

**GLENORCHY PLANNING AUTHORITY
ATTACHMENTS
MONDAY, 8 JULY 2024**



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PLANNING

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Attachment 1- Summary of Representations
PLAM-23/04 – Mill Lane Rezoning and Specific Area Plan

Public Exhibition 27 April 2024 – 27 May 2024

No.	Supportive/ not supportive	Representor's property location & zoning	Issue Raised	Council Officers' Response
1.	TasWater's Notice of no objection	N/A	Notice of no objection	Noted. No modification to the draft amendment is required.
2.	Not supportive	Unknown	<p>a) Objects to housing because it will be given to immigrants rather than citizens.</p> <p>b) The representor advised that a prohibition of migrants' residency in the area is required.</p>	<p>The planning scheme does not play any role in governing the ownership of developments or limit who it can be occupied by.</p> <p>It is considered that the representation does not have adequate merit to warrant modification to the draft amendment.</p>
3.	Not supportive	Mill Lane, Glenorchy Light Industrial (Sites within the Mill Lane Precinct)	<p>a) Advised they have no intention of building infill housing if this planning scheme amendment goes ahead, neither are they interested in the vacating the premises for a greenfield site. No financial or extra managerial capacity to exercise either option.</p> <p>b) Notes that the property prices may rise once rezoned, however no interest in selling the property.</p> <p>c) Concerned about rate rises due to rezoning to Urban Mixed Use (UMUZ).</p>	<p>a) The proposed amendment is not only to provide opportunity for infill housing, but also to rezone the Mill Lane Precinct to an appropriate zoning that suits the current uses. This is to minimise uses typically permissible under the current Light Industrial and Commercial zones that would have negative amenity impacts on existing businesses, surrounding dwellings and the Glenorchy CBD area. The representor's use, for education & support services for people with a disability, is also not a typical use of the Light Industrial zone, and is quite restricted under that zone. The Mill Lane SAP provides for existing businesses to stay. It is the intention for the Mill Lane Precinct to provide for such supportive services, that complement uses in the Glenorchy CBD area.</p> <p>b) Noted.</p> <p>c) It is not anticipated that there would be any significant additional costs that would affect the businesses due to the rezoning. Council has policies in place for rates exemptions for charitable purposes.</p>

	<p>d) Advised regarding the services they provide to the disability sector and community, and the funding from NDIS which is not enough to provide for any increased costs due to rezoning.</p> <p>e) No appetite for any other existing businesses in Mill Lane to undertake residential development.</p> <p>f) Pointed out that the Auto-Electrician at 2 – 13/15 Mill Lane has no interest, St Vincent de Paul are about to redevelop their site to retail/light industrial/office space., 404-408 Main Road is already activated to its maximum potential. As such this leaves only 9-11 Mill Lane (Council car park) as a potential site.</p> <p>g) Seeks assurance that access to car parks located between the building at 1/13-15 Mill Lane and the right of way (ROW) to 2/13-15 Mill Lane remain protected, and that Council would consider any implications when considering any development of 9-11 Mill Lane.</p> <p>h) Raised concerns regarding the approved billboard space on the wall of 1-13/15 Mill Lane that is currently leased and provides for income which relies on a clear line of sight from Barry Street as vehicles transit in either direction. Advised that any future development of 9-11 Mill Lane must take this</p>	<p>d) Council has policies in place for rates exemptions for charitable purposes. Council rates are classified as residential rates, and non-residential rates. Therefore, the zone of the land would not impact on the way Council calculates rates. However, it is acknowledged that the zoning of the land may have some implications on the AAV (assessed annual value) of the property calculated by the Valuer General. However, zoning is only one element of how the value is calculated which also includes location of site, capital value, buildings and structures, existing infrastructure etc.</p> <p>e) The proposal is to rezone the land to a suitable zoning and provide for future housing opportunities. While there may currently be no appetite for the businesses, this may be an available option should there be a future appetite for the area which would be dependent on the housing market. The rezoning also assists in discouraging industrial uses establishing in this central commercial location.</p> <p>f) There have been no other representations received from other businesses in the Mill Lane Precinct other than a supporting representation from the Department of Health (discussed below). As mentioned in all the documentation, currently there are no plans to dispose the Council car park or redevelop this site.</p> <p>g) There are no recorded agreements for private leasing of car parks or accesses within Council's public car park at 9-11 Mill Lane, Glenorchy. There is no disposal / redevelopment of this car park currently being considered by Council. It is also worth noting any car parks within the private properties or ROWs cannot be impacted by development on other sites.</p> <p>h) This is not a relevant planning matter. Should a future disposal / redevelopment be considered for the property, then this matter will be considered as part of that consultation process and may include further consideration by Council to take appropriate steps as per any policies that are in place. The landowner would have further opportunities</p>
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		<p>into consideration, or the representor be compensated for loss of income.</p> <p>i) Sees no benefit to their organisation from the proposed amendment. Instead, only see potential cost increases and loss of income.</p>	<p>to raise their concerns about the billboard signage at that stage. There is no current plan to dispose of or develop the site.</p> <p>j) Noted. However, these are not planning considerations to warrant modification or withdrawal of the proposal.</p> <p>It is considered that the representation does not have adequate merit to warrant modification to the draft amendment.</p>
4.	<p>Not supportive</p> <p>England Avenue, Montrose</p> <p>General Residential</p> <p>(outside of Mill Lane SAP area and surrounding land)</p>	<p>The representor provided an extensive representation raising several concerns and questions, to ensure an accurate summary, concerns and questions have been separately numbered and are discussed below.</p> <p>Concern 1. Council car parks are almost at maximum capacity as per Glenorchy Parking Strategy 2017. However, car parks are being rezoned for disposal with no alternative parking plan provided.</p> <p>Concern 2. No regard to welfare of residents and businesses in Glenorchy – telling people including elderly and families to use bikes and public transport for daily living.</p> <p>Question 1. Relates to Elected Members acting in the best interest of the community.</p> <p>Question 2. Relates to loss of all CBD Car Parking for health care in the northern suburbs including for patients coming from afar.</p> <p>Question 3. Relates to disadvantaged residents in Glenorchy and compromising the businesses in the Glenorchy CBD due to loss of car parks.</p>	<p>Concern 1. The proposal does not involve the disposal of public car parks. If Council was to consider disposal of public land, or part of it, then a disposal process would have to be undertaken which will include public consultation as per the Disposal of Council Land Policy and the <i>Local Government Act 1993</i>. The public would be made aware if this occurs and have the chance to submit a representation.</p> <p>Concern 2. The proposed amendment supports active transportation modes due to its convenient location. However, it does not prohibit anyone's preferred mode of transport in any way.</p> <p>Question 1. The amendment does not propose or facilitate any disposal of public car parking. There is no relationship between the proposed amendment and any other project. If there was a disposal of public land being considered, then the Elected Members would consider the merits of the representations received and make a decision, as they did in 2021 when Council resolved <u>not</u> to proceed with a proposed disposal of Barry Street/Regina Street public car park.</p> <p>Question 2. The amendment does not propose or facilitate any disposal of car parking. However, it is worth noting there are no formal agreements in place for any spaces in the car park to be utilised exclusively by patrons visiting the health centre.</p> <p>Question 3. The amendment does not propose or facilitate any disposal of public car parking.</p>

