

DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-26-248
PROPOSED DEVELOPMENT:	Subdivision (4 Lots)
LOCATION:	Golden Years Club 314 Main Road Glenorchy, Glenorchy Croquet Club 316 Main Road Glenorchy, 318 Main Road Glenorchy, 320 Main Road Glenorchy, 322 Main Road Glenorchy and 7 Eady Street Glenorchy
APPLICANT:	PDA Surveyors Engineers and Planners
ADVERTISING START DATE:	20/10/2026
ADVERTISING EXPIRY DATE:	04/11/2026

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (www.gcc.tas.gov.au) until **04/11/2026**.

During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to gccmail@gcc.tas.gov.au.

Representations must be received by no later than 11.59 pm on **04/11/2026**, or for postal and hand delivered representations, by 5.00 pm on **04/11/2026**.

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DA-01	EXISTING PLAN OF TITLES	Scale 1:1500
DA-02	OVERALL - PLAN OF SUBDIVISION	Scale 1:1500
DA-03	PLAN OF SUBDIVISION WITH EASEMENTS	Scale 1:1500
DA-04	ENLARGEMENT - PLAN OF SUBDIVISION	Scale 1:500

PROPERTY INFORMATION

Property Address
314, 318, 320, 322 Main Road,
& 7 Eady Street, Glenorchy

Property Owner
Glenorchy City Council;
Community Transport Services
Tasmania LTD

Certificate of Title Reference
FR 69434/2, FR 226145/1, FR 179404/1
;FR 237743/1

Municipality
Glenorchy City Council

Tasmanian Planning scheme - Zone
27 Community Purpose
28 Recreation

Planning Code Overlay
12 Flood-prone Hazard Areas Code
15 Medium landslip hazard band

- Schedule of Easements**
- Proposed Pipeline and Services Easment 3.0m Wide 'A', 'B', 'C' & 'D' (in favour of TasWater)
 - Proposed Drainage Easement 'A' 3.0m Wide (in favour of Lot 2)
 - Proposed Drainage Easement 'B' 3.0m Wide (in favour of Lot 3)
 - Proposed Right of Way (Private) 10.00m Wide (in favour of Lot 1)

