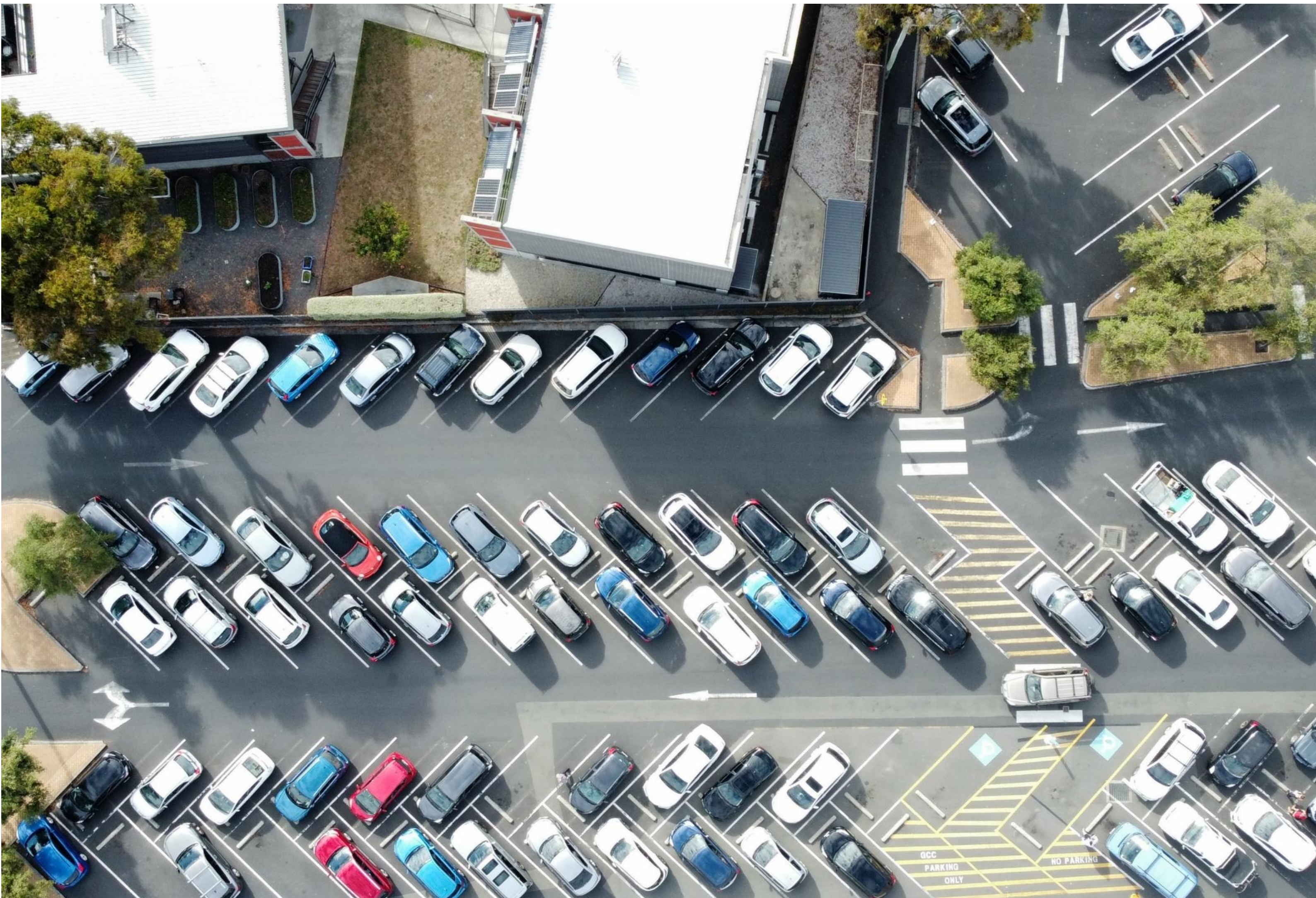
# Minimum parking rates

## Parking Plan Inputs

Glenorchy City Council

12 August 2025

→ The Power of Commitment



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# 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 that 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<br>Reduced administrative burden<br>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<br>Some potential reduction in administrative burden<br>Allows some parking provision to be governed by market | Requires additional governance of private parking (amount provided and fees)<br>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<br>Support much more streamlined and affordable changes of use in centres | Supports development, particularly smaller developments<br>Provides mechanism to encourage development in alignment to strategic plans<br>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<br>Some potential reduction in administrative burden | Difficult to set a rate that guarantees benefits consistently over time<br>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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# 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.