	<p>Question 4. Relates to creating dangerous traffic conditions due to people parking on roads.</p> <p>Question 5. Relates to why alternative car parking plans are not provided for and why developers do not need to provide onsite parking for apartments.</p> <p>Question 6. Relates to whether ratepayers will be subject to the cost of infrastructure upgrades to service high density developments.</p> <p>Question 7. Relates to why low-income ratepayers needs to pay for infrastructure upgrades when housing is the responsibility of the government not local government or ratepayers.</p> <p>Concern 3. Relates to perceived disposal of council car park, and how information is misleading as with previous amendment that approved GLE5.80 Principal Activity Specific Area Plan (PAC SAP).</p> <p>Concern 4. Relates to road safety due to dangerous traffic conditions due to parking of cars on public streets and increased traffic due to increased residents in apartments.</p> <p>Concern 5. Rezoning of all car parks for apartments in the CBD has the potential to destroy amenity and liveability in the municipality.</p> <p>Concern 6. Regarding the approval of PAC SAP and that the Tasmanian Planning Commission (TPC) should rescind the approval and reassess to disallow apartments in the CBD.</p> <p>Concern 7. Relates to Actions under the Greater Glenorchy Plan (GGP) which recommends considering</p>	<p>Question 4. The amendment does not facilitate additional parking on the road.</p> <p>Question 5. The proposed amendment does not alter car parking requirements in the State Planning Provisions (SPPs) which will continue to apply.</p> <p>Question 6: In the absence of Developer Contribution Charges, it would be up to the developer or Council to undertake infrastructure upgrades, and it is challenging to pre-empt what funding will be available for it. However, providing for additional capacity within existing infrastructure in urban areas is more economical than constructing new infrastructure for greenfield sites.</p> <p>Question 7. Refer to response to Q6.</p> <p>Concern 3. Neither the subject amendment, nor the previous amendment that approved GLE-S8.0 PAC SAP, relates to disposal of public car parking.</p> <p>Concern 4. Where applicable, a Traffic Impact Assessment would be required as part of any future planning applications proposing a shortfall in parking spaces / increased traffic, this would need to consider road safety impacts.</p> <p>Concern 5. Leaving this Council car park in its current zone, and rezoning the sites around it would create a standalone Light Industrial site with car parking use that is not a typical use of this zone and would not be a good planning outcome.</p> <p>Concern 6. GLE-S8.0 PAC SAP has gone through the formal planning scheme amendment process and approved by the TPC. There is no process for rescinding TPC decisions.. It is noted that this representative was heard by the TPC at the public hearing on the GLE-S8.0 PAC SAP.</p> <p>Concern 7. The GGP provides a range of ideas and concepts and identifies various opportunities. However, Council currently has</p>
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	<p>converting 9-11 Mill Lane and other public car parks for housing.</p> <p>Concern 8. Relates actions under the GGP for 10 and 11 Tolosa Street as pocket park.</p> <p>Concern 9. Relates to Regina/ Barry Street car park (termed Mill Lane) used by medical professionals and patients. Council promised the health centre to keep this car park available when approved, however this has been disposed of. Amendments for rezoning without alternate car parking plans should not be allowed.</p> <p>Question 8. Relates to why other suitable sites in the municipality are not progressing for housing.</p> <p>Question 9. Relates to who will live in these apartments, and if they are families then cars are necessary and these cannot be banned – where will they park?</p> <p>Concern 10. Not everyone can ride bikes or use public transportation. The proposal only enforces bicycle storage and no car spaces.</p> <p>Concern 11. Relates to recently approved development for St Vincent De Paul which will cause further parking issues - questions how this was approved.</p> <p>Concern 12. Relates to perceived disposal of CT 29803/5 and CT 43661/1 (Barry / Regina Streetcar parks – also termed as Mill Lane).</p> <p>Question 10. Relates to PLAM-22/04 that rezoned off street parking for disposal and apartment development.</p>	<p>no intention of disposing or redeveloping the car park at 9-11 Mill Lane. Any future disposal will have to be advertised and go through a public consultation process under the Disposal of Council Land Policy and the <i>Local Government Act 1993</i>.</p> <p>Concern 8. These sites are outside of the Mill Lane Precinct and are not relevant to the amendment.</p> <p>Concern 9. This site is outside of the Mill Lane Precinct and is not relevant to the amendment. Notwithstanding, Council did previously consider this site for disposal however this did not go through as per Council resolution in May 2021.</p> <p>Question 8. The progress of any other developer-lead projects depends on several external factors. However, this is not relevant to the subject amendment where Council is proactively identifying opportunities for future housing.</p> <p>Question 9. The proposal is to allow housing opportunities. The proposal does not ban car parking. Any future apartment applications will need to satisfy the car parking requirements in the SPPs.</p> <p>Concern 10. The proposed SAP includes bicycle parking requirements as these are not required under the SPPs. These requirements are therefore in addition to the consideration of car parking requirements. Further, the proposed SAP does not override the SPPs' car parking requirements.</p> <p>Concern 11. Proposed car parking has been assessed and approved under the planning application that approved the redevelopment of St Vincent De Paul site and has found to satisfy the scheme requirements.</p> <p>Concern 12. Refer to Concern 9 response – not a relevant matter to this amendment.</p> <p>Question 10. PLAM-22/04 is not relevant to the subject amendment.</p>
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	<p>Question 11. Relates to use of funds from perceived disposal of Council owned car parks.</p> <p>Concern 13. Relates to ABS reports that indicate the Northern Transit Corridor is put to bed and no funds for it.</p> <p>Question 12. Relates to proposed rezoning being in direct conflict with Glenorchy Parking Strategy 2017 – 2027.</p> <p>Question 13. Relates to what long term car parking will be available for people driving to public transport options from their homes at designated stations whatever mode eventuates in the Rail Corridor.</p> <p>Question 14. Relates to analysis and review of impact of the rezoning and disposal of listed properties prior to amendment being proposed.</p> <p>Question 15. Relates to provision of car parking for different demographics and needs.</p> <p>Question 16. Relates to Local Area Objective of legible connections to neighbouring thoroughfares.</p> <p>Question 17. Relates to if a Traffic Impact Assessment has been undertaken by Council.</p> <p>Question 18. Relates to safety of residents when forced to park on streets.</p> <p>Question 19. Relates to private parking requirements that were previously in the planning scheme.</p>	<p>Question 11. The amendment does not propose or facilitate any disposal of community owned assets and car parking. There is no relationship between the proposed amendment and any other project.</p> <p>Concern 13. Irrespective of what happens within the rail corridor under the Northern Suburbs Transit Corridor project, infill housing targets are set to be achieved by the Regional Land Use Strategies. This proposal provides opportunities for infill housing in a convenient location next to the CBD area with existing public transport options and services.</p> <p>Question 12. The use of 9-11 Mill Lane is not proposed to be changed from a public car park. The proposed rezoning would have no impact on the parking strategy.</p> <p>Question 13. This is not relevant to the proposed amendment.</p> <p>Question 14. There is no land disposal proposed as part of the subject application. The proposed SAP is designed to minimise any impacts the rezoning would have on existing businesses.</p> <p>Question 15. The proposed amendment does not alter car parking requirements in the SPPs.</p> <p>Question 16. There are no LAOs proposed in the Mill Lane SAP. This matter seems to relate to PLAM-22/04 that has been approved.</p> <p>Question 17. In the absence a development proposal, no TIA has been undertaken. This will occur as part of any future development of the sites, as would be required under existing planning controls.</p> <p>Question 18. No additional street parking is being proposed under the subject application.</p> <p>Question 19. The proposed amendment does not alter car parking requirements in the SPPs.</p>
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		<p>Question 20. Relates to approval of development applications with a parking shortfall that rely on public car parks and then disposing the public car parks.</p> <p>Question 21. Relates to enforcement and regulating additional cars generated from apartment development that do not require car parking, thereby minimising amenity of residents.</p> <p>Question 22. Relates to the costs resulting from the proposed amendment, including the cost of infrastructure upgrade and maintenance.</p> <p>Question 23. Relates to whether a risk assessment was undertaken for the proposed amendment.</p>	<p>Question 20. There is no disposal of public car park proposed.</p> <p>Question 21. This is assessed as part of any future planning application with increased traffic / parking shortfall.</p> <p>Question 22. Refer to response under Q6.</p> <p>Question 23. A specific risk assessment was not undertaken, the assessment of planning scheme amendments as set out in the legislation does not require one. The proposed amendment has been assessed against the requirements of LUPAA, which involves considering the various social, environmental and economic impacts and trade-offs of the proposed amendment. This is detailed in the Planning Scheme Amendment Report available as part of the exhibited documents.</p> <p>It is considered that the representation does not have adequate merit to warrant modification to the draft amendment.</p>	
5.	Supportive	Department of State Growth	<p>The submission stated, "The Department of State Growth supports the draft amendment, noting it allows for increased residential densities close to high frequency public transport services along Main Road, the Northern Suburbs Transit Corridor and existing active transport networks, and major commercial centres, social and medical services.</p> <p>The amendment also furthers the objectives of the Hobart City Deal by providing for improved housing supply, affordability, and diversity."</p>	<p>Noted.</p> <p>Supporting representation – no modification to the draft amendment is required.</p>