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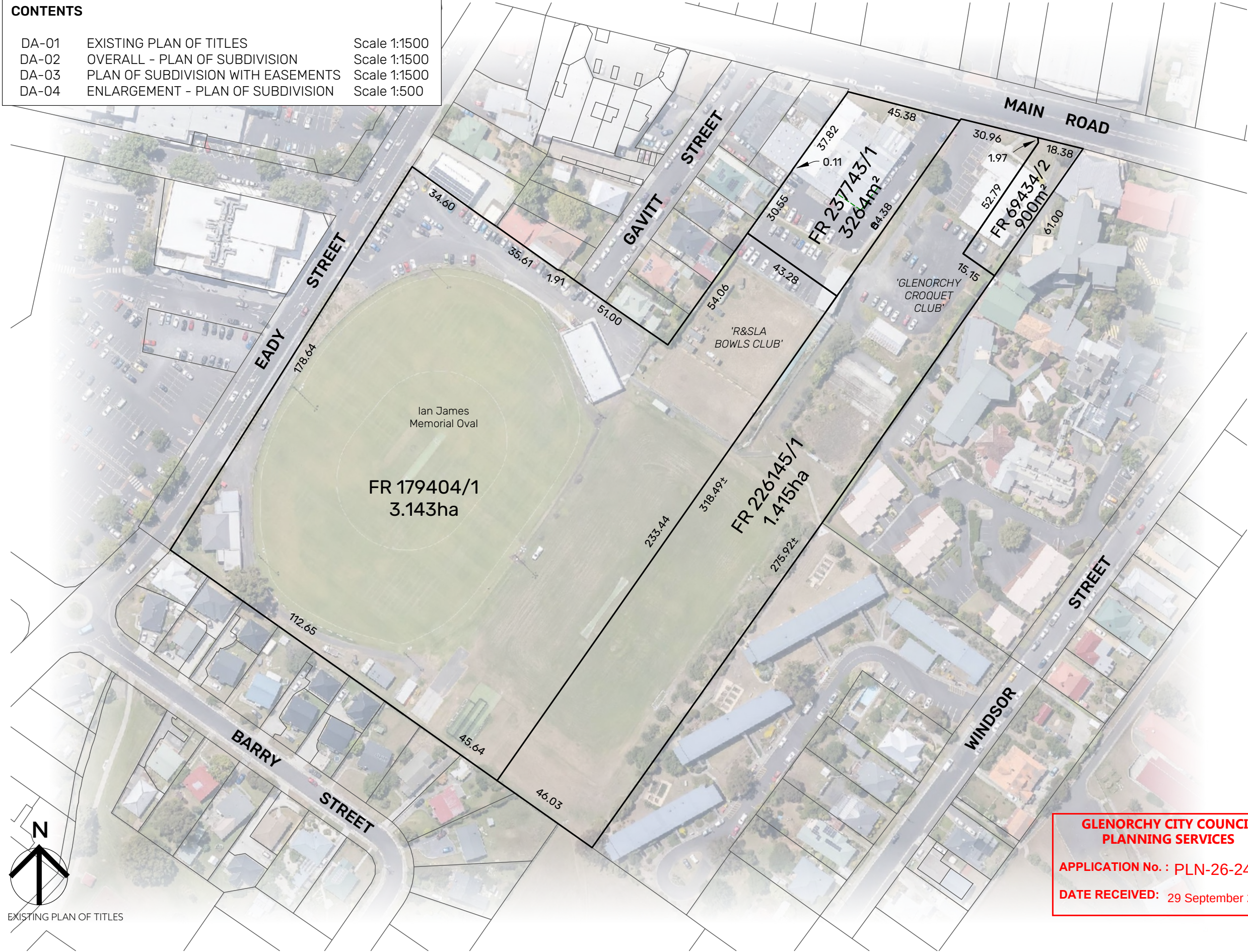
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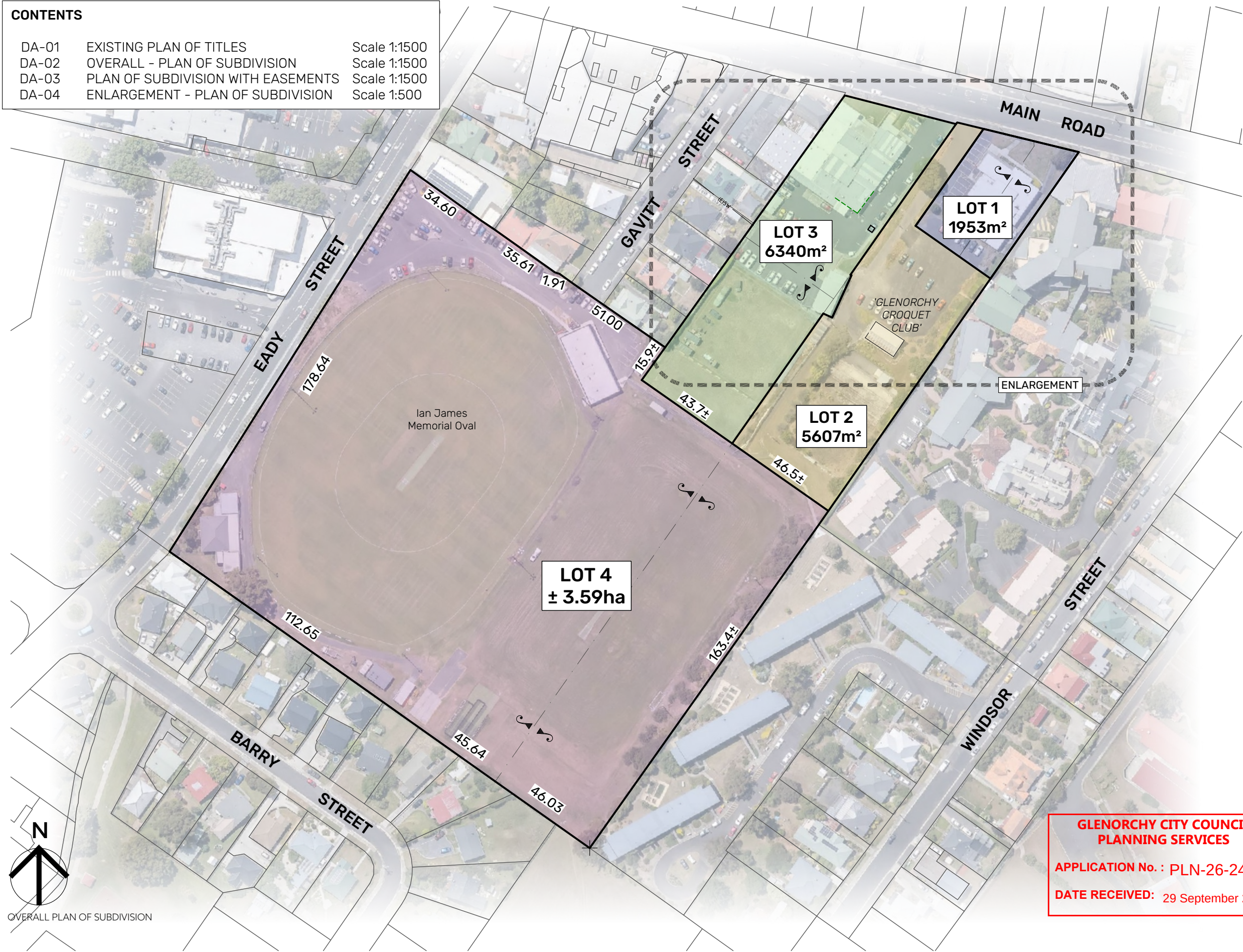
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DATE RECEIVED: 29 September 2026

