (payable on release)	\$418.00	per advertisement

FEES AND CHARGES REGISTER 2023/2024 Derwent Valley Council <div>  Derwent Valley COUNCIL </div>				
Charge Category	Ranger Services	Type	Amount 2023/24 (inc GST)	Definition
	Veterinary Treatment (including euthanasia)	Veterinary treatment (if payable by Council)	@ cost	per incident
		Administration fee	\$55.00	per incident
	Dangerous Dogs	Dangerous Dog Sign	\$88.00	each
		Dangerous Dog Muzzle	\$88.00	each
		Dangerous Dog Collar	\$72.00	all sizes

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Building Services	Type	Amount 2023/24 (inc GST)	Definition
Building Services	Building works - Class 1 & 10 (Value of works <\$20,000)	Application , assessment and Completion Certificate for a Building Permit, Demolition Permit and Permit of Substantial Compliance	\$375.00	Per Application
	Building works - Class 1 & 10 (Value of works \$20,000 and over)	Application , assessment and Completions Certificate for a Building Permit, Demolition Permit and Permit of Substantial Compliance for the following classes:		
		Class 10	\$461.00	Per application
		Class 1 / combined 1 & 10	\$578.00	Per application
		Multiple Dwelling Developments (2 or more dwellings)	\$996.00	Base fee for first 2 dwellings PLUS
	Building Works - Classes 2 to 9 (All applications)		\$59.00	per additional dwelling
		Application , assessment and Completions Certificate for a Building Permit, Demolition Permit and Permit of Substantial Compliance	\$749.00	Base fee PLUS
			0.2%	Cost of works > \$200,000
	Notifiable Building works (Value of works < \$20,000)	Lodgement, assessment, associated correspondence and record keeping	\$321.00	Per Application
	Notifiable Building works	Lodgement, assessment, associated correspondence and record keeping	\$428.00	Per Application
	Low Risk Building	Lodgement and associated admin and record keeping fee	\$97.00	Per Application
	Temporary Occupancy	Lodgement and associated admin and record keeping fee	\$97.00	Per Application
	Form 49 & Form 50 - Food Premises (EHO)	Likely compliance assessment, inspection and report	\$268.00	Per Application
	Amendment/Variation to Building works	Lodgement, assessment, associated correspondence and record keeping	\$214.00	Per Application for amendment/variation
	Staged building works (All applications)	All applications	Normal application fee	Base fee PLUS
		Application , assessment and Completions Certificate for a Building Permit, Demolition Permit and Permit of Substantial Compliance	\$268.00	Each additional stage
	Building Permit extension (one year extension) <i>Note: Private Building Surveyor fees may also apply</i>	Administration	\$171.00	Per annual application
	Work without a permit (Unauthorised works identified through Building Notice/Order)	Application , assessment and Completion Certificate for a Building Permit, Demolition Permit and Permit of Substantial Compliance	Normal application fee	Per Application
		Penalty fee (All applications)	\$375.00	Per Application
	Building Certificate	Issuing of certificate following recommendation of Private Building Surveyor (engaged by owner)	\$756.00	Per Application
	State and Government Levy (Non Council imposed fee)	Tasmanian Building & Construction Industry Levy - under Part 3 of the <i>Building & Construction Industry Training Fund Act 1990</i> which applies to work > \$20,000	0.2%	Total project cost
		Building Administration Fee - under Part 21 of the <i>Building Act 2016</i> which applies to value of works > \$20,000	0.1%	Total project cost

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	New Norfolk Esplanade Caravan Park	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
New Norfolk Esplanade Caravan Park	Caravan Park Receipts	Standard Cabins (sleeps up to 5 people)	\$131.37	Taxable	\$145.00	per night
		PLUS Additional adult	\$14.71	Taxable	\$17.00	per night
		PLUS Additional child	\$7.92	Taxable	\$9.00	per night
		On-Site Caravans	\$73.65	Taxable	\$82.00	per night
		PLUS Additional person	\$14.71	Taxable	\$17.00	per night
	Site Fees	Powered site - Couple	\$47.58	Taxable	\$53.00	per night
		PLUS Additional adult	\$14.71	Taxable	\$17.00	per night
		PLUS Additional child over 3 yrs	\$7.92	Taxable	\$9.00	per night
		Non powered site - Couple	\$37.40	Taxable	\$42.00	per night
		PLUS Additional adult	\$14.71	Taxable	\$17.00	per night
		PLUS Additional child over 3 yrs	\$7.92	Taxable	\$9.00	per night
	Weekly fees for permanent & semi-permanent residents	Powered site - Couple?	\$228.59	Taxable	\$252.00	per week
		PLUS Additional adult	\$88.28	Taxable	\$98.00	per week
		PLUS Additional child over 3 yrs	\$47.51	Taxable	\$53.00	per week

NOTE: Prices are for 2 adults.

CANCELLATION POLICY:

If you cancel your booking (30) days or more prior to your arrival a full refund of your deposit will be given. If you cancel your booking less than (14) days prior to your arrival a 50% refund of your deposit will be given. If cancelling less than (1) week prior to your arrival a \$20.00 cancellation fee will apply.

There will be no refunds after check-in has commenced.

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Cemetery Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Cemeteries	Monumental Cemeteries	Burials (A reduction of \$150.00 from standard fee will apply only if Council is unable to dig to the standard 1.8M depth)	\$4,152.63	Taxable	\$4,568.00	standard 1.8M depth, suitable for double burial
			\$4,362.26	Taxable	\$4,799.00	triple depth
		Burials of children under 10 years (A reduction of \$150.00 from standard fee will apply only if Council is unable to dig to the standard 1.8M depth)	\$2,076.31	Taxable	\$2,284.00	standard 1.8M depth, suitable for double burial
			\$2,181.14	Taxable	\$2,400.00	triple depth
		Re-opening of Grave	\$2,351.00	Taxable	\$2,587.00	single depth
			\$2,815.59	Taxable	\$3,098.00	double depth
		Interment of ashes	POA (\$258 - \$670)	Taxable	POA (\$284 - \$737)	to existing plot
			\$3,047.86	Taxable	\$3,353.00	to new plot
		Funerals after 3:00 pm on weekdays	\$385.18	Taxable	\$424.00	per half hour
		Weekend and Public Holiday Funerals (Minimum 3 hour charge)	\$521.16	Taxable	\$574.00	per half hour
		Late Funerals	\$158.61	Taxable	\$175.00	per 15 minutes late after appointed time
		Oversize grave	\$368.18	Taxable	\$405.00	per grave
		Exhumation	\$2,311.37	Taxable	\$2,543.00	per exhumation
		Cementing when required after re-opening	POA	Taxable	POA	per grave
	Permission to erect a headstone		\$249.27	Taxable	\$275.00	per headstone
	Memorial Wall	Placement of Ashes to Non Reserved Wall Niche (include niche plate up to 8 lines 152*114 & vase)	\$1,331.30	Taxable	\$1,465.00	per niche
		Placement of Ashes to Reserved Wall Niche (include niche plate up to 8 lines 152*114 & vase)	\$1,008.36	Taxable	\$1,110.00	per niche
		Niche Plate Costs	\$79.28	Taxable	\$88.00	Small Emblem
			\$50.97	Taxable	\$57.00	Additional Line
			\$84.94	Taxable	\$94.00	Additional Proof
			POA	Taxable	POA	All others (e.g. photos)
		Reservation of Wall Niche for 20 years	\$526.84	Taxable	\$580.00	per niche
		Removal of plate or ashes from wall	\$413.54	Taxable	\$455.00	per niche
		Memorial wall vases	\$124.63	Taxable	\$138.00	per vase
	Plaques - Malbina Lawn Cemetery	Plaques and Inscription (up to 8 lines and 1 proof)	\$1,546.69	Taxable	\$1,702.00	Single Standard (381*279)
			\$2,011.19	Taxable	\$2,213.00	Double Standard (381*279)
		Plaques and Inscription (up to 8 lines and 1 proof) (cont'd)	\$1,603.32	Taxable	\$1,764.00	Single Book of Life (381*279)
			\$2,073.57	Taxable	\$2,281.00	Double Book of Life - Plate & 1st Page (381*279)
			\$1,263.43	Taxable	\$1,390.00	Double Book of Life - 2nd Page
		Detachable Plate up to 6 lines	\$566.59	Taxable	\$624.00	
		Small Emblem	\$79.39	Taxable	\$88.00	
		Large Emblem	\$124.63	Taxable	\$138.00	
		Additional Line - Plaque	\$56.71	Taxable	\$63.00	
		Additional Line - Plate	\$51.04	Taxable	\$57.00	
		Additional Proof	\$85.00	Taxable	\$94.00	
	Plaques - Malbina Lawn Cemetery cont.	Photographs	\$549.58	Taxable	\$605.00	
		Perpetual Flower	\$130.33	Taxable	\$144.00	
		All others	POA	Taxable	POA	

FEES AND CHARGES REGISTER 2023/2024
Derwent Valley Council



Charge Category	Cemetery Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
		Refurbishment of Plaque	\$520.41	Taxable	\$573.00	

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Child Care Centre Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Child Care Centre	Centre Based Care 7:00 am - 6:00 pm (inc. meals)	Baby Fee - up to 3 years	\$116.26	Exempt	\$117.00	per day
		Toddlers - over 3 years	\$116.26	Exempt	\$117.00	per day
		Orientation (1 st hour free)	Free	Exempt	Free	per day
		Enrolment Levy	\$17.64	Exempt	\$18.00	
		Late fee	\$35.28	Exempt	\$36.00	for every 15 minutes after 6:00 pm
		Half day Fee	\$55.27	Exempt	\$56.00	per day
	OSHC	After School Care (3:00 pm - 6:00 pm)	\$40.56	Exempt	\$41.00	per session
		Before School Care	\$35.28	Exempt	\$36.00	per session
		Vacation Care Full Day (7:00 am - 6:00 pm) inc.meals	\$79.96	Exempt	\$80.00	
		Cancellation 24 hr notice	\$79.96	Exempt	\$80.00	
	Overdue Account Fee	Late Payment on accounts	\$33.00	Exempt	\$33.00	per account issued
	Fees outstanding in excess of 90 days without payment arrangement will have debt recovery action undertaken and any additional legal costs will be recovered.					
	* Absences - full fee charged					
	* Actual fees payable will vary according to the level of Child Care Subsidy each family receives.					
	* Holidays - 50% fee charged for more than 2 consecutive days					
	* Public holidays - no charge					

FEES AND CHARGES REGISTER 2023/24

Derwent Valley Council



Charge Category	Council Publication Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Council Publications	Council Publications fees	New Norfolk Historic Walks Pamphlet	No Charge	Exempt	No Charge	
		Norfolk Islanders Scroll	\$3.12	Taxable	\$4.00	
		Note: Norfolk Islanders Scrolls are also available at no charge directly from the New Norfolk Historical Information Centre.				
		Series I - New Norfolk Pioneers and Homes	\$21.52	Taxable	\$24.00	RRP
			\$17.85	Taxable	\$20.00	Wholesale
		Series II - New Norfolk Pioneers and Homes	\$27.85	Taxable	\$31.00	RRP
			\$23.36	Taxable	\$26.00	Wholesale
		Series III - History and Achievements Book	\$41.21	Taxable	\$45.00	RRP
			\$33.76	Taxable	\$37.00	Wholesale
		Series IV - St Matthew's Church Burial Records	\$26.32	Taxable	\$29.00	RRP
			\$23.00	Taxable	\$25.00	Wholesale
		Series V - Nth Circle Cemetery Burial Records	\$35.70	Taxable	\$39.00	RRP
			\$30.60	Taxable	\$33.00	Wholesale
		Series VI - People and Places: St Matthew's Baptisms	\$29.17	Taxable	\$32.00	RRP
			\$25.50	Taxable	\$28.00	Wholesale
		Series VII - N/N to Back River/Methodist Record	\$31.93	Taxable	\$35.00	RRP
			\$27.34	Taxable	\$30.00	Wholesale
		Memoirs of J.J. Cowburn	\$31.93	Taxable	\$35.00	RRP
			\$27.23	Taxable	\$30.00	Wholesale
		The Derwent Valley From Federation to Millennium I	\$17.34	Taxable	\$19.00	RRP
			\$10.30	Taxable	\$12.00	Wholesale
		The Derwent Valley From Federation to Millennium II	\$17.34	Taxable	\$19.00	RRP
			\$10.30	Taxable	\$12.00	Wholesale
		The Derwent Valley From Federation to Millennium III	\$22.39	Taxable	\$25.00	RRP
			\$14.94	Taxable	\$17.00	Wholesale
		Tasmania's A.I.F. Light horsemen	\$40.80	Taxable	\$44.00	Wholesale
		Historic Searches	\$27.85	Taxable	\$31.00	Per Request

Postage additional cost on all Council Publications

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Health Services	Type	Amount 2023/24 (inc GST)	Definition
Health Services	Food Business Registration and Licensing Priority levels are based a risk assessment under the Department of Health's Food Business Risk-Classification System. Where application is made within 2 months of the end of the financial year, the registration period will include the next financial year.	Annual Registration fee - P1 Classification (incl. multiple inspections)	\$357.00	per premises
		Annual Registration fee - P2 Classification (incl. annual inspection)	\$248.00	per premises
		Annual Registration fee - P3 Classification (incl. annual inspection)	\$127.00	per premises
		Notification fee - P3-N (incl. inspection as required)	\$64.00	per premises
		Notification fee - P4 (incl. inspection as required)	\$64.00	per premises
		New registration (after 1st January)	50% of applicable registration fee	per premises
		Specific Event (Temporary food outlets at events)	\$51.00	per event
		Schools and commercial clubrooms/canteen facilities (fixed premises)	50% of applicable registration fee	per premises
		Temporary events for Local non-profit community organisations	No Charge	per premises
	Food samples	Food follow up inspection due to non-compliance	\$143.00	per inspection
	Public health risk activity	Registration of business	\$143.00	per premises
		Registration of tattooists, body piercing premises	\$53.00	per licence
	Sharps Containers	1.4 litre	\$7.00	per container
		3 litre	\$12.00	per container
		6 litre	\$19.00	per container
		8 litre	\$23.00	per container
	Water	Drinking Water Cartage - Licence & Assessment	\$117.00	per licence
		Annual registration of Private Water Supplier	\$117.00	per supplier
		Registration as a User of Water	\$14.00	per user
		Registration for Regulated System	\$117.00	per registration
	Water Sampling & Analysis (all types)	Sampling & administration	\$107.00	per sampling session
		Analysis (3rd party laboratory)	@ cost	per analysis
	Place of Assembly Licence	Place of Assembly Licence	\$143.00	per event
		Temporary events for Local non-profit community organisations	No Charge	per event
	Exhumation Supervision	Supervision of activity	\$178.00	per hour
	Fire Abatements (when abatement not satisfied)	Clearance of hazard (3rd party contractor)	@ cost	per site
		Administrative surcharge (as per Fire Abatement Policy)	25% of contractor cost	per site

FEES AND CHARGES REGISTER 2023/24

Derwent Valley Council



Facility Use Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
General Fees & Bonds	Bond Deposit (refundable upon satisfactory inspection) applicable to Halls, Meeting Spaces and Recreations And Sporting Grounds bookings	\$286.23	Exempt	\$287.00	
	Key Bond	\$62.32	Exempt	\$63.00	Per key
	Additional Keys (start from the 3rd key)	\$49.85	Exempt	\$50.00	Per key
	Where any alterations to locks are required	cost+25%	Exempt	cost+25%	
	Cleaning Rooms	\$55.00	Taxable	\$61.00	Per booking
	Garbage collection due to breach of conditions	\$58.83	Taxable	\$65.00	Per Hour
BBQs	BBQs – Tynwald Park & Esplanade Barbeques, Granton Reserve Barbeques, Gleeson Park, Ellis	\$29.41	Taxable	\$33.00	Per Hire
	Power	\$23.81	Taxable	\$27.00	Per Hire
Food Vans	Food Vans/Coffee Vans (on arrangement) Locations: Tynwald Park, Granton Reserve, The Esplanade	\$52.04	Taxable	\$58.00	Per Day
Willow Court	Opening Fee/Booking Fee	\$124.63	Taxable	\$138.00	Each opening
	Admission in addition to opening fee	\$6.81	Taxable	\$8.00	per person/day
	Group Admission (When children attend in organised groups from schools under the charge of a	\$3.37	Taxable	\$4.00	Per child
	Private Functions (including weddings)	50% of scheduled fee	Taxable	50% of scheduled fee	Deposit required - What's the scheduled fee?
	Cancellation more than 14 days prior to event	50% refund	Exempt	50% refund	
	Cancellation less than 14 days prior to event	Forfeit	Exempt	Forfeit	
	Private Functions – Bond	\$1,213.59	Exempt	\$1,214.00	Per event
	All applications for "commercial use" or for more than 2 days are to be referred to a Meeting of the Derwent Valley Council. Outstanding balances must be paid 14 days in advance of function.				
Pontoon Agreement (Esplanade)	Conditions of Use agreements for commercial activity.	\$104.08	Taxable	\$115.00	Per Month - non exclusive access (invoiced in advance)
Recreations And Sporting Grounds	Casual Use				
	Boyer Oval	\$246.72	Taxable	\$272.00	Per Day
	Boyer Oval Lights	\$53.21	Taxable	\$59.00	Per Hour
	Tynwald Park	\$205.03	Taxable	\$226.00	Per Day
	Open Space	\$333.06	Taxable	\$367.00	Per Day
	Soccer Ovals	\$116.58	Taxable	\$129.00	Per Day
	Football/Cricket Oval	\$191.51	Taxable	\$211.00	Per Day
	Tynwald Pavillion	\$214.00	Taxable	\$236.00	Per Day
	Tynwald Park Lights	\$53.21	Taxable	\$59.00	Per Hour
	Bootcamp / PT / Fitness Activities	\$12.49	Taxable	\$14.00	Per Hour
	Esplanade	\$205.03	Taxable	\$226.00	Per Day
	Half Space	\$102.52	Taxable	\$113.00	Per Day
	Esplanade Stage	\$117.70	Taxable	\$130.00	Per Day
	Bootcamp / PT / Fitness Activities	\$12.49	Taxable	\$14.00	Per Hour
	Power	\$23.81	Taxable	\$27.00	Per Day
	Arthur Square	\$205.03	Taxable	\$226.00	Per Day

FEES AND CHARGES REGISTER 2023/24

Derwent Valley Council



Facility Use Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Recreations And Sporting Grounds (cont'd)	General Site fees				
	Line Marking - Ovals	On application	Taxable	On application	
	Seasonal Agreements				
	Clubs are responsible for the preparation of and/or cleaning after each event. Failure to comply with these requirements will necessitate Council performing these tasks and an Invoice for Council costs will be forwarded. Note: Power usage and any other required fee to be invoiced separately in addition. Pre-season usage excluded from hire, separate agreement required.	\$1,103.29	Taxable	\$1,214.00	
	Power			kW Payable	Per Season
	Discounts available on application				Not applicable on seasonal arrangements
	Schools or Youth Groups - Local			50.00%	
	- Other			25.00%	
	Pensioner Groups			50.00%	
	Registered Charitable Bodies			50.00%	
	Recognised Religious Groups			50.00%	

FEES AND CHARGES REGISTER 2023/24

Derwent Valley Council



Charge Category	Infrastructure Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Infrastructure	Footpath Occupation Licence	1 A Frame Sign (per business) is at no charge on completion and approval of application.	No Charge	Exempt	No Charge	
		Additional furniture, signage and merchandise requires approval.	No Charge	Exempt	No Charge	per Annum
	Road Reserve Works Permit	Permit to carry out works not impacting Council infrastructure (crossover only)	\$72.13	Exempt	\$73.00	
		Works involving reinstatement to Council assets (i.e cutting kerb, trenching within pavement)	\$249.59	Exempt	\$250.00	Less than 1 weeks work
		Works involving reinstatement to Council assets (i.e cutting kerb, trenching within pavement, footpath etc)	\$791.80	Exempt	\$792.00	More than 1 weeks work
		Re - inspection or Additional inspection	\$169.50	Exempt	\$170.00	per inspection
	Installation of driveway mirrors	Installation of driveway mirror on request	\$353.10	Exempt	\$354.00	
	Stormwater Connection Fee (Urban Drainage Act Section 19)	Connection Fee for the connection to the public stormwater system located adjacent to road reserve	\$515.21	Exempt	\$516.00	
		Stormwater Connections	By Quotation	Exempt	By Quotation	
		Stormwater Connection Application Fee, plus Eng Inspection Fee	POA	Exempt	POA	
		Stormwater disconnection fee	POA	Exempt	POA	(min \$200)
	Road Closure Application	Road Closure Application	\$143.34	Exempt	\$144.00	per event
		Advertising	cost+25%	Exempt	cost+25%	
		A premium surcharge of 50% will be applied to the Road Closure Application fee if the application is not received 60 days or more prior to the required road closure date.	50%	Exempt	50%	per event
	Traffic Management Plan	Traffic Management Plan preparation	\$269.21	Exempt	\$270.00	per event
		Advertising	cost+25%	Exempt	cost+25%	
		Traffic Management Plan implementation (min. 3hours) Includes set-up, pack-up, signage in accord with TMP.	cost+25%	Taxable	cost+25%	per event

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Planning Services	Type	Amount 2023/24 (excl GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Planning Services	Application Review & Certification for Building Works	Review of documents and confirmation of exemption/No Permit Required	\$166.01	Exempt	\$167.00	per assessment
	Development Application <i>Under s57 or s58 of LUPAA or application for permit combined with an amendment to the Interim Planning Scheme, or LPS of the Tasmanian Planning Scheme</i> <i>Note: Advertising fees also apply if required</i>	Estimated development value <= \$50,000	\$200.36	Exempt	\$201.00	Base fee
		Estimated development value > \$50,000	\$200.36	Exempt	\$201.00	Base fee
			0.2%	Exempt	0.2%	PLUS value of works
		If approval is required under the Historic Cultural Heritage Act 1995	\$200.36	Exempt	\$201.00	additional fee per application
	Community Infrastructure Contribution <i>Applied as per Council Policy</i>	If required through condition of approval	\$1500 or otherwise determined by Council	Exempt	\$1500 or otherwise determined by Council	per new lot (not including balance)
	Public Open Space Contribution <i>Under Part 3, Division 8 of LGBMP</i>	If required through condition of approval	5% of unimproved value of the land (as per Act)	Exempt	5% of unimproved value of the land (as per Act)	per application (value as of date of application of sealing of relevant stage)
	Cash in lieu of car parking <i>Applied as per Council Policy</i>	If required through condition of approval	\$5,500 or otherwise determined by Council	Exempt	\$5,500 or otherwise determined by Council	per car space
	Advertising <i>Development Applications and Subdivisions</i>	Level 1 Activity (s57 LUPAA)	\$446.51	Exempt	\$447.00	per application
		Level 2 Activity (Schedule 2 EMPCA)	\$2,060.82	Exempt	\$2,061.00	per application
	Enforcement Action (following issuing of Enforcement Notice) <i>Note: Advertising fees also apply at standard rate if required</i>	Retrospective application for permit	Applicable application fees	Exempt	Applicable application fees	
		Penalty fee	\$375.00	Exempt	\$375.00	
	Signs (Signage Only) <i>Note: Advertising fees also apply if required</i>	1 Sign	\$97.32	Exempt	\$98.00	per property
		> 1 Signs	\$166.01	Exempt	\$167.00	per property
	Planning Scheme Amendment <i>Under s33 [former provisions] or s37 LUPAA</i> <i>Note: Development Application fees and/or Subdivision fees also apply for combined application under s43A [former provisions] or s40T LUPAA</i>	Initiation assessment fee (50% refunded if not initiated)	\$4,012.50	Exempt	\$4,013.00	Per amendment application
		Tasmanian Planning Commission fee (payable to TPC only if amendment initiated)	as per Tas Planning Commission	Exempt	as per Tas Planning Commission	per application
		Amendment advertising fee (only if amendment initiated)	\$1,774.60	Exempt	\$1,775.00	per application

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Planning Services	Type	Amount 2023/24 (excl GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
	Subdivisions <i>Note: Advertising fees also apply if required</i>	Boundary adjustment <i>(only if no new lots)</i>	\$520.93	Exempt	\$521.00	Base fee
		1 or more new lots	\$520.93	Exempt	\$521.00	Base fee PLUS
			\$103.04	Exempt	\$104.00	per new lot (excluding balance)
		Subdivision sealing fee	\$251.88	Exempt	\$252.00	Base fee PLUS
			\$51.52	Exempt	\$52.00	per lot (excluding balance)
	Strata Schemes	Certificate of Approval for new strata scheme	\$291.95	Exempt	\$292.00	Base fee PLUS
			\$62.97	Exempt	\$63.00	per new strata lot (excluding balance or common lot)
		Certificate of approval for amendment to, consolidation of, or cancellation of strata scheme	\$251.88	Exempt	\$252.00	per application
		Approval in principle of staged development scheme or community development scheme, or variation to such a scheme	\$520.93	Exempt	\$521.00	First stage PLUS
			\$97.32	Exempt	\$98.00	per subsequent stage

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Planning Services	Type	Amount 2023/24 (excl GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
	Other Planning Fees	Amendment to Sealed Plan (s103 LGBMP)	\$520.93	Exempt	\$521.00	Application fee
			\$1,030.41	Exempt	\$1,031.00	Hearing fee (if required)
			\$251.88	Exempt	\$252.00	Sealing fee (if approved)
		Application for, modification of or discharge of Adhesion Order	\$520.93	Exempt	\$521.00	Application fee
			\$251.88	Exempt	\$252.00	Sealing fee (if approved)
		Extensions of time to substantially commence planning permits (s42C, s43I [former provisions] or s53 LUPAA)	\$200.36	Exempt	\$201.00	per request
		Application withdrawn by request prior to determination (Advertising fee retained if proposal has been advertised)	Refund of 50% of assessment fees	Exempt	Refund of 50% of assessment fees	per request
		Application withdrawn due to declaration of Major Project (Advertising fee retained if proposal has been advertised)	Refund of 50% of application fees	Exempt	Refund of 50% of application fees	per application
		Minor Amendment of planning permits (s43, s43K [former provisions] or s56 LUPAA)	\$200.36	Exempt	\$201.00	per application
		Legal review & execution of Part 5 Agreements (s71 of LUPAA)	\$750.00	Exempt	\$750.00	per agreement
		Legal review & execution of Agreements and Bonds in accordance with Council policy	\$750.00	Exempt	\$750.00	
	Engineering Plan Assessment & Inspections	Engineering Plan Assessment & Inspections	\$520.93	Exempt	\$521.00	Base fee PLUS
			1.1%	Exempt	1.1%	value of works
		Inspection fee (excluding first inspection)	\$177.46	Exempt	\$178.00	per inspection