6.	Not supportive	Main Road, Glenorchy Central Business Zone (within the Glenorchy CBD, outside of the Mill Lane Precinct)	<p>a) Owner of the business at 396 Main Road which is one of the affected properties of the PAC SAP.</p> <p>b) Object to disposal of 9-11 Mill Lane Car Park, and car park along Barry Street/ Regina Street car park which have 40 car spots and 43 car spots respectively which are in high demand and usually full during peak times.</p> <p>c) Glenorchy shopping precinct is desirable for customers due car parks at Mill Lane and Barry Street. Removal of these car parks will impact heavily on trade.</p> <p>d) These two car parks are relied on and used heavily by the Health Centre users which has been approved on the basis of these public car parks being available for spill over parking.</p> <p>e) Business owners support the new controls to 'retain primary economic focus at street level', however if car parks are disposed of and replaced by residential buildings, then businesses will be negatively impacted.</p> <p>f) Comments relating to the PAC SAP.</p> <p>g) Proposed additional housing will increase demand for car parking spaces, not decrease it. By removing existing car parks, the supply in the centre will become totally inadequate to the service needs of the community.</p> <p>h) A better proposal would be to retain the car parks, and to enhance them with landscaping which would fit better with the new high quality urban design outcomes for the Centre, and would enhance important economic activity.</p>	<p>a) The property at 396 Main Road is not included within the Mill Lane Precinct and would not be affected by the proposed amendment. PAC SAP has been approved under PLAM-22/04, which was a different amendment not connected to the subject amendment.</p> <p>b) The car park at 9-11 Mill Lane is not proposed to be disposed of. The Barry street/ Regina Street car park was considered for disposal in 2019, however Council resolved to not proceed with the land disposal in May 2021. As such there are no public car parks being disposed of under this project.</p> <p>c) There is no removal/ disposal of car parks being proposed.</p> <p>d) There is no removal/ disposal of car parks being proposed.</p> <p>e) There is no removal/ disposal of car parks being proposed.</p> <p>f) PAC SAP was approved under a separate amendment PLAM-22/04. There is no connection between the two amendments.</p> <p>g) There is no removal/ disposal of car parks being proposed.</p> <p>h) The car parks are being retained. Any further works to the car parks, such as landscaping, are not within the scope of this amendment. However, the amendment will not prohibit/ limit such works to occur in the future.</p>
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		<p>It is considered that the representation does not have adequate merit to warrant modification to the draft amendment.</p>
<p>7. Supportive</p>	<p>Department of Health, Main Road, Glenorchy Commercial Zone (Site within the Mill Lan precinct)</p>	<p>a) No objection to rezone the land from Commercial to UMUZ. b) The Glenorchy Health Service at 404 – 48 Main Road provides for a range of integrated health services to meet the increasing health demands in the Glenorchy municipality. As such, it is important that the services are able to continue to operate efficiently and unfettered by future residential uses in the future. The Department acknowledges that this has been considered as part of the Mill Lane Specific Area Plan which seeks to minimise potential conflict between residential and non-residential uses. c) Supports the rezoning of the land to the south from Light Industrial to UMZ to enable opportunities for medium density housing. This is consistent with the Department’s preference to see housing in close proximity to health, transport and key services. d) Notes that Council is of view that the UMUZ is more appropriate for the Health Centre than the Commercial zone. It is understood that existing use rights will not be affected and proposal will not limit future development of the health facility.</p> <p>Noted. Supporting representation – no modification to the draft amendment is required.</p>