				DRAWING STATUS:		PLANNER:	REVIEWED:	CLIENT:		 PDA SURVEYORS, ENGINEERS & PLANNERS	127 Bathurst Street Hobart, Tasmania, 7000 PHONE: +61 03 6234 3217 EMAIL: pda.hbt@pda.com.au www.pda.com.au Also at: Huonville, Launceston, Swansea, Devonport & Burnie	SCALE		PAPER	
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REV	AMENDMENTS	DRAWN	DATE	APPR.	THIS SHEET MAY BE PRINTED USING COLOUR AND MAY BE INCOMPLETE IF COPIED	JOB MANAGER: MATT DENHOLM		ISSUED DATE: 20 AUGUST 2026				55039MD-DA-01 - B			

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**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

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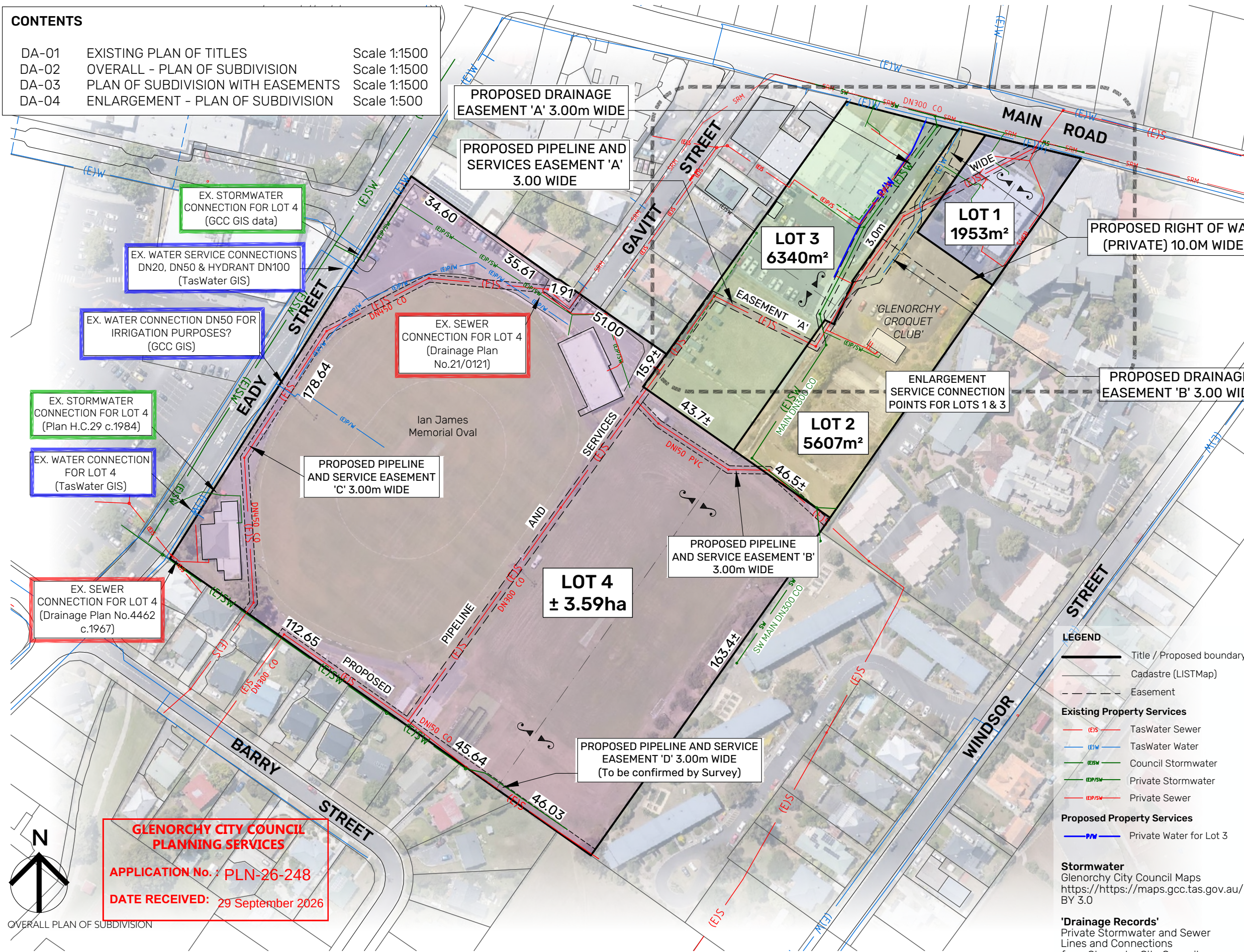
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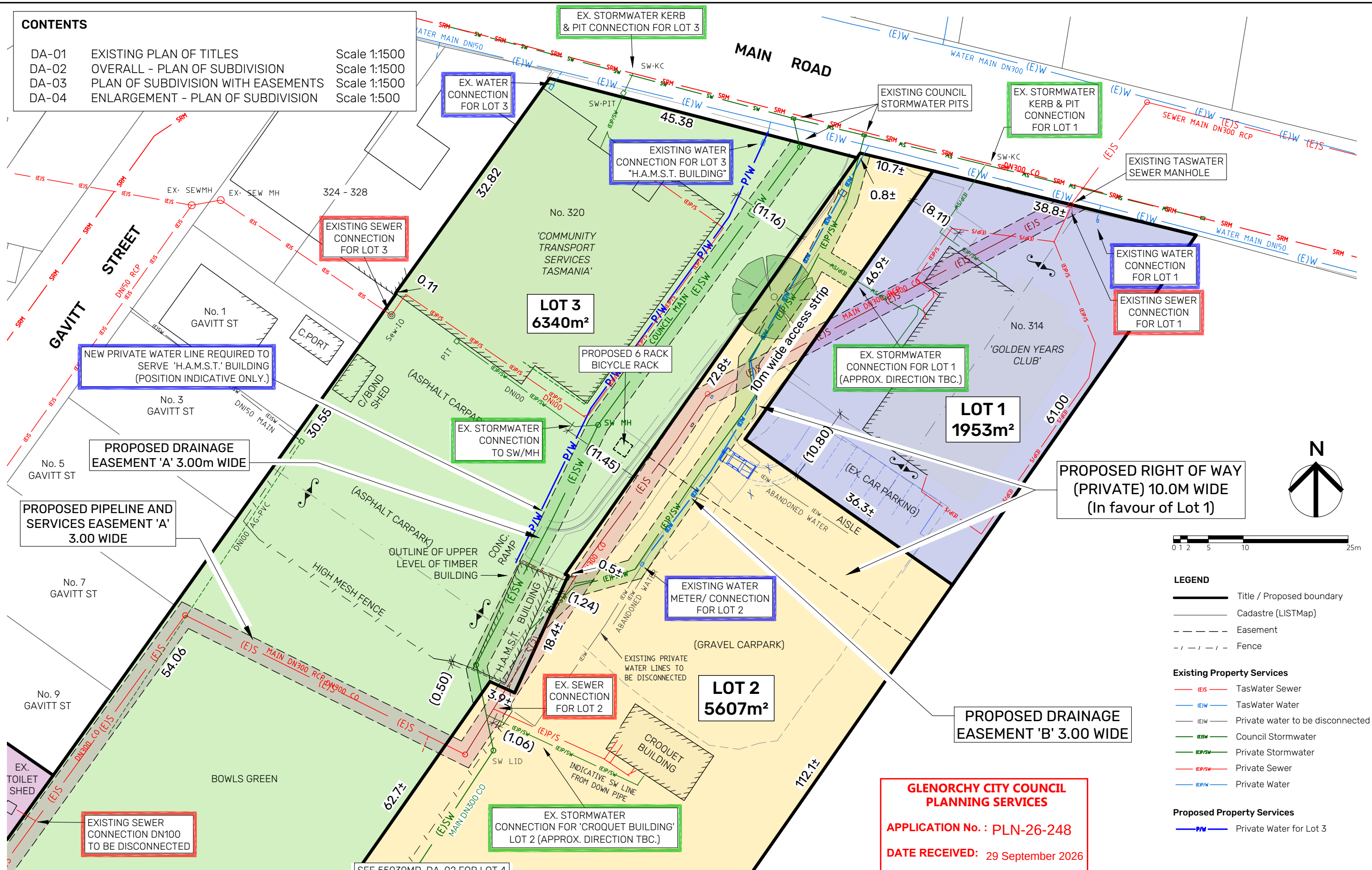
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LEGEND	
	Title / Proposed boundary
	Cadastre (LISTMap)
	Easement
	Fence