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Plumbing Charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24	Definition
Plumbing	Building works - All Classes (Value of works <\$20,000)	Application for Certificate of Likely Compliance - Notice of Work, Application for Permit - Plumbing Work, assessment and Certificate of Completion for all classes. (Excluding Inspections)	\$374.50	Exempt	\$375.00	per application
	Building works - Classes 1, 10 and multi unit development (Value of works \$20,000 and over)	Application for Certificate of Likely Compliance - Notice of Work, Application for Permit - Plumbing Work, assessment and Certificate of Completion . (Excluding				
		Class 10	\$492.20	Exempt	\$493.00	per application
		Class 1 or 1 & 10 (combined)	\$695.50	Exempt	\$696.00	per application
		Class 1 or 1 & 10 (combined) - With an Onsite Waste Water Management	\$1,048.60	Exempt	\$1,049.00	per application
		Multi unit development	\$1,284.00	Exempt	\$1,284.00	Base fee for first 2 dwellings PLUS
			\$588.50	Exempt	\$589.00	per additional dwelling
	Building works - Classes 2 to 9 (Value of works \$20,000 and over)	Application for Certificate of Likely Compliance - Notice of Work, Application for Permit - Plumbing Work, assessment and Certificate of Completion. (Excluding Inspections)	\$1,048.60	Exempt	\$1,049.00	Base fee PLUS
			\$0.00	Exempt	0.1%	Value of works > \$200,000
	Low Risk Plumbing	Lodgement and associated admin and record keeping fees	\$96.30	Exempt	\$97.00	per application
	Amendment/Variation to Plumbing works	Lodgement and associated admin and record keeping fees	\$238.06	Exempt	\$239.00	per application for variation/amendment
	Staged Plumbing development	Application for Certificate of Likely Compliance - Notice of Work, Application for Permit - Plumbing Work, assessment and Certificate of Completion. (Excluding Inspections)	Normal application fee	Exempt	Normal application fee	Base fee PLUS
			\$267.50	Exempt	\$268.00	Each additional stage
	Grease Trap Application	Application for Certificate of Likely Compliance - Notice of Work, Application for Permit - Plumbing Work, assessment , inspection, Form 46 and Certificate of Completion	\$728.16	Exempt	\$729.00	
	Form 46 Essential Building Services Schedule Plumbing		\$109.69	Exempt	\$110.00	Per application
	Plumbing CLC/Permit Extension (one year extension)		\$169.50	Exempt	\$170.00	per year there after
	Work without a permit (Unauthorised works identified through Building Notice/Order)	Application for Certificate of Likely Compliance - Notice of Work, Application for Permit - Plumbing Work, assessment and Certificate of Completion for all classes. (Excluding Inspections)	Normal application fee	Exempt	Normal application fee	Per Application
		Penalty fee (All applications)	\$375.00	Exempt	\$375.00	Per Application
	Inspections	Class 10	\$385.20	Exempt	\$386.00	per application
		Class 1 or 1 & 10 (combined) - with fixtures	\$577.80	Exempt	\$578.00	per dwelling/unit
		Class 1 or 1 & 10 (combined) - with Onsite waste water management system	\$770.40	Exempt	\$771.00	
		Class 1 or 1 & 10 (combined) - with Onsite waste water management system only	\$577.80	Exempt	\$578.00	
		Class 2 to 9 - Number of inspection to be determined at time of application	\$192.60	Exempt	\$193.00	per inspection
		Additional inspection - Plumbing work	\$192.60	Exempt	\$193.00	per inspection

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Refuse Disposal Charges	Type	Amount 2023/24 (inc GST)	Definition	
Refuse Disposal	Peppermint Hill Landfill				
	National Park Waste Transfer Facility				
	General	Accounts	\$62.00	per month	
		Account preparation fee Derwent Valley registered and operating business	\$38.00	per month	
		Account preparation fee commercially operated businesses outside of the Derwent Valley	\$124.00	per month	
		National Park Transfer Station key holders	Min. \$1250 or by negotiation	per year	
	Recycling		No Charge		
	Clean fill	per cubic metre (domestic quantities)	\$9.00	per cubic metre	
		Commercial quantities (per Tonne) (12 Fee Units)	\$24.00	Per tonne	
		All below figures shall be double for non-residents of Derwent Valley Council Municipality			
	Domestic Waste	Car boot/station wagon	\$12.00	\$10.70	
		Ute/van/small trailer (level)	\$24.00	\$20.33	
		Large trailer/1 tonne truck	\$42.00	\$39.59	
		Other vehicles (per cubic metre)	\$32.00	\$29.96	
		Green waste only (per cubic metre)	\$16.00		
	Other	Tyres - car	\$16.00	per item	
		- motorcycle	\$12.00	per item	
		- light truck	\$32.00	per item	
		- truck/small tractor	\$48.00	per item	
		Mattresses, per item	\$32.00		
	Commercial / Bulk Deliveries	Compactor trucks, per cubic metre capacity	\$73.00	Price on Application min \$73.00m ³	
		Trucks or Skips, per cubic metre	\$73.00	Price on Application min \$73.00m ³	
		Building rubble, mixed (per cubic metre) vehicles < 2.5 tonne GVM	\$73.00	Price on Application min \$73.00m ³	
		Clean bricks or concrete, per cubic metre	\$39.00	Price on Application min \$35.00m ³	
		Demolition materials, per cubic metre	\$73.00	Price on Application min \$73.00m ³	
	Coupons	Coupons issued by Council with rates notice may be redeemed at a rate as per table below.			
		1 Coupon	\$6.00		
		2 Coupons	\$12.00		
		Note: Residents may utilise multiple coupons per visit with combinations of above for Domestic Waste Only.			

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Customer Services	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Customer Services	337 Certificates & 132 Certificates	Application for Council land information certificate - Section 337 of the Local Government Act 1993 (132.5 fee units)	\$235.85	Exempt	\$235.85	per application
		Application for a certificate of liabilities - Section 132 of the Local Government Act 1993 (30 fee units)	\$53.40	Exempt	\$53.40	per application
	Code of Conduct	Code of Conduct complaint - s28V of Local Government Act 1993 (50 fee units)	\$89.00	Exempt	\$89.00	per complaint
	Annual report	Copy of Annual Report - available online free (5 fee units)	\$8.90	Exempt	\$9.00	per copy
	Right to Information	Right to Information Requests (25 fee units)	\$44.50	Exempt	\$44.50	per application
	Photocopying or printing (all documents including plans/agendas/minutes/reports unless explicitly made available free of charge/previous rates notices + 3 years)	A4 page	\$0.70	Taxable	\$1.00	per page
		A3 page	\$1.26	Taxable	\$2.00	per page
	Laminating	A4 sheet	\$14.6	Taxable	\$2.00	per page
		A3 sheet	\$3.11	Taxable	\$4.00	per page
	Mobile Garbage Bins (MGB's) Subject to completion of the required declaration, replacement will be at no charge on the first occasion. A charge for subsequent repeat replacement(s) will be incurred.	Replacement Bins	Cost+25%	Taxable	Cost+25%	120 Litre
			Cost+25%	Taxable	Cost+25%	240 Litre
		Replacement of parts	Cost+25%	Taxable	Cost+25%	wheels
			Cost+25%	Taxable	Cost+25%	axle
					Cost+25%	lid
		Bin lid straps	Cost+25%	Taxable	Cost+25%	per set

FEES AND CHARGES REGISTER 2023/2024

Derwent Valley Council



Charge Category	Swimming Pool charges	Type	Amount 2023/24 (exc GST)	GST Treatment	Amount 2023/24 (inc GST)	Definition
Swimming Pools	New Norfolk Swimming Pool	Adults (over 16 years)	\$6.81	Taxable	\$8.00	
		Children (4-16 years)	\$5.84	Taxable	\$7.00	
		Children/Infant (Under 4 years with full paying adult)	No Charge	Taxable	No Charge	
		Student (over 16 years with ID)	\$5.84	Taxable	\$7.00	
		Aged Pensioner	\$5.84	Taxable	\$7.00	
		Spectators	\$2.92	Taxable	\$4.00	
		Family (2 adults, 3 children)	\$18.48	Taxable	\$21.00	
			\$4.86	Taxable	\$6.00	Extra Child
		Family (1 adult, 4 children)	\$18.48	Taxable	\$21.00	
			\$4.86	Taxable	\$6.00	Extra Child
			\$4.86	Taxable	\$6.00	
		Lunch time Fitness Monday - Friday 12 - 2pm				
		Care/Support workers (free with paying patron)	No Charge	Taxable	No Charge	
		Shower only (40 cent refund)	\$4.86	Taxable	\$6.00	
		Lockers (\$3.00 refund)	\$8.75	Taxable	\$10.00	
		Season Tickets	\$459.13	Taxable	\$506.00	Family (2 adults, 3 children)
			\$266.47	Taxable	\$296.00	Adult
			\$176.06	Taxable	\$194.00	Children (4 to 16 years) + students
			\$176.06	Taxable	\$194.00	Aged Pensioner
		10 Visit Passes	\$153.69	Taxable	\$170.00	Family
			\$53.50	Taxable	\$59.00	Adult
			\$40.85	Taxable	\$45.00	Children (4 to 16 years) + students
		20 Visit Passes	\$281.12	Taxable	\$310.00	Family
			\$94.35	Taxable	\$104.00	Adult
			\$65.17	Taxable	\$72.00	Children (4 to 16 years) + students
		Swimming Club Monthly Passes	By Arrangement	Taxable	By Arrangement	Family
			By Arrangement	Taxable	By Arrangement	Single
Swimming Pools	New Norfolk Swimming Pool (cont'd)	Group Admission (Cancellation of Group Admission bookings without 24 hours' notice will be charged at 50% of the hire charge)				
		When children attend in organised groups from schools under the charge of a school officer, otherwise in groups under the charge of an official of a recognised swimming club:	\$3.70	Taxable	\$3.80	per child
			\$221.78	Taxable	\$244.00	per hour
		Hire Charge				
		(1) For hiring during normal operation	\$263.61	Taxable	\$290.00	
		For hiring during normal operation 1/2 Pool	\$132.29	Taxable	\$146.00	
		(2) Lane Hire	\$37.94	Taxable	\$42.00	
		(3) Seasonal Swimming Club Lane hire - hours	By Arrangement	Taxable	By Arrangement	
		(4) Seasonal Swimming Club hire - Outside pool hours	By Arrangement	Taxable	By Arrangement	
		(5) Outside pool hours - by arrangement with Pool Contractor	By Arrangement	Taxable	By Arrangement	
		(6) Training - by arrangement with Pool Contractor	By Arrangement	Taxable	By Arrangement	

Sorell Car Parking Strategy



Draft 2023

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Version Control				
Version	Date	Description	Author	Approver
1	March 2023	Councillor draft	SW	
1.1	July 2023	Updated with Councillor comments	SW	
1.2	September 2023	Minor edits	SW	

Context

Car parking is one part of a sustainable and integrated transport system, along with bus, cycling and walking.

Council has made significant investments in all parts of the transport system, including a park and ride facility with amenities for drivers and users, the Neil Davis car park and extensive upgrades of footpaths and walkways.

Given the location of the Sorell LGA within the southern region, the scale of settlements and long-established patterns of land use, the transport system is skewed to private vehicle use.

While this strategy focuses on car parking, Council will continue to support a sustainable transport network. This strategy, for instance, promotes pedestrian connectivity to car parking areas to limit unnecessary vehicle movements within settlements and help encourage active lifestyles. This strategy also supports further investment in park and ride facilities.

For Council, the provision and maintenance of car parking is a significant expense and requires a long-term focus as to the need for, and the siting of, car parking spaces whilst also maximising opportunities for individuals to choose from a range of safe, convenient and sustainable transport options.



Figure 1. Park and Ride Facility, Sorell

Introduction

Purpose

This strategy provides the first car parking strategy for the Sorell local government area (LGA). The purpose is to identify short, medium and long-term opportunities and actions to ensure a sufficient supply of well designed and sited public car parking as part of a broader sustainable transport network.

Key considerations include the ongoing support for bus services and minimising movements within settlements by encouraging walking between businesses and services.

The strategy has been prepared in the context of multiple drivers and changes including:

- significant population and employment growth across the LGA with long-established annual population growth of rates 3%;
- increased business and commercial construction activity;
- the long-term time horizons associated with planning for any acquisition and development of car parking; and
- the opening of the Sorell southern bypass.

The strategy will need to be adaptable and flexible in response to the timing of development and how development seeks to manage car parking.

This strategy:

- reviews existing car parking provision;
- anticipates future parking provision based on future development scenarios and potential travel demand;
- considers opportunities to expand the car parking supply and improve pedestrian access to car parking areas;
- considers opportunities for public transport and active transport;
- supports the collection and expenditure of cash-in-lieu of car parking contributions to assist in implementation.

Car dependency in a regional centre such as Sorell is difficult to reduce, with many strategies outside of Council's direct control. This includes the provision of public transport services and broader societal trends that preference private vehicles over other modes. Car dependence has a range of associated costs, including:

- environmental costs of congestion if drivers circulate to find available parking spaces;
- reduced land availability for higher value land uses, such as commercial, residential or community land uses;
- capital costs of car parking provision; and
- maintenance costs of car parking and road networks.

Contemporary car parking and traffic management strategies seek to reduce demand for parking through encouraging other modes of transport, rather than increase supply. This strategy adopts this perspective but also recognises that rates of

growth will generate a demand for additional public and private car parking.

The strategy begins with an overview of related strategies and plans to provide context. It then provides an overview of key demographic and employment characteristics of the area, followed by an analysis of car parking demand; car parking supply; planning scheme considerations, land and construction costs and ends with a number of strategies for car parking and sustainable transport.



Figure 2. Example of new development in Sorell

Related Strategies and Projects

Sorell Council Strategic Plan

This strategy seeks to build upon the four key objectives of the Sorell Council Strategic Plan 2019 to 2029, and to:

- support the facilitation of regional through through the provision of infrastructure in support of community and business needs and to help support business investment;
- assist in responsible stewardship and a sustainable organisation through assisting long-term financial and capital strategies and through establishing a car parking contributions fund;
- ensure a liveable and inclusive community through supporting increased connectivity and walkability within townships; and
- support increased community confidence in Council through supporting consistent and transparent decision-making.

Sorell Strategic Transport Network Assessment

Ratio consultants were engaged to prepare the Strategic Transport Network Assessment for Sorell township. The purpose of the assessment was to:

- determine the likely future growth-driven traffic generation and distribution for the study area;
- review the expected changes in traffic volumes and distributions resulting from the Sorell southern bypass; and

- review the theoretical capacity of the future road network and confirm the suitability of the future transport network to accommodate planned growth, such as through the Sorell East growth corridor.

The assessment notes that:

- various land supply and traffic studies commissioned by Council and the Department of State Growth were considered (refer section 1.3);
- peak hour traffic volumes in 2042 for the Sorell southern bypass are expected to be 1,314 (AM) and 1,100 (PM);
- full development in the Sorell East growth corridor for residential, industrial, school and local convenience use will generate 18,398 average daily trips.

Full development in the Sorell East growth corridor, together with other traffic growth, may exceed the capacity of the two bypass roundabouts but will not exceed the capacity of the transport network within the town.

The assessment noted that traffic generation for shopping centres does not generally increase as floor area increases. Rather, as additional retail choice comes online the actual number of trips will reduce as the role shifts from meeting daily consumer needs to meeting weekly.

Sorell East Growth Corridor

Future residential growth will occur on the eastern side of the Sorell southern bypass. Future development in this area will also include a school, convenience retail and industrial land use.

Through the Strategic Transport Network Assessment, Council has adopted the road network plan shown in Figure 3 which consists of:

- the recently constructed Pawleena Road roundabout;
- a flyover across the bypass;
- a pedestrian bridge across the Sorell Rivulet adjacent to the tennis club
- a future bridge across the Sorell Rivulet to Parsonage Street;
- a eastern connection from the northern roundabout constructed as part of the bypass
- shared paths running east-west from the new pedestrian bridge across the flyover and running north-east through the growth corridor.



Figure 3. Collector Roads from the Strategic Transport Network Assessment

The collector road network is the focus on shared pedestrian and cycle facilities, which coupled with a new pedestrian and cycle crossing of Sorell Rivulet, will encourage active transport.

Other Sorell Council Plans and Strategies

Car parks are part of the transport network and are managed through the Transport Asset Management Plan 2021. Council manages 25,292m² of sealed car parking areas and 33,924m² of unsealed car parking areas with a total replacement value of \$4.2 million. The current condition rating has 41% in new or very good condition, 45% in good condition and 14% in poor condition. Council also manages a number of public transport stops and shelters with a replacement value in excess of \$500,000.

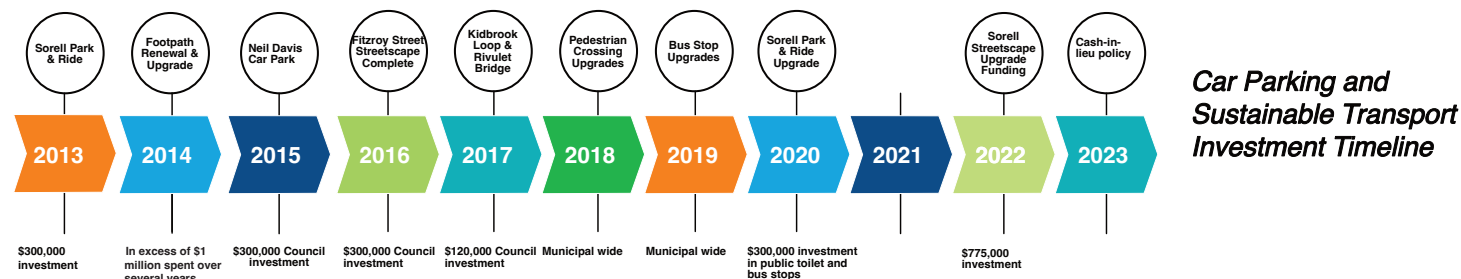
Since 2010 Council has made the follow key investments in car parking:

- park and ride, Sorell \$307,000 on improvements and reseal from 2019 to 2021;
- Neil Davis Car Park, Sorell \$340,000 on land and construction in 2014-15.

Sorell Council has a number of streetscape improvement programs, including the Sorell Streetscape Plan 2021.

Sorell to Hobart Corridor Plan

The Department of State Growth released the Sorell to Hobart Corridor Plan in 2020 (the Corridor Plan). The plan outlines priorities to reduce congestion and improve travel time reliability through road infrastructure, public and active transport, intelligent transport systems upgrade and land use.



Some of the initiatives described in the Corridor Plan include:

- transit lanes between the Cambridge interchange of the Tasman Bridge for priority access for buses, taxis and multi-occupant vehicles;
- increased bus frequency and establishing park and ride facilities, including at Midway Point, and Sorell;
- completing missing cycle path links;
- improve bus access from the Rosny interchange to improve travel times;
- an alternative Tasman Highway access at Pass Road; and
- extending Flagstaff Gully to the Bowen Bridge.

South East Traffic Solution

The South East Traffic Solution (SETS) encompasses works at Midway Point, the Hobart International Airport flyover, the Sorell Southern Bypass and the duplication of the Tasman

Highway from the Hobart International Airport to Sorell.

The Sorell Southern Bypass, the Hobart International Airport flyover and Midway Point intersection works were complete in 2023, with causeway duplications schedule to be completed from 2024.

The scope of SETS works will:

- improve travel time reliability from Sorell to Rosny Park and other eastern shore locations;
- remove some cars and heavy vehicle movements from Sorell township, with amenity benefits of less traffic noise and less through traffic; and
- provide new opportunities for Park and Ride facilities, including new policy measures and incentives to encourage bus patronage within existing contract framework.

The SETS may:

- have a negative influence on travel time reliability from Sorell to Hobart CBD and other western shore locations by improved

traffic flows to the eastern shore potentially resulting in more peak traffic at the Tasman Bridge; and

- create an opportunity or need to provide bus transit lane in the causeway duplications to improve travel times for bus services.

RACT Greater Hobart Mobility Vision - 30 Year Strategy

The 30 year transport vision by RACT seeks to shift travel behaviour from private vehicle to alternative transport such as buses, bicycles, f.. Through increasing the range and affordability of transport choice.

Various initiatives are outlined, including increased residential densification around public transport routes, a single ticketing system, park-and-ride facilities, new ferry routes and improved cycleways. For Sorell, the key initiative is the rollout of 'end of line' park-and-ride facilities.

Sorell Township Urban Master Plan 2015 Update

The 2015 master plan update was prepared before much of the recent growth and activity in Sorell. This is reflected in discussions regarding the amount of vacant commercial land and how the new Sorell Plaza (i.e., Coles) may have flooded the market for new commercial floor space and see existing vacant parcels remain so for some time.

Since this time, critical commercial growth has occurred with low commercial vacancy rates, newer and more diverse business offerings and new proposals for most vacant commercial lots.

Key town centre objectives discussed in the master plan include:

- a multi-functional town centre with a strong sense of local identity and character;
- streetscape improvements to the existing retail street network;
- maintain and enhance a distinction between unique, finer grain high street retail along Cole Street and Gordon Street and larger big box type commercial use;
- high levels of pedestrian accessibility and amenity; and
- clear and consistent signage.

When the master plan was prepared, vacant commercial lots consisted of:

- one 5ha Council owned lot;
- one 2.2ha private lot along Dubs and Co Drive;

- ten small Dubs and Co Drive lots totally 0.65ha; and
- various residential properties in commercially zoned areas.

Since this time:

- the majority of the Council land has been developed principally for community purposes such as the emergency services hub, planned jobs hub, plaza and cultural precinct and existing Council and health services;
- developments are under construction or approved for the majority of the Dubs and Co Drive lots, with all approved developments deficient in car parking spaces due to the narrow width and small size of the lots;
- a number of new businesses have commenced with effectively all floor space occupied across the town; and
- the Sorell southern bypass will reduce private and heavy vehicle movements through the town.

The bypass is a significant opportunity to improve the amenity of the town. The economic effects are expected to be positive with the bypass unlikely to reduce trade to any significant degree.

Demographic and Employment Considerations

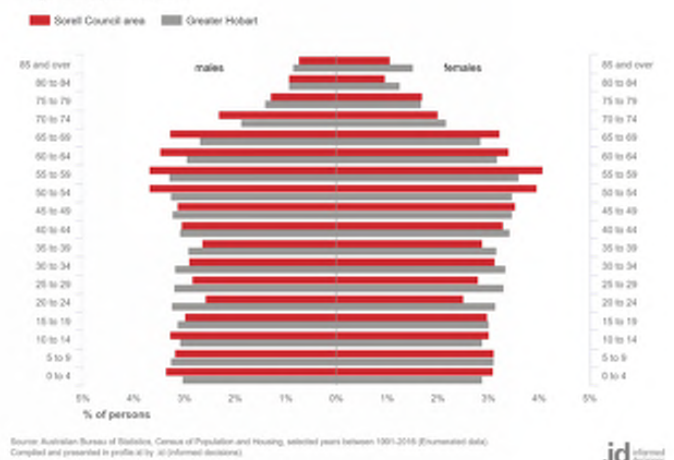
Age and demographics

The demographic character of the Sorell LGA is mixed. Relative to Greater Hobart, there is a higher proportion of people aged 0-4 years and 10-14 years and a higher proportion of people between 50 and 74 years. There is relatively fewer people aged between 20 and 39 years with similar proportions of people aged 40 to 49 years. That the population is both relatively older and younger is an important consideration to how people access retail centres given both older and younger people have less mobility choice. This is also indicative of a strong community that is ageing in place as well as a growing number of young families. Both demographic shifts correspond with the increase in dwelling construction activity since 2018.

Industries & Employment

As at July 2021, a total of 3,232 jobs exist in the Sorell LGA. The major sectors by employment are Retail Trade; Construction; Accommodation and Food Services; Agriculture, Forestry and Fishing; and Manufacturing. Relative to Southern Tasmania, more people are employed in each of these sectors. There are relatively less jobs in Health Care and Social Assistance; Education and Training; Professional, Scientific and Technical Services; Arts and Recreation Services, Wholesale Trade and Transport, Postal and Warehousing.

Age-sex pyramid, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, selected years between 1991-2016. (Unrounded data). Compiled and presented in profile at: [id.com.au](http://www.id.com.au) (Informal decisions).

id
Informal
Decisions

Employment (total) by industry

	2020/21			2015/16			Change
Industry	g	Number	% g	Number	% g	Southern Tasmania	2015/16 - 2020/21 g
Retail Trade	401	12.6	10.2	408	10.2	10.5	-55
Construction	400	12.6	7.7	343	12.1	8.4	+157
Accommodation and Food Services	394	12.2	8.8	313	11.1	7.9	+81
Agriculture, Forestry and Fishing	377	11.7	3.8	198	7.0	3.0	+179
Manufacturing	314	9.7	6.9	205	10.1	6.1	+29
Health Care and Social Assistance	308	9.6	14.5	308	13.8	13.8	+14
Education and Training	282	8.1	10.5	221	7.9	9.5	+39
Public Administration and Safety	121	3.7	9.5	110	3.9	10.2	+11
Professional, Scientific and Technical Services	113	3.5	7.2	101	3.6	8.0	+11
Transport, Postal and Warehousing	111	3.4	4.5	107	3.8	3.8	+14
Other Services	102	3.2	3.4	91	3.2	3.8	+11
Administrative and Support Services	72	2.2	2.7	60	2.5	2.5	+8
Electricity, Gas, Water and Waste Services	64	2.0	1.9	27	1.0	2.0	+37
Arts and Recreation Services	43	1.3	2.5	31	1.1	2.5	+13
Wholesale Trade	43	1.3	2.1	40	1.4	2.2	+3
Financial and Insurance Services	41	1.3	2.2	38	1.3	2.4	+14
Rental, Hiring and Real Estate Services	36	1.1	1.2	51	1.8	1.4	-16
Mining	21	0.7	0.2	17	0.6	0.4	+5
Information Media and Telecommunications	9	0.3	0.7	11	0.4	2.1	-2
Total industries	3,232	100.0	100.0	2,676	100.0	100.0	+452

Source: National Institute of Economic and Industry Research (NIEIR) 2021. Compiled and presented in economy id by: id (Informal decisions). NIEIR ID data are updated each year, using updated employment statistics. Each release may change previous profile figures. Learn more.

1, <https://economy.id.com.au/tasmania/Employment-capacity?WebID=330>

Between 2015/16 and 2020/21, significant employment growth occurred in Agriculture, Forestry and Fishing; Accommodation and Food Services; Construction; Manufacturing; Electricity, Gas, Water and Waste Service and Education and Training with a fall in Retail Trade.

Key industries in terms of economic output are Agriculture, Forestry and Fishing; Construction; Manufacturing (particularly food product manufacturing); Health Care and Social Assistance and Retail Trade.

Travel to Work

The majority of residents choose to commute outside the Sorell LGA for employment. In 2021 there were 3,232 jobs within the Sorell LGA and 7,917 employed residents equating to a jobs to residential ratio of 0.42¹. In general terms, this means that should the majority of residents desire to work within the LGA, there would not be enough jobs. The ratio's for nearby LGAs are Brighton (0.46), Tasman (0.91), Clarence (0.65) and Derwent Valley (0.66). Increasing the employment base is important for a wider range of choice for residents.

Within Sorell, the sectors with the highest jobs to resident ratio are accommodation and food services (0.73), agricultural, forestry and fishing (0.72), retail trade (0.61), manufacturing (0.56) and retail, hiring and real estate services (0.49). The lowest sectors are information media and telecommunications (0.12), public administration and safety (0.17) and electricity, gas, waste and waste services (0.21).