GLENORCHY CITY COUNCIL**CERTIFICATION OF DRAFT AMENDMENT UNDER SECTION 40F
LAND USE PLANNING AND APPROVALS ACT 1993**

The Planning Authority has prepared the attached draft amendment, Amendment PLAM-23/04, to the Glenorchy Local Provisions Schedule.

The Planning Authority:

- has determined that it is satisfied that the draft amendment meets the LPS Criteria specified in Section 34 of the Land Use Planning and Approvals Act 1993; and
- in accordance with Section 40F (2) of the Land Use Planning and Approvals Act 1993 certifies that the draft amendment so meets those requirements.



In witness where of the common seal of
Glenorchy City Council has been affixed on the

26th day of APRIL 2024

as authorised by Council in the presence of:

A handwritten signature in black ink, appearing to be "A. Wood", written over a horizontal line.

Council Delegate

GLENORCHY LOCAL PROVISIONS SCHEDULE AMENDMENT PLAM-23/04

The Glenorchy Local Provisions Schedule is amended as follows:

Land affected by this amendment:

- 404-408 Main Road, Glenorchy;
- 8 Mill Lane, Glenorchy;
- 9-11 Mill Lane, Glenorchy;
- 12 Mill Lane, Glenorchy;
- 1/13-15 Mill Lane, Glenorchy;
- 2/ 13- 15 Mill Lane, Glenorchy; and
- 17 Mill Lane, Glenorchy.

The Planning Scheme maps are amended as follows:

1. Apply the Urban Mixed Use Zone, as shown below.



2. Insert the specific area plan extent overlay for GLE-S14.0 Mill Lane Specific Area Plan, as shown below.



The Planning Scheme ordinance is amended as follows:

1. Insert GLE-S14.0 Mill Lane Specific Area Plan, as shown in Annexure 1.
2. Amend the GLE-Applied, Adopted or Incorporated Documents by inserting 'and GLE-S14.7.4 A2.2 and P2.2' after 'GLE-S8.7.10 A3.2 and P3.2 GLE-S15.7.5 A3.2 A1/P1' under 'Relevant Clause in the LPS', shown below.