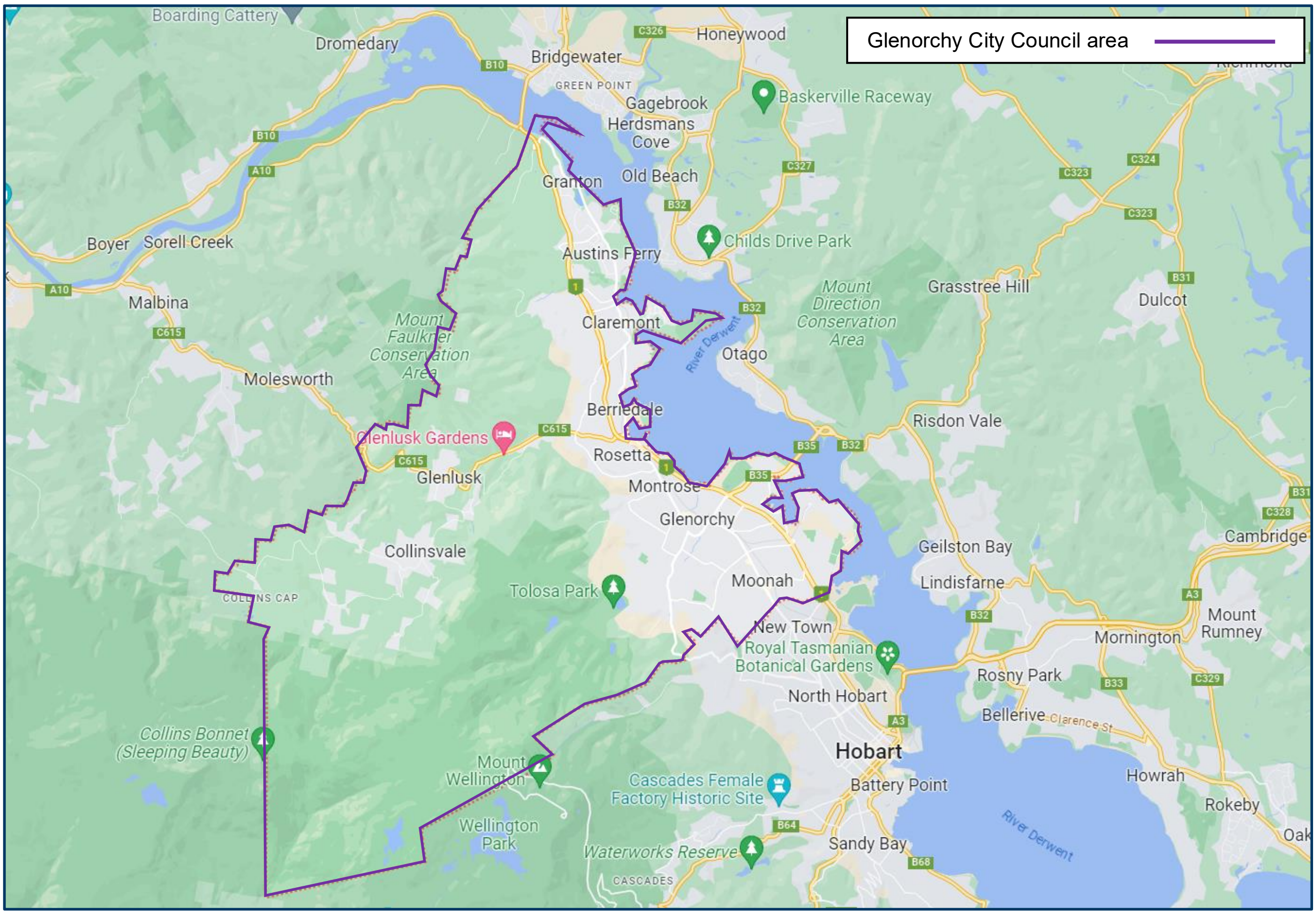



*Figure 1 Glenorchy City Council area*

*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

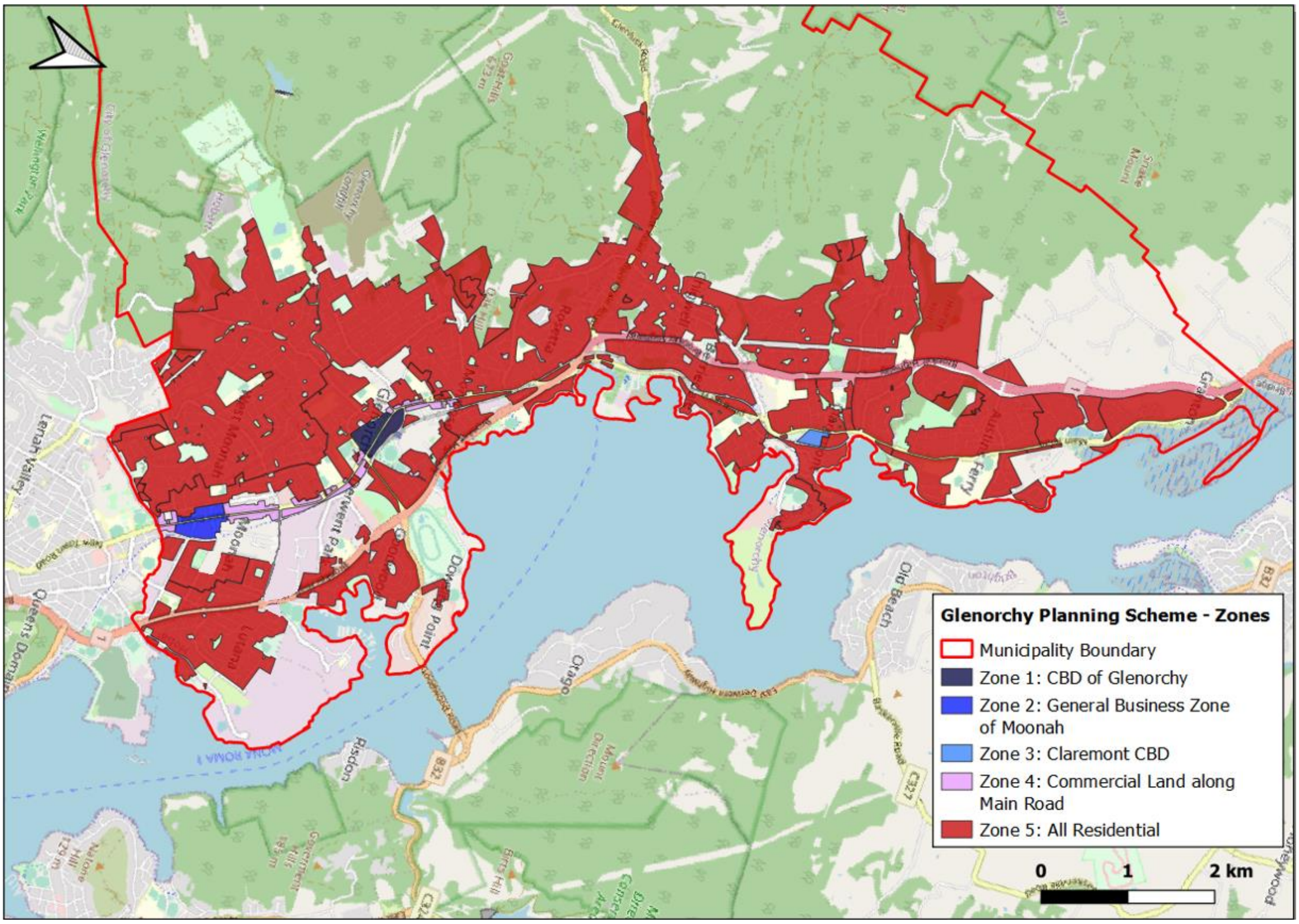



*Figure 2 Location of key zones within Glenorchy City Council area*

## 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:

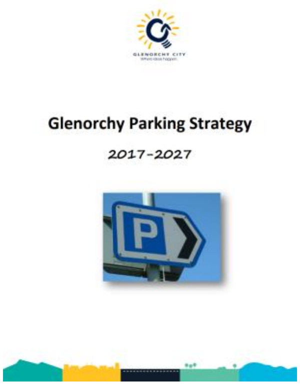
1. **Widely accepted rates**: Where there are commonly accepted rates that are lower than the specified rates in the Acceptable Solution
2. **Location specific context**: Where factors specific to the location of the proposed development justify varying the requirement
3. **Development specific context**: 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**<br> | 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.<br>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:<br>– 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.<br>– The successful implementation of this Greater Hobart Plan will result in increased uptake of public transport and more active transport opportunities.<br>– The Plan will encourage activity hubs to be walkable to enable greater personal convenience and to benefit local businesses.<br>– The Plan will provide public car parking for activity centres that balances access through public and active transport.<br>– The Plan will maximise opportunities for local neighbourhoods to be as liveable and walkable as possible.<br>– The Plan will promote active (walking and cycling) transport as the most healthy and sustainable mode of local travel throughout Greater Hobart.<br>– The Plan will improve public transport infrastructure and services to increase patronage and be a “mode of choice”.<br>– The Plan will increase the viability and amenity of all activity centres through enhanced active and public transport access. | The plan aligns with the aim of Council to encourage sustainable transport.<br>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. |
| **Greater Hobart Transport Vision** | 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.<br>Key projects under this key focus area include:<br>– improving southern, eastern and northern access into the city<br>– exploring the feasibility of a dedicated bus transit centre for passenger interchanges in the Hobart CBD<br>– adopting smart traffic management solutions<br>– encouraging the uptake of public and active transport<br>The Greater Hobart Transport Vision introduces these key themes which the Hobart City Deal responds to in further detail. | As above. |

| Strategy | Overview | Considerations |
|---|---|---|
| **Hobart City Deal, 2019**<br> | 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.<br>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.<br>Key performance indicators of the Hobart City Deal include:<br>– Reduction of the number of single occupant drivers on the regular commute to work (62.5% to 50% target)<br>– Increase of the percentage of people using public transport on their regular commute to work (6.4% to 10% target) | As above.<br>The single occupant driver reduction target also highlights the desire to encourage high-occupancy vehicle alternatives as well as active transport modes. |
| **Parking Strategy 2017 – 2027, 2017**<br> | 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:<br>– The supply and maintenance of public parking facilities<br>– Regulation and enforcement of parking time limits<br>– Regulation and enforcement of private parking through management agreements<br>– Regulation of the supply of private parking through the Planning Scheme<br>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. | The strategy highlights that previously parking supply was meeting demand which is generally consistent with the latest parking surveys (Refer Appendix A-3).<br>The strategy also highlights important considerations for parking time restrictions and regulation of the supply of private parking. |

## 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** | Key attractors within Glenorchy LGA that bring people in from surrounding areas include the following:<br>– Northgate Shopping Centre, Glenorchy Central and Glenorchy Plaza in Glenorchy.<br>– Industrial uses and large department stores including Harris Scarfe, The Good Guys, Spotlight and Bunnings.<br>– Sporting facilities including Glenorchy City tennis club, Tasmanian Institute of Sport, Moonah Sports Centre and Zone bowling<br>– KGV park, Glenorchy<br>– Derwent Park<br>– MONA art museum in Berriedale<br>– MyState Bank Arena in Glenorchy<br>– Moonah café precinct<br>– Claremont village<br>– Village Cinemas<br>– Community services including Services Australia and Glenorchy Library.<br>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. |
| **Private vehicle ownership** | 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.<br>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.<br>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. |
| **Mode of travel to work** | 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:<br>– Workplace location of residents of Glenorchy LGA.<br>– Place of residence for Glenorchy LGA workers.<br>– Method of travel to work in Glenorchy LGA.<br>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.<br>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.<br>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 |

| Factor | Site context |
| --- | --- |
| | 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.<br>**Trends**<br>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. |
| **Public car park utilisation** | 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.<br>**Moonah**:<br>Council undertook parking surveys within Moonah inner commercial precinct in October 2020.<br>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:<br>– 133 on-street parking spaces<br>– 70 parking spaces in Council car parks<br>– 213 parking spaces in private car parks<br>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%.<br>**Glenorchy:**<br>Council undertook parking surveys within Glenorchy commercial precinct in September 2021.<br>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:<br>– 83 on-street parking spaces<br>– 101 parking spaces in Council car parks<br>– 738 parking spaces in private or Council leased car parks<br>**Claremont:**<br>Council undertook parking surveys within Claremont commercial precinct in July 2022.<br>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:<br>– 29 on-street parking spaces<br>– 47 parking spaces in Council car parks<br>– 30 parking spaces in private car parks<br>**Trends:**<br>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.<br>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. |
| **Public transport access** | 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 |

| Factor | Site context |
| --- | --- |
| | 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.<br>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.<br>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.<br>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 send 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.<br>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. |
| **Access for people cycling** | 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.<br>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.<br>Cyclists currently must utilise the surrounding road network or pedestrian footpaths to gain access to the inner-city cycleway. |
| **Access for people walking** | 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.<br>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.<br>In general these facilities are adequate, however there will be a significant benefit in making walking a more inviting proposition. |
| **Car share provision** | 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 Australian, 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.<br>Within the Greater Hobart area, there are currently three operators; Flexicar, Turo and Uber carshare. |

## 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 support 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 500m$^2$ and removed them for small retail and hospitality venues (less than 500m$^2$).