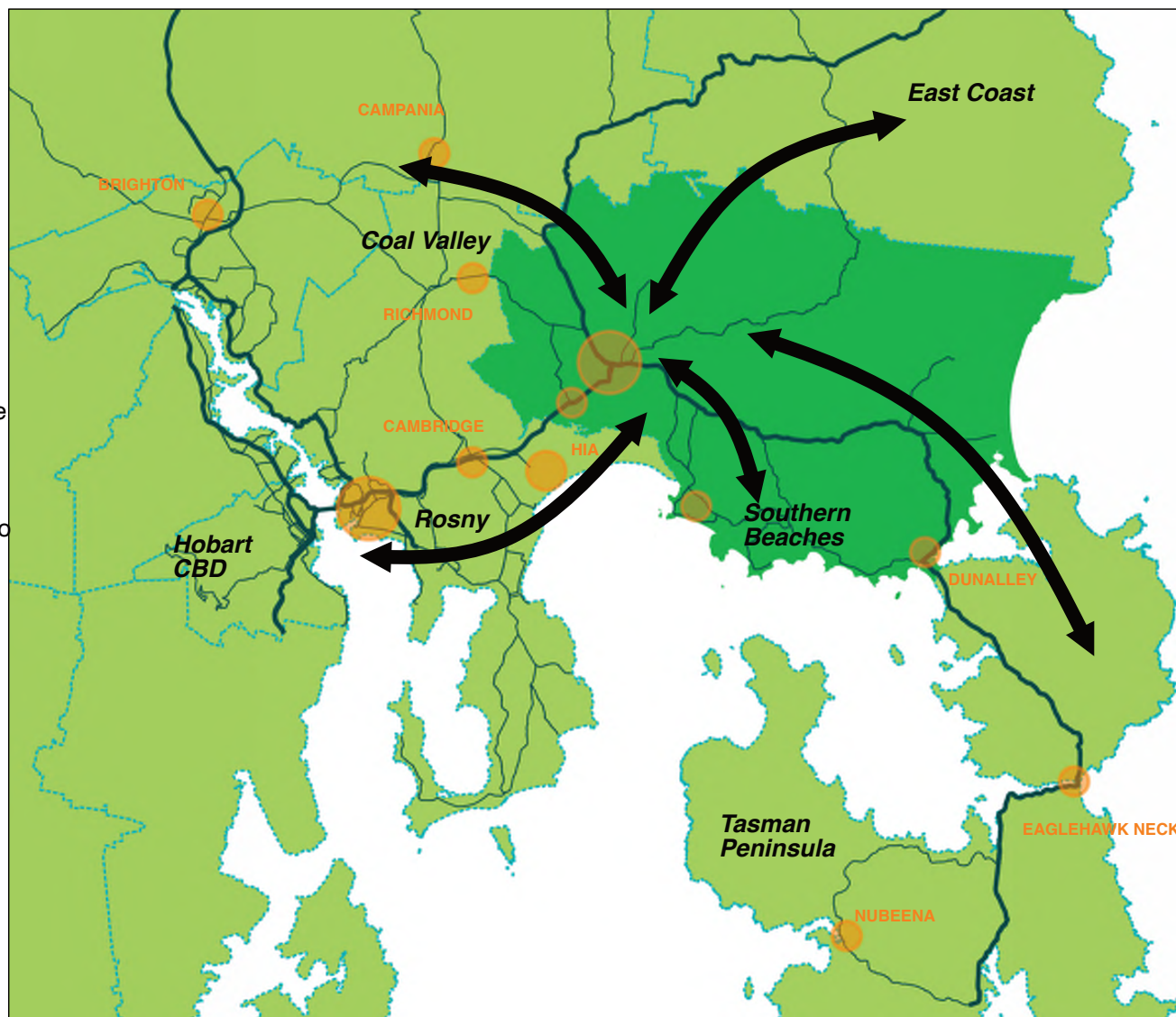
How people travel to work affects how they travel to retail areas. Many vehicle trips to retail areas are made on the way to or from employment.

Car Ownership

The average number of vehicles across the LGA is 2.1 per household, which is higher than the Tasmanian average. More than 27% of households have 3 or more registered vehicles, which is also higher than the Tasmanian rate of 22%. The rate of car ownership within the main settlements of Midway Point and Sorell is lower at 1.9 and 1.7 vehicles per household respectively. Car ownership, and in turn, reliance on private vehicles is high and reflective of the location of the LGA within the southern region, the dispersed settlement pattern and existing levels of self-sufficiency for employment and social services. Greater use of sustainable transport methods such as cycling, walking and public transport can be encouraged through providing increased opportunities and choice. This can be through park and ride facilities, shared paths and high levels of connectivity across an urban environment.

South East Region

The Sorell LGA is the central hub of Tasmania's south-east. The LGA is the gateway to the Tasman Peninsula and to the east coast as well as being located in close proximity to the Hobart International Airport (HIA).



Draft Sorell Car Parking Strategy

Car Parking Demand 10

Car Parking Demand

How much public or private car parking can be anticipated for a local centre can be estimated through consideration of:

- expected changes and increases in land use and floor area within an activity centre, which are both influenced by population and demographic change;
- assessing the likely parking requirements associated with the above; and
- considering how parking can be provided given existing conditions and constraints, such as the road network and established development.

Car parking demand is generally driven by increased floor area for retail, office and related land uses. Floor area growth is, in turn, driven by population change. The LGA total population is expected to grow to almost 23,000 by 2042 from 16,734 in the 2021 census. Thus, floor area will increase over time.

As commercial centres expand their floor area, the range of services increases and individuals are more likely to make multi-use trips. As noted in the Sorell Transport Network Assessment, as floor area increases the rate of traffic generation decrease (i.e., traffic will increase but at a slower rate for each additional square metre of floor area). Traffic generation can be further reduced by good pedestrian connectivity across the activity centre which encourages walking from premise to premise where possible.

In terms of how much additional floor area may be anticipated in Sorell township, some approximations can be made based on population. For instance, a ratio of 2.2m² of new retail floor area per additional resident is a commonly used approach to estimating demand.

There is approximately 41,800m² of floor area in Sorell township across retail, service industry, healthcare, community, food & beverage and professional services. For a LGA population of 16,743 this is a ratio of 2.5m² of floor area to each resident. This actual ratio of floor area to population is close to the 2.2m² rate and therefore it is reasonable to apply the 2.2m² rate for current purposes.

Based on the ratio of 2.2m² of floor area per resident, the population growth is likely to create a demand for 13560m² of additional floor area to year 2042 or 645m² per year.

Assuming one car parking space per 40m² (as a rough average across retail, office and food & beverage uses), would equate to 339 additional parking spaces.

In terms of the allocation of private to public, in comparable regional townships there is a typical ratio of 50% public to 50% private owned car parking. This public car parking includes on-street and off-street parking. On this basis, it is reasonable to anticipate a demand for 170 public car parking spaces by 2042.

Whether a this demand is realised, or a higher or lower amount is realised, will obviously depend on the future rate of development and how these developments provide car parking and support pedestrian movements through the town.

Car Parking Supply

Vehicle parking in towns and settlements is comprised of off-street public and private car parking spaces and on-street spaces. Public spaces are principally provided by Council but are also provided by the Parks and Wildlife Service, particularly in coastal recreation areas.

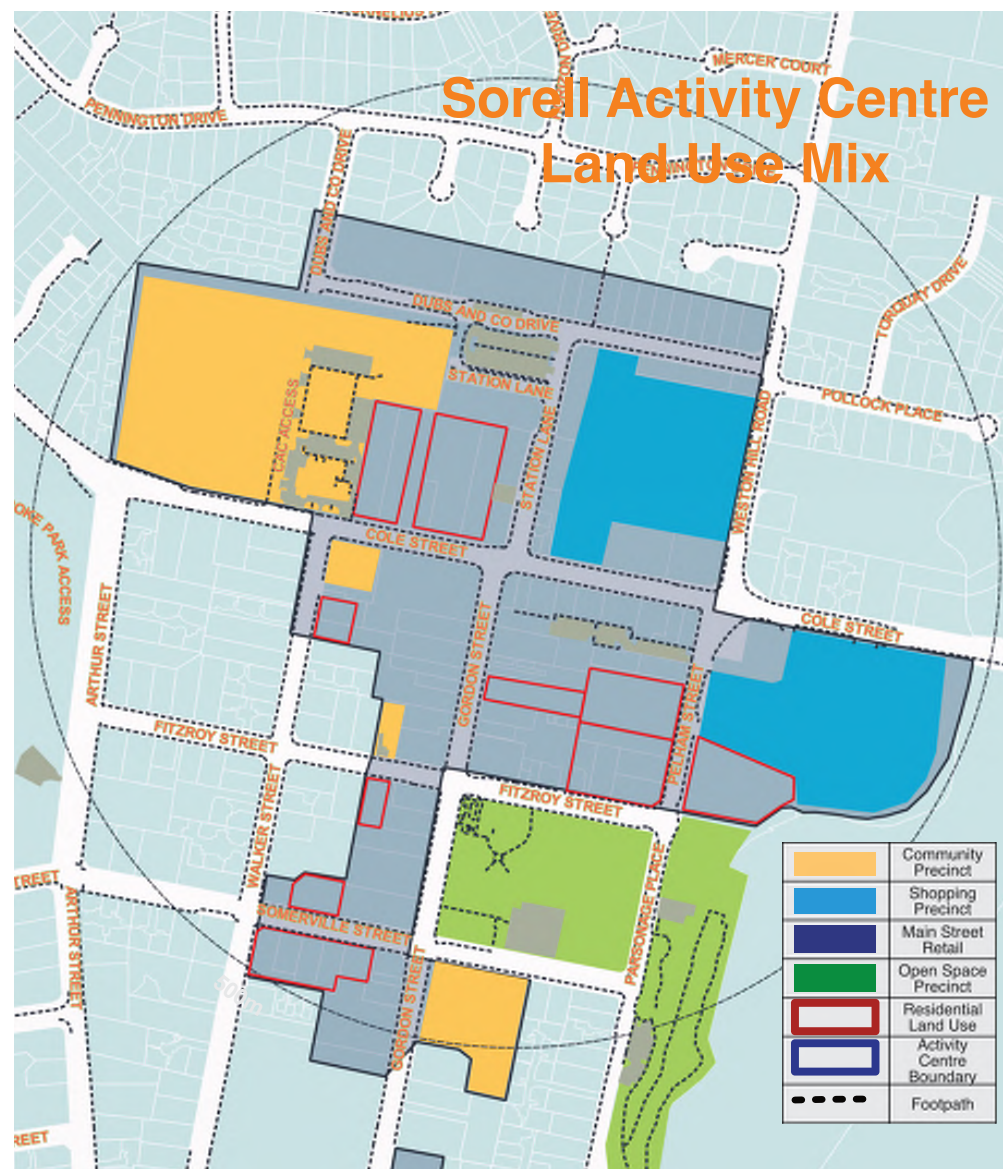
The following is a summary of car parking in commercial and other activity areas for each settlement.

Sorell

Sorell is a regional hub for retail, health, education and community services. Sorell is also one of the fastest growing population centres in Tasmania with annual growth rates above 2%.

The Sorell activity centre is principally focused on Gordon Street and Cole Street across a total area of some 27 hectares. The activity centre is zoned General Business and extends north-south from Parsonage Place to Dubs and Co Drive (900m) and east-west from Arthur Street to the Sorell Rivulet (750m).

The north-west area of the activity centre is focused on community services such as the Council CAC (civic administrative centre), the new emergency services hub, health centre and RSL/memorial hall. The north-east area contains the two supermarket centres. The remaining parts of the activity centre are a mix of strip retail, food services and other uses.



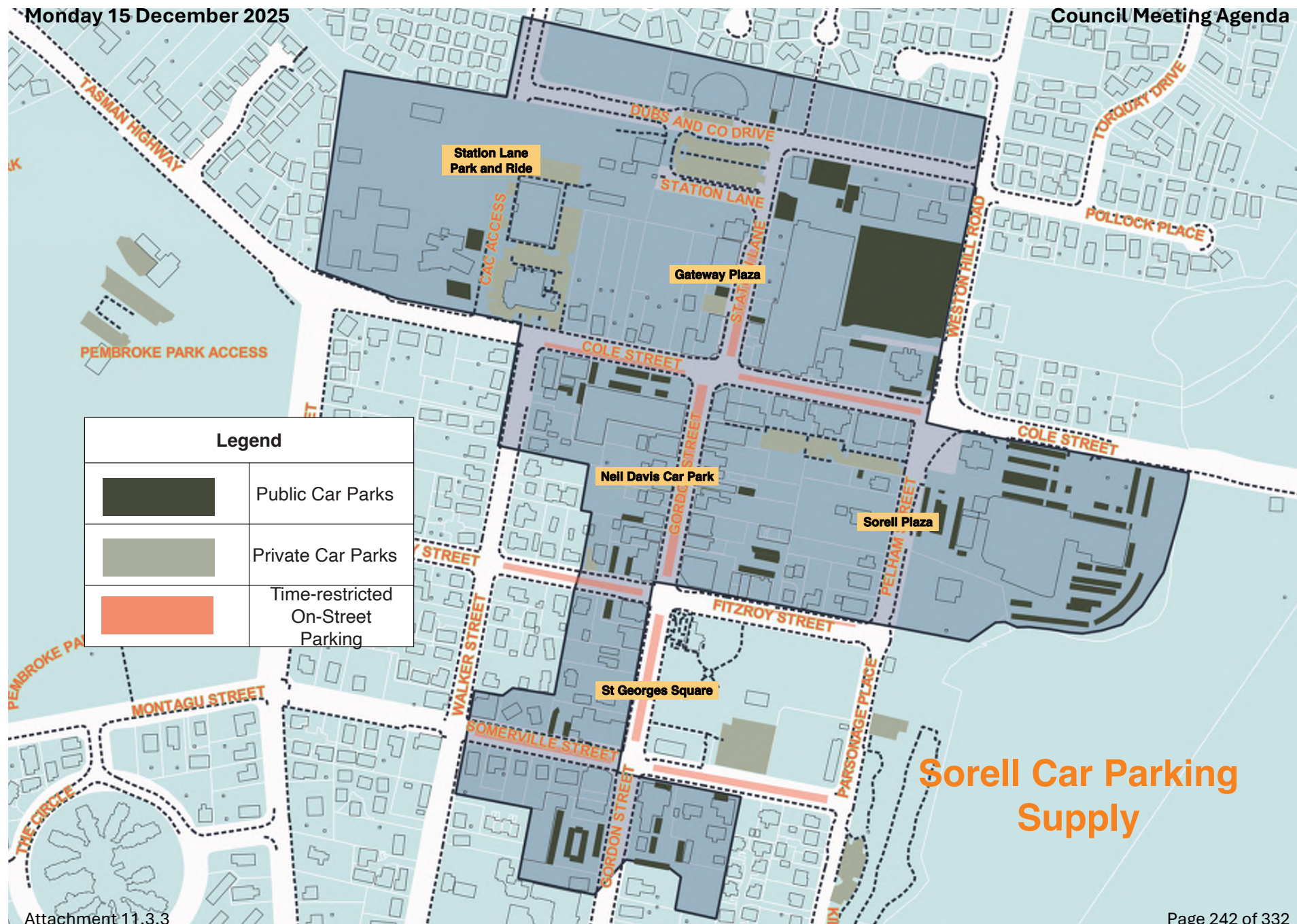
A number of different parts of the activity centre which in total occupy a significant amount of land have a dominant residential use.

The township function is, at present, heavily car dependent. All traffic to Tasmania's east and south-east coasts from Hobart runs through Sorell. Through traffic has reduced with the Sorell Southern Bypass, although this has not yet been quantified by the Department of State Growth. The bypass creates an opportunity to reconsider the street level amenity of the town and the destination-based movement of vehicles and pedestrians. Convenient public car parking is important in this respect, particularly that which enables individuals to walk to multiple services in the town.

There are good levels of car parking in terms of numbers and spread through the town, although this is inclusive of the two private supermarket plaza car parks. Movement of pedestrians from car parks is, however, limited due to the effects of pass-through private vehicles, heavy vehicle movements, the limited number of pedestrian refuges and limited connectivity through private commercially zoned land.

Car parking surveys show available capacity in all off-street parking areas with a strong demand for short-term car parking spaces along Cole Street and Gordon Street.

Table 1. Sorell car parking spaces			
Off-Street (Council)	Neil Davies	51	Refer discussion below
	CAC, Memorial Hall & RSL	112	Refer discussion below
	Pioneer Park	40	For tennis court and playground.
	Pembroke Park	50 at ovals & 166 at stadium	
Off-Street (Public)	St Georges Square (Somerville Street)	50	Refer discussion below
Commuter	Station Street	70	Refer discussion below
Off-Site (Private)	Coles Complex	320	Refer discussion below
	Woolworths Complex	383	Refer discussion below
	Others	250 (est.)	
On-Street (Line-Marked)	Fitzroy	26	One hour time limit
	Cole	67	One hour time limit
	Gordon	86	One hour time limit
	Station Lane	8	One hour time limit



Sorell Park and Ride

Description

Sorell Park and Ride provides 70 spaces for commuter purposes, of which four are disabled spaces. Access is from Station Lane with a dedicated bus lane from Dubs and Code Drive through to Station Lane. Facilities include bus shelters and street lighting.

Typically, 55% of spaces are occupied the day. Figures from 2022 indicate that between 50 and 55 customers board services each day from the facility. As a commuter facility, there are no weekday time restriction.

As further development takes place along Dubs and Co Drive, the facility will become more centralised and convenient for short and medium term parking. The adjacent Gateway Complex has a significant oversupply of car parking spaces and is in effect a quasi-public car park.

Discussion

The majority of Dubs and Co Drive lots are small and narrow, limiting options to provide car parking on site. This constraint may increase usage of the park and ride facility for short and medium term parking, particularly as there is no other public car parking within 100m to 200m of the site. A challenge to manage the park and ride facility is the inability to limit users to commuters only. Spaces that are not taken up by early morning commuters may therefore be utilised for short-term parking by customers of nearby businesses which will

constrain parking by commuters using services later in the day. It is reasonable to expect that with further business growth in the northern part of the activity centre, there will be increased usage of short and medium term public car parking. The Gateway Complex does, at present, fulfil a public car parking role given its central location and the large supply of spaces. This may change, however, depending on the numbers of car parking provided when the Gateway Complex is redeveloped at some future point in time.



Neil Davis Car Park

Neil Davis Car Park

Description

The Neil Davis Car Park provides 51 sealed car parking spaces, of which two are disabled access spaces, and approximately 16 informal spaces to the rear. Vehicle access is via Pelham Street. The car park is conveniently located to the rear of Cole Street properties from Pelham Street to Gordon Street with pedestrian access to Gordon Street and Cole Street available at four locations through private property.

Usage is variable. The site is heavily utilised during peak usage of the Zap gym and generally has a 40% to 50% occupancy at other times.

The vehicle access to the site is close to the roundabout and can be difficult to access at peak times.

Discussion

There is potential to extend the car park through the rear of Pelham Street and Gordon Street properties and to Fitzroy Street. Doing so could facilitate new development at the rear of existing properties, increase the number of car parking spaces and, importantly, increase the number of pedestrian access points and functionality of the car park.

Sorell CAC, Memorial Hall and RSL

Description

Car parking is for users of the various facilities. Access is via the CAC access road which is a two-way dead-end road that will, in the future, provide a northbound one-way connection to Dubs and Co Drive for use of the emergency services hub.

Discussion

There is an oversupply of car parking in this area, particularly adjacent to the Council CAC. However, the limited road connectivity and distance from retail spaces limit a broader usage. The current oversupply may also be taken up over time as further community facilities are taken up by the jobs hub, park, cultural precinct, expansion of the health centre and future development of remaining vacant land.

Gateway Centre and Sorell Plaza

Description

The two shopping centres provide 741 car parking spaces. These are, by some distance, the dominant parking areas.



Table 2 lists Council off-street parking provided in other settlements. The provision of off-street parking is generally limited and tied to land use, such as recreation and open space facilities.

Table 2. Car Parking Supply in other settlements		
Dodges Ferry		
Council Off-Street	Boat-ramp	20 approx.
	Blue Lagoon	20 approx.
	Skate Park	18
Other	Recreation Ground	80 approx.
	School	120
Midway Point		
Council Off-Street	Community Centre	15
Lewisham		
Council Off-Street	Nil	Nil
Other	Boat Ramp	20 approx.
Dunalley		
Council Off-Street	Foreshore	36 approx.
	Hall	27
	Skate Park	23
	Cannery	26
Carlton		
Council Off-Street	Nil	Nil
Other	Surf Club	30 approx.
Primrose Sands		
Council Off-Street	Nil	Nil
Other	Boat Ramp	Nil formal

Discussion

Car parking for the newer Sorell Plaza is principally provided for customers of the Plaza. The location of Sorell Plaza is such that it is not convenient for people to park and walk to business not on the Plaza site. The larger Gateway Centre car park is centrally located and does provide a quasi public car park role. Gateway also has significant redevelopment potential given the age of buildings and the extent of undeveloped land.

St George's Square (Off Somerville Street)

Description

This is a privately owned car park attached to the St George Square block. There are approximately 50 car parking spaces accessed from Somerville Street and principally used by the adjacent bowls club and for church services. The car park can be accessed via paths within St Georges Square which connect to Fitzroy Street, Gordon Street and Somerville Street. There is no footpath direct from the car park to Parsonage Street.

Discussion

The car park, being private, has no signage from Gordon Street or Parsonage Place for passing traffic and is underutilised.

St George's Square is the largest area of open space in Sorell. It is centrally located, flat and has strong street presence. It is also an underutilised area which is largely limited to occasional events in addition to church use.

Bus Network & Stops

A long standing challenge for the community is the absence of a Metro bus services. Bus services are provided through private operators, Redline and Tassielink, on long-term contracts with the Tasmanian Government. Relative to a metro service, the services are more costly and less frequent.

Sorell Council, with the support of the Department of State Growth, has made significant investments to encourage bus usage through the construction a park and ride facility in Sorell and the allocation of land for a proposed facility in Midway Point. Council has also renewed all school and private bus stops with signage, concrete pads and weather shelters. These works have sought to improve the convenience, safety and amenity of bus users.

The current bus service consists of:

- Eight weekday services from Sorell to the Hobart Interchange: 6am, 7.20am, 7.30am x 2, 9am, 11am, 12pm, 2pm, 4pm and 5pm. Only one service is direct to Hobart which runs only on school days. Other services run to the Rosny Interchange, with some also running through Midway Point and Cambridge Park. These services are a 40 minute to 55 minute trip.
- Seven weekday services from Carlton to the Hobart Interchange via the Southern Beaches and Sorell: 6.25am, 6.45am, 7.25am, 9.25am, 12.25pm, 2.25pm and 5.05pm. These services are generally a 75 minute trip.
- Five weekend services from Sorell to the Hobart Interchange: 9am, 11am, 12.15pm, 1pm and 5.45pm.
- Four weekend services from Carlton to the Hobart

Interchange via the Southern Beaches and Sorell: 7.25am, 9.40am, 1.55pm and 2.25pm.

From 10 July 2023, some adult and concession fares are reduced with adult fares being \$7.20 one-way from Sorell to Hobart and \$8.80 from Carlton to Hobart, with a 20% discount available for a 10 trip pass card. Concession fares are \$2.40 for Sorell and \$4.40 for Dodges Ferry / Southern Beaches.

Redline also plan to roll out new, larger buses during 2023 and 2024.

Usage numbers are in the order to 8,500 customers per month and are increasing. It is expected that the combination of reduced fares, new buses and increased park and ride will further increase usage above 10,000 per month.

There are a limited range of levels available to Council to support bus usage. However, Council can continue to:

- provide and maintain good pedestrian connectivity to bus stops
- advocate for improved travel time reliability through express bus services and provision of transit lanes.

Area Connect run a twice weekly service from Primrose Sands to Sorell that is pre-booked and collects patrons from the door. This service is currently \$5.50 for adult and \$2.80 for concession.

Planning Scheme Provisions

Car Parking Ratio's

The State Planning Provisions establish car parking requirements for land uses, as summarised in Table 3.

The planning scheme provides discretion on the number of car parking spaces to be required which as regard to:

- The likely rate of car parking generated by the specific land use proposed, which may establish that a lesser (never greater) car parking demand will be generated having regard to the nature and intensity of the use; and
- The availability of public car parking in the vicinity of the site.

Numbers can also be reduced having regard to the availability and frequency of public transport, which is not applicable to the Sorell LGA.

Generally, the ratio's applied in the planning scheme are conservative as they do not account for multiple-use trip or multiple uses on a site or across a broader area.

Car Parking Design Standards

Design requirements are specified in the planning scheme and in Australian Standard AS 2890 – Parking facilities, Parts 1 – 6. There are some inconsistencies between the two documents with the scheme adopting lesser requirements for aisle width and passing in certain circumstances. The Australian Standard should prevail in the event of inconsistencies.

Use		Car Parking	Bicycle Spaces
Bulky Goods Sales	Bulky Goods Sales	15 spaces or 0.5 spaces per 100m ² of site area	No requirement
Business and Professional Services	Bank, real estate agency, travel agent	1 space per 50m ² of floor area	1 space per 500m ² of floor area
	Office	1 space per 40m ² of floor area	1 space per 500m ² of floor area
	Doctors' surgery or clinic	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
Community Meeting and Entertainment	Art and craft centre	1 space per 30m ² of floor area	1 space per 50m ² floor area or 1 space per 40 seats
	Library or public art gallery	1 space per 20m ² of floor area	4 spaces plus 2 spaces for each 1500m ² of floor area
	Cinema, place of worship, civic centre, or function centre	1 space per 15m ² of floor area, or 1 space per 3 seats	1 space per 50m ² floor area or 1 space per 40 seats
General Retail and Hire	General Retail and Hire	1 space per 30m ² of floor area	1 space per 100m ² of floor area

Cash in Lieu of Parking

Where a development cannot provide for some or all of its car parking demand onsite, a cash in lieu of parking contribution can be imposed. If that contribution is applied to planned public car parking provision, net benefits to the developer and the community can arise, given that:

- the development site can be developed, or more intensively developed, than would otherwise be the case, which maximises the broader economic benefits of additional employment and services;
- public car parking will support a number of businesses and premises in the area;
- public car parking is often more efficient and better utilised than private car parks; and
- the overall provision of parking can be more efficient in how land is used across a commercial area.

Cash in lieu is appropriate where there is a direct nexus between the proposed land use and the need for additional car parking above that provided on site together with a clear plan by Council to fund additional car parking.

Council has an adopted fee of \$7,500 per space (for the 2020/21 financial year).

Development of a policy for the taking and expenditure of cash in lieu of car parking is necessary to ensure the process is applied in a consistent and transparent fashion. The policy should also consider establishing a car parking fund similar to how other development contributions such as public open space are managed.

Cost Analysis

Land Cost

Land sales in the Sorell activity centre, principally along Dubs and Co Drive, from 2020 indicate a market rate ranging from \$355 to \$470 per square metre. Assuming 30m² per car parking space inclusive of aisle, this equates to \$10,650 to \$14,100 per space.

Construction Cost

An open bitumen car park inclusive of drainage and line marking will cost from \$2,850 to \$3,450. This assumes 30m² per space and a rate of \$95 to \$115 per square metre.

Two to three storey car parking structures have an estimated cost from \$22,400 to \$29,120. This assumes 32m² per space and a rate of \$700 to \$910 per square metre.

Implications

Car parking is a significant cost. With respect to cash in lieu contributions, Council's either specify a rate based on construction cost and requiring an land value for acquisition or a consolidate rate per space. Cash in lieu contributions may influence investment decisions if one site is subject to a construction cost and another site a construction cost and land value. A consolidate rate apportions costs across development sites and can be factored into all investment



Gateway Plaza

Car Parking Strategy

The following outcomes a number of strategies related to car parking, including:

- Commuter car parking;
- Funding and contributions; and
- Township specific opportunities.

Vision and objectives

The vision for the ongoing provision of public car parking in the Sorell LGA is that:

Car parking provision is fair and efficient through balancing business and community needs, the cost of car park construction and the need to further develop a sustainable travel network of increased public transport, walking and cycling opportunities.

Progress towards this vision is to be furthered through delivering on four key objectives and a number of strategies. No one objective or strategy has priority over the other. Some strategies are more immediate whilst others will require implementation over the long-term.

Objective 1: Car parking is fair through:

- enabling safe access to all community members;
- monitoring the need for, and provision of, disability access parking;
- new infrastructure is provided within a reasonable user pays framework;
- new infrastructure is well located to meet the needs of multiple business and community functions; and
- the need for new infrastructure, other than park and ride facilities, is minimised through support of sustainable travel patterns including walking, cycling and public transport.

Objective 2: Car parking is efficient through:

- ensuring high turnover of the most utilised car parking spaces in high activity areas;
- encouraging pedestrian connectivity and walkability;
- enabling contributions by private development towards consolidated public car parking where public car parking will be highly utilised across the activity centre;
- high-cost public expenditure on car parking is minimised in the long-term through increasing use of sustainable transport networks within and between settlements.