Document Title	Publication Details	Relevant Clauses in the LPS
<i>Australian Standard AS 2890.3-2015 Parking facilities – Part 3: Bicycle parking</i>		GLE-S8.7.10 A3.2 and P3.2 GLE-S15.7.5 A3.2 A1/P1 and GLE-S14.7.4 A2.2 and P2.2



The common seal of the Glenorchy City Council has been affixed on the

24/4/2024 (date)

as authorised by the Planning Authority in the presence of:



Council Delegate

Annexure 1

GLE-S14.0 Mill Lane Specific Area Plan

GLE-S14.1 Plan Purpose

The purpose of the Mill Lane Specific Area Plan is:

- GLE-S14.1.1 To provide for existing uses and other uses that do not undermine the activity in the Glenorchy Principal Activity Centre and are suitable to be located next to an Inner Residential Zone.
- GLE-S14.1.2 To promote well-designed apartment development that supports livable housing.
- GLE-S14.1.3 To take advantage of the accessible location and support sustainable active transport.
- GLE-S14.1.4 To minimise potential conflict between residential and non-residential uses.

GLE-S14.2 Application of this Plan

- GLE-S14.2.1 This specific area plan applies to the area of land designated as GLE-S14.0 Mill Lane Specific Area Plan on the overlay maps.
- GLE-S14.2.2 In the area of land this plan applies to, the provisions of the Specific Area Plan are in addition to and in substitution for the provisions of:

- (a) Urban Mixed-Use Zone; and
- (b) Parking and Sustainable Transport Code,
as specified in the relevant provision.

GLE-S14.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

GLE-S14.4 Definition of Terms

GLE-S14.4.1 In this specific area plan, unless the contrary intention appears:

Terms	Definition
apartment	means a dwelling, where laundry facilities may be provided as shared facilities on the site.
apartment building	means a Class 2 or Class 3 residential building as defined in the <i>National Construction Code</i> , that contains apartments.
Glenorchy Principal Activity Centre	means the land within the Glenorchy Central Business Zone.

livable housing	means housing designed to cater for people with disability, ageing in place or families with young children.
shared open space	an outdoor recreation area, which may include a rooftop, podium or courtyard, for the shared use of the occupants of an apartment building.

GLE-S14.5 Use Table

This clause is in substitution for the Urban Mixed-Use Zone – Clause 13.2 Use Table.

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for home-based business.
Utilities	If for minor utilities.
Permitted	
Business and Professional Services	
Community Meeting and Entertainment	
Research and Development	
Residential	If for an apartment building and: (a) located above ground floor level (excluding pedestrian or vehicular access and parking) or to the rear of a premises; and (b) not listed as a No Permitted Required.
Service Industry	If for alterations or extensions to existing to existing Service Industry.
Tourist Operation	
Visitor Accommodation	If: (a) not a camping and caravan park or overnight camping area; and

	(b) located above ground floor level (excluding pedestrian or vehicular access and parking) or to the rear of a premises.
Discretionary	
Custodial Facility	If for a remand centre.
Educational and Occasional Care	
Emergency Services	
Food Services	
General Retail and Hire	
Hospital Services	
Hotel Industry	
Manufacturing and Processing	If for alterations or extensions to existing Manufacturing and Processing.
Residential	If for an apartment building and not listed as No Permit Required or Permitted.
Resource Processing	If for food or beverage production.
Sports and Recreation	
Storage	If for alterations or extensions to existing Storage.
Transport Depot and Distribution	If for public transport facilities.
Utilities	If not listed as No Permit Required.
Vehicle Parking	
Visitor Accommodation	If: (a) not a camping and caravan park or overnight camping area; and (b) not listed as Permitted.
Prohibited	
All other uses	

GLE-S14.6 Use Standards**GLE-S14.6.1 Retail and Food Services impact**

This sub-clause is in substitution for Urban Mixed Use Zone – Clause 13.3.3 Retail impact.

Objective:	That retail and food services uses do not undermine or distort activity in the Glenorchy Principal Activity Centre.	
Acceptable Solutions	Performance Criteria	
A1	P1	
The total gross floor area of General Retail and Hire and Food Services must be not more than 200m ² per site.	No Performance Criteria.	

GLE-S14.6.2 Bicycle parking numbers

This sub-clause is in addition to the provisions of the Parking and Sustainable Transport Code – Clause C2.5.2 Bicycle parking numbers.

Objective:	That an appropriate level of bicycle parking spaces, or equivalent spaces for other personal mobility devices, are provided for apartments.	
A1	P1	
Not less than 1 on-site bicycle parking space, or equivalent space for other personal mobility devices, must be provided for each apartment.	On-site bicycle parking spaces, or equivalent spaces for other personal mobility devices, must be provided to meet the reasonable needs of apartment residents, having regard to:	
	(a) the number of apartments and likely demand for parking for bicycles or other personal mobility devices; and	
	(b) the number of on-site car parking spaces provided for each apartment.	

GLE-S14.7 Development Standards for Buildings and Works**GLE-S14.7.1 Building height**

This subclause is in substitution for Urban Mixed Use Zone – Clause 13.4.1 Building height A1 and P1

Objective:	That building height: <ul style="list-style-type: none"> (a) is compatible with the streetscape through the scale, bulk and proportion of buildings; and (b) does not cause an unreasonable loss of residential amenity.
Acceptable Solution	Performance Criteria
A1 Building height must be not more than: <ul style="list-style-type: none"> (a) for a non-residential building: 10m; and (b) for a building that includes residential use: <ul style="list-style-type: none"> i. 10m, within 3m of a frontage; and ii. 15m otherwise. 	P1 Building height must be compatible with the streetscape and must not cause an unreasonable loss of residential amenity, having regard to: <ul style="list-style-type: none"> (a) overshadowing and reduction in sunlight to publicly accessible areas or residential use; (b) providing a transition in scale to adjacent buildings of lesser height if the difference in height is more than 4m; and (c) visual impacts caused by the apparent scale, bulk or proportions of the building.