### 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.

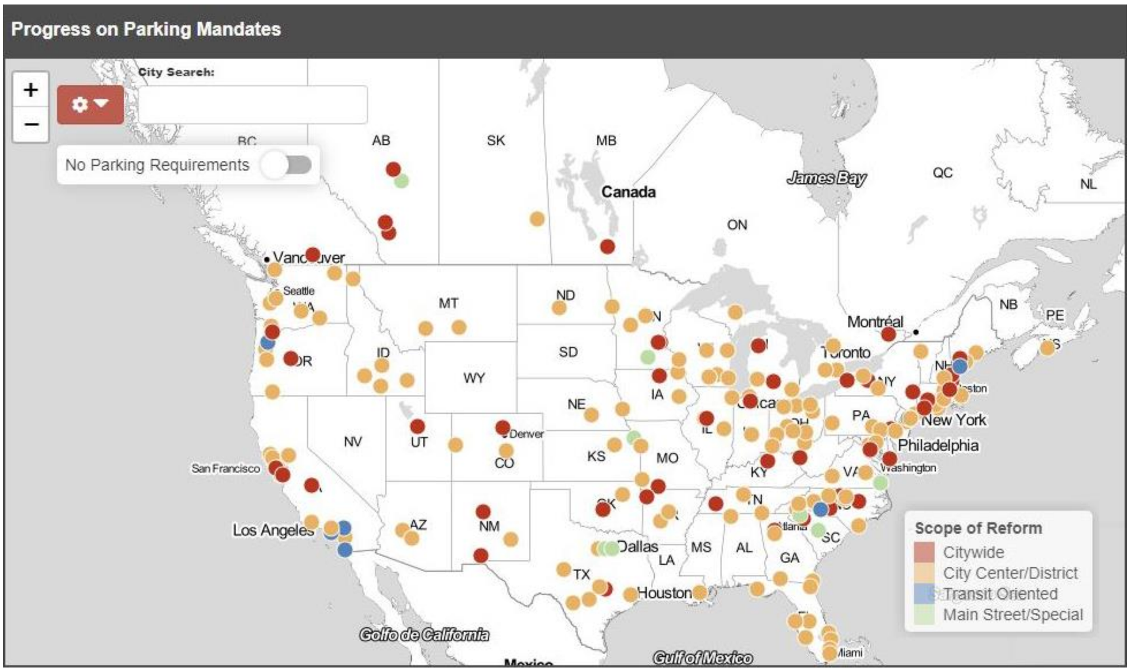



*Figure 3 Parking reform in US cities – as at 22 August 2024*

## 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<br>Reduced administrative burden<br>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.<br>This option aligns with the strategic objectives.<br>Current public parking supply is not highly utilised.<br>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<br>Some potential reduction in administrative burden<br>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.<br>There is no evidence to suggest that retaining a minimum but reducing the rate should be preferred over simply removing the requirement.<br>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<br>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<br>There is no evidence to suggest that retaining a minimum but reducing the rate should be preferred over simply removing the requirement.<br>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<br>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 |
|---|---|
| – Business and professional services<br>– Food services<br>– General retail and hire<br>– Bulky good sales<br>– Education and occasional care<br>– Hotel industry<br>– Sports and recreation<br>– Resource processing<br>– Storage | – Community meeting and entertainment<br>– Tourist operation<br>– Visitor accommodation<br>– Equipment and machinery sales and hire<br>– Hospital services<br>– Manufacturing and processing<br>– 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 30m2 of floor area | 1 space per 40m2 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**<br>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 100m2 of display, storage and workshop floor area | "Off-street customer / visitor car parking at the rate of 0.75 spaces per 100m2 of site area is recommended.<br>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 20m² of floor area available to the public + 1 space per bedroom | Hotel:<br>For 5 star hotels: 1 space per 5 rooms<br>For 3,4 star hotels: 1 space per 3 bedrooms | RTA Guide |
| Sports and recreation | Fitness centre | 4.5 spaces per 100m2 of floor area | 3 spaces per 100m2 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 100m2 gross floor areas | RTA and draft Guide |
| Storage | Storage | 1 space per 200m² of the site area or 1 space per 2 employees, whichever is greater | 1 car space per 300m2 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 40m2 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 100m2 of site area is recommended.<br>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 100m2 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 300m2 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 325m$^2$ 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)** | 1-bedroom or studio: 1 space per dwelling<br>2 + bedroom: 2 spaces per dwelling<br>Visitor parking for multiple dwellings: 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. | A minimum of one parking space per dwelling | RTA Guide |
| **General Residential (medium density)** | | – 1.0 space per one-bedroom dwelling<br>– 1.7 spaces per two-bedroom dwelling<br>– 2.0 spaces per 3 or more-bedroom dwelling<br>– Plus 1 space per 5 dwellings for visitors | Draft Guide (category 3) |
| **General Residential (social housing)**<br>***medium density*** | 1-bedroom or studio: 1 space per dwelling<br>2 + bedroom: 2 spaces per dwelling<br>Visitor parking for multiple dwellings: 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. | – 1.0 space per one- or two-bedroom dwelling<br>– 1.7 spaces per 3+ bedroom dwelling<br>– 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 200m$^2$ for the Acceptable Solution. There is scope to reduce site 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)** | | – 0.7 spaces per one-bedroom dwelling<br>– 1.0 space per two-bedroom dwelling<br>– 1.6 spaces per 3 or more-bedroom dwelling<br>Plus 1 space per 5 dwellings for visitors | Draft Guide (category 2) |
| **Inner Residential (high-density)** | | – 0.6 spaces per one-bedroom dwelling<br>– 0.9 spaces per two-bedroom dwelling<br>– 1.4 spaces per 3 or more-bedroom dwelling<br>Plus 1 space per 5 dwellings for visitors | Draft Guide (category 2) |
| **Inner Residential (social housing)**<br>***medium density*** | | – 0.4 spaces per one-bedroom dwelling<br>– 0.7 spaces per two-bedroom dwelling<br>– 1.0 space per 3+ bedroom dwelling<br>Plus 1 visitor space per 5 dwellings | Hybrid rate based on Draft Guide and Hobart demand rates |
| **Inner Residential (social housing)**<br>***high density*** | | – 0.4 spaces per one-bedroom dwelling<br>– 0.6 spaces per two-bedroom dwelling<br>– 0.9 spaces per 3+ bedroom dwelling<br>Plus 1 visitor space per 5 dwellings | Hybrid rate based on Draft Guide and Hobart demand rates |
| **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<br>– 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 1200m$^2$, 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*

<table>
<tr><th>Land use</th><th>Tasmanian Planning Scheme (TPS)</th><th>Alternative rate</th><th>Source</th></tr>
<tr><td>Low Density (low density)</td><td>1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings</td><td rowspan="2">A minimum of one parking space per dwelling for low-density dwelling houses</td><td>RTA Guide</td></tr>
<tr><td>Rural Living (low density)</td><td>1 space per bedroom or 2 spaces per 3 bedrooms</td><td>RTA Guide</td></tr>
<tr><td>Any Residential use in any other zone</td><td>– 1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings; or<br>– 1 space for every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)</td><td>– 1 space for every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)</td><td>TPS, noting that dwellings should be encompassed by the above rates.</td></tr>
</table>

# 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 that 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 allow 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.