Objective 3: Car parking supports a sustainable transport system through:

- facilitating convenient access to Sorell from the broader south-east region;
- providing high levels of walkability from public and private car parks to multiple destinations within settlements; and
- continued sound investment in park and ride infrastructure and improved public transport.

Objective 4: Car parking enhances public spaces through:

- siting behind front facades to maintain street level activity and an emphasis on active and attractive building design;
- high quality landscape treatments;
- safe and convenient road crossings; and
- good lighting and crime prevention design strategies.

The following details a number of strategies to implement these objectives through six themes:

1. On-street car parking control
2. Commuters and travel between settlements
3. Funding
4. Signage & wayfinding
5. Township considerations
6. Non-car trips

Strategy 1: On-street car parking control

Parking restrictions ensure that a regular turnover of high demand spaces occurs by limiting longer-term parking and ensure available parking for disability access.

Council implements one hour parking limits along several streets. These limits appear to work effectively in ensuring these highly trafficked parking spaces are regularly turned over and utilised for short-term use associated with nearby businesses. Similarly, disable parking spaces are provided adjacent to healthcare services.

Strategy

- 1.1 Recognise that the need for time-based parking restrictions, and the length of time permitted, is dependant on adjoining land uses and these will change over time.
- 1.2 Continue to monitor the effectiveness of time restrictions and adjust as appropriate.
- 1.3 Provide on-street accessibility parking in appropriate locations where demand is high and where off-street alternatives do not exist.

Strategy 2: Commuters and travel between settlements

To support more frequent, reliable and utilised bus services, Council will continue to support bus patronage. Commuter Park and Ride facilities, to date, have been an important investment to support patronage through a convenient and secure parking services. Park and Ride facilities also support the business community by avoiding long-term occupancy of parking spaces that should be turned over throughout the day.

There are a number of considerations with respect to the siting of park and ride facilities:

- a location central to a residential catchment to maximise the service area population and potential users
- a location adjacent to major roads and highways can act as self-promotion of the service and also make use of otherwise underdeveloped road reservations, and
- locating close to business areas can reduce the overall number of trips within a settlement and help support overall business activity and will often be close to other amenities such as public toilets.

There is a need to have or provide continuous footpath and pathway connectivity and to incorporate bicycle storage.

It will not always be possible to identify available sites that meet all of these considerations and some trade-offs will be necessary.

Additional commuter car parking will improve the convenience of bus transport and support usage and service increases. Moreover, it is anticipated that the existing park and ride facility at Sorell will transition to short and medium-term parking, particularly if no other public car parking facilities are

provided. Commuter car parking through the Southern Beaches should also be prioritised.

Strategy

- 2.1 Advocate for further investment in park and ride facilities by the State Government, building upon their current commitment to Midway Point.
- 2.2 Monitor usage of the Station Lane park and ride facility and seek to maximise usage and lifespan.
- 2.3 Explore two opportunities in Sorell for a second park and ride facility in Sorell to support bus patronage and provide an alternative to the Station Lane facility.
- 2.4 Advocate for further implementation of the South East Traffic Solution to improve travel time reliability for bus services.
- 2.5 Explore opportunities in Dodges Ferry, Lewisham and Carlton for Park and Ride facilities.
- 2.6 Advocate for an expansion of the Redline bus service to Primrose Sands, which could also capture Dunalley, and support through Park and Ride facilities.
- 2.6 Ensure bus shelters are sufficiently large to accommodate social distances and protection from sun, wind and rain.

Dodges Ferry Opportunities: Junction Street & Shark Park

The area off Junction Street is a wide road reservation that is currently used for private property accesses for a number of lots using a gravel formation. The area could accommodate 35 vehicles and is within 250m of the local retail area. This area is convenient for the majority of Dodges Ferry residents and is accessible from Carlton Beach Road and Bally Park Road.

The wide road reservation at the entrance to Shark Park could also accommodate a large number of vehicles. This area is opposite the second business area in Dodges Ferry and is more accessible for Carlton residents who use Carlton River Road.



Sorell Opportunity 1: Northern by-pass roundabout

Between the alignment of the by-pass, the roundabout and Nugent Road there is more than one hectare of underutilised land. Park and Ride in this location would be convenient to users being close to the Arthur Highway, be highly visible to potential uses and also be within 1000m of retail services.

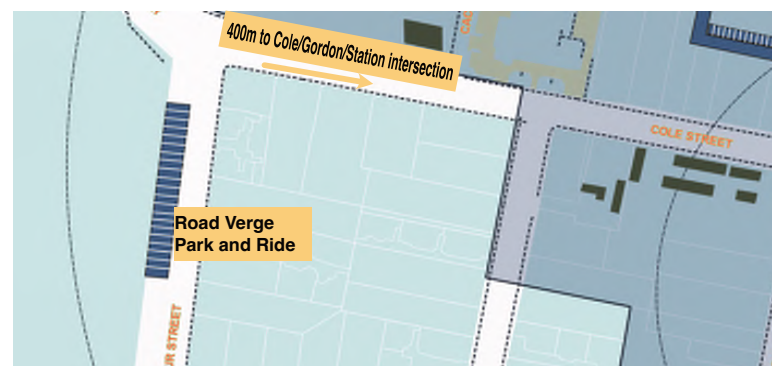
A bus loop could be established linking Station Lane to this site. This site would suit commuters from the east, while Station Lane would suit commuters from Sorell township and further west or north.



Draft Sorell Car Parking Strategy

Sorell Opportunity 2: Arthur Street

The road verge along Arthur Street, adjacent to the main oval, is a wide road reservation within 400m of the Coles Street and Gordon Street intersection. There are no land acquisition costs. Users would be closer to retail services compared to the by-pass roundabout option but with enough separation that the car park would not be used for short-term purposes.



Existing Arthur Street frontage

Car Parking Strategy

Strategy 3: Funding

The acquisition of land and provision of infrastructure for public car parking is a significant cost. Given the location of the Sorell LGA within the southern region and the existing free car parking policy within the Clarence LGA, user pays charging for short-term parking is not viable at this stage.

User pays charging should be considered if a specific use is the reliant on, and the sole user of, public car parking spaces.

As noted earlier, cash in lieu of car parking spaces is an existing tool that can assist both developers and Council achieve their respective aims.

Strategy

- 3.1 Adopt a cash in lieu of car parking policy that will enable consolidated parking areas to be provided and maintained, inclusive of paths and associated infrastructure that support sustainable transport methods.

Strategy 4: Signage, Wayfinding & Lighting

Maximising the use of existing supply requires useful information to drivers as to the location and availability of parking within an area.

Sufficient lighting of car parking areas is important to provide safety and to support the safe movement of people through car parking areas.

Strategy

- 3.1 Provide wayfinding signage in all commercial areas.
- 3.2 Improve lighting to public car parking and to parking at Council owned buildings and facilities.

Strategic Theme 5: Township opportunities**Sorell**

Notable considerations for car parking in Sorell include:

- Recent development of child care, retail and food services developments along Dubs and Co Drive. These narrow lots are restricted in onsite car parking demand and are close to the Park and Ride facility;
- Whether the remaining under-developed sections of the activity centre, such as between Station Lane and the Council CAC will be consolidated and re-developed;
- The quasi-public car parking provided at the Gateway Plaza;
- Walkability is limited in some locations through excessive use of blank building facades, limited pedestrian islands, limited seating and shade; and
- Potential to extend Neil Davis Car Park.

Strategy:

- 5.1 Maintain Park and Ride facilities in one or more convenient locations.
- 5.2 Increase the supply of public car parking.
- 5.3 Enhance connectivity to public car parking through paths and design requirements for new building.
- 5.4 Establish appropriate urban design and car parking outcomes for private development, particularly key redevelopment sites such as the Gateway Plaza.
- 5.5 Ensure staff parking is provided onsite.

Strategy 5.1 Park and Ride - Implementation Options

The Station Lane Park and Ride facility will, over time, be increasing used for short to medium term parking. The site is centrally located and that there is no practical way to regulate for exclusive long-term occupancy without adopting a payment system. This situation necessitates a need to consider a second Park and Ride facility and additional short-term parking.

The Station Lane Park and Ride facility should be managed to prolong its role as long as possible. If a second facility is required, Station Lane could be modified to better suit short-term use and provide an increase in public car parking supply (see strategy 5.2).

Strategy 5.2 Increased Supply - Implementation Options

Opportunities to increase supply include:

- A Station Lane loop;
- The expansion of the Neil Davis car park; and
- Securing St Georges Square.

These options are outlined in following pages.

Strategy 5.3 Connectivity - Implementation Options

While foot, cycle and bus movements will increase, and will be actively supported, it is reasonable to anticipate that Sorell will, like any equivalent rural service centre, remain car dependent.

Private car movements within the activity centre can be minimised by conveniently located public car parks that have good connectivity to multiple streets and good levels of safety, lighting, amenity and weather proofing. Connectivity and

amenity will encourage walkability between business premises.

It is important that siting and design of new public car parking emphasises the movement of pedestrians through town blocks. Direct entrances from car parks to buildings is important for the convenience of customers and avoiding longer and more weather exposed routes. This outcome can be supported through requiring buildings greater than 250m² to have entrances from each road frontage and from adjoining public land or car park (where applicable).

Council can also work with land owners to improve the amenity and safety of existing pedestrian access points to Neil Davis Car Park.

Strategy 5.4 Redevelopment Sites - Implementation Options

Parking in Sorell is principally private with the two supermarket sites providing the dominant supply. The Gateway Plaza has an oversupply of 190 spaces relative to current planning scheme requirements. Future redevelopment of Gateway Plaza may or may not maintain an excess of supply. The site cannot, however, be relied upon to fulfil a role as a public car park. Nevertheless, the supply of car parking will be a key consideration for any redevelopment of either supermarket sites and consideration should be given to encouraging or supporting an oversupply if other supply increases are not secured. The Gateway Plaza is a major re-development site occupying some 2.3 hectares and the majority of the towns central block. Pedestrian access to the site from all four streets and full development at ground level should be key outcomes for this site.

Station Lane Loop Supply Option

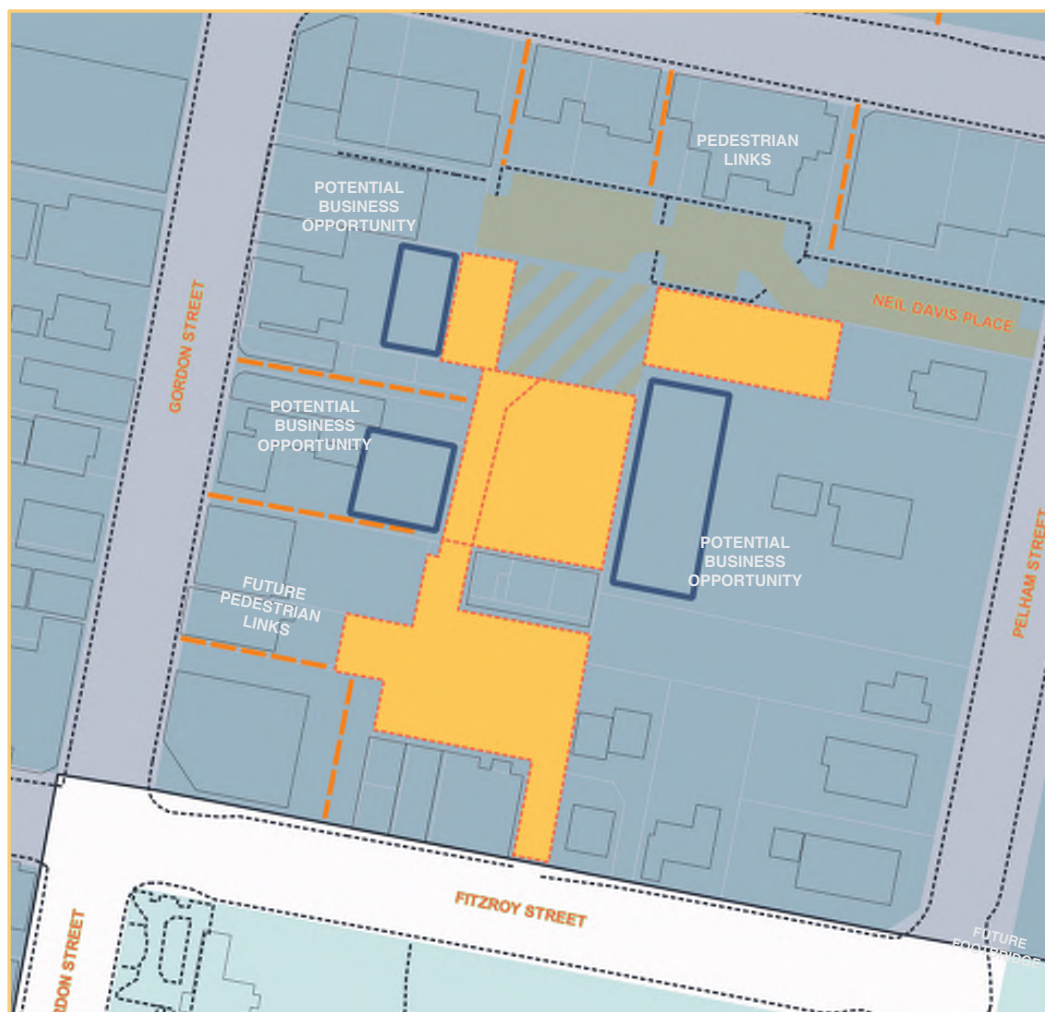
There is one hectare of land between Station Lane and the Council CAC across six lots (five of which have residential use). Many lots are narrow and deep and difficult to develop. Council is further developing the land to the west with the jobs hub, cultural precinct and plaza at. This will consolidate a community precinct in the west and business precinct in the east, placing greater need for improved connectivity between the two areas.

A looped access road, as shown, would facilitate additional car parking and development potential and, importantly, provide additional connectivity between the community and retail precincts in Sorell. Equivalent benefits would flow from any east-west connection across the area.

The concept plan would require approximately 1500m² of land for the loop and 90 degree parking and a further 600m² to 1000m² area for a off-street car park.

Implementation of the concept would require coordination between Council at the effected landowners. A staged approach may be necessary.





Neil Davis Expansion Supply Option

The central location and good pedestrian connectivity to Neil Davis car park can be expanded by a southern extension. The rationale is to enhance pedestrian connectivity through this part of Sorell and the enable additional commercial development to the rear of existing sites.

This arrangement is similar to the parking plan outlined in the 1993 planning scheme.

The key outcomes are:

- Ensure pedestrian access to Cole Street and Gordon Street is maintained or enhanced in any site redevelopment or obtaining public rights of way.
- Monitor usage and seal the gravel section when required using available cash in lieu funds.
- Secure additional land and/or right of way to enable the car park to be extended in a southerly direction and maximise pedestrian connectivity and amenity between Cole, Gordon and Fitzroy Street.

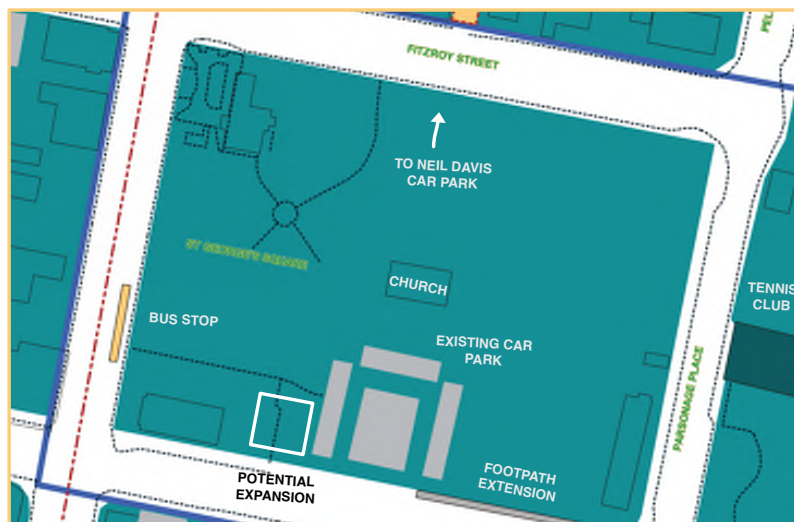
Again, this concept involves multiple owners.

St George's Square Supply Option

The southern part of the Sorell activity centre has no public car parking area. Most businesses currently meet their parking demand onsite or on-street. Securing an off-street public facility is considered important as commercial activity will intensify over time, particularly as six of the twelve General Business zoned properties along Somerville Street are current dwellings.

A solution, in the medium to long-term, is to acquire or lease the car park to ensure its continuity and adequate maintenance.

In the short-term, subject to owner consent, measures could be implemented to improve signage and way-finding and encourage wider usage.

*Dodges Ferry*

Notable considerations for car parking in Dodges Ferry include:

- Adequate car parking currently exists at the main shopping area at Signal Hill Road;
- Significant improvements are necessary to parking along Payeena Street; and
- Provision of park and ride parking facilities.

Signal Hill Road Shopping Area

Adequate car parking exists at the main shopping area at Signal Hill Road. Council owns two lots, to the south and to the east, of the shopping centre and receives no income. Future local area or structure planning may show that the shopping area should be expanded to encourage greater self-sufficiency within the Southern Beaches.

In the short-term, a number of small-scale improvements could be made to car parks and footpaths, including:

- footpaths to the northern side of Carlton Beach Road near the bus stop opposite Signal Hill Road;
- footpaths to Signal Hill Road; and
- indented parking bay to Signal Hill Road.

Cash in lieu contributions for any short-fall in car parking should be put to these improvements.

Payeena Street Café's

Two café's operate from Payeena Street with informal gravel car parking available on the opposite side of Payeena Street. Payeena Street is accessed as a left-only entry for southbound traffic along Carlton Beach Road. No exit is possible from Payeena Street to Carlton Beach Road and all vehicles must exist via Reninna Street (sealed) or Talantee Street (gravel). A school bus stop is opposite Payeena Street. The area is within walking distance of the Carlton Beach car park and two pedestrian aisles have been provided on Carlton Beach Road for this purpose. There is no footpath to Payeena Street.

Cash in lieu contributions have been taken for one of the two café's.

Works required include footpath extension, sealed car parking and stormwater.

*Midway Point*

There are three separate but grouped commercial areas in Midway Point; the service station and retail space of Southern Lane; the hotel and the strip from the local shop to the child care centre. The first two sites are fully developed with on-site parking provided. The strip area has significant redevelopment potential. Car parking for the child care centre is entirely off-site with limited drop-off and collection space.

Public off-street parking opportunities are limited. Future development must accommodate its car parking demand on-site. Any short-fall must be limited in proportions and be subject to a cash contribution in lieu of parking.

Vehicle access should be consolidated as far as reasonably possible to maximise on-street parking opportunities. Wilson Lane should be utilised to provide car parking at the rear.



Lewisham

Commercial areas

There are two commercial areas in Lewisham, the tavern and the local shop. The local shop includes six other properties all of which are used for residential purposes.

Further commercial activity in Lewisham is constrained by these existing uses however future growth should be anticipated as additional dwellings are constructed and older dwellings renewed with much larger housing stock. Public off-street parking opportunities are limited. Future development must accommodate its car parking demand on-site. Any short-fall must be limited in proportions and be subject to a cash contribution in lieu of parking.

Vehicle access should be consolidated as far as reasonably possible to maximise on-street parking opportunities.

Any cash contribution should be used to:

- Widen Lewisham Scenic Drive, Mary Street, John Street or Elizabeth Street for line-marked on-street parking; or
- Improved car parking at the boat ramp.

Dunalley

Dunalley has a Village Zone over 25 lots, of which two are used for commercial purposes. The Village Zone is opposite the foreshore which has a large car parking area. The Arthur Highway reservation is also wide and provides ample on-street parking. Additional public car parking is unlikely.

Carlton

There are no public car parking facilities other than for the surf life saving club. There are no properties zoned for commercial activity.

Other Areas

In all other areas, a short-fall of car parking demand may be subject to a cash in lieu of parking contribution subject to there being an opportunity to increase public car parking within 400m of the site through one or more of the following:

- Widening existing carriageways;
- Improved walkway or footpath connectivity between existing car parking and the site;
- Construction of off-street public car parking.

The requirement for a cash in lieu contribution shall be subject to a reasonable cost to benefit analysis that considers the total cost of the works, the value of any Council contribution to the total project and the public benefit. If a contribution is not viable, the developer must provide an adequate number of car parking to match demand.

Strategy 6: Non-car trips

Council can continue to support non-car trips through a range of low cost initiatives.

Strategy

- 6.1 Install bike racks in strategic locations.
- 6.2 Require shared paths in the Sorell urban expansion area to support foot and bike usage.
- 6.3 Provide pedestrian aisles in commercial centres.
- 6.4 Work with the community and bus operators to optimise routes, timing and amenity of bus services.

Strategy 7: EV Charging

Public EV charging infrastructure is necessary across the LGA and Council's NRM strategy will explore how this can be rolled out. EV charging should be located in business areas or key destinations but should not occupy high turnover spaces.

Strategy

- 7.1 Increase public and private EV charging infrastructure.
- 7.2 Locate EV charging infrastructure in spaces allocated for long-term parking.

Strategy 8: Parking for Halls and Public Open Space

As user demographics and rates of use change, existing provision of parking at key halls and public open space will require upgrade.

Strategy

- 7.1 Provide off-street car parking for:
 - Snake Hollow Reserve
 - Flyway Park
 - Madison Lyden park
 - Dodges Ferry Reserve (off-lead area)
 - Lewisham Boat Ramp (and formalise private driveways)
- 7.2 Line-mark and illuminate Midway Point Community Hall car park.
- 7.2 Formalise existing parking areas adjacent to each building and sports facilities at Pembroke Park.

Consultation

Prior to final adoption consultation will occur with:

- The Sorell Business Association
- The Department of State Growth (public transport)
- Redline Bus Services
- Owners of land included as supply options.

Implementation

Many of the outcomes and actions outlined in this strategy will be considered overtime and in response to development proposals and rates of usage of car parks and bus services. Moreover, many outcomes will require ongoing negotiation and advocacy by Council.

Other outcomes relate to actions that can be implemented directly over a five year period and include:

- The Payeena Street upgrades (funded by LTFP)
- Discuss lease, licence or acquisition of St George's Square car park
- Adopt a cash-in-lieu of car parking policy
- Continue to rollout pedestrian refuges
- Audit lighting of car parking including Council buildings and parks.

Actions that require further investigation and analysis, such as through streetscape plans, mobility strategy, structure plans or reserve management plans include:

- Provision of car parking for playgrounds and reserves
- Locations of any new park and ride facilities.



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Project Report

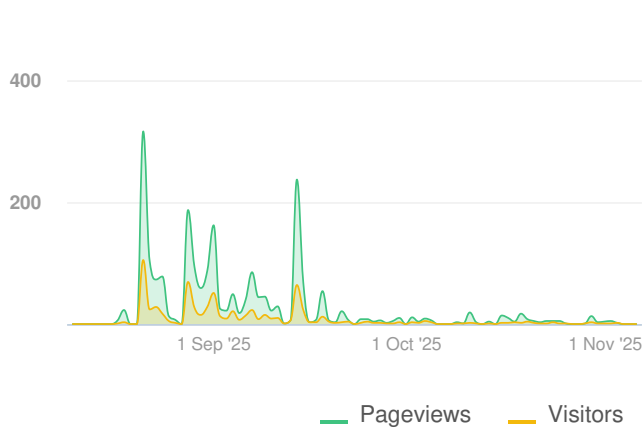
13 October 2020 - 03 November 2025

Let’s Talk, Glenorchy

Draft Glenorchy Parking Plan

 GRANICUS

Visitors Summary

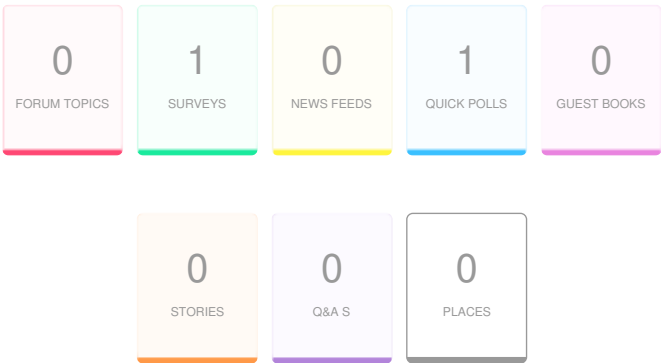


Highlights

TOTAL VISITS	781	MAX VISITORS PER DAY	105
NEW REGISTRATIONS	4		
ENGAGED VISITORS	36	INFORMED VISITORS	364
		AWARE VISITORS	604

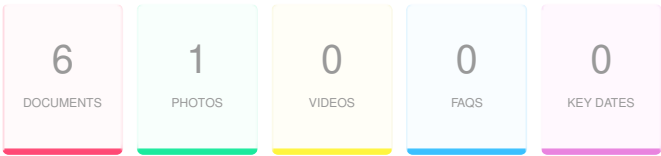
Aware Participants	604	Engaged Participants	36
Aware Actions Performed	Participants	Engaged Actions Performed	RegisteredUnverifiedAnonymous
Visited a Project or Tool Page	604		
Informed Participants	364	Contributed on Forums	000
Informed Actions Performed	Participants	Participated in Surveys	2104
Viewed a video	0	Contributed to Newsfeeds	000
Viewed a photo	11	Participated in Quick Polls	2011
Downloaded a document	307	Posted on Guestbooks	000
Visited the Key Dates page	4	Contributed to Stories	000
Visited an FAQ list Page	0	Asked Questions	000
Visited Instagram Page	0	Placed Pins on Places	000
Visited Multiple Project Pages	307	Contributed to Ideas	000
Contributed to a tool (engaged)	36		

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Feedback survey!	Draft	125	21	0	4
Quick Poll	Do you support the draft Glenorchy Parking Plan?	Draft	16	2	0	11

INFORMATION WIDGET SUMMARY



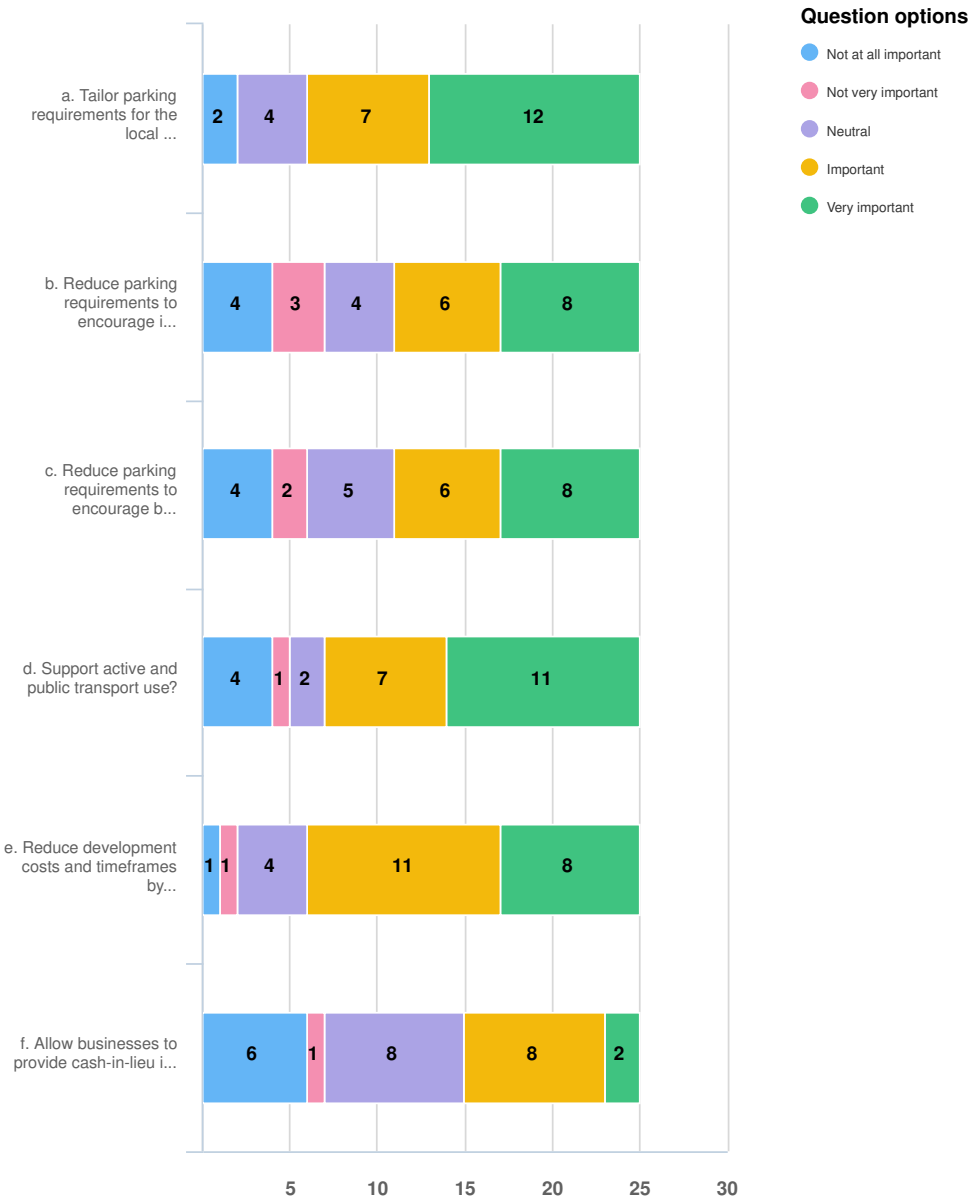
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Draft Glenorchy Parking Plan.pdf	264	309
Document	FAQs - Glenorchy Parking Plan.pdf	53	69
Document	Areas affected by the proposed parking rates.pdf	33	39
Document	GHD Supporting Report - Minimum Parking Rates.pdf	31	42
Document	GHD Supporting Report - Cash-In-Lieu of Parking.pdf	19	25
Document	Areas proposed to have the Cash-in-lieu option for non-residential ...	10	12
Document	deleted document from	3	3
Photo	Fun facts about Car Parking.png	11	11
Key Dates	Key Date	4	5

ENGAGEMENT TOOL: SURVEY TOOL

Feedback survey!