GLE-S14.7.2 Design of apartment buildings

This sub-clause is in addition to Urban Mixed Use Zone - Clause 13.4 Development Standards for Buildings and Works.

Objective:	That apartment buildings provide a reasonable level of amenity for residents through design that: <ul style="list-style-type: none"> (a) promotes resource efficiency and minimises energy consumption, by maximising solar access and natural ventilation; (b) provides residents with adequate privacy, open space and storage; and (c) mitigates noise impacts from adjacent uses and traffic.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>An apartment building must be designed to achieve:</p> <p>(a) at least 70% of apartments (rounded up to the nearest whole number) receive a minimum of 3 hours direct sunlight on the 21st of June to a habitable room (other than a bedroom) or private open space; and</p> <p>(b) not more than 15% of apartments (rounded up to the nearest whole number) receive no direct sunlight to a habitable room (other than a bedroom) or private open space on the 21st of June.</p>	<p>P1</p> <p>An apartment building must be designed to maximise the number of apartments that receive direct sunlight to a habitable room (other than a bedroom) or private open space, having regard to:</p> <p>(a) the size, dimensions and orientation of the site;</p> <p>(b) whether south facing, single aspect apartments have been minimised and multiple aspect apartments have been maximised; and</p> <p>(c) the amount of direct sunlight to habitable rooms (other than bedrooms) through the depth and layout of apartments and window sizes.</p>
<p>A2</p> <p>Apartment windows to habitable rooms oriented between 30 degrees west of north and 30 degrees east of north must be provided with a window shading device with a width (perpendicular to the building facade) not less than 42% of the height from windowsill to lintel, as illustrated in Figure GLE-S14.1.</p>	<p>P2</p> <p>Apartment windows must have adequate shading from direct sunlight during summer, having regard to:</p> <p>(a) the orientation of the windows;</p> <p>(b) existing shading of the site; and</p> <p>(c) any measures to mitigate direct sunlight.</p>
<p>A3</p> <p>At least 60% of apartments must have windows and doorways that open in two or more external building facades.</p>	<p>P3</p> <p>Apartments are designed to provide for natural ventilation, having regard to:</p> <p>(a) building orientation relative to prevailing breezes;</p> <p>(b) the number, area and location of external openings;</p> <p>(c) internal layout to minimise obstructions to the breeze path between external openings; and</p>

	(d) use of other passive ventilation solutions.
<p>A4</p> <p>An apartment building must be designed to achieve internal noise levels in accordance with the requirements specified in Table GLE14.9.1.</p>	<p>P4</p> <p>An apartment building must be designed to mitigate noise impacts from adjacent uses and traffic to achieve a reasonable level of internal acoustic amenity for residents, having regard to:</p> <p>(a) the characteristics of the site and adjoining properties;</p> <p>(b) measures in the design, layout and construction of the apartment building to eliminate, mitigate or manage effects of noise intrusion into apartments;</p> <p>(c) if the proposed design sound level is lower than the range specified in Table GLE-S14.9.1, maintaining a reasonable level of acoustic privacy:</p> <p>(i) between apartments; and</p> <p>(ii) between apartments and common areas of the apartment building; and</p> <p>(d) any advice from a suitably qualified person.</p>
<p>A5</p> <p>An apartment must have private open space that:</p> <p>(a) has a minimum area of 6 m² plus 2 m² per bedroom, and a minimum width of 2 m;</p> <p>(b) is directly accessible from a habitable room (other than a bedroom) of the apartment;</p> <p>(c) has visual and acoustic screening from:</p> <p>(i) mechanical plant and equipment, service structures and lift motor rooms;</p>	<p>P5</p> <p>An apartment must have adequate private open space that provides a reasonable level of amenity and opportunity for outdoor recreation for residents, having regard to:</p> <p>(a) the area and dimensions of the space, excluding space occupied by mechanical plant and equipment;</p> <p>(b) the location of the space, relative to a habitable room (other than a bedroom) of the apartment;</p> <p>(c) the solar access, privacy, visual and acoustic qualities of the space; and</p>

<ul style="list-style-type: none"> (ii) outdoor storage areas and shared laundry facilities; and (iii) adjacent outdoor entertainment areas. <p>(d) includes a private clothes drying area that is screened from public view, unless shared clothes drying facilities are provided.</p>	<p>(d) provision for clothes drying.</p>
<p>A6</p> <p>An apartment building containing 10 or more apartments must have shared open space on the site, with:</p> <ul style="list-style-type: none"> (a) a total area not less than the area specified in Table GLE-S14.9.2; (b) a minimum horizontal dimension of 5m; (c) a minimum area of 45m² in one location; (d) not less than 20% of the total shared open space area allocated for landscaping; (e) direct access from the apartment building's shared circulation areas; (f) visual and acoustic screening from: <ul style="list-style-type: none"> (i) mechanical plant and equipment, service structures and lift motor rooms, and (ii) non-residential uses on-site and on adjacent properties; (g) visual screening of any shared clothes drying areas from public view; and (h) not less than 2 hours of direct sunlight between 9 am and 3pm on 21 June to at least 50% of the shared open space. 	<p>P6</p> <p>An apartment building containing 10 or more apartments must have adequate shared open space on the site that provides reasonable amenity and outdoor recreation opportunities for residents, having regard to:</p> <ul style="list-style-type: none"> (a) the area and dimensions of the space; (b) the number of apartments in the building; (c) provision of landscaping on the site; (d) the location of the space, relative to the apartment building's shared circulation areas; (e) measures to minimise: <ul style="list-style-type: none"> (i) impacts on residential amenity from mechanical plant and equipment, service structures and lift motor rooms; (ii) conflict with non-residential uses on-site and on adjacent properties; and (iii) public visibility of any shared clothes drying areas; (f) access to direct sunlight; and (g) any public open space in the vicinity.
<p>A7.1</p> <p>Private open space with sides facing the</p>	<p>P7.1</p> <p>Private open space must be designed to minimise</p>

