

# Frequently Asked Questions

## Glenorchy Parking Plan

### 1. What is the Glenorchy Parking Plan?

The Glenorchy Parking Plan is a Council Policy that sets out requirements for car parking—either through on-site provision or financial contributions—for certain types of development in key areas of the municipality. It overrides the default parking requirements under the Acceptable Solution of Clause C2.5.1 (A1)(a) of the Tasmanian Planning Scheme.

### 2. Where does the Glenorchy Parking Plan apply?

The Glenorchy Parking Plan applies to use or developments requiring a planning permit in the following areas:

- General Residential Zone
- Inner Residential Zone
- Central Business Zone
- General Business Zone
- Mill Lane Specific Area Plan
- Northern Apartments Corridor Specific Area Plan

Refer to maps below at the end of this document.

### 3. What types of uses and developments are not covered by the Glenorchy Parking Plan?

The Glenorchy Parking Plan does not apply to:

- Single dwelling residential use
- Non-residential use in the General or Inner Residential Zones
- Developments in other zones not listed under Item 2 above.

### 4. What is the purpose of the Glenorchy Parking Plan?

The Glenorchy Parking Plan aims to:

- Ensure parking requirements better reflect Glenorchy's local needs
- Support multiple dwellings including apartments and social housing
- Encourage developments within our CBD areas and along our transport corridors
- Encourage active and public transport
- Reduce unnecessary car space provision and make better use of urban land
- Increase provision of accessible parking spaces where appropriate.

### 5. What is cash-in-lieu and when can it be used?

Cash-in-lieu is a financial contribution paid instead of providing the required number of on-site car parks Clause C2.5.1 (A1)(a) of the Tasmanian Planning Scheme. It will only be used:

- For non-residential developments in central areas (the Central Business Zone and General Business Zones (i.e. Glenorchy, Moonah and Claremont CBD areas) and the Mill Lane SAP, and Northern Apartments Corridor SAP areas that have good parking options nearby
- When it is not possible or desirable to provide the number of on-site car parking spaces

- When approved by Council's Senior Transport Engineer prior to the lodgement of a valid planning application.

## **6. How much is the cash-in-lieu contribution?**

Council is proposing a rate of \$5,500 per shortfall to help reduce development costs, while still supporting public car parking provision. The amount would be set in Council's Schedule of Fees and Charges indexed annually.

## **7. Can developers use a combination of on-site parking and cash-in-lieu?**

Yes. Developers can choose to:

- Provide all required parking on-site as per the draft Glenorchy Parking Plan to meet the Acceptable Solution
- Provide part of the parking on-site and pay cash-in-lieu for the rest (where approved by the Senior Transport Engineer prior to the lodgement of a valid planning application)
- Provide all required parking through cash-in-lieu (where approved by the Senior Transport Engineer prior to the lodgement of a valid planning application).

## **8. How are on-site parking requirements calculated?**

On-site parking requirements are listed in Table 1 of the Glenorchy Parking Plan, which varies by use type, location, and number of bedrooms (for dwellings). Parking numbers are based on local and national data on actual demand.

## **9. Can tandem (back-to-back) and/ or stacked parking be counted?**

Tandem and/ or stacked parking can only be counted as separate parking spaces towards general onsite parking requirements if they are individually accessible, unless they serve the same dwelling or apartment.

## **10. Who decides if cash-in-lieu is acceptable?**

Council's Senior Transport Engineer assesses each case and must approve any cash-in-lieu arrangement prior to the lodgement of a valid planning application.

## **11. How is cash-in-lieu money used?**

Funds may be invested in, but not limited to any of the following:

- Public parking improvements (on-street/off-street)
- Active transport facilities (walking, cycling)
- Land purchase

Money must be spent in the local area and is not tied to specific developments.

## **12. What are the benefits of the Glenorchy Parking Plan?**

The benefits of the Glenorchy Parking Plan are:

- Better alignment with best practice parking numbers
- Lower development costs

- Faster planning approvals
- Support for sustainable transport options
- Better use of urban space

### **13. What happens if a proposal doesn't meet the Glenorchy Parking Plan?**

Proposals that do not meet the plan's requirements (either through on-site parking or cash-in-lieu) are assessed against the Performance Criteria in the planning scheme, which takes more time and may involve additional costs.

### **14. Will parking demand still be monitored?**

Yes. Council conducts three-yearly parking surveys across the three central business districts to monitor and adjust for parking demand and infrastructure needs.

### **15. How is this plan different from the previous parking plan?**

The new Glenorchy Parking Plan differs from the previous Commercial Precincts Car Parking Plan 2010 by:

- Reflecting up to date data about parking demand
- Addressing requirements for multiple dwellings, including social housing
- Considering retail and commercial areas outside the Glenorchy and Moonah centres
- Aligning with the new Tasmanian Planning Scheme

What are the benefits of the Glenorchy Parking Plan?

### **16. Will this Policy be reviewed and could it change?**

The Glenorchy Parking Plan will be reviewed every four years, or more frequently if required. The review will consider whether any significant issues have arisen in the application of the Plan or its outcomes, informed by Council's periodic car parking surveys, relevant national data, and best-practice guidance.