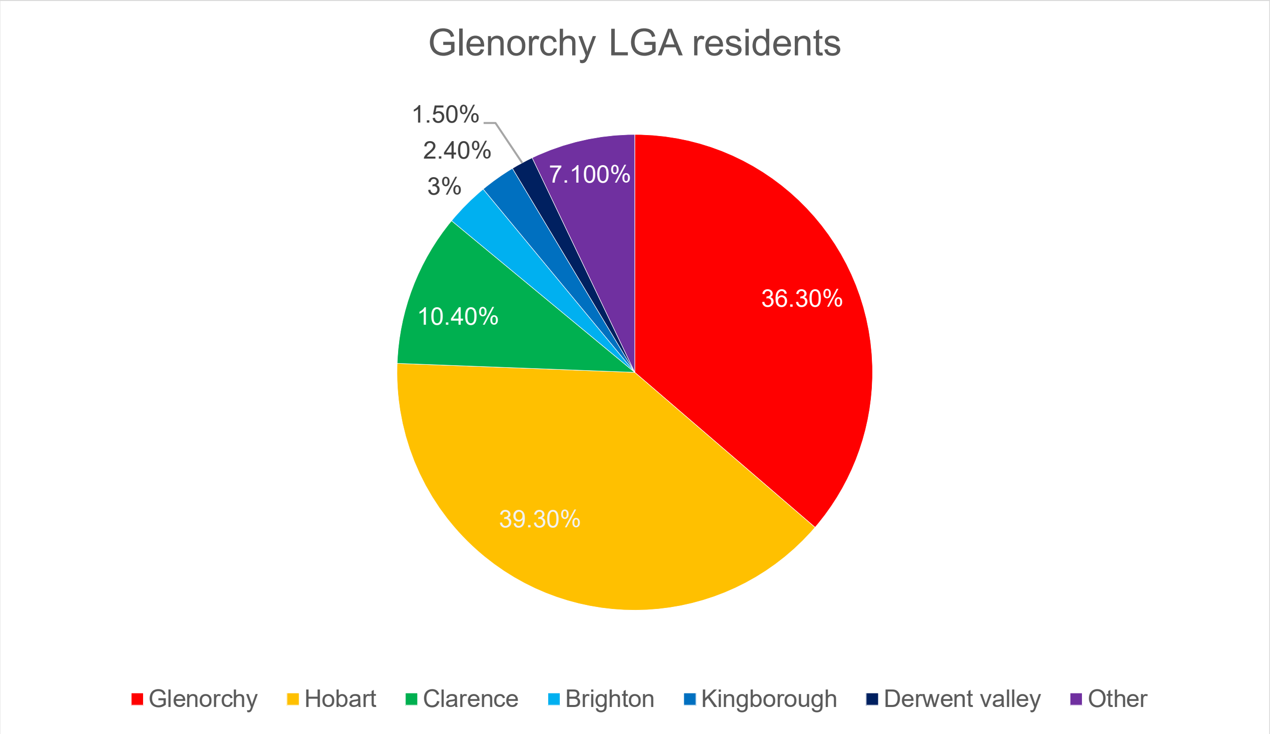



*Figure 4 Glenorchy LGA residents – place of work*

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

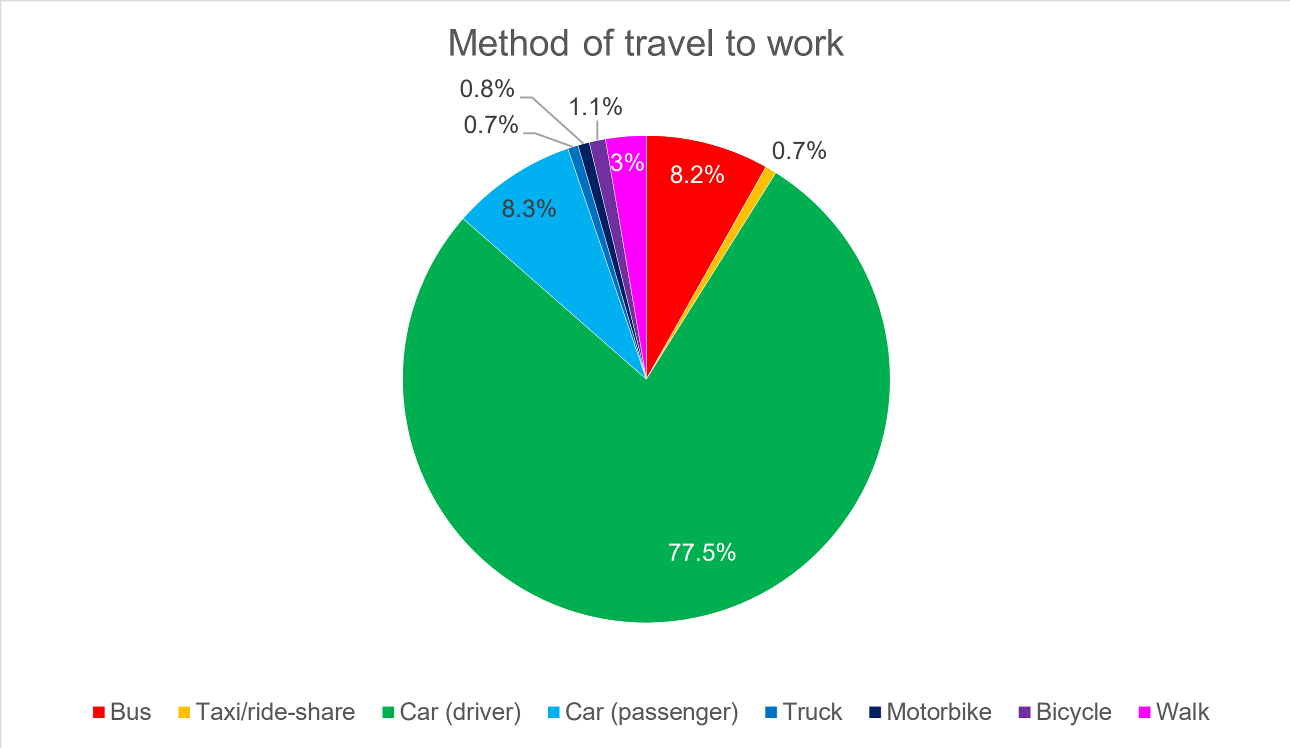



*Figure 5* *Glenorchy LGA – method of travel to work*

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

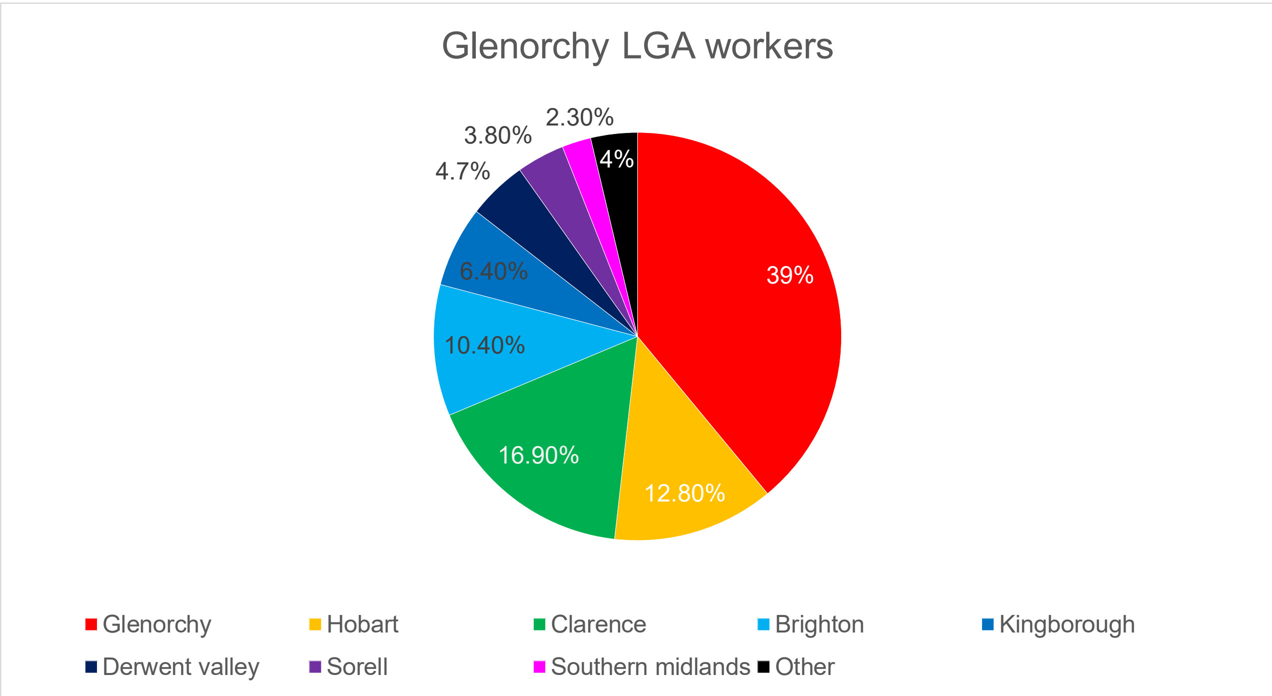



*Figure 6* *Glenorchy LGA workers – place of residence*

# 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.

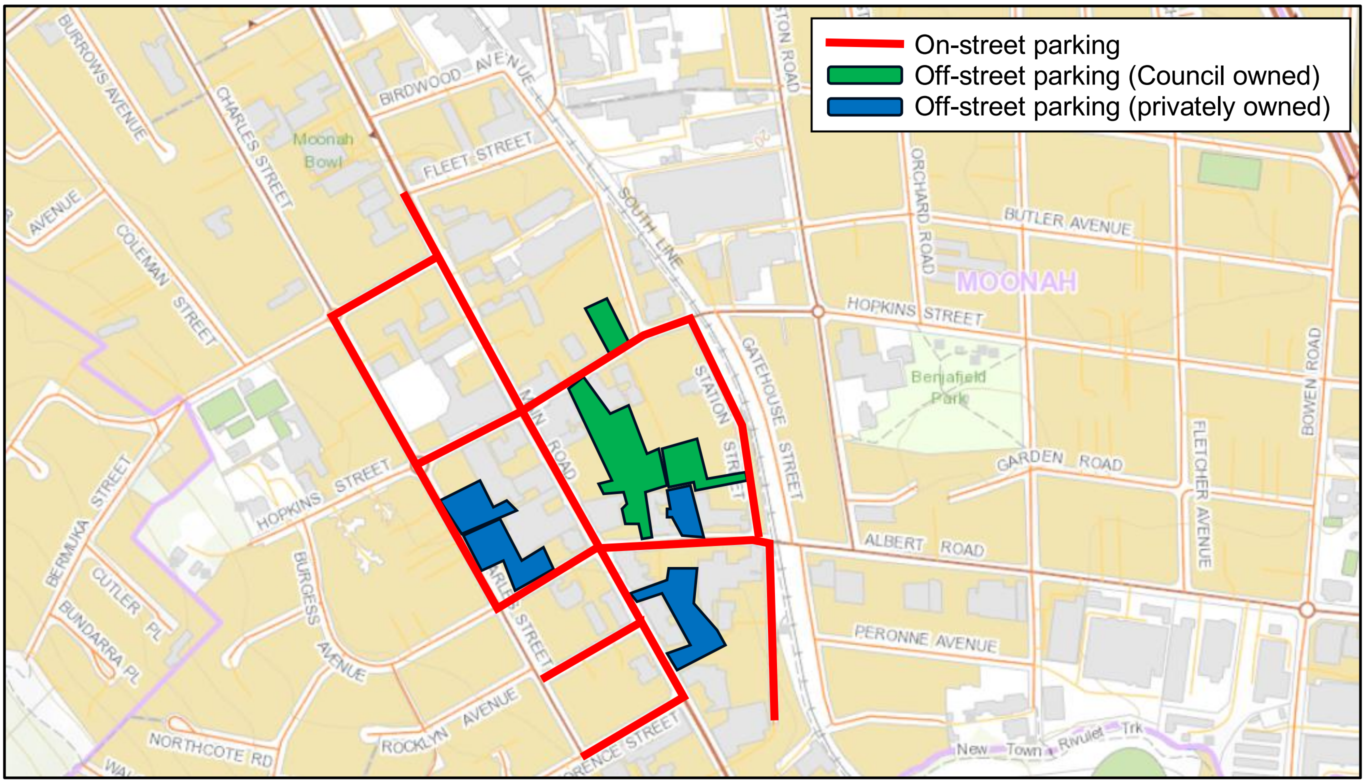



*Figure 7 Moonah car park survey locations*

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.