Visitors	125	Contributors	25	CONTRIBUTIONS	25
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Based on the purpose of the draft Glenorchy Parking Plan, how important is it to:

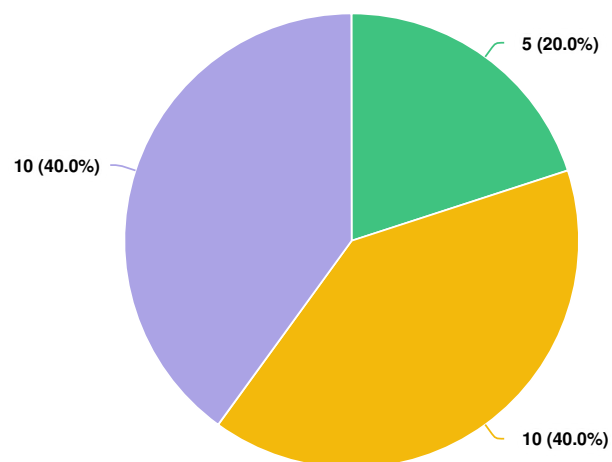


Optional question (25 response(s), 0 skipped)

Question type: Likert Question

Let's Talk, Glenorchy : Summary Report for 13 October 2020 to 03 November 2025

Do you think the draft Glenorchy Parking Plan will achieve its purpose as per the above question?



Question options

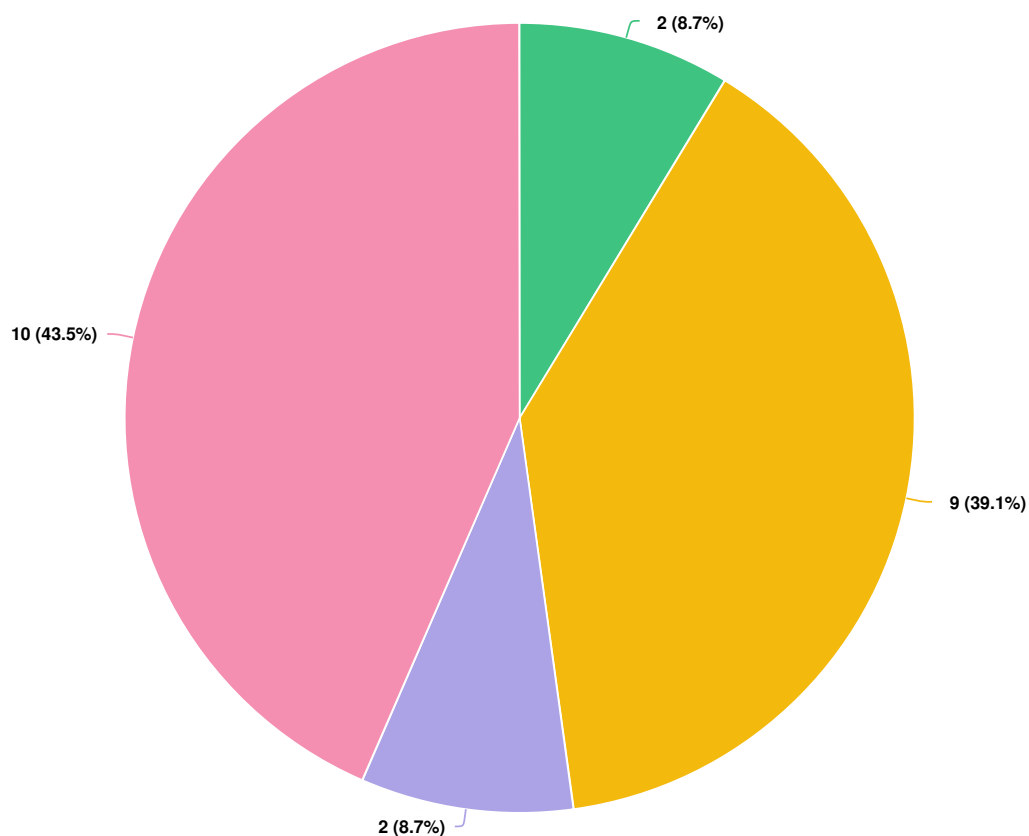
☐ Unsure
 ☐ No
 ☐ Yes

Optional question (25 response(s), 0 skipped)

Question type: Radio Button Question

Let's Talk, Glenorchy : Summary Report for 13 October 2020 to 03 November 2025

Do you have any suggestions to improve the draft Glenorchy Parking Plan?



Question options

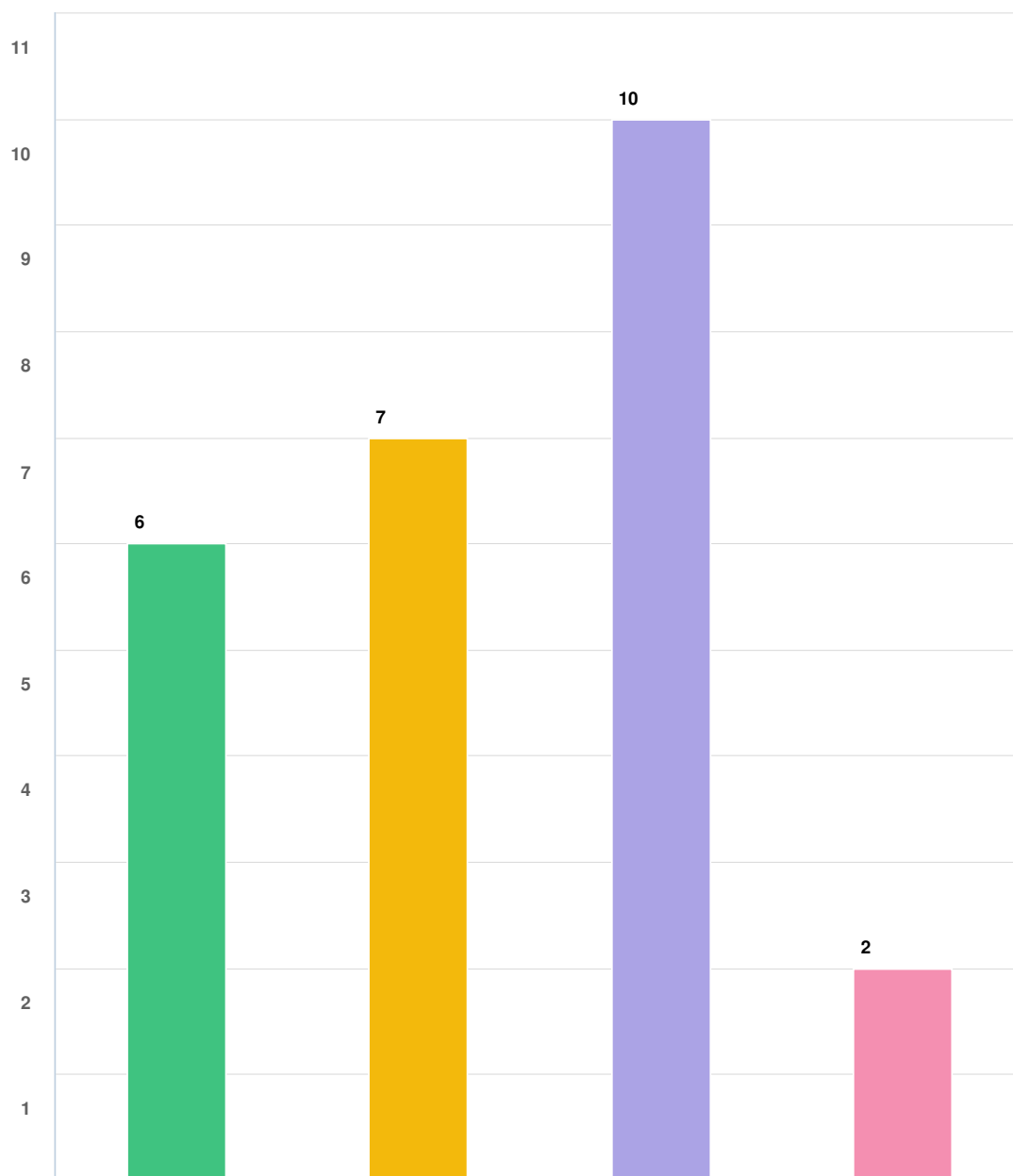
☒ If yes, please explain why
 ☐ Unsure
 ☐ No
 ☐ Yes

Optional question (23 response(s), 2 skipped)

Question type: Radio Button Question

Let's Talk, Glenorchy : Summary Report for 13 October 2020 to 03 November 2025

How easy is the draft Glenorchy Parking Plan to understand?



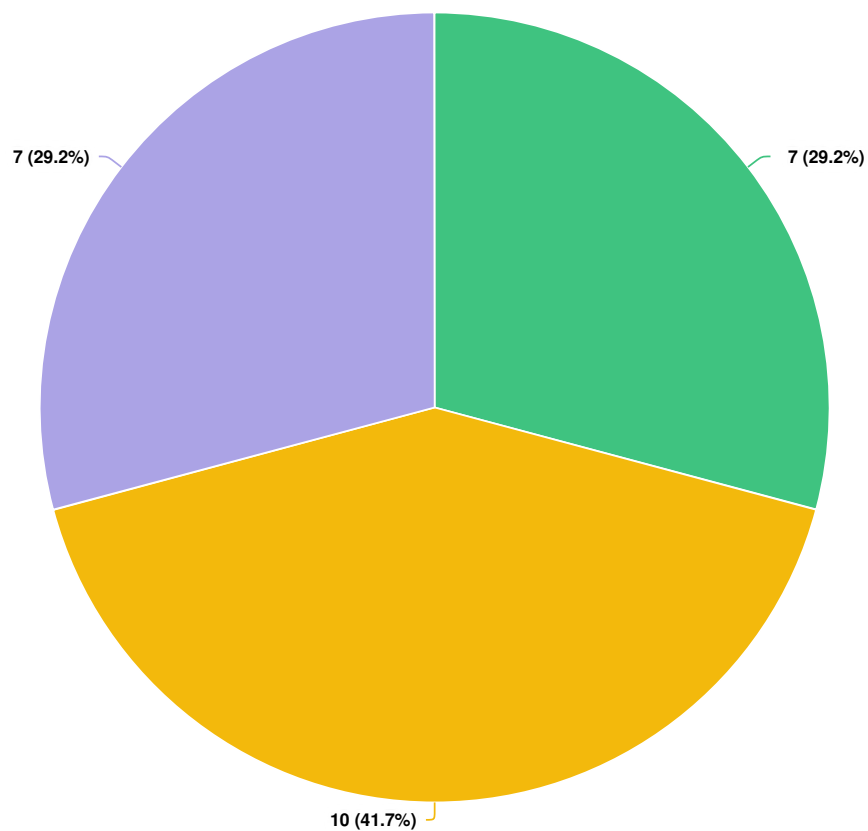
Question options

● Not at all easy ● Not very easy ● Neutral ● Easy

Optional question (25 response(s), 0 skipped)

Question type: Checkbox Question

Do you support the areas selected for reduced parking?



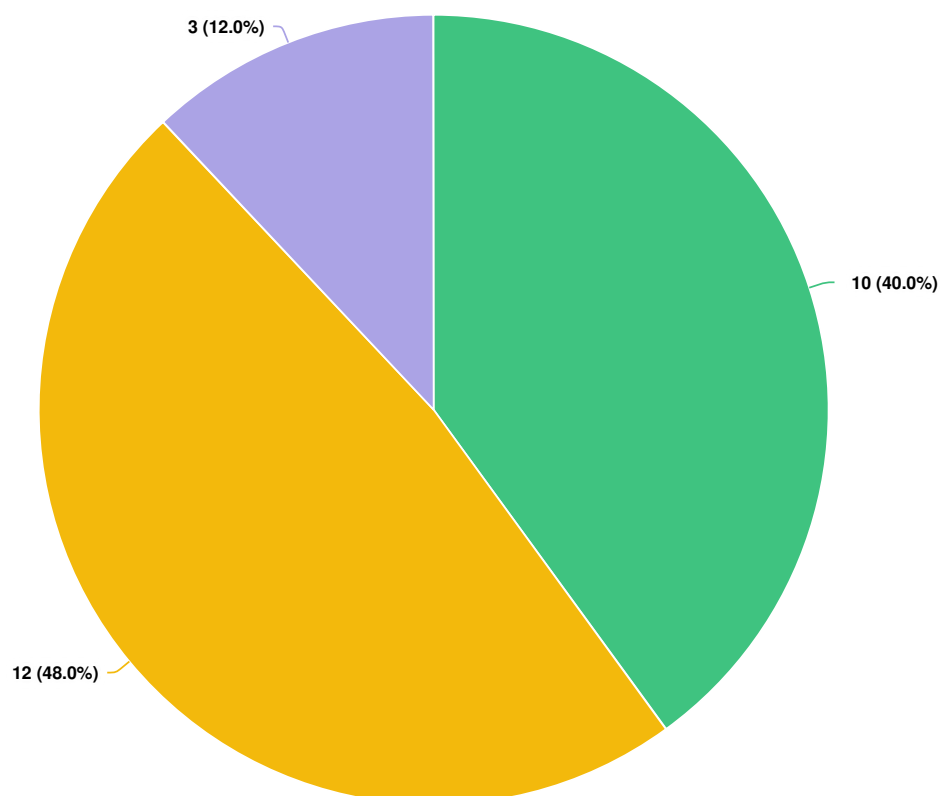
Question options

☐ Unsure
 ☐ No
 ☐ Yes

Optional question (24 response(s), 1 skipped)

Question type: Radio Button Question

Do you support reduced parking numbers for businesses in proposed areas?



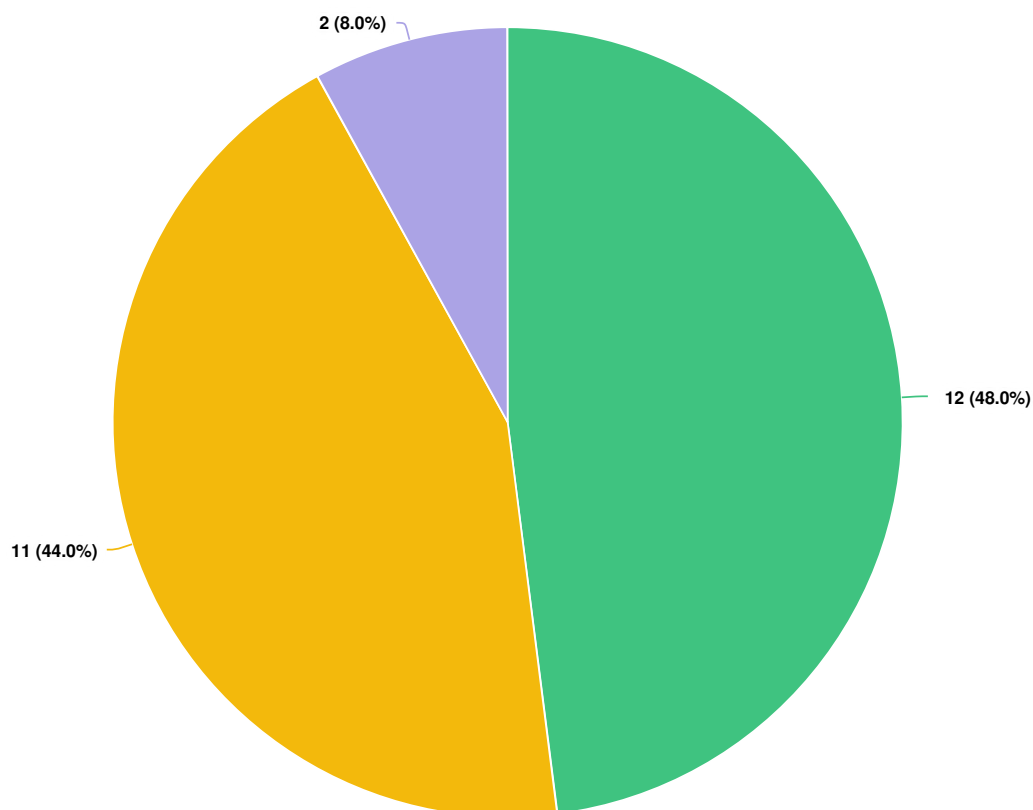
Question options

☐ Unsure
 ☐ No
 ☐ Yes

Optional question (25 response(s), 0 skipped)

Question type: Radio Button Question

Do you support reduced parking numbers for multiple dwellings and apartments?



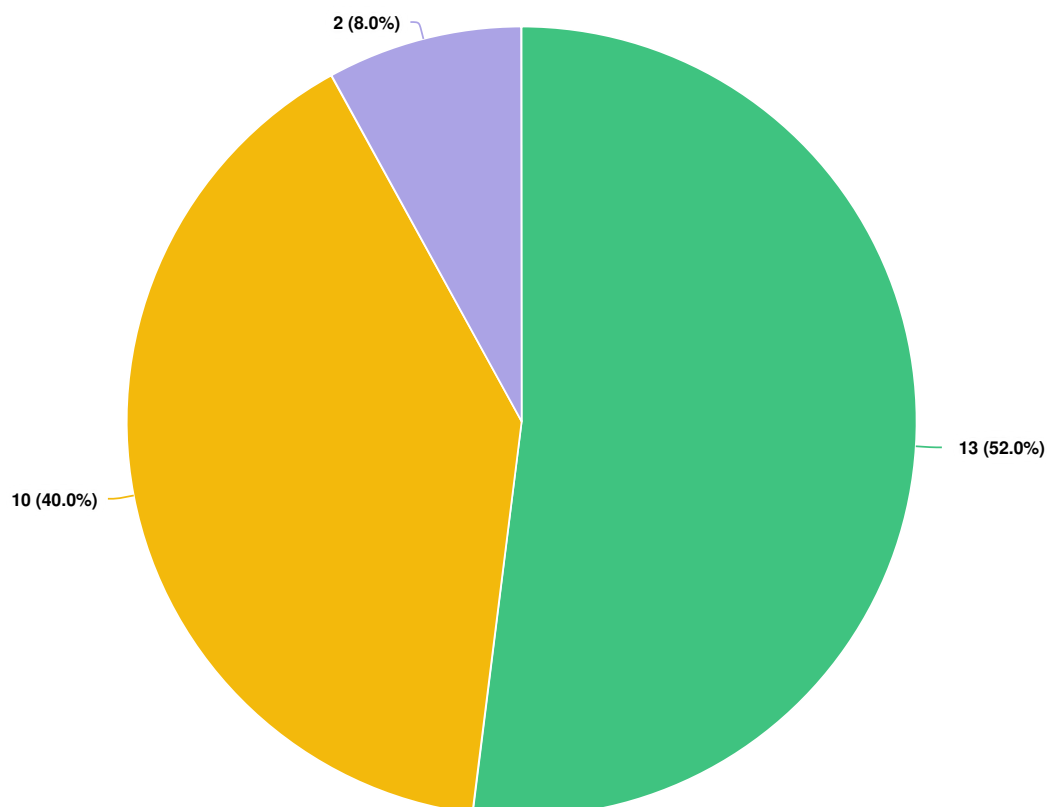
Question options

☐ Unsure
 ☐ No
 ☐ Yes

Optional question (25 response(s), 0 skipped)

Question type: Radio Button Question

Do you support reduced parking for social housing?



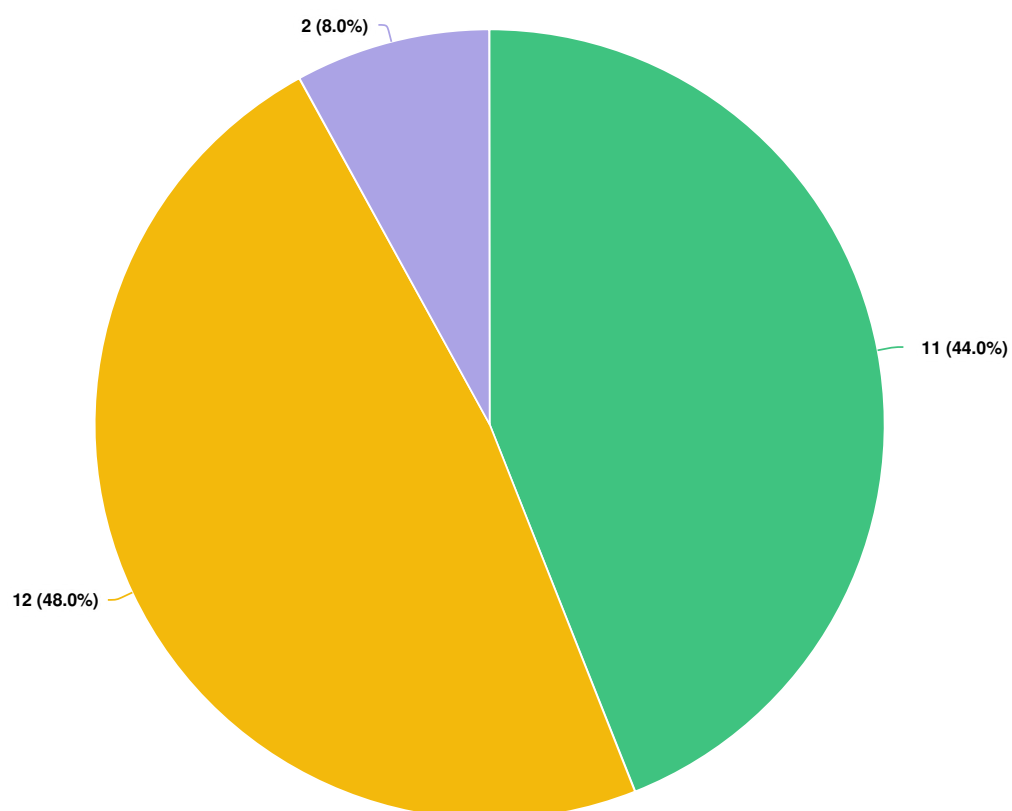
Question options

☐ Unsure
 ☐ No
 ☐ Yes

Optional question (25 response(s), 0 skipped)

Question type: Radio Button Question

Should Council allow businesses to provide cash-in-lieu instead of on-site parking in certain areas?



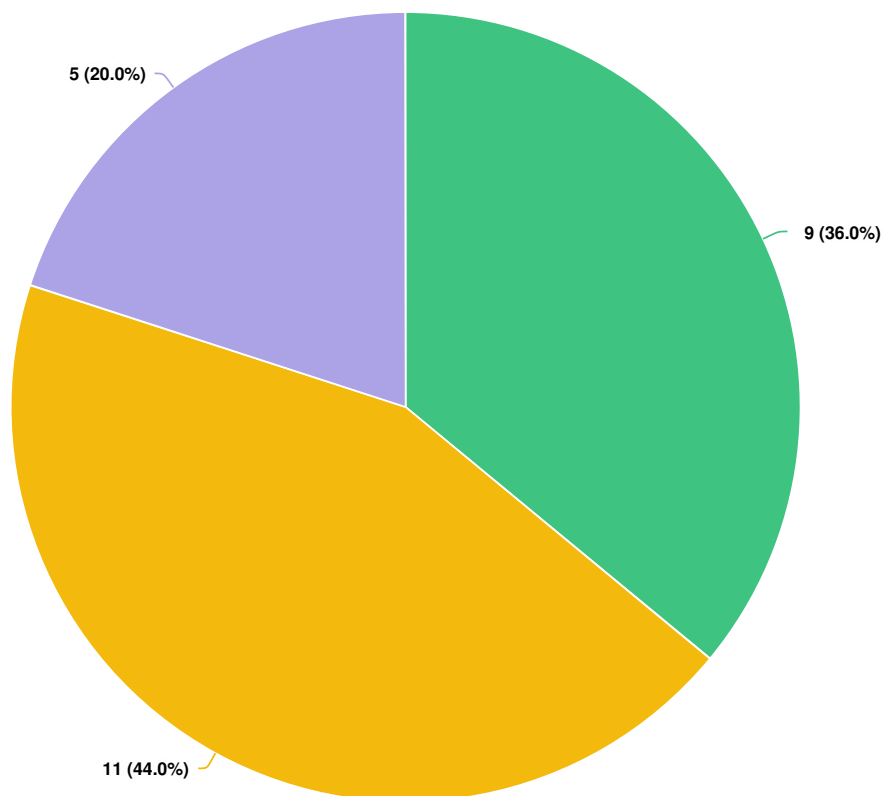
Question options

☐ Unsure
 ☐ No
 ☐ Yes

Optional question (25 response(s), 0 skipped)

Question type: Radio Button Question

Do you support the areas selected for allowing cash-in-lieu?