<p>private open space or glazing to a habitable room of another apartment or dwelling on the same storey or a lower storey must have:</p> <p>(a) a permanently fixed screen to a height of not less than 1.7m above the finished surface level, with a uniform transparency of not more than 25%, along the sides facing the private open space or glazing to a habitable room of the other apartment or dwelling; or</p> <p>(b) a separation distance of not less than 6m from the private open space or glazing to a habitable room of the other apartment or dwelling.</p>	<p>overlooking of the private open space and glazing to habitable rooms of any adjacent apartment or dwelling, having regard to:</p> <p>(a) the location and extent of any proposed screening; and</p> <p>(b) the location and orientation of the proposed private open space relative to the private open space and glazing to habitable rooms of adjacent apartments and dwellings.</p>
<p>A7.2</p> <p>A shared open space that with sides facing the private open space or glazing to a habitable room of another apartment or dwelling on the same storey or a lower storey must have:</p>	<p>P7.2</p> <p>Shared open space must be designed to minimise overlooking of the private open space and glazing to habitable rooms of any adjacent apartment or dwelling, having regard to:</p>
<p>(a) a permanently fixed screen to a height of not less than 1.7m above the finished surface level, with a uniform transparency of not more than 25%, along the sides facing the private open space or glazing to a habitable room of the other apartment or dwelling; or</p> <p>(b) a separation distance of not less than 6m from the private open space or glazing to a habitable room of the other apartment or dwelling.</p>	<p>(a) the location and extent of any proposed screening;</p> <p>(b) the layout of the shared open space; and</p> <p>(c) the location and orientation of the shared open space relative to the private open space and glazing to habitable rooms of adjacent apartments and dwellings.</p>
<p>A7.3</p> <p>Glazing to a habitable room of an apartment facing the private open space or glazing to a habitable room of another apartment or dwelling on the same storey or a lower storey must:</p> <p>(a) have a separation distance of not less</p>	<p>P7.3</p> <p>Glazing to a habitable room of an apartment must be designed to minimise direct views to the private open space and glazing to a habitable room of any adjacent apartment or dwelling, having regard to:</p> <p>(a) the extent of any proposed screening or</p>

<p>than 6m from the private open space or glazing to a habitable room of the other apartment or dwelling;</p> <p>(b) be offset, in the horizontal plane, not less than 1.5m from the edge of the private open space or glazing to a habitable room of the other apartment or dwelling;</p> <p>(c) have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of at least 1.7m above the floor level; or</p> <p>(d) have a permanently fixed external screen for the full length of the glazing, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</p>	<p>fixed obscure glazing;</p> <p>(b) the area and sill height of the proposed glazing; and</p> <p>(c) the location of the proposed glazing relative to the private open space or and glazing to habitable rooms of adjacent apartments and dwellings.</p>
<p>A8</p> <p>An apartment must have a secure, individual storage area that:</p> <p>(a) has a minimum volume of 4m³ plus 2m³ per bedroom;</p> <p>(b) is located externally to the apartment;</p> <p>(c) is not co-located with waste and recycling storage; and</p> <p>(d) is screened or not visible from any apartment, dwelling, other non-residential use on the site or publicly accessible areas of the site.</p>	<p>P8</p> <p>An apartment building must have a secure common storage area that is suitable for storing residents' bulky household items, having regard to:</p> <p>(a) the area of the space;</p> <p>(b) the number of apartments in the building;</p> <p>(c) any provision of secure, individual external storage areas;</p> <p>(d) residents' convenience and security;</p> <p>(e) location and screening to minimise visual impacts to any apartment, dwelling, other non-residential use on the site or publicly accessible areas of the site; and</p> <p>(f) separation from any on-site storage area for shared waste and recycling.</p>
<p>A9</p> <p>A new apartment building containing 6 or more apartments must provide:</p>	<p>P9</p> <p>A new apartment building containing 6 or more apartments must provide a reasonable number of</p>

<p>(a) not less than 30% of apartments (rounded up to the nearest whole number) meeting Gold Level livable housing elements specified at Table GLE-S14.9.3; or</p> <p>(b) not less than 5% of apartments (rounded up to the nearest whole number) meeting Platinum Level livable housing elements specified at Table GLE-S14.9.3.</p>	<p>apartments designed as livable housing, having regard to:</p> <p>(a) the size and scale of the development;</p> <p>(b) any proposed livable housing design features, other than design features required under the <i>Building Act 2016</i>; and</p> <p>(c) any accessibility or housing policy or strategy adopted by Council.</p>
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GLE-S14.7.3 Waste storage and collection for apartments