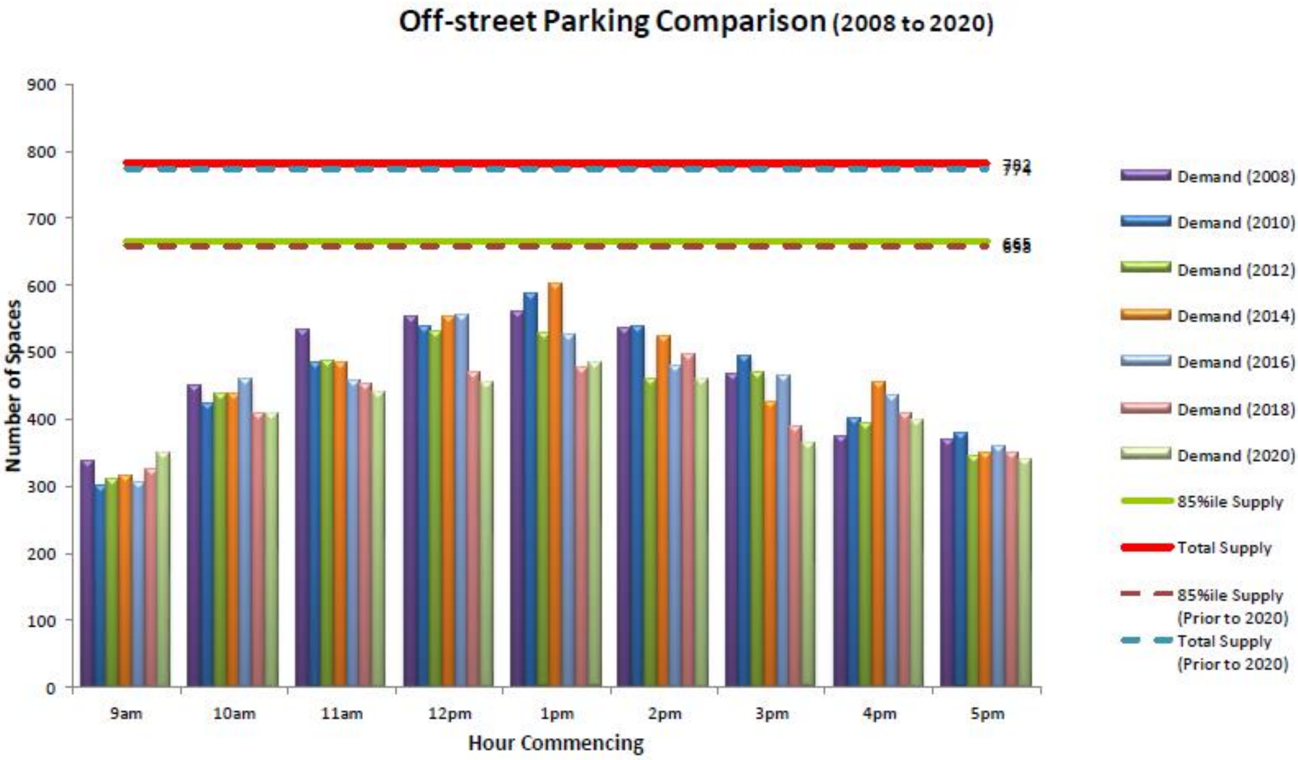



*Figure 8* *Moonah off-street parking demand trends*

## 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.

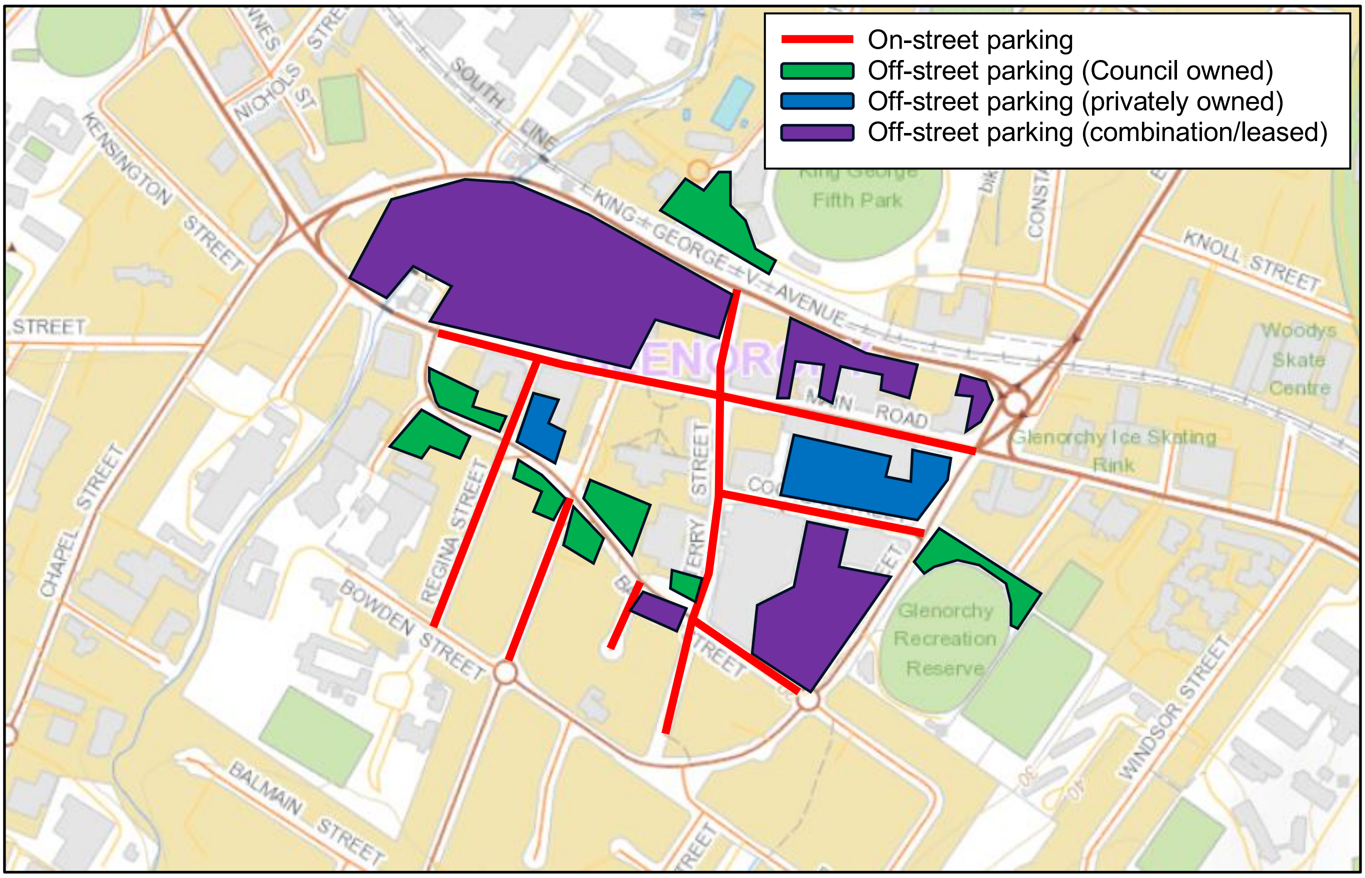



*Figure 9 Glenorchy car park survey locations*

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.