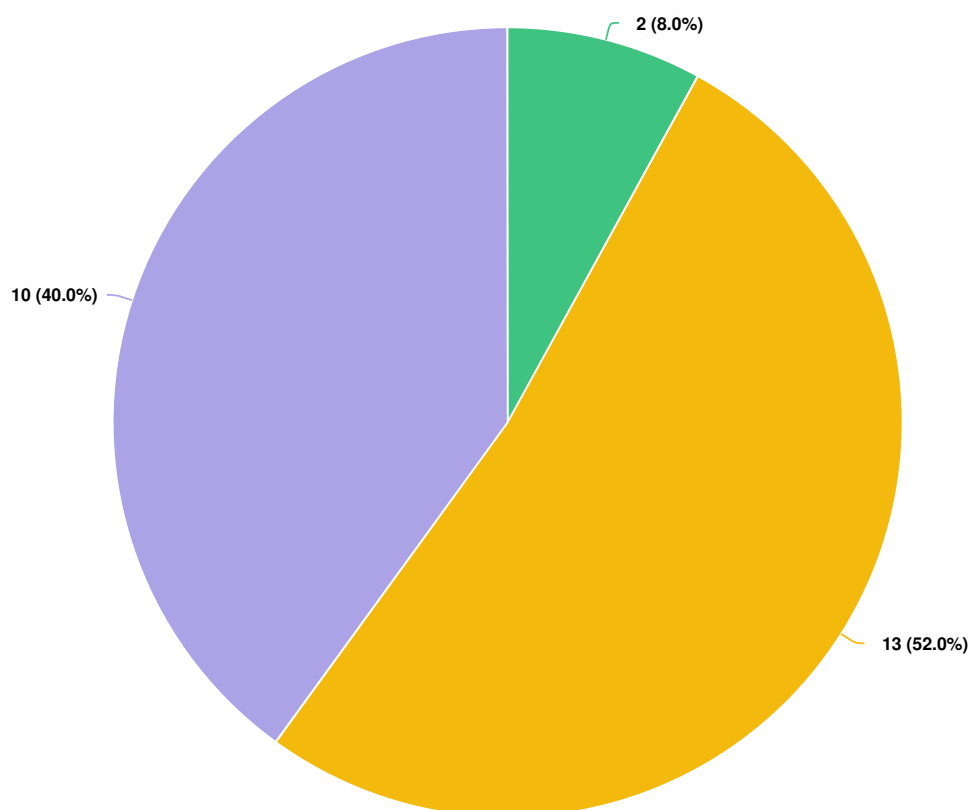
Question options

☐ Unsure
 ☐ No
 ☐ Yes

Optional question (25 response(s), 0 skipped)

Question type: Radio Button Question

Is the cash-in-lieu amount rate reasonable?



Question options

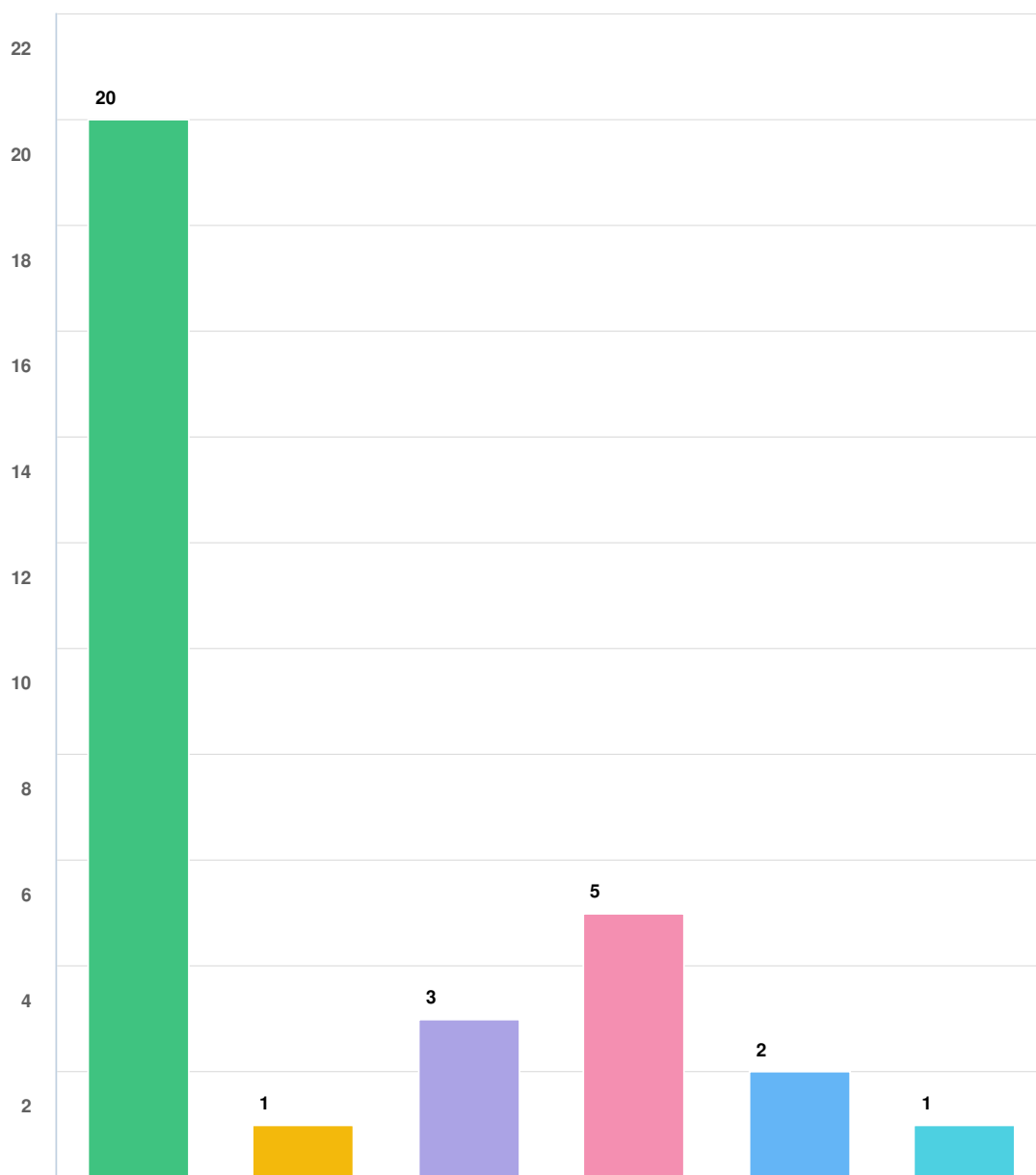
☐ Unsure
 ☐ No
 ☐ Yes

Optional question (25 response(s), 0 skipped)

Question type: Radio Button Question

Let's Talk, Glenorchy : Summary Report for 13 October 2020 to 03 November 2025

What is your interest in the draft parking plan?



Question options

Other (please specify) Planning Professional Traffic Professional Business owner Developer Resident

Optional question (24 response(s), 1 skipped)

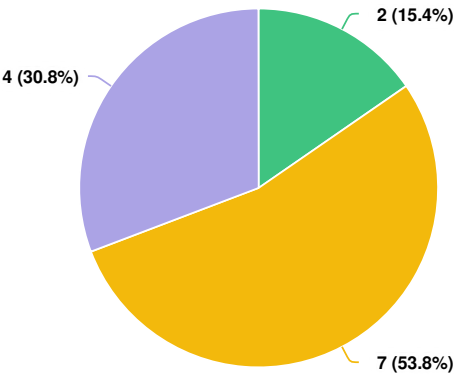
Question type: Checkbox Question

ENGAGEMENT TOOL: QUICK POLL

Do you support the draft Glenorchy Parking Plan?

Visitors	16	Contributors	13	CONTRIBUTIONS	13
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Do you support the draft Glenorchy Parking Plan?



Question options
Unsure No Yes

Mandatory Question (13 response(s))
Question type: Radio Button Question

Draft Glenorchy Parking Plan

Summary and Response to Feedback

The below table provides a summary of the points raised from the community and other interested stakeholders in response to the Draft Glenorchy Parking Plan.

	Issue/Concern	Response	Change Made
Stakeholder			
State Planning Office	Amend Scope of Plan to clarify that not all multiple dwelling development is captured and that the Plan applies just to medium and high density multiple dwelling residential developments	The suggestion is acceptable and aligns with Table 1 Parking Space Requirements which applies a rate to medium density and high-density dwellings only.	Yes. Wording changed to "Apply to Residential use other than for medium and high density multiple dwellings"
	Apartments are not a defined use in the State Planning Provisions. Suggested to include a definition with consideration of any existing definitions in LPS provisions.	Apartments are defined in the Planning Scheme as part of the Glenorchy Local Provisions Schedule, including S8.0 Principal Activity Centre Specific Area Plan and S13.0 Northern Apartments Corridor Specific Area Plan. Reference to apartments within the definition of dwellings ensures that any building defined as an apartment under this Scheme is not missed as part of the Parking Plan.	No change.
	Include reference to Clause 2.5.1 A1(a) of the Parking and Sustainable Transport Code within clause 1.1 of the draft Parking Plan provisions.	It is agreed that reference to Clause 2.5.1 A1(a) should be spelled out in Point 1.1 of the Draft Parking Plan for clarity.	Yes. Clause 1.1 changed to "This document constitutes a parking plan for the purposes of Clause 2.5.1 A1(a) of the Planning Scheme.
	Include reference to medium density and high density multiple dwellings in clause 1.2(a) of the draft Plan provisions. Also include reference to single dwellings being omitted from the Plan and requiring assessment against the existing parking rate within Code 2.0.	Disagreed. The scope of the Plan and the information within Appendix B provides sufficient clarity about uses to which the provisions will apply. Including reference to residential uses also overlooks the inclusion of non-residential uses within this Plan.	No change.

Homes Tasmania	Request to change the definition of social housing to the following: <i>“Social housing is affordable housing provided by the government and community sectors to assist people who are unable to afford or access suitable accommodation in the private rental market. It includes public housing, state owned or managed Indigenous housing and community housing. Rents are set as a proportion of household income”</i>	Specific parking rates for social housing are no longer proposed – discussed later in this document	Content relating to social housing removed.
	Request to waive cash-in-lieu for social housing given the imposition of a financial barrier.		
Community - Written Submission One	Request for clarity of how the Glenorchy Parking Plan can be approved by Council rather than the Tasmania Planning Commission	The Tasmanian State Planning Provisions incorporates a range of authorised documents, policies and standards that relate to planning and development. E.g. Austroads <i>Guide to Road Design</i> or the National Trust of Australia’s <i>Conservation Plan</i> guide to heritage conservation. These documents are authorised separately from the Tasmanian Planning Commission but recognised within the SPPs. The inclusion of a parking plan within the SPPs, so long as it is authorised by Council, is consistent with this approach.	No change.
	Request for explanation of how draft parking rates have been calculated as this has not been made clear.	<p>The parking rates for non-residential use are the result of a flat 20% reduction in the minimum parking rate as prescribed in Table C2.1 ‘Parking Space Requirements’ of the SPPs Parking and Sustainable Transport Code.</p> <p>The rate for medium density and high density multiple dwellings (non social housing) is derived from the NSW Guide to Transport Impact Assessment 2024 as a result of analysis from GHD.</p> <p>The social housing rates were also from GHD’s analysis. However, social housing rates have been removed, discussed later.</p>	No change.

	Request for explanation of why the draft Plan has a 20% reduction of the minimum parking rate rather than a removal of minimum rates in line with the GHD report recommendations	The proposed 20% reduction signals Council's intention to promote alternative transport methods e.g. active and/or public transport while recognising that the capacity of the public transport network at this time is unlikely to meet an increase in demand associated with removing parking rates entirely for the identified development types. Community feedback from the completed Let's Talk survey has also highlighted a reluctance to significantly reduce parking availability in commercial and residential areas. The proposed reduction does align with best practice in other jurisdictions within Australia including NSW's Guide to Transport Impact Assessment 2024. There may be potential to review minimum parking rates contingent on enhancing and growing public transport networks in the Glenorchy municipality.	No change.
	Request for explanation of why cash-in-lieu is provided as an option within the Plan if it is rarely used; additional request to understand why this option is not available for residential development	<p>Cash-in-lieu provides an additional lever to manage overall parking demand and supply. While cash-in-lieu has historically been underutilised, the new Parking Plan and revised cash-in-lieu fees may increase uptake, where appropriate.</p> <p>The availability of cash-in-lieu reflects the areas where Council's regular parking surveys are undertaken and facilities such as public off-street parking are provided, which are focussed on our business areas.</p> <p>While business areas can also include housing, it is important that housing does not conflict with business uses in these locations. The reduced parking rates for housing under the Parking Plan already account for reduced demand relating to these areas' central location and good public transport services. Any further reduction in residential parking would need to be justified against the performance criteria within the Code, to</p>	No change.

		demonstrate that the proposed amount of parking is appropriate.	
	Request for the scope of the Plan and the mapped area to extend to the Hobart Showgrounds to boost commercial and residential development in this area. Council's understanding of commercial/retail development should extend beyond the CBD precinct. Contention that the draft Plan has been driven by potential future development at Wilkinsons Point.	Neither Showgrounds nor Wilkinsons Point are within the mapped area of the plan, nor zoned for Residential use. However, it is agreed that the same rationale for reduced parking rates for medium and high density dwellings could apply equally, in any location where those types of dwellings are allowed.	Mapping of plan application to residential areas removed. Residential parking rates revised to apply to any medium or high density dwellings, wherever the planning scheme allows these to be located.
	Request for explanation of how fractions of parking spaces can be assessed.	As highlighted in the Notes for Table 1 (Page 9) of the Plan, fractions of a space are rounded to a whole number. Fractions are applied rather than whole numbers to ensure a cumulative reduction of parking where development is of a larger scale. E.g. A Transport depot or distribution centre currently requires 3 parking spaces to be provided per 100m ² of gross floor area. Under the draft Parking Plan, it would be required to have 2.8 spaces per 100m ² instead. If the proposed development had a gross floor area of 500m ² it would require 15 parking spaces under the current provisions within the Planning Scheme. Under the draft Parking Plan it would require 14 spaces, resulting in a one-space reduction. If the total calculated parking requirement includes a fraction of a space, this is rounded to the nearest whole number, in line with the State Planning Provisions Table C2.1.	No change.
	Request for the wording of the 'Scope' to be changed to refer	Disagreed. The scope as presented delineates between scenarios in	No change.

	only to where and what the parking plan applies to, rather than the cases where it doesn't apply.	which the Plan applies and where it does not. Incorporating positive statements would risk confusion over which zones and uses may be applicable under the Plan.	
	<p>Suggested change to clause 2.4(c) as shown below:</p> <p><i>"a) The cash-in-lieu contribution amount is as specified in Council's Schedule of Fees and Charges on the date of invoicing</i></p> <p><i>b) The amount is indexed annually"</i></p>	Agreed that the proposed wording is more concise and the reference to clause 2.5 can be removed.	Yes. Changes made as shown.
	Request for clause 2.6(a) to be amended to remove reference to examples of how cash-in-lieu funds will be used.	Disagreed. It is relevant to include potential use cases for funds generated under this Plan as this provides an indication to developers and the community the nature of the scheme and possible funded works.	No change.
	Suggestion to amend clause 2.6(b) to define the land in which funds under this Plan may be spent. The term 'local area' is not a defined term within the SPPs- if a definition cannot be provided then this clause should be removed.	Agreed that the area should be clarified.	Yes. Changes made to refer to the area the plan applies to.
	Request for clarification around the application and purpose of clause 2.6(d) and whether it means that all cash-in-lieu income will be identified and used as cash-in-lieu income only.	All funds generated will remain in a contribution fund, or the like, for activities outlined in clause 2.6(a) only.	No change made.
	Request for clarification around the use of the phrase "right amount of parking" in A1 of Appendix A.	The "right amount of parking" refers to the appropriate number of parking spaces for a development, which may vary. The wording is considered reasonable as it currently is.	No change made.
	Suggestion that clause 2.6(e) should be removed as it is contradictory to the 'implementation' approach	Payment must be made prior to the issuing of a Building Permit under the <i>Building Act 2016</i> but can be made after the issuing of a Planning Permit	No change.

	outlined in clause 2.5(a), given that payment must occur prior to issuing of a permit or commencement of use on the land.	under the <i>Land Use Planning and Approvals Act 1993</i> . 2.6(e) simply establishes Council's ability to invoice and collect payment as part of the cash-in-lieu policy.	
	Various typographical errors	Typos and minor errors corrected with thanks expressed for picking up these mistakes.	Yes. Changes made.
Community - Written Submission Two	Research for this draft was based of NSW studies. NSW has a much lower disability rate and age rate than Tasmania. They also have a high number of younger people remaining in the same area in which they grow up. This means they are providing more daily support to elderly and disabled family members. This study does not take into account Tasmania's weather conditions, extreme cold and rain affects people's ability to access public Transport. This is through a lack of suitable shelters.	<p>ABS data shows that disability rate is higher in Tasmania (30.5%) than NSW (17%) and the rate of people over 65 is the same.</p> <p>The need for assistance with core activities ABS data is a good indication of people who likely need parking for careers, being 7.5% in Glenorchy, 6.8% in Tasmania, 5.8% in NSW and 5.8% in Australia.</p> <p>Based on the data above, it is proposed that the 0.7 space per dwelling is increased to 1, so that every medium density dwelling has a car parking space, including for someone with a disability to park next to their dwelling or for support workers to park. In addition, there is 1 visitor parking space per 5 dwellings, allowing parking for support workers.</p> <p>Tasmania's weather is colder than NSW but the rainfall in Hobart and Glenorchy is less than Sydney. The installation of bus shelters is a State Government responsibility and outside the scope of this works.</p>	Yes. Changes made.
	<p>This draft relays heavily of public transport this poses a few issues:</p> <ul style="list-style-type: none"> The areas stated don't have good public transport routes, the ones that do exist have extremely unreliable. There Metro Tasmania should provide feedback and guarantees 	<p>The NSW guide parking numbers used for Glenorchy are based on areas with similar public transport, walking distance to strategic centres, car mode share and density of people.</p> <p>The concerns about public transport are outside the scope of this work and are for State Growth</p>	No change.

	<p>on improvement of services.</p> <ul style="list-style-type: none"> Many of disabled community have trouble with public transport not accepting Assistance dogs There are only a few wheelchair taxis available. This means many wheelchair users are currently unable to access transport when need This plan will place a greater need for a service that does not exist. 	<p>to address who are aware of the issues and aim to improve through their strategic Keep Hobart Moving document.</p>	
	<p>Social housing in the draft it is stated that they require less parking. However giving the below points they actually need more on site parking.</p> <ul style="list-style-type: none"> A large number of people with disabilities and elderly live in social housing There is also a push for all new social housing to be 100% disability accessible Disable people and the elderly required additional supports. This can come in the form of support workers, cleaner, gardens, meal services, nurses and allied health. All these services bring vehicles to their homes. The federal governments age care plan is to keep more elderly in their homes for longer and provide more in home supports. These supports will lead to extra vehicles With changes coming to the NDIS and the formation of foundational supports we will see people who did not qualify for the NDIS receive support under foundational supports. 	<p>Homes Tasmania provided a letter with examples in Glenorchy and Hobart, demonstrating there are lower car parking requirements for social housing and none of the car parks surveyed were full, allowing parking for support workers.</p> <p>However, the proposed GHD parking numbers were tested against the Homes Tasmania examples with no clear correlation. Additionally, the GHD proposed numbers were lower than the actual parking numbers occurring in Glenorchy, apart from one development.</p> <p>It is therefore proposed to remove the social housing parking numbers from the parking plan until more data is available to determine a consistent parking rate for social housing within the Glenorchy municipality.</p>	<p>Yes. Changes made.</p>

	<p>Emergency Services</p> <p>When removing on site parking this creates greater number for vehicles parked on the street with many street in the draft being narrow in nature. When vehicles are parked on both side changing the road to single lane it could increase the response time for emergency services.</p>	<p>Developers are already using the NSW guide parking numbers under the performance criteria.</p> <p>Under the road rules, drivers when parking are required to leave 3m clear between obstacles such as other parked cars or walls. Thus, on-street parking if it occurs, should not prevent emergency services getting through or delaying their response.</p>	No change.
	<p>Cash in lieu for business</p> <p>The following business should not be allowed to apply for cash in lieu as people with disabilities require access and not all have access to accessible parking. Without parking access many disabled people would not be able to access services that they need.</p> <ul style="list-style-type: none"> • Medical clinics • Doctor surgery • Chemists • Governments building • Supermarkets 	<p>Under the cash-in-lieu policy, accessible parking is still to be provided within the site. Additionally, cash-in-lieu will only be accepted if there is an appropriate level of parking and transport facilities to serve the use.</p> <p>Accessible parking spaces as detailed below, will be increased for medical and doctors' surgeries.</p>	No change.
	<p>The council in parking plans should look at ways to increase accessible parking. This could be done in council controlled car parks to makeup the shortfall from the planning act.</p>	<p>Accessible parking is undertaken in accordance with the National Construction Code (NCC). However, as part of the Parking Plan this has been considered, and accessible parking requirement will now be included for businesses (and apartments in Specific Area Plan areas where some livable housing is mandated) and will be above that required in the NCC.</p>	Yes. Changes made.
Community - Written Submission Three	<p>I'm disabled and hold a Disability Parking Permit - the result of a stroke. The impact on the density of Disability Parks (DPs) was not mentioned in the Plan that I could see.</p> <p>Is the standard DP density required per the AS2890 being maintained or improved? Particularly in high density</p>	<p>As above, accessible parking is undertaken through the National Construction Code (NCC). However, this has been considered, and accessible parking requirement will be included in the parking plan for businesses and above that required in the NCC.</p> <p>Note – AS2890.6 sets out the requirements for the layout and</p>	Yes. Changes made (as above).

	<p>parking, if the number of parks is reduced then the number of required DPs will be reduced. The numbers of DPs in place are already over-subscribed and it is almost impossible to park in a DP in any reasonable time. The ratio needs to be lowered so more DPs are available. Just because you reduce the available overall parks does not mean that DPP holders will stay home.</p> <p>Example, the current density for less than 1000 parks is 1 per 50. This needs to be lowered to 2 or 3 per 50. The density of Pram spaces is better than DPs and this is ridiculous. In a lower density situation the nett effect needs to be an increase in DPs in that altered parking area too. Council should aim to do better than AS2890.</p>	<p>signage of accessible parking spaces and the NCC sets out the number of accessible spaces required.</p>	
	<p>Enforcement</p> <p>I met with your officers at the last Claremont Village talk several months ago. I raised the issues of illegal use of DPs within Public and Private parking spaces, indeed the Centre we were in is notorious. I asked what the policies were and what the enforcements undertaker recently were. Of course, I heard nothing back.</p> <p>Council should require all parking centres with DPs to enforce the standard with fines and tow-away actions. Council should have patrolling enforcement officers that have this power and apply it in any parking space. Council should implement a 'Snap Send Solve' style system that accepts and enforces infringement imagery submitted by any person.</p>	<p>Accessible parking spaces within Council car parks and most of the large private car parks within the CBD area, are monitored and enforcement undertaken by Council's parking officers.</p> <p>Council officers under the Traffic Act can only undertake enforcement on private car parks when request by the owner and an agreement entered. Otherwise, parking on private land is a private matter to be managed by the owners.</p>	<p>No change.</p>

	Glenorchy is entering 'hyper-aging' in 2038 (ABS), this means that more than 20% of the population will be 65yr+, with an increase of DPP holders. Glenorchy has been poorly supporting the legislated parking needs of these ratepayers and without some action in this regard the situation will get worse.		
Community Workshop - Person One	Refer to written submission one	-	-
Community Workshop - Person Two	Refer to written submission two	-	-
Community Workshop - Person Three	Concern about how parking will be monitored, particularly when applications rely on public car parks or have paid cash in lieu.	Parking surveys are undertaken by Council within of CBD areas including the public and private cars parks, every three years (one year Moonah CBD, the next Glenorchy CBD and the next Claremont CBD). This allows Council to understand the parking demand and supply, to facilitate cash-in-lieu.	No change.
	Reduced parking does not suit families with young children or older people.	Reduced parking is already occurring under the performance criteria and the parking plan will hopefully encourage those that can, to use active or public transport.	No change.
	Questioned approvals such as the Vinnies redevelopment on Mill Lane (approved with no parking) and the Glenorchy Health Centre (approved with significantly less parking and reliance on public car parks). She noted that new developments should not also rely on these public spaces.	Parking surveys are undertaken through the development applications and Council's parking surveys, to understand the parking supply and demand in an area.	No change.
	There should be a proviso that a minimum percentage of the cash-in-lieu funding be reinvested into	Cashin-lieu is proposed to be spent on public parking and/or active	No change.

<p>Let's Talk Question 3</p> <p>Do you have any suggestions to improve the draft Parking Plan. If yes, please explain why.</p>	public parking. As a driver I really value being able to find a parking space easily in the Glenorchy and Moonah areas.	transport, so to reduce car use and free up parking.	
	Remove the minimum requirement for car parking altogether - instead provide for maximum car parking numbers.	As public transport system is limited compared to other areas (such as Brunswick, Coburg and Glenroy Activity Centres, Auckland) who have no minimum parking requirement, at this stage we are not proposing this.	No change.
	<p>Your plan lacks required number of disable parking spaces for each usage. Plus your plan lacks foresight of the current disability rate and potential rise in near future.</p> <p>Your plan is heavily reliant on public transport, which at this point in time is not fit for purpose and I see no evidence of feedback from state govt on the reliance on public transport.</p> <p>There is also no evidence from Tasmania fire service of the effects of electrical vehicles and potential fire dangers.</p>	<p>Accessible parking spaces for business to be included in the parking plan and greater than current NCC requirements.</p> <p>Public transport is a State Growth responsibility with their Keeping Hobart Moving document outlining public transport items.</p> <p>The proposed parking numbers take into consideration our public transport system when comparing to the NSW guide.</p> <p>Electric vehicles outside the scope of the parking plan.</p>	Yes. Changes made (as above).
	The cash in lieu amount is too small. needs to be an annual fee Public transport currently woeful. Especially if fearful of using bus mall.	Cash-in-lieu analyses undertaken by GHD. Public transport issue noted.	No change.
	We need more parent friendly parking spaces. The parking spaces should be bigger then normal to accommodate parents/careers helping get children in and out of cars safely.	Parent friendly parking spaces are not a requirement in the planning scheme or standards, so unable to accommodate unlike accessible parking spaces.	No change.
	Please consider disability and seniors access, which is still limited in many areas of the Glenorchy LGA.	Accessible parking spaces for business to be included in the parking plan and greater than current requirements.	Yes. Changes made (as above).
	Should include the Hobart Showground redevelopment. The current parking requirements have cost us several commercial	The parking plan currently does not extend to the Showgrounds or Wilkinson Point. These locations	Yes. Changes made

	<p>opportunities and, as they stand, jeopardise the viability of the current proposed housing development. Our model of supporting community through subsidising their use of our facility with commercially generated funds has also been hampered by this approach. So far all of the commercial opportunities that RAST could have secured have not materialised anywhere else in the municipality. They include several level 1 retailers who would have created 100's of jobs. Therefore extend this thinking to the current Council view of retail outside of the CBD precinct as you will undoubtedly do for Wilkinsons Point. The cynics amongst us will see this as being driven by the current parking impasse at the DEC.</p>	<p>are subject to separate Specific Area Plan.</p> <p>It is proposed to remove the mapping of the residential areas to which the parking plan will apply; instead, the plan will apply to use for medium or high density multiple dwellings, where the planning scheme allows for these types of dwellings. This means if residential use is approved under the Showgrounds SAP the proposed parking plan numbers could apply, subject to any applicable site-specific planning controls.</p>	
	<p>One suggestion to improve the draft Glenorchy Parking Plan would be to make it more accessible and easier to understand for everyone in the community. At present, the document feels quite wordy, which may be challenging for people with lower literacy levels.</p>	<p>The parking plan needs to be worded to capture everything through the planning process. The information provided on the Let's Talk page aims to explain the parking plan.</p>	No change.
	<p>How many times are you going to pretend to be doing something by putting up another proposal that doesn't solve the real problem? You want to increase the parking density by selling off the land that already has parking on it to build units that will require more parking spaces because we all know the people who can afford to live in those units will not be using public transportation.</p>	<p>The parking plan relates to on-site parking requirements, not public car parks. Any funds from cash-in-lieu will support provision of public parking and active transport infrastructure.</p> <p>Note, developers are already frequently using the proposed parking numbers under the performance criteria.</p>	No change.
	<p>Encourage/require rooftop and/or underground parking for new buildings and developments.</p>	<p>Outside scope of the parking plan.</p>	No change.
	<p>Carry out regular parking surveys and make the results public. If utilisation gets too high, pause or review the reduced parking rate proposal.</p>	<p>Parking surveys are undertaken by Council within of CBD areas including the public and private cars parks, every three years (one</p>	No change.

		year Moonah CBD, the next Glenorchy CBD and the next Claremont CBD). This allows Council to understand the parking demand and supply.	
<p>Let's Talk Question 9</p> <p>Do you have any further feedback about the proposed parking numbers?</p>	<p>Has council undertaken an opportunity cost analysis to understand the benefit to everyone if you actually just removed the whole requirement to assess the number of parking spaces and let the market decide? This would save everyone in the private sector and council time, including in the planning and development engineering teams counting numbers of parking spaces, whilst also saving the need for private developers to undertake TIAs for developments who choose to have even less than proposed.</p> <p>These changes proposed in the draft policy should be shown side by side so you can clearly see the gap between the current and proposed. This can be removed in the final version of the draft but at the moment it is not communicated at all well.</p> <p>Further the plan should be forward looking and not tinkering with the current state of play. It should be bold enough to still be relevant in 20 years time, hence, it should remove parking space assessment altogether. Otherwise developers still have to supply each dwelling with a parking space anyway. This policy is too conservative and is a waste of time in the current form. It will not encourage development in the areas needed in Glenorchy, scrapping an arbitrary number and being a Tasmanian leader will.</p> <p>Edmonton Canada did a better job of this. The different ways of</p>	<p>An opportunity cost analysis has not been undertaken but comparison with other areas that have undertaken the no minimum parking rate in which their public transport system is better, thus at this stage we are not proposing to remove parking requirements.</p> <p>The parking changes in the parking policy can be compared to those in the Tasmania Planning Scheme. The tables are in the same format so comparison should be relatively easy.</p>	No change.