This sub-clause is in addition to the provisions of the Urban Mixed Use Zone - Clause 13.4 Development Standards for Buildings and Works

<p>Objective:</p>	<p>That waste storage and collection for apartments:</p> <p>(a) is adequate and convenient; and</p> <p>(b) does not adversely impact amenity, the streetscape, other non-residential uses or traffic.</p>
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1</p> <p>An apartment building must have adequate on-site waste storage, having regard to:</p> <p>(a) convenience for residents;</p> <p>(b) design and location to minimise noise, odour and visual impacts;</p> <p>(c) whether waste can be stored on a shared basis for use by all apartments on-site;</p> <p>(d) separation from any non-residential waste storage on the site;</p> <p>(e) ease of access for collection vehicles if on-site collection is proposed; and</p> <p>(f) any policy on waste management adopted by Council.</p>

<p>A2</p> <p>No Acceptable Solution.</p>	<p>P2</p> <p>Waste collection for an apartment building must not unreasonably impact amenity or traffic flow on the site, adjoining properties or the road, having regard to:</p> <ul style="list-style-type: none"> (a) the location, timing, duration and frequency of bin collection vehicle movements; (b) manoeuvring required by waste collection vehicles, including the amount of reversing and associated warning noise; (c) any noise mitigation measures between the sensitive use on the site or an adjacent property, and waste collection activities; (d) potential conflicts with pedestrian, bicycle or vehicular traffic; (e) whether waste can be collected on-site; (f) any advice from the road authority; and (g) any policy on waste management adopted by Council.
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GLE-S14.7.4 Access, parking and sustainable transport for apartments

This sub-clause is in substitution to the provisions of the Parking and Sustainable Transport Code – Clause C2.5.2 Bicycle parking numbers, and in addition to Clause C2.6 Development Standards for Buildings and Works.

Objective:	
That access and parking for a site containing an apartment building:	
<ul style="list-style-type: none"> (a) is designed to ensure safe movement of all site users, including vehicles, bicycles, personal mobility devices and pedestrians; (b) minimises disruptions to any non-residential uses at ground floor level; and (c) provides for active transport options. 	
Acceptable Solution	Performance Criteria
A1	P1

<p>No Acceptable Solution.</p>	<p>For a site containing an apartment building, if commercial vehicles will also enter the site, access and parking must be designed to ensure safe movement of all site users, having regard to:</p> <ul style="list-style-type: none"> (a) separation of parking, loading and unloading areas for commercial vehicles; (b) the location of parking areas for all other vehicles; (c) minimising disruption to non-residential uses; and (d) any advice from the road authority.
<p>A2.1</p> <p>Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must:</p> <ul style="list-style-type: none"> (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located on common property of the apartment building or its car parking area; and (c) if located within a car parking area, must be clearly marked. 	<p>P2.1</p> <p>Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> (a) access to the site; (b) the characteristics of the site, including other uses on the site; (c) the location and visibility of proposed parking for bicycles or other personal mobility devices; and (d) the location of other parking areas on the site.
<p>A2.2</p> <p>Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments must:</p> <ul style="list-style-type: none"> (a) have dimensions not less than: <ul style="list-style-type: none"> (i) 1.7m in length; (ii) 1.2m in height; and 	<p>P2.2</p> <p>Bicycle parking spaces, or equivalent spaces for other personal mobility devices, for apartments and the associated access must be convenient, safe, secure and efficient to use, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the space available;

<p>(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2 m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle, or equivalent spaces for other personal mobility devices, that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking</i>.</p>	<p>(c) the safety of cyclists; and</p> <p>(d) the provisions of <i>Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking</i>.</p>
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GLE- S14.8 Development Standards for Subdivision

This clause is not used in this specific area plan.

GLE-S14.9 Tables

Table GLE-S14.9.1 Design sound levels

Location	dB(A) (LAeq) range
Apartment common areas (e.g. foyer, lift lobby)	45 to 50
Living and work areas	35 to 45
Sleeping areas (night time)	35 to 40

Table GLE-S14.9.2 Shared open space for apartments

Number of apartments	Minimum area of shared open space
1-9	Nil
10-19	120 m ² plus 4 m ² per apartment, after the first 10 apartments
20 or more	160 m ² plus 6 m ² per apartment, after the first 20 apartments

Table GLE-S14.9.3 Livable housing elements

Design element	Gold level	Platinum level
Entrance door – minimum clear opening width	0.85m	0.9m

Level external landing area adjoining the entrance door – minimum dimensions	1.35m x 1.35m	1.5m x 1.5m
Internal doorways – minimum clear opening width	0.85m	0.9m
Internal corridors/passageways – minimum width	1.2m	1.2m
Toilet area – minimum clear width: <ul style="list-style-type: none"> - between the walls of the bathroom if located in a separate room, or - between amenities if located in a combined bathroom 	1.2m	1.2m
Shower recess – minimum dimensions (width x length)	0.9m x 0.9m	1.16m x 1.1m
Shower recess – minimum clear space forward of the shower recess entry (width x length)	1.2m x 1.2m	1.6m x 1.4m
Fixed bench, appliance and wardrobe recesses – minimum depth	0.6m	0.6m
Kitchen and laundry – minimum clearance in front of fixed bench and appliance recesses	1.2m	1.55m
Entry level bedroom – minimum circulation area clear of wardrobe recesses, skirtings and wall lining	10m ²	10m ²
Living room – minimum free space (clear of area allocated for furniture)	NA	2.25m diameter
Windows to habitable rooms – sill height above the finished floor level	NA	Not greater than 1m

Figure GLE-S14.1 Window shading