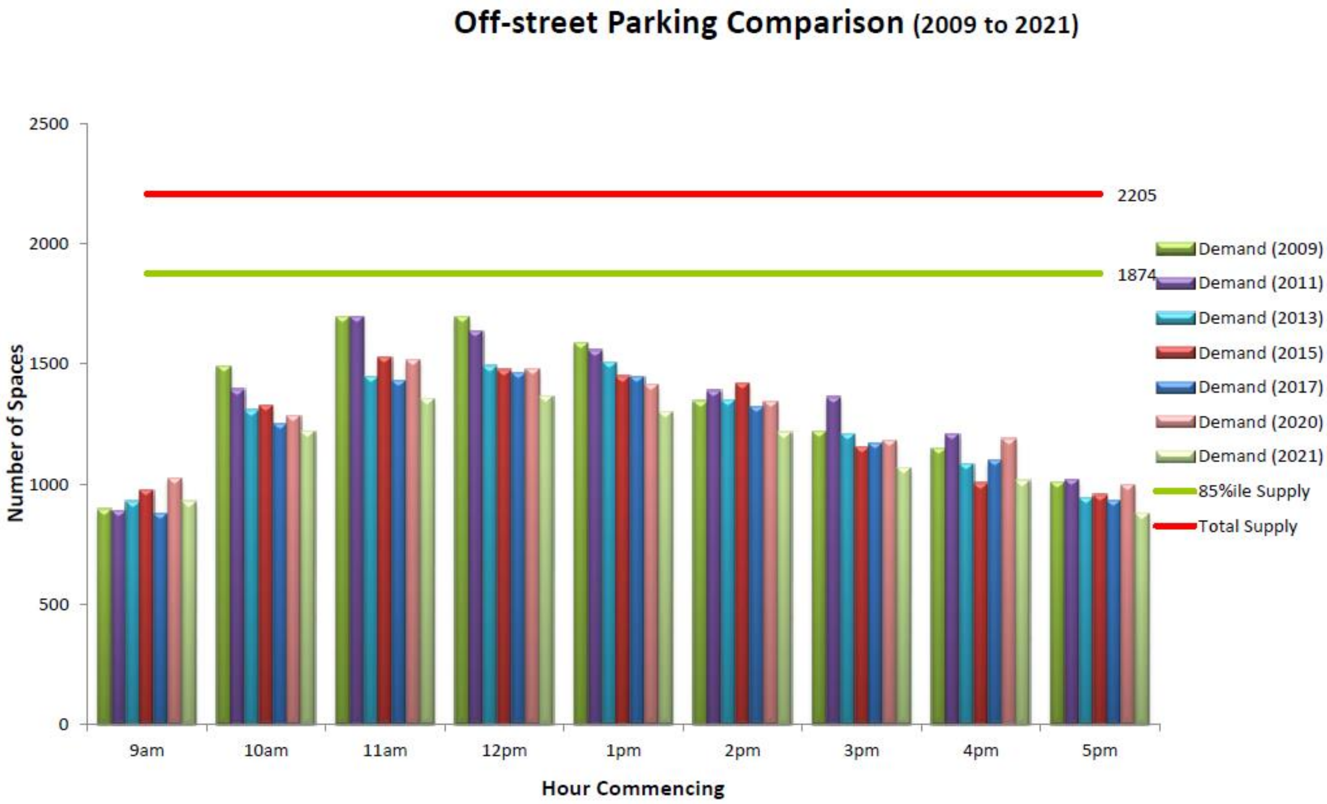



*Figure 10 Glenorchy off-street parking demand trends*

## 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.

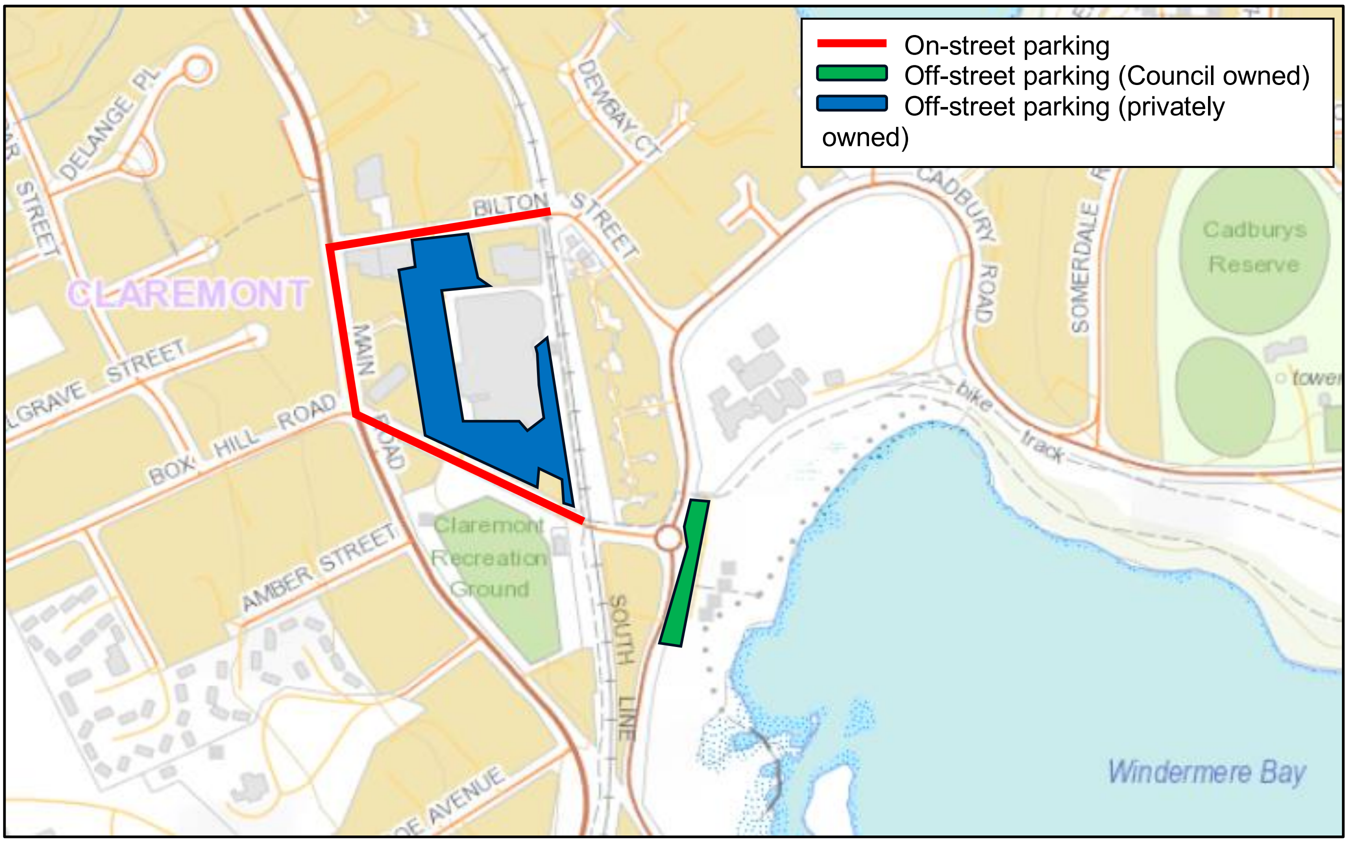



*Figure 11 Claremont car park survey locations*

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.