	<p>managing parking in the planning scheme should have been tested with the community, not the end result of a GHD report where the decision/recommendation has already been made</p> <p>https://www.edmonton.ca/city_government/urban_planning_and_design/open-option-parking</p>		
	<p>One of the great things about Glenorchy is being able to find a parking space easily. It is important that this be preserved</p>	<p>Noted, in which parking survey will continue to be undertaken.</p>	<p>No change.</p>
	<p>Car parking minimums are not the solution. The solution is car parking maximums. Inner Residential Zone, Central Business Zone, General Business Zone, Mill Lane Specific Area Plan & Northern Apartments Corridor Specific Area Plan - should all have parking maximums. The goal should be to prevent and minimise the future use of poor utilisation of space, and resources to the most inefficient, expensive and environmentally harmful form of transport. This is an opportunity to instead of chipping away at the edges, to take a stand and encourage higher density development with no car parking allocation. If we continue to force to provide for car parking people will continue to drive cars and expect parking everywhere they go no matter how costly that is too society.</p>	<p>Maximum parking rates means a developer should not supply more than that proposed, instead of the minimum rate proposed. Determining these maximum rates for each development use would be difficult, as the planning scheme and NSW Guide is based on minimum rates.</p> <p>The parking plan will align the parking rates under the acceptable solution with best practice that currently occurs under the performance criteria. The proposed parking rates are a reduction in the planning scheme rates and if further reduction required, the performance criteria can be addressed.</p>	<p>No change.</p>
	<p>Your plan lack required number of disable parking spaces for each usage. Plus your plan lacks foresight of the current disable rate and potential rise in near future.</p> <p>Your plan is heavily reliant on public transport, which at this point in time is not fit for purpose and I see no evidence of</p>	<p>Accessible parking spaces for business to be included in the parking plan and greater than current requirements.</p> <p>The parking rates are based on best practice and comparing like for like areas regarding public transport. The public transport system is a State Growth responsibility.</p>	<p>Yes. Changes made (as above).</p>

	<p>feedback from state govt on the reliance on public transport.</p> <p>There is also no evidence from Tasmania fire service of the effects of electrical vehicles and potential fire dangers.</p>	The parking plan does not outline any requirements for electric vehicles nor does the planning scheme. This is outside the scope of the parking plan.	
	Make the plan clearer to understand	Noted, although needs to be written this way to capture everything in the planning process.	No change.
	It is not a very good idea to reduce parking for housing infill - this is not the right area for this.	Parking numbers are already being reduced in line with the NSW guide under the performance criteria.	No change.
	No - however abundant, accessible and reliable alternative transport options are essential for the success of this plan. (In my opinion of course.)	Public transport is a State Growth responsibility. However, hopefully more demand will create better public transport.	No change.
	Consider that over 50s social housing parking needs may be less, but may need to take into account mobility devices/ aides.	Accessible parking spaces for residential is not proposed as these areas are low speed and volume, allowing room for people with a disability to use this area to access vehicle, with parking generally near the dwelling.	No change.
	Not enough parking now - don't remove!	Parking numbers proposed are already being utilised by developers under the performance criteria and Council monitors the supply and demand of parking within the CBD areas.	No change.
	Provide how these numbers were calculated and then we can understand better. Also talk like real people not like legal documents	The GHD report details how the parking numbers are determined. The parking plan needs to be written as is to align with the planning process.	No change.
	I'd like to know how you came up with your numbers. Fractional spaces are not practical. How will you decide who gets the .7 of a space? Are you imagining people will share their space with another unit?	The 0.7 of a space for single bedroom, multiply dwelling medium density has been changed to 1. High density parking numbers still have fraction of spaces as per the NSW Guide.	Yes. Changes made (as above).

		With high density appartements, if the parking number is below 1, the developer will determine if they provide a parking space or not for that appartement. The appartement could be sold without a parking space, reducing the cost of the development and the cost to the buyer.	
	It is ridiculous to propose new buildings and developments that will inevitably result in more people in the area, while simultaneously reducing parking availability. This simply does not make sense. Blind Freddy can see that.	Parking numbers proposed are already being utilised by developers under the performance criteria.	No change.
	<p>I support the aim of encouraging more housing and business growth in Glenorchy, but I have real concerns about how the proposed Parking Plan will affect residents and businesses if the safeguards aren't strong enough.</p> <p>The proposed parking rates for multiple dwellings, especially social housing, seem too low compared with the way many households actually live. Families, shift workers and people without good access to buses often still need cars, and visitors will too. We only have one real public transport system, viewed by many as unsafe, unreliable and uncomfortable - please remember this. If parking is under-supplied, it will just spill into nearby streets and cause friction with neighbours.</p> <p>Please also remember our community demographics, our climate and our terrain - many of us live amongst the foothills with no alternatives to our personal vehicles. Active and public transport encouragement is great but simply not feasible for many rate payers and community members.</p>	<p>The proposed GHD parking numbers were tested against the Homes Tasmania examples with no clear correlation. Additionally, the GHD proposed numbers were lower than the actual parking numbers occurring in Glenorchy, apart from one development.</p> <p>It is therefore proposed to remove the social housing parking numbers from the parking plan until more data is available to determine a consistent parking rate for social housing within the Glenorchy municipality.</p> <p>The reduction of 20% for business is based of existing parking rates in the planning scheme for different uses. Thus, the parking rate for one use will be different to another use, such as a restaurant use compared to a medical centre use.</p>	Yes. Changes made (as above).

	For businesses, a blanket 20% reduction may not work fairly. A restaurant, medical centre or cinema has very different parking demand to a small office. Cutting all business parking the same way risks driving customers away from the CBD if they can't find a space.		
<p>Let's Talk</p> <p>Q13. Do you have any further feedback about proposed cash-in-lieu option?</p>	<p>There are two issues for cash in lieu,</p> <p>Firstly, it has to be spent in the area it is collected for the 'in-lieu' purpose in line with the findings of this Julfran Pty Ltd v Sorell Council [2024] TASCAT 177 (23 September 2024). Therefore, council needs to develop a list of projects where the money will be spent prior to collecting such funds.</p> <p>Secondly, the cash in lieu collection is never enough to actually spend on providing the 'in-lieu' purpose as the 'in-lieu' purpose would be providing car parking. Maybe if the cash in lieu was broadened to a 'mobility' cash in lieu where you collected monies for not supplying bicycle parking as well and put into the same pool of money, you might be able to get away with spending parking monies on bicycle projects, but at the moment it is not possible</p>	<p>Council will keep a register of cash-in-lieu received, and where and when it is spent.</p> <p>As noted, it is not possible under the planning scheme to collect cash-in-lieu for bicycle parking.</p>	No change.
	There should be a proviso that a minimum percentage of the cash-in-lieu funding be reinvested into public parking. As a driver I really value being able to find a parking space easily in the Glenorchy and Moonah areas.	Cash-in-lieu is proposed to be spent in any manner relating to the planning, design, acquisition, construction, maintenance and/or improvement of public parking or transport infrastructure to reduce parking demand.	No change.
	Developers should be encouraged to provide less car parking, maximum car parking rates, with cash in lieu if you exceed the maximum rate should be considered instead to	Not proposing to use maximum parking rates in the parking plan.	No change.

	encourage the reduction of car parking in developments.		
	Too cheap	GHD undertook analysis of the rate to align with what is occurring with other Tasmania Councils.	No change.
	I believe the rate should more effectively take into account the additional profit potentially available to developers.	Rate chosen to allow the acceptable solution to be met, instead of developers undertaking the performance criteria.	No change.
	Cash-in-lieu is a problematic tactic. It sounds like the people who will be disadvantaged the most are the ones who can ill afford to pay a fee for something they might not be able to afford. If their business is growing another expense to satisfy planning objectives is restrictive.	The cash-in-lieu allows businesses an option to not provide parking within their site, which comes at a cost. If they are unable to meet the parking plan requirements under the acceptable solution, they can address the performance criteria in the planning scheme.	No change.
	Recommendation advised to keep rate under \$12000 per space. However fees and charges state \$22753	Proposed cash-in-lieu rate is \$5,500.	No change.
	I don't own a business but I'm sure the overhead is already plentiful and the cost of controlling something like that will lose money.	The cash-in-lieu is an option to businesses, instead of providing parking within the site or addressing the performance criteria under the planning scheme.	No change.
	I support the idea in principle, but the figure is too high to be a viable option for small/start-up businesses.		
	Letting developers pay cash instead of providing on-site parking could work, but only if it is handled very carefully. Right now, it is not clear how Council will make sure that money is actually spent in the same area that is losing the parking. Without strong rules, it feels like a subsidy for developers and an extra burden for residents. Maybe you could guarantee that	Cash-in-lieu is only for businesses and would be paid by the developer via the planning permit. Council will keep a register of cash-in-lieu received, and where and when it is spent.	No change.



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	cash-in-lieu money collected in an area is spent in that area, on things that make it easier to get around (better bus stops/busses, safer footpaths, bike links, or reconfigured public car parks). Publish clear rules and a contributions plan so the community can see where funds are going.		
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Glenorchy Parking Plan



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, ~~in the following areas 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~~

- ~~General Residential Zone, and~~

- ~~Inner Residential Zone.~~

This parking plan does not:

- Apply to Residential use other than for ~~medium and high density~~ multiple dwellings

- ~~Apply to non-Residential use in the General Residential Zone and the Inner Residential Zone, or~~

- ~~Alter/Reduce~~ requirements for accessible parking spaces.

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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



July-December 2025

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 165m² 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 335m² of site area, and 1 dwelling per 165m² 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.

Social housing means a Residential use funded or operated by, or on behalf of, Homes Tasmania or a housing support provider in accordance with the *Homes Tasmania Act 2022*.

Use means as defined in LUPAA.



July-December 2025

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 scheme¹. 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, and reduces car parking numbers for non-residential uses in specific areas, and increase accessible parking numbers for specific uses in those areas.

1.2. In the areaFor 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

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



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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 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, 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, which is available on Council's website.
- b) The amount is indexed annually.
- ~~c) The applicable amount is the rate specified in the Schedule of Fees and Charges on the date of invoicing. Refer to clause 2.5 (c) below.~~



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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 ~~local area~~ 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	DD Month YYYY	Commencement Date	DD Month YYYY	
Minutes Reference	#####			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.:	#####					



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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 scheme² 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 demand³ 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. ~~The parking numbers for residential social housing were derived through consideration of studies from Victoria, NSW and within Hobart.~~ 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.

² 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.

³ Guide to Transport Impact Assessment, Technical Guidance for Transport Practitioners, Version 1.1, NSW Government



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

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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
		Social housing Other
Residential parking area 1: General Residential Zone	1 bedroom	1 space per dwelling 1 space per dwelling
	2 bedrooms	1 space per dwelling 1.7 spaces per dwelling
	3+ bedrooms	1.7 spaces per dwelling 2 spaces per dwelling
	1 visitor parking space per 5 dwellings	
Residential parking area 2: Inner Residential Zone, Central Business Zone, General Business Zone, Mill Lane Specific Area Plan & Northern Apartments Corridor Specific Area Plan Any zone other than the General Residential Zone	1 bedroom	0.4 spaces per dwelling 0.7-1 spaces per dwelling
	2 bedrooms	0.7 spaces per dwelling 1 space per dwelling
	3+ bedrooms	1 space per dwelling 1.6 spaces per dwelling
	1 visitor parking space per 5 dwellings	
High density multiple dwellings	# bedrooms in dwelling	Car parking spaces per dwelling
		Social housing Other
Residential parking area 2: Inner Residential Zone, Central Business Zone, General Business Zone, Mill Lane Specific Area Plan & Northern Apartments Corridor Specific Area Plan	1 bedroom	0.4 spaces per dwelling 0.6 spaces per dwelling
	2 bedrooms	0.6 spaces per dwelling 0.9 spaces per dwelling
	3+ bedrooms	0.9 spaces per dwelling 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 Table C2.1 Parking Space Requirements of the planning scheme. 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.	
Bulky Goods Sales	Motor vehicle, boat or caravan sales	0.8 spaces per 100m ² of display, storage and workshop floor area
	Retail plant nursery	12 spaces or 0.4 spaces per 100m ² of site area, whichever is greater

Use	Car parking requirements	
	Bulky Goods Sales, excluding as otherwise specified in this Table	0.8 spaces per 50m ² of floor area
Business and Professional Services	Bank, real estate agency, travel agent	0.8 spaces per 50m ² of floor area
	Office	0.8 spaces per 40m ² 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
	Business and Professional Services, excluding as otherwise specified in this Table	0.8 spaces per 30m ² of floor area
Community Meeting and Entertainment	Art and craft centre	0.8 spaces per 30m ² of floor area
	Exhibition centre, library, museum or public art gallery	0.8 spaces per 20m ² of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	0.8 spaces per 15m ² 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 ² 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 ² of floor area	
Food Services	Restaurant	0.8 spaces per 15m ² 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 ² 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 ² 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 ² 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 ² of floor area available to the public + 0.8 spaces per bedroom	

Use	Car parking requirements	
Manufacturing and Processing	0.8 spaces per 200m ² 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 ² 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 ² 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 ² of floor area
	Golf course	3.2 spaces per golf hole
	Swimming pool (other than in conjunction with a single dwelling)	4 spaces for each 100m ² 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 ² of the site area or 0.8 spaces per 2 employees, whichever is greater	
Transport Depot and Distribution	2.8 spaces for each 100m ² 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 ² of gross floor area	
<u>Accessible Parking Spaces</u>	<u>For doctor's surgery or clinic (medical centre), consulting room or Hospital Services</u>	<u>2 spaces per 40 car parking spaces on the site, if above 10 spaces otherwise 1 space</u>
	<u>For all other development types excluding Residential use</u>	<u>1 space per 40 car parking spaces on the site</u>
	<u>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</u>	<u>1 space per liveable housing apartment in accordance with GLE-S8.7.5 Design of apartment buildings (A9/P9) or GLE-S13.7.2 Design of apartment buildings (A9/P9)</u>

Notes to Table 1:

- 1) The number of parking spaces required is to be calculated based on the proposed use or development.



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- 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.
- 4)5) Reference to an employee is equivalent to 1 full-time employee
- 6) Visitor parking space requirements must be calculated separately from dwelling parking space requirements.
- 7) All accessible parking must have the access symbol placed within the accessible park.
- 5)8) 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.



Emily Burch
Senior Transport Engineer
Glenorchy City Council
374 Main Road
GLENORCHY TAS 7010
Email: Emily.Burch@gcc.tas.gov.au

Dear Ms Burch

Draft Glenorchy Parking Plan – request for further information

Thank you for the opportunity to provide further input into the public consultation period for the Draft Glenorchy Parking Plan (the Plan) following our submission on 12 September 2025. As requested by your office, this letter responds to constituent requests to clarify aspects relating to the Plan's proposed settings for social and affordable housing developments.

The following is informed by data from our housing portfolio and illustrates that the proposed carparking settings are evidence-based and consistent with existing reduced carparking provisions for approved developments within the Glenorchy LGA.

1. Strategic Context and Shared Objectives

Homes Tasmania acknowledges and supports the Council's objective to manage car parking effectively. We are committed to working collaboratively with the Glenorchy City Council to ensure the planning framework also supports the timely delivery of safe, secure, and affordable housing, a shared goal of both state and local governments.

As previously outlined, applying standard residential car parking rates to social and affordable housing developments can significantly impact project feasibility, often making critically needed projects unviable. The evidence below substantiates the case for specific, lower car parking requirements for this distinct residential cohort.

2. Supporting Evidence and Measures for Reduced Car Parking Provisions

Reduction of the number of carparks required for social housing developments

The carparking requirements for Homes Tasmania developments in Glenorchy, including bicycle and accessible parking, are determined on a case-by-case basis through a Traffic Impact Assessment, which includes:

Attachments:
Copy:

GPO Box 65
Hobart, TAS, 7001
homestasmania.com.au

Email: exec.services@homes.tas.gov.au
Our reference: D25/27751/1

Detailed site analysis: Proximity to the CBD of Glenorchy, accessible public transport and the expense of car ownership are all key factors contributing to low car ownership rates amongst residents of these developments.

Property management: tenancy allocations to, and effective management of, these unit developments are based on a suitability assessment to ensure that the location and type of housing suits the individual needs of the resident.

Evidence-based demand analysis: Formal car parking surveys of equivalent existing tenanted properties are undertaken by qualified traffic engineers.

An example of formal carparking survey for Homes Tasmania is the analysis of Walford Apartments (216 Harrington Street). This is a 53 unit complex comprising 40 two bedroom and 13 one bedroom units. The site is located where there are no passing bus services, but it is within one-kilometre walking distance of the Hobart CBD main city block.

The comprehensive survey found the parking demand was a maximum of 0.55 parked cars/unit and 0.31 parked cars/bedroom. The average number of parked vehicles on site over the period of the survey was 24 (around 53% of capacity) while the maximum number of parked vehicles at any point in time was 29 or 65% of the total car park capacity. The car park was never more than 2/3 occupied at any point in the survey period.

3. Examples of alignment of demand and provision in recent developments

Below is a summary of carpark provision and usage for eight Homes Tasmania properties.

Evidence of reduced car ownership rates in fully tenanted social housing developments in Glenorchy

The project summaries below demonstrate the most recent examples of reduced carparking provision and corresponding demand of fully tenanted premises:

1 - 5 Allunga Road, Glenorchy: Completed in 2024, this development provides 20 dwellings, and 18 carparking spaces for residents and two visitor carparks. At present, around 50 per cent of residents own a car, with the carpark consistently occupied at half of its full capacity. It is noted that on-street parking is also available at this site.

79 - 89 Allunga Road, Glenorchy: Completed in 2023, this development provides 22 dwellings as a mixture of one and two-bedroom units, with 27 resident carparking space and an additional five visitor carparking spaces. Currently, around 60 per cent of long-term tenants own a car.

Evidence of reduced car ownership rates in fully tenanted social housing developments in other nearby municipalities

71A Letitia Street, North Hobart: Completed in 2024, this development provides 29 dwellings, and 22 carparking spaces. At present, around 65 per cent of residents own a car, with the carpark consistently occupied at around 85 per cent of its full capacity. It is noted that on-street parking is also available at this site.

Campbell Street Y2I, Hobart: Completed in 2023, this supported accommodation facility for young Tasmanians provides 26 dwellings, and 28 car parking spaces. At present, less than 25 per cent of residents own a car, with the carpark consistently occupied at around 20 per cent of its full capacity.

Campbell Street, Hobart: This existing supported accommodation, adjacent to the above youth facility, provides 50 dwellings, and 44 car parking spaces. At present, less than 25 per cent of residents own a car, with the carpark consistently occupied at around 25 per cent of its full capacity.

Trinity Hill, North Hobart: This existing supported accommodation facility for young Tasmanians provides 46 dwellings, and 28 parking spaces. At present, around 25 per cent of residents own a car, with the carpark consistently occupied at around 40 per cent of its full capacity.

Recently approved developments in Glenorchy with reduced carparking provisions

The two project summaries below demonstrate the most recent examples of approved developments with reduced carparking provisions. We anticipate that usage of carparking once complete will follow the trend of our tenanted social housing properties with car ownership rates significantly below the carparking provisions full capacity.

15 - 17 Coraki Street, Chigwell (5A Taree Street): Approved with construction to commence in October 2025, this development will provide 23 two-bedroom dwellings, and 32 carparking spaces for residents with eight visitor parks.

1 - 7 Teering Road, Berridale: Approved and currently under construction this development will provide 15 two-bedroom dwellings, and 15 carparking spaces for residents with four visitor parks

Homes Tasmania is committed to ensuring our developments are a positive addition to the community. We believe settings proposed in the Draft Glenorchy Parking Plan, inclusive of the recommendations outlined in our formal submission, balance parking management with the urgent need for new social and affordable housing supply.

We thank the Glenorchy City Council for their leadership in developing planning settings that support the needs of the entire community.

Yours sincerely



Richard Gilmour
Acting Chief Executive Officer
Homes Tasmania

22 October 2025



Australia's property industry
Creating for Generations

3 December 2025

General Manager
Glenorchy City Council

Via email – Emily.Burch@gcc.tas.gov.au

Attention: Emily Burch, Senior Transport Engineer

I refer to the proposed Draft Glenorchy Parking Plan which sets out new parking rates for developments under the Tasmanian Planning Scheme.

The Property Council of Australia Tasmanian Division (PCA) have assessed the draft documentation and strongly support the proposed changes. Our comments are provided below against each heading.

Supports Housing Affordability and Density

- *Evidence-Based Parking Reduction*- The plan supports the reduction of residential parking requirements for medium and high-density multiple dwellings, which is based on detailed investigation and analysis, including national data on parking demand, that more closely matches the expected parking needs. These are sensible and welcome changes.
- *Efficient Land Use and Cost Reduction*- By reflecting a more accurate parking demand, the plan allows for the better use of limited urban land, which helps reduce development costs and increases site yield.
- *Assisting Affordable Housing Outcomes*- Reducing obligations to provide unnecessary parking will reduce development costs and increasing site yield. This will directly support affordable housing outcomes.
- *Targeted Social Housing Support*- The plan specifically applies lower parking numbers for residential social housing where evidence shows that there are lower car ownership numbers. This initiative is especially important in helping to achieve the State Government's social housing targets as well as assisting social housing providers.

Encouraging Sustainable Transport and Better Planning

- *Promoting Active and Public Transport*- Having the right amount of parking encourages the use of active and public transport and helps avoid excessive unused parking spaces.



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- *Streamlined Planning Approvals*- By establishing a clear set of reduced requirements, the plan serves as the Acceptable Solution for the C2.5.1 standard of the planning scheme. This allows proponents to meet the requirements directly and avoids the extra time and costs associated with engaging traffic engineers and relying on the Performance Criteria.
- *Retention of Performance Pathway*- Crucially, the plan does not remove the existing planning scheme's Performance Criteria pathway, meaning proponents still have the opportunity to argue for a further reduction in parking subject to the specific circumstances of their development.

Flexible and Strategic Infrastructure Investment

- *Flexible Development Options*- The cash-in-lieu policy offers a flexible alternative by agreement with Council when providing the required on-site parking spaces is not possible or desirable for a proposed use or development. The PCA believes the suggested amount is appropriate and would like to see it indexed to ensure that the amount does not increase above CPI or another similar index over time.
- *Strategic Infrastructure Funding*- The Plan stipulates that financial contributions received through cash-in-lieu will be used to fund public infrastructure (parking, public transport, or active transport) in strategic local locations where it is relied upon instead of on-site parking, which is an important criterion.
- *Responsible Management of Resources*- All monies received will be applied to a cash-in-lieu of car parking contribution fund and spent within the local area, ensuring community resources are responsibly managed, again an important factor in ensuring the success of this policy.

The PCA is happy to provide any clarification on any of the above through the author should your elected members or yourself wish to discuss the matter further.

Yours faithfully

A handwritten signature in grey ink, appearing to read "Michael Kerschbaum".

Michael Kerschbaum
Executive Director
Tasmanian Division

11.4 FINANCIAL PERFORMANCE REPORT TO 30 NOVEMBER 2025

Author: Chief Financial Officer (Michael Sokulski)
Qualified Person: Director Community and Corporate Services (Tracey Ehrlich)
File Reference: Corporate and Financial Reporting

Executive Summary

This report provides an overview of Council's financial performance for the year-to-date ending 30 November 2025. The reported result indicates a marginally unfavourable position of \$254,000, however overall Council is tracking materially in line with the 2025/26 budget.

The reported financial position is influenced by several factors. This includes timing between the budget expectation and the actual occurrence of financial transactions, as well as more permanent variations which will be addressed in the mid-year budget review.

Operational revenue is currently \$127,000 (0.20%) below budget primarily due to Grant variations in the Glenorchy Jobs Hub and underperformance in Childcare Centre income, however most other revenue sources are performing consistently and in line with expectations.

The next instalment for the Glenorchy Jobs Hub will be received upon submission of a grant update report to the Department of State Growth in December. A re-forecast of the mix between Childcare parent fees and government subsidies will be undertaken in the mid-year budget review.

Operational expenditure is \$127,000 (0.40%) above budget representing a combination of timing issues and permanent variations. Otherwise, expenditure remains well-controlled, and no remedial action is required.

The re-commencement of the information system project has brought forward the licence fee payment to November, and a re-forecast of the project will be undertaken in the mid-year budget review. Employee expenses will be reviewed and re-forecast or reallocated in the mid-year budget review if required. Finally, a re-forecast of the Depreciation budget will be undertaken in the mid-year budget review to take into account the movement in asset valuations.

Non-operating items are tracking within expected ranges. Capital grant revenue is on target at \$4.728 million, while monetary and non-monetary contributions remain at zero, consistent with their ad-hoc nature. Asset disposals currently reflect a small net gain of \$91,000, noting that gains and losses depend on the relationship between sale price, book value, and derecognition of assets. No assets have been written off year-to-date.

Year-to-date expenditure on the capital works program totals \$9.159 million, well ahead of the phased budget. A detailed quarterly capital works update will continue to be provided to Council.

Significant progress has been made on the Glenorchy War Memorial Pool upgrade, with approximately 35% of contract works completed as of 30 November 2025. Works remain on schedule for completion within the financial year, with \$1.964 million spent against a total project budget of \$6.500 million.

Further details on financial performance, capital works, and variance analysis are provided in **Attachment 1** to this report.