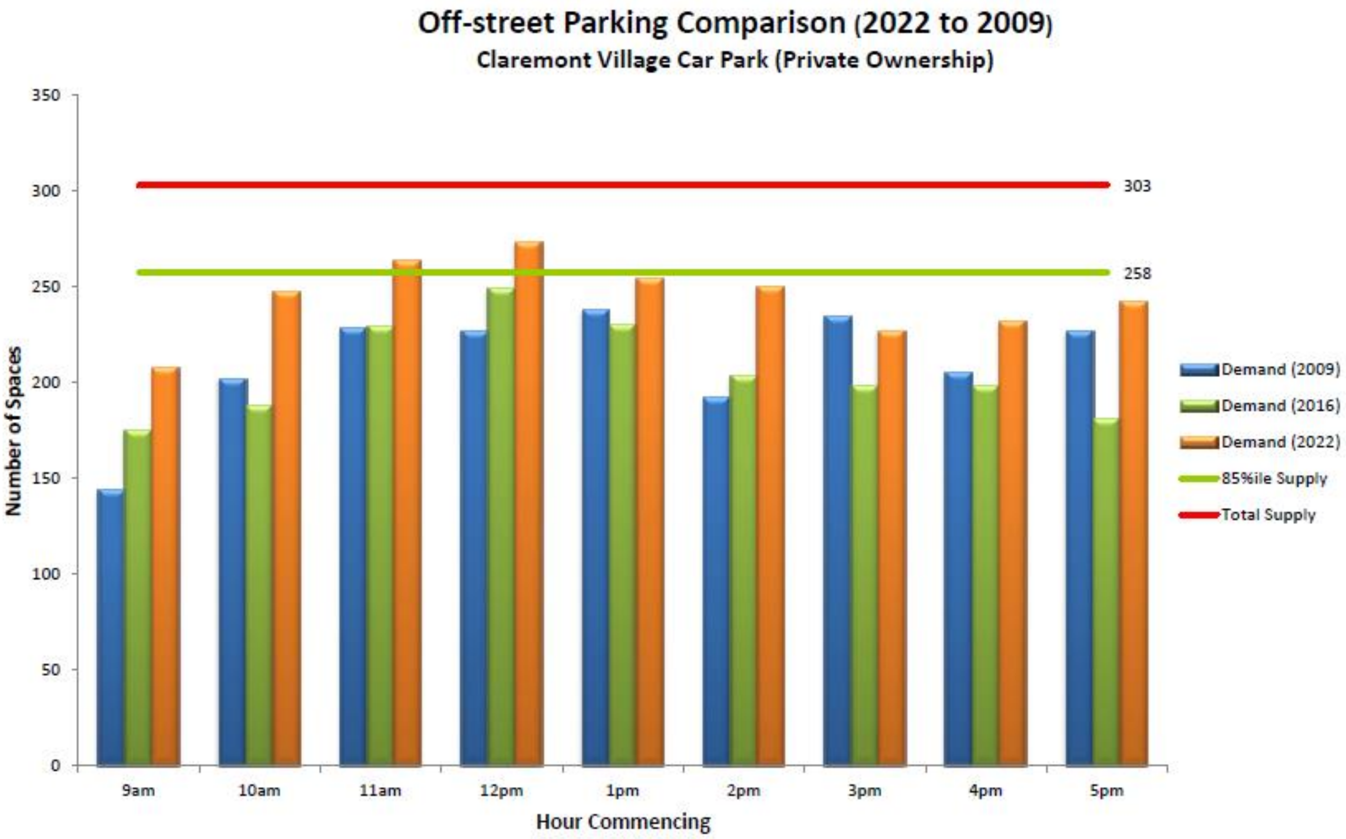



*Figure 12* *Claremont off-street parking demand trends*

# 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.

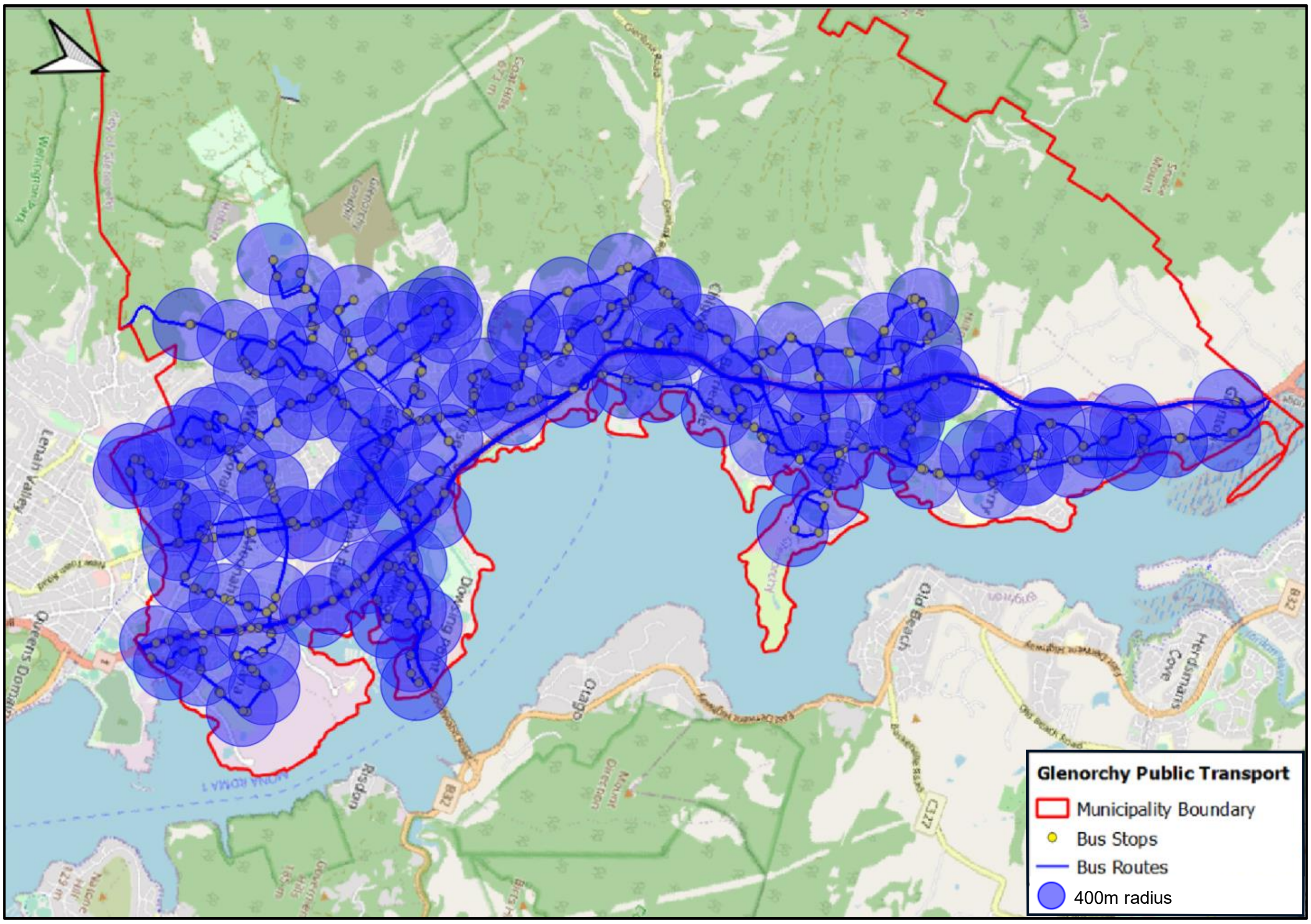



*Figure 13 Public transport walkability – Glenorchy City Council*

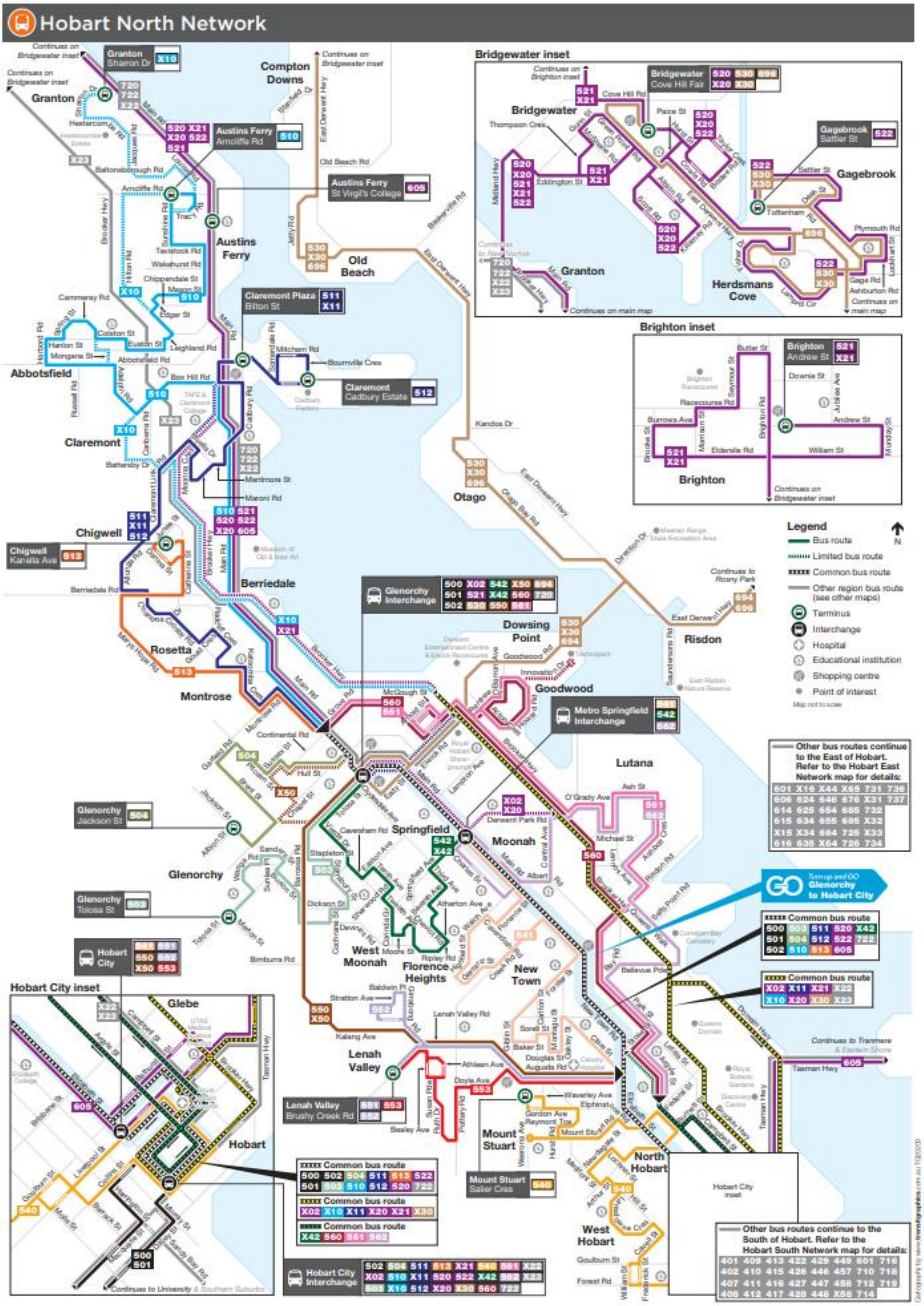



*Figure 14 Hobart North bus network (source: MetroTas)*

*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.

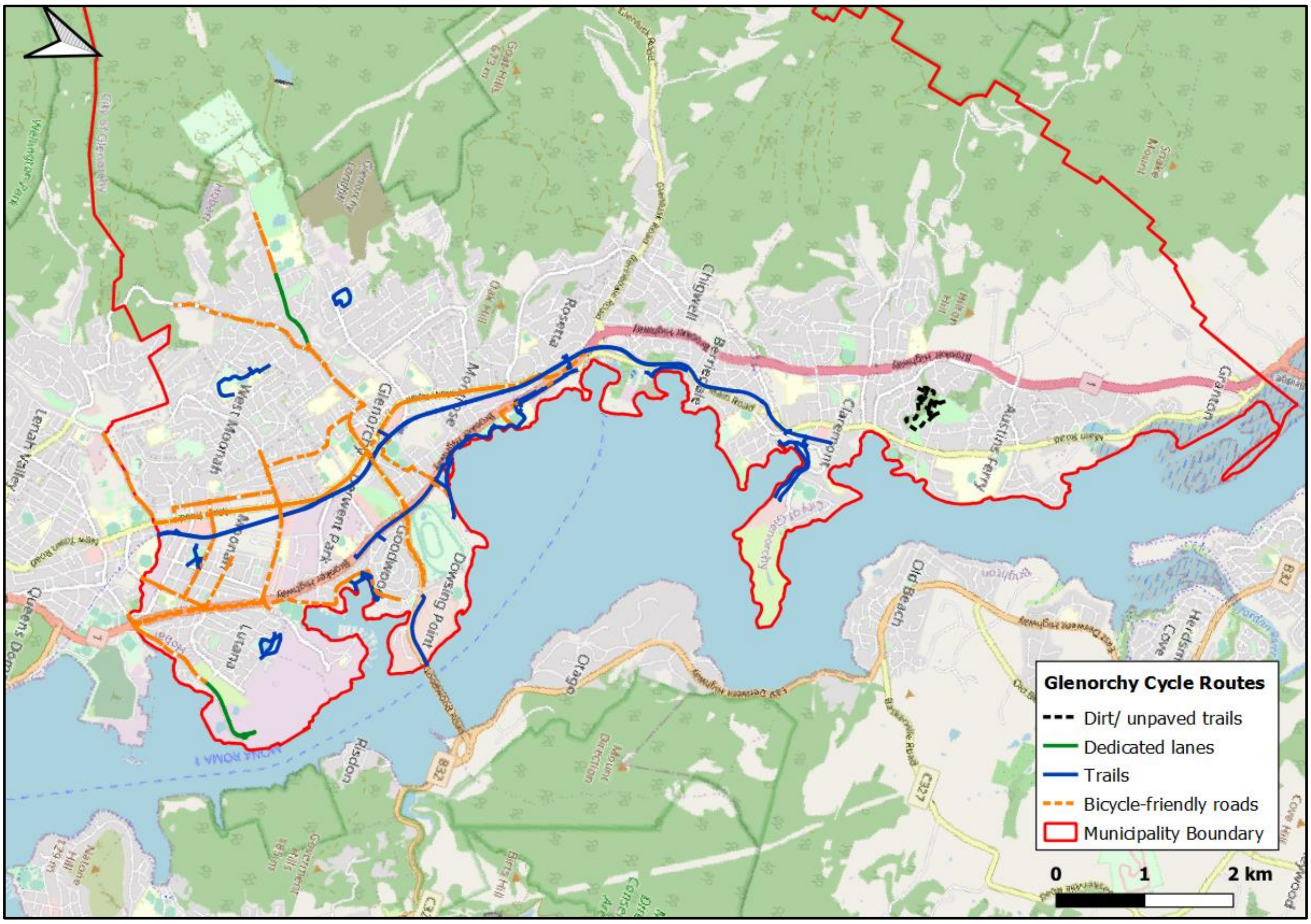



*Figure 15* *Bicycle network – Glenorchy City Council*

# 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.

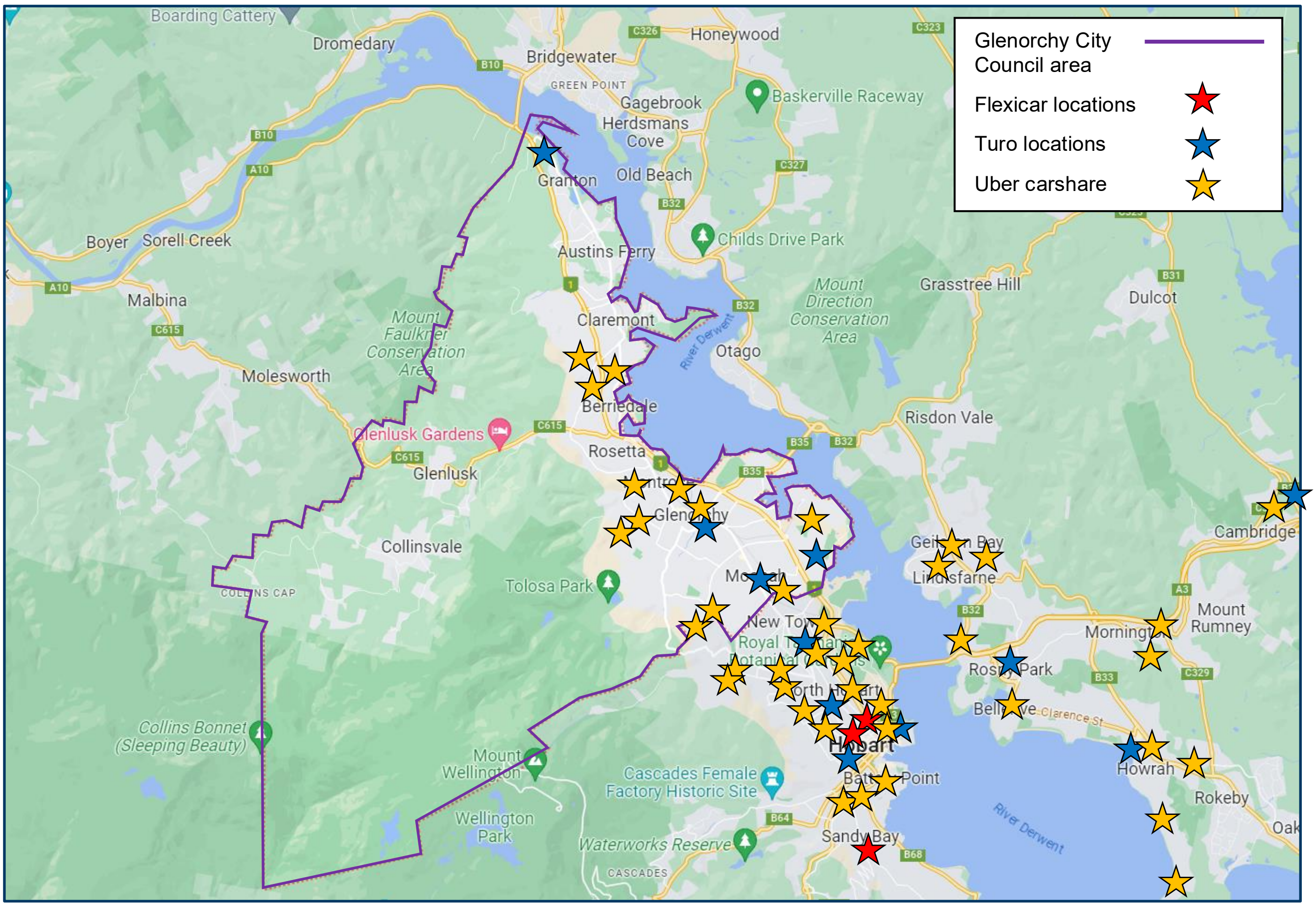



*Figure 19 Car share network – Glenorchy City Council*

# 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.

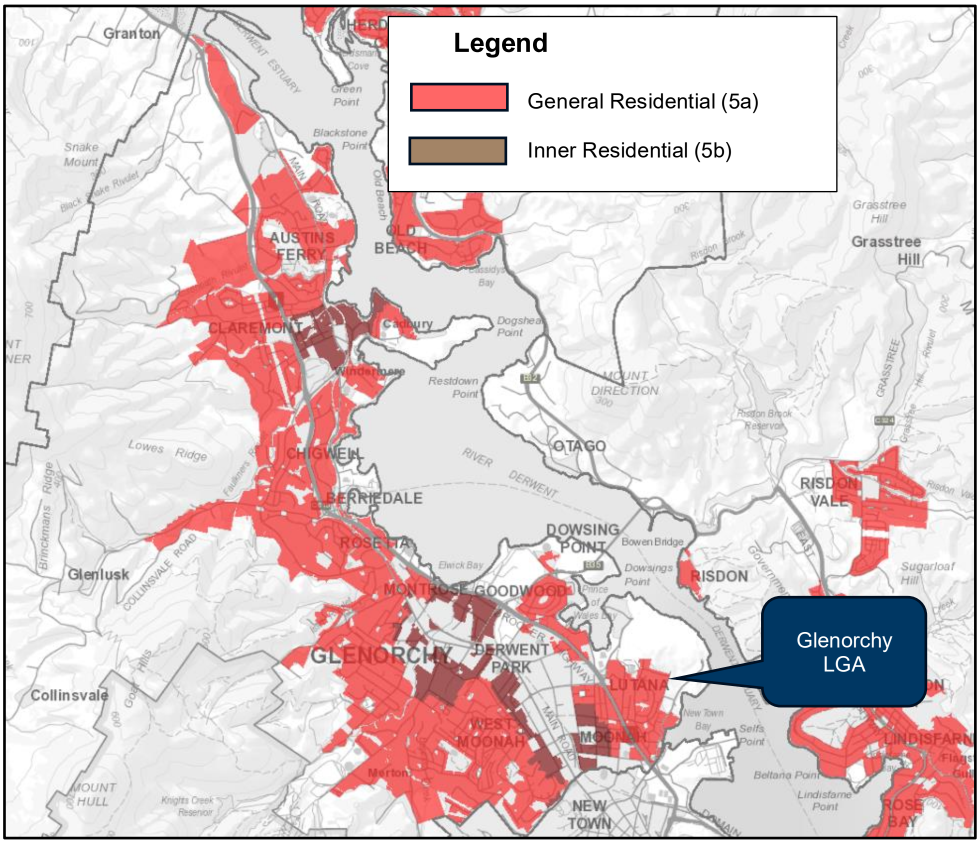



*Figure 20* *Residential zoning in Glenorchy* *Source: LISTmap Tasmania*

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

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