Recommendation

That Council:

1. RECEIVE and NOTE the attached report on Councils financial performance to 30 November 2025.

Community Plan Reference	<p>Leading Our Community</p> <p>We are a leader and partner that acts with integrity and upholds our community's best interests.</p> <p>We responsibly manage our community's resources to deliver what matters most.</p>
Strategic Plan Reference	<p>Make informed decisions that are open and transparent and in the best interests of our community.</p> <p>Deploy the Council's resources effectively to deliver value while being financially responsible.</p>
Consultation/Engagement	<p>Executive Leadership Team</p> <p>All Managers</p> <p>Community consultation was not required due to the regular and operational nature of this report.</p>
Resources	Not applicable.
Risk/Legal/Legislative/Reputational	<p>1. Financial Risk</p> <p>There is an ongoing risk of revenue or expenditure variations arising later in the financial year due to economic conditions, timing of grant receipts, inflationary pressures, or unplanned maintenance requirements. Continuous monitoring and quarterly reviews mitigate this risk.</p> <p>2. Budget Management Risk</p> <p>If budget variations are not appropriately approved or reflected in future reporting, Council may lose visibility over true financial performance. Regular review and alignment of budget estimates, as proposed in this report, reduces this risk.</p> <p>3. Capital Delivery Risk</p> <p>Delays in the delivery of capital works or the use of carried forward grant funds may result in project underspend or deferred community benefits. This risk is mitigated through project monitoring and separate Capital Works reporting.</p> <p>4. Compliance Risk</p> <p>Failure to report or approve budget adjustments in accordance with Section 82(4) of the Local Government Act 1993 could lead to non-compliance with legislative requirements. This is mitigated by ensuring Council approval of all budget variations.</p> <p>5. Operational Risk</p>

	<p>Timing differences in expenditure recognition, staff vacancies, and supplier delays can create short-term fluctuations in reported results. These are managed through monthly reviews and adjustments to ensure reports reflect the true financial position.</p> <p>6. Reputational Risk</p> <p>Inaccurate or inconsistent financial reporting may undermine public confidence in Council's financial management. Transparent financial reporting and the inclusion of explanatory notes help maintain community trust and accountability.</p>
25/26 Budget Allocation	The Financial Performance Report details actual results against budget.
Life of Project, Service, Initiative or (Expectancy of) Asset	Not applicable
25/26 Budget Reconsideration	There is no budget reconsiderations proposed in this report.
Ongoing Costs (e.g. maintenance, operational)	Not applicable
Other Funding Sources	Not applicable

Proposal in Detail

Financial Performance Report

1. Details of Council's Financial Performance Report (Report) for the year-to-date ending 30 November 2025 is included in **Attachment 1**.
2. The Report highlights Council's operating result as at the end of November is \$0.254 million unfavourable to budget.
3. The Report details overall revenue is marginally lower than budget and expenditure is marginally higher than budget. An analysis of material budget variations does not indicate the need for any adjustments prior to the mid-year budget review.

Revenue

4. Year-to-date operational revenue is \$70.858 million compared to budgeted revenue of \$70.985 million. This represents an unfavourable result of \$127,000 or 0.20% against budget.

5. Key revenue sources are showing consistent results with no variations requiring immediate remedial or corrective action prior to the mid-year budget review.
6. Revenue variances are usually permanent in nature. Budgets will be amended via the monthly/quarterly financial reports or in the mid-year review. This month there are no budget variations proposed.

Expenditure

7. Year-to-date operational expenditure is \$32.416 million compared to budgeted expenditure of \$32.289 million. This represents an unfavourable result of \$127,000 or 0.40% against budget.
8. Key expenditure sources are showing consistent results with no variations requiring immediate remedial or corrective action prior to the mid-year budget review.
9. The budgeted month for the payment of materials and services can contribute to variances if the timing of the actual payment differs. These are usually temporary in nature and are allowed for in forecasted annual expenditure.

Non-operating – Capital Grant Revenue

10. Capital grant revenue is \$4.728 million against the annual \$4.720 million budget.
11. The main capital grant is for repairs and upgrade of the Glenorchy War Memorial Pool. An update on the progress of works is detailed in this agenda report.

Non-operating – Monetary Contributions

12. No monetary contributions have been received, and no budget is provided due to the ad-hoc nature of this revenue.
13. Typically, this revenue is held in reserve to fund future capital works where current developments will impose capital upgrades on Council earlier than anticipated.

14. Non-Operating – Net Gain/(Loss) on Disposal / Derecognition of Assets

15. Disposal of assets currently records a minimal gain of \$91,000 against an annual budget loss of \$1.375 million.
16. Activities in this area are related to disposal of obsolete computer equipment, minor plant and vehicle changeovers. Land sales also contribute to the monthly result.
17. The sale price of all disposed assets is tempered by the expense in writing down the book value of those assets. There is also an allowance for derecognised assets where it is found the physical asset is no longer in accordance with the asset register.

Non-Operating – Contributions Non-Monetary Assets

18. No non-monetary assets have been received to date against an annual budget of \$3.675 million.
19. Typically, these are donated/gifted assets received from subdivisions and like developments, as well as assets found not to be currently recorded in the asset register.

Non-Operating – Assets Written Off

20. No assets have been written off to date against an annual budget of \$700,000.
21. Typically, this relates to the residual value of assets that have reached the end of their useful lives and have been replaced.

Capital Works

22. Year-to-date capital works expenditure is \$9.159 million against the budgeted year to date expenditure of \$7.711 million.
23. Separate quarterly capital update reports will continue to be provided to Council and will include recommendations for variations to the capital program or budget where necessary.

Glenorchy War Memorial Pool Update

24. Works on the repairs and upgrade of the pool are making good progress.

Change room building:

- Plastering on-going
- Floor drain works
- Glazing commencing
- External painting commencing

Pool Structure:

- Pool accessible ramp works on-going; base and first wall pour completed

Plant Room:

- Epoxy floor works

Site Works:

- Grandstand stair works underway

25. Approximately 35% of the contract works completed as of 30 November 2025. Works remain on track with the program to complete this financial year.
26. Expenditure is on track with only minor variations of \$40,126 incurred to date (0.6%). A total spend of \$1.964 million has been incurred to date (including \$1.884 million to the principal contractor) against a budget of \$6.500 million.

Budget Variations

27. No budget variations are proposed in this report.

Further Information

28. Further details on revenue, expenditure and capital works figures are provided in **Attachment 1** to this report.

Attachments

1. Attachment Financial Performance Report Nov 2025 [**11.4.1** - 10 pages]
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**Glenorchy
City Council**

Monthly Financial Performance Report for the year-to-date ending 30 November 2025

GCC.TAS.G

Statement of Comprehensive Income

Statement of Comprehensive Income to 30 November 2025					
Year-to-Date (YTD)	Note	FY2026 Budget \$'000	FY2026 Actual \$'000	FY2025 Actual \$'000	FY2026 Variance Actual to Budget
Operating Revenue					
Rates	1	54,759	54,784	52,045	↑
User charges and licences	2	11,470	11,526	10,823	↑
Interest	3	395	381	665	↓
Grants	4	3,675	3,323	1,935	↓
Contributions - cash	5	19	2	51	↓
Investment income from Tas Water	6	543	597	543	↑
Other income	7	124	246	174	↑
Total Operating Revenue		70,985	70,858	66,236	↓
Operating Expenditure					
Employment costs	8	13,379	12,775	11,643	↓
Materials and services	9	9,208	9,596	8,525	↑
Depreciation and amortisation	10	7,071	7,232	7,350	↑
Finance costs	11	5	1	-	↓
Bad and doubtful debts	13	-	-	-	↔
Other expenses	14	2,626	2,812	2,168	↑
Total Operating Expenditure		32,289	32,416	29,737	↑
Total Operating Surplus/(Deficit)		38,696	38,442	36,498	↓
Non-Operating Revenue					
Contributions – non-monetary assets	15	-	-	-	↔
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	16	-3	91	554	↑
Capital grants received specifically for new or upgraded assets	17	4,720	4,728	3,752	↑
Contributions –monetary	18	-	-	-	↔
Total Non-Operating Revenue		4,717	4,819	4,306	↑
Non-Operating Expenses					
Assets written off	12	-	-	-	↔
Total Non-Operating Expense		-	-	-	
Total Surplus/(Deficit)		43,413	43,261	40,804	↓

Operating Revenue

Year-to-date operational revenue is \$70.858m compared to budgeted operational revenue of \$70.985m. This represents an unfavourable result of \$127k or 0.20% against budget.

All noted amounts are reported as variance to budget as at 30 November 2025.

Note 1 – Rates Revenue

Favourable against the year-to-date \$54.759m budget by \$24k, noting favourable higher starting general rate revenue from supplementary valuations (\$190k) offset by new charitable remissions (\$141k) and instalment two interest & penalty charged in December (\$27k).

Note 2 – User Charges and Licences Revenue

Favourable against the year-to-date \$11.470m budget by \$56k, noting favourable higher development application fees (\$183k), kerbside waste management revenue above original forecasts (\$143k) and food licence renewals (\$40k) offset by lower landfill fees (\$178k), childcare parent fees (\$97k) and property services leases & licences (\$69k).

Note 3 – Interest on Investments

Interest on cash and investments is \$381k against an annual budget of \$1.750m. Interest received from at-call accounts is \$137k. Interest received from reserve accounts is \$37k. Interest reinvested on term deposits is \$283k. Accrued interest on term deposits before 1 July is \$77k.

Note 4 – Operating Grants

Unfavourable against the year-to-date \$3.675m budget by \$353k, noting grants yet to receive are glenorchy jobs hub (\$296k), federal government childcare subsidy (\$342k) and multicultural centre (\$37k) offset by grants received for jackson street landfill (\$40k), cricket nets (\$72k), full gear (\$56k), kitchen kickstart (\$35k) and childcare working together (\$119k).

Note 5 – Contributions - Cash

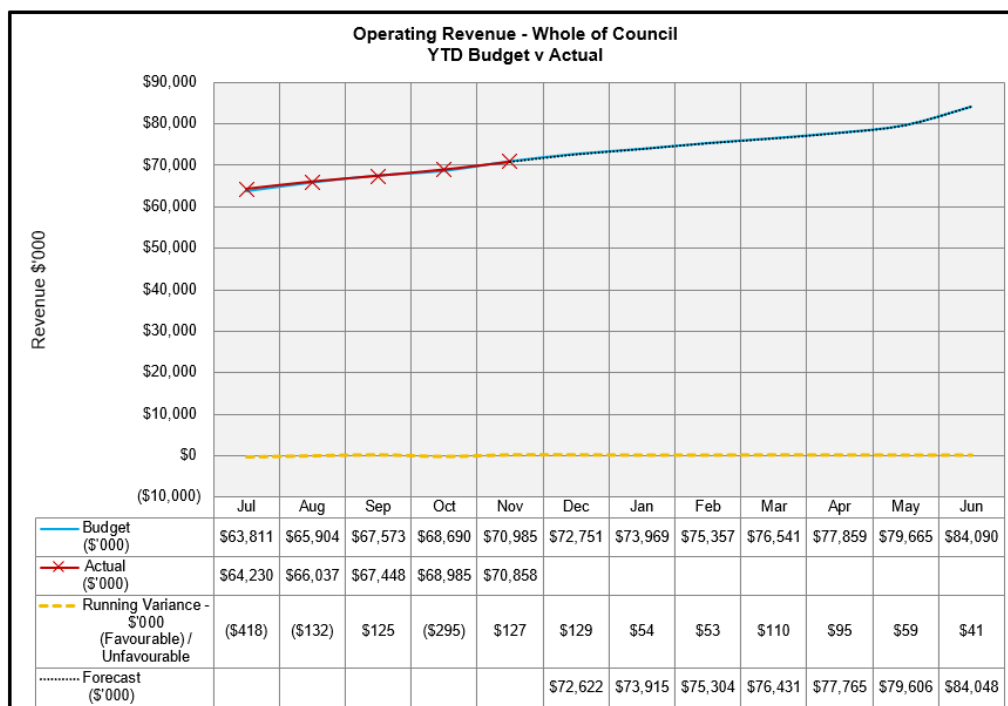
Unfavourable against the year-to-date \$19k budget by \$17k, noting this budget covers planning cash-in-lieu and private stormwater connection permits which are customer driven.

Note 6 – Tas Water Income

Favourable against the year-to-date \$543k budget by \$54k, noting the first interim dividend received was an increased amount of \$597k.

Note 7 – Other Income

Favourable against the year-to-date \$124k budget by \$122k, noting favourable multi-year recovery of gas royalties from the jackson street landfill (\$85k) and insurance claim reimbursements (\$30k).



Operating Expenditure

Year-to-date operational expenditure is \$32.416m compared to budgeted expenditure of \$32.289m. This represents an unfavourable result of \$127k or 0.40% against budget.

Note: All noted amounts are reported as variance to budget as at 30 November 2025.

Note 8 – Employment Costs

Favourable against the year-to-date \$13.379m budget by \$604k, noting position vacancies and lead-times in recruitment will result in reduced employee expenses across the organisation. To cover essential vacancies, labour hire personnel have been engaged to the value of \$224k.

Note 9 – Materials and Services Expenditure

Unfavourable against the year-to-date \$9.208m budget by \$418k, noting unfavourable results in the works department (\$310k) and information technology (\$532k) offset by favourable waste management (\$350k) and landfill (\$166k).

Note 10 – Depreciation and Amortisation

Unfavourable against the year-to-date \$7.071m budget by \$160k, noting a reforecast of the depreciation budget will be undertaken in the mid-year budget review.

Note 11 – Finance Costs

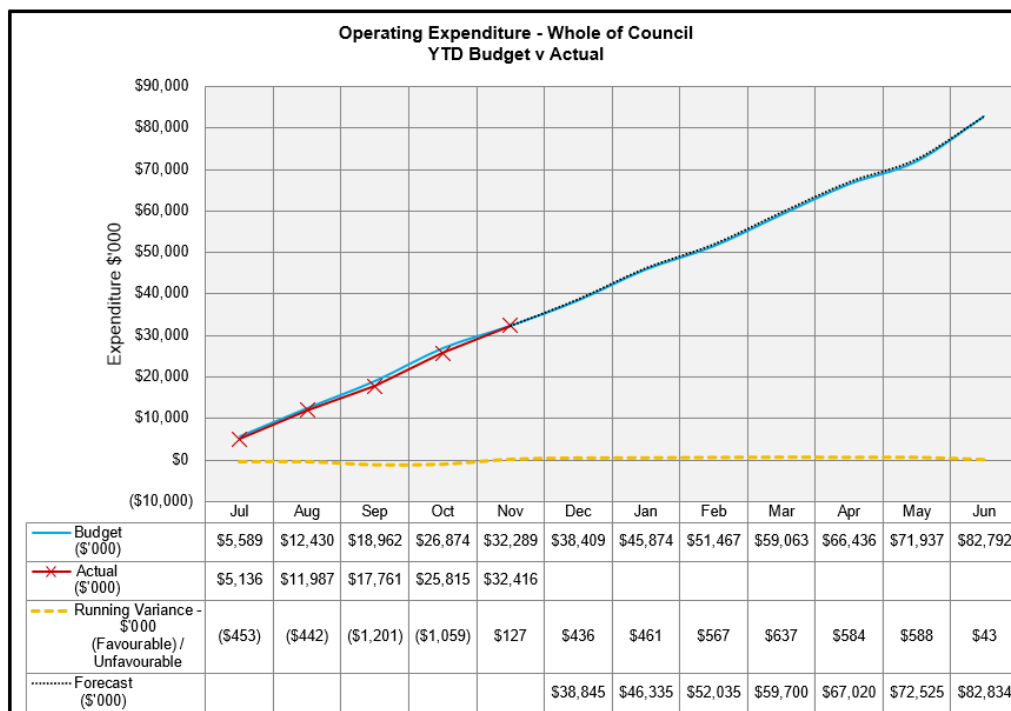
Materially in line with budget with only minor expenditure against the \$5k budget.

Note 13 – Bad and Doubtful Debts

No bad or doubtful debts identified to date.

Note 14 – Other Expenses

Unfavourable against the year-to-date \$2.626m budget by \$186k, noting unfavourable community sponsorships / cultural grants (\$68k) and fleet amortisation awaiting reconciliation (\$189k) offset by favourable land tax reduction (\$64k).

**Non-Operating Revenue****Note 15 – Contributions – Non-Monetary Assets**

No non-monetary assets have been received against an annual budget of \$3.675m.

Note 16 – Gain or Loss on Disposal of Assets / Derecognition of Assets

Gain on disposal of assets is \$91k against the annual loss of \$1.375m budget, noting proceeds received from the public auction of changeover fleet and obsolete plant / equipment (\$138k) offset by disposal costs and book value write offs (\$43k) and land sale expenses (\$5k).

Note 17 – Capital Grants

Capital grant revenue is \$4.728m against the annual \$4.720m budget, noting \$4.698m of the Glenorchy Pool grant and \$22k for Abbotsfield Road VRUP have been carried forward to this year and a new VRUP grant (\$8k.)

Note 18 – Contributions - Monetary

No contributions - monetary capital revenue has been received, and no budget is provided.

Non-Operating Expenditure**Note 12 – Assets Written Off**

No assets have been written off against an annual budget of \$700k.

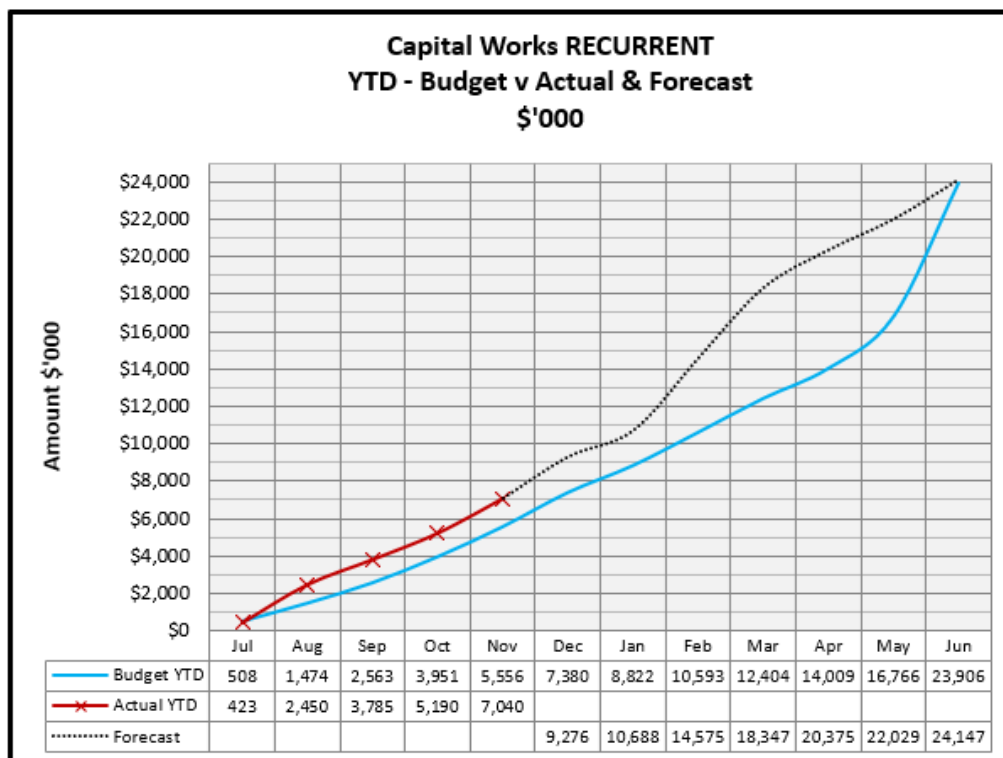
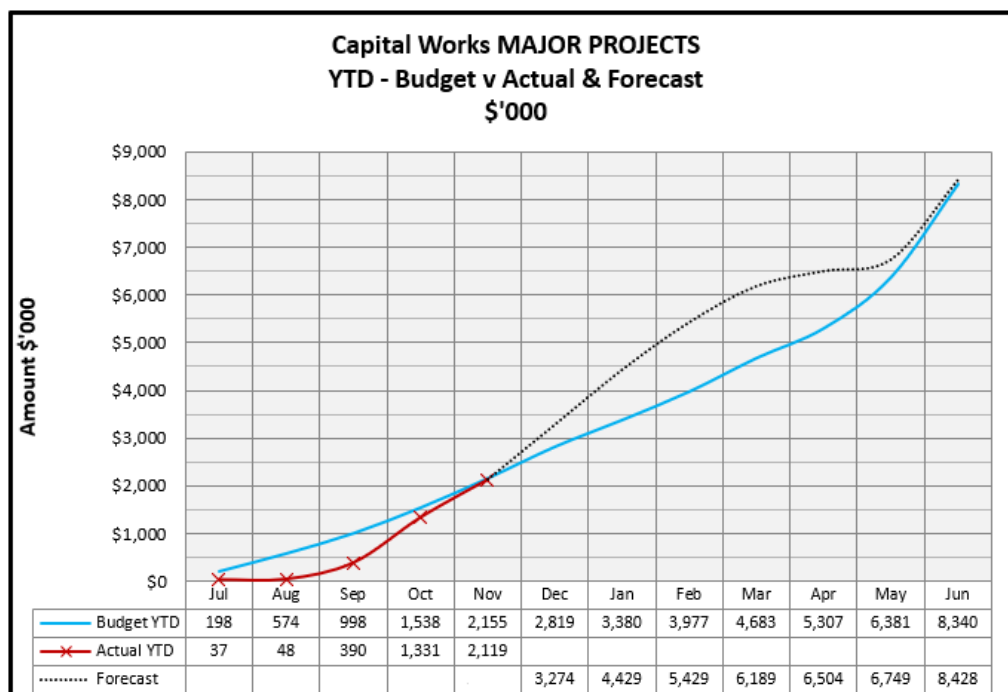
Capital Works

Year-to-date Capital Works expenditure is \$9.159m against the year-to-date budget of \$7.711m with the expenditure split between Recurrent and Major projects being:

- RECURRENT: \$7.040m has been expended against a budget of \$5.556m
- MAJOR PROJECTS: \$2.119m has been expended against a budget of \$2.115m

Forward forecasts indicate the capital works program will achieve budget by 30 June 2026. The Infrastructure Management Group (IMG) actively monitors project progress and expenditure. In the event forecast trends suggest budget might not be achieved, funds will be redirected to other capital projects.

Capital Program – Recurrent

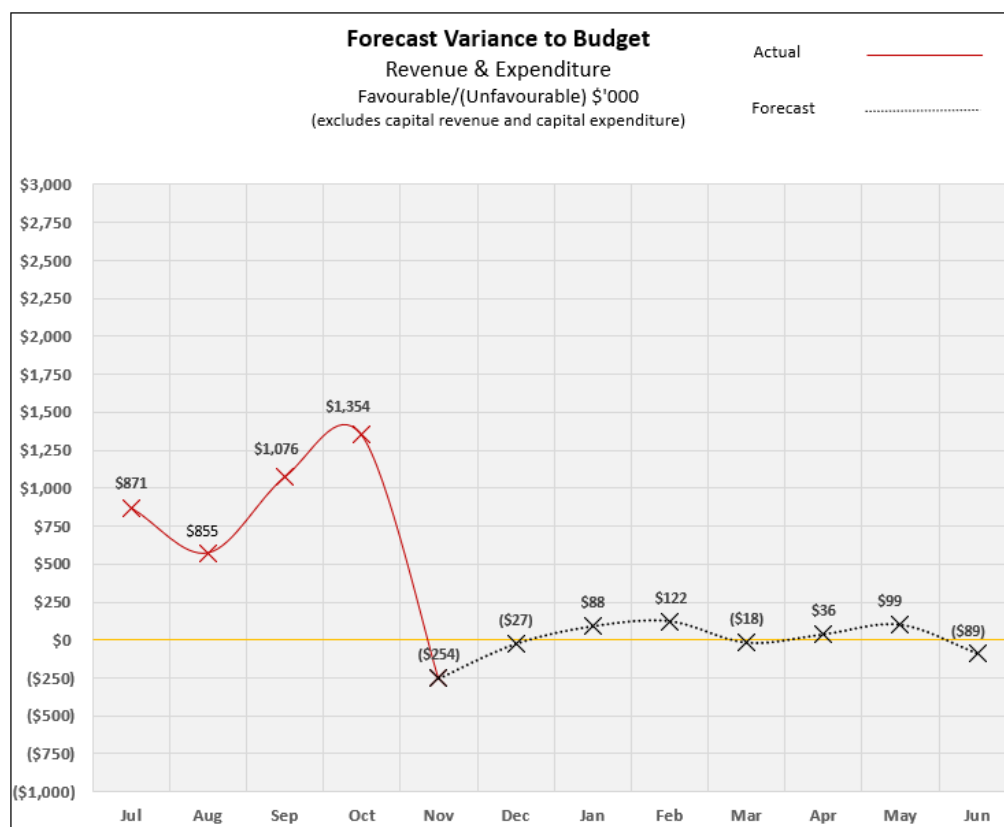
**Capital Program – Major Projects***

*The following projects form the Major Projects capital works program:

Project	YTD Actual	ANNUAL Budget	ANNUAL Forecast
102231 - Glenorchy Pool Reopening Repairs	\$1,964,622	\$6,500,000	\$6,434,622
102312 - Glenorchy Pool Changing Places Facility	\$105,032	\$0	\$105,032
102489 - Humphreys Rivulet Rehabilitation	\$4,620	\$1,689,500	\$1,694,120
102490 - International Food Garden	\$0	\$150,000	\$150,000
Various Unbudgeted Expenditure on Carryover Projects	\$44,442	\$0	\$44,442
TOTALS	\$2,118,716	\$8,339,500	\$8,428,217

Operating Forecast to 30 June 2026

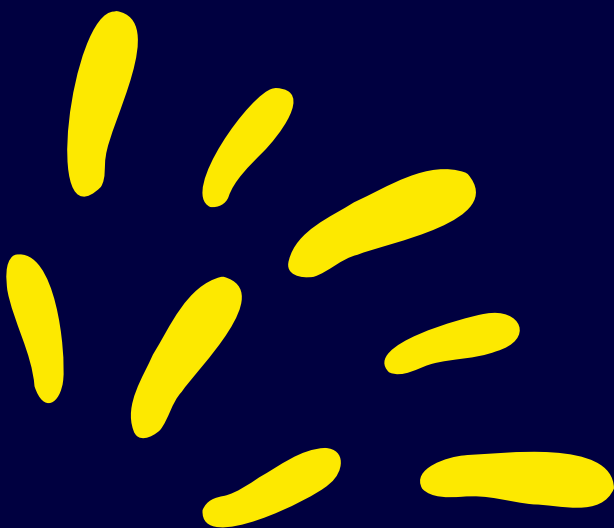
The forecast through to 30 June 2026 is currently showing an unfavourable end of year result of \$89k based upon (a) the actual variation reported year to date to 30 November 2025 and (b) all remaining months achieving forecast. As future months are reported and budget owners vary their forecasts, the forecast result may vary accordingly.



Note 1: The data in this chart is a compilation of actual, budget and forecast revenue / expenditure. It is recalculated each month to ensure it represents the most up-to-date analysis of Council's financial position which may result in differences to previously reported charts.

Adjustments to amounts previously reported

There are instances where ledger adjustments are required in respect of amounts reported in prior periods. These adjustments will be visible when comparing this report against previously presented Financial Performance Report.



11.5 NOTICES OF MOTION - QUESTIONS ON NOTICE / WITHOUT NOTICE (OPEN)

The meeting be closed to the public to allow discussion of matters that are described in Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2025*.

The meeting was closed to members of the public and the live stream was terminated at [TIME].

The Chair adjourned the meeting for a 5-minute recess.

CLOSED TO MEMBERS OF THE PUBLIC

The closed session commenced at [TIME]

12.1 CONFIRMATION OF MINUTES (CLOSED MEETING)

12.2 APPLICATIONS FOR LEAVE OF ABSENCE

12.3 AUDIT PANEL MINUTES

This item is to be considered at a Closed Meeting of Council by authority of the Local Government (Meeting Procedures) Regulations 2025, in accordance with the following reason(s):

15(2)(a) (Personnel matters, including complaints against an employee of the Council and industrial relations matters)

12.4 REQUEST FOR TENDER NO. 1035 - PROVISION OF ASSET MANAGEMENT INFORMATION SOFTWARE

This item is to be considered at a Closed Meeting of Council by authority of the Local Government (Meeting Procedures) Regulations 2025, in accordance with the following reason(s):

15(2)(d) (Contracts and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal)

12.5 NOTICES OF MOTION - QUESTIONS ON NOTICE/ WITHOUT NOTICE (CLOSED)

This item is to be considered at a Closed Meeting of Council by authority of the Local Government (Meeting Procedures) Regulations 2025.