Existing Property Services	
	TasWater Sewer
	TasWater Water
	Private water to be disconnected
	Council Stormwater
	Private Stormwater
	Private Sewer
	Private Water

Proposed Property Services	
	Private Water for Lot 3

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

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PDA
SURVEYORS, ENGINEERS & PLANNERS

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PLAN OF TITLES
PLAN OF SUBDIVISION
PLAN OF SUBDIVISION

Scale 1:1500
Scale 1:1500
Scale 1:500



PDA

SURVEYORS, ENGINEERS & PLANNERS



Planning Report

Subdivision (4 lots into 4)

314, 316, 318, 320, 322 Main Road, and 7 Eady Street Glenorchy

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-248

DATE RECEIVED: 29 September 2026

55039MD | 21 September 2026

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PDA CONTRIBUTORS

Document Control	Author	Position
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Review	Jane Monks	Planner

REVISION HISTORY

Revision	Description	Date
0	First Issue	21 Septebmer 2026
1		

ENGAGEMENT & COSTS, FEES, CHARGES & INVOICING DIRECTIONS

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PDA Engineers, Surveyors & Planners has been engaged by Glenorchy City Council (the Permit Holder) to prepare documentation for a planning permit for a subdivision (4 lots to 4 lots) located on land known as 314, 316, 318, 320, 322 Main Road and 7 Eady Street Glenorchy. Any permit issued is affixed to land and not to any individual or Agent of the Permit Holder.

The services rendered by the Agent are strictly limited to the preparation of documentation to obtain planning permissions only. The Agent is not to be considered as the "Permit Holder" as part of any permit condition issued by any Authority and is not responsible for any costs, fees or charges incurred through a Permit Holder enacting a permit condition. All costs, fees and charges including invoices associated with this use or development is borne of the Permit Holder only and is to be addressed to the Permit Holder only.

In such circumstances where the primary Permit Holder named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs, fees, charges and invoices incurred by enacting any permit issued that is affixed to the land.

In granting any permit or consent for this development the issuing or consenting Authority hereby agree and are bound to the terms listed above.

APPLICATION DETAILS

ADDRESS	314, 316, 318, 320, 322 Main Road and 7 Eady Street, Glenorchy
PROPOSAL	Subdivision (4 lots into 4)

TITLE REFERENCES	CT-179404/1, CT-226145/1, CT-694342/2, CT-237743/1
PIDS	5365703, 1643657, 7765575, 7652001, 7651981, 1643657, 7651981, 5381877
PLANNING SCHEME	Tasmanian Planning Scheme – Glenorchy
LOCAL PROVISIONS	Not applicable to this application
GENERAL PROVISIONS	7.10 Development Not Required to be Categorised into a Use Class
LAND ZONING	27.0 Community Purpose 28.0 Recreation
CODES & OVERLAYS	C2.0 Parking and Sustainable Transport C12.0 Flood-Prone Areas C15.0 Landslip Hazard (medium) – exempt per C15.4.1(d)(ii)b

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1. THE SUBJECT SITE

The subject site is located on the southern side of Main Road Glenorchy, opposite the Glenorchy Police Station. It consists of four titles, with eight property identification numbers (PIDs) and six addresses.

Please refer to the title documents rather than LISTmap to identify the titles, as the LISTmap title boundaries have been created around the PIDs rather than the titles.

The street addresses are 314, 316, 318, 320, and 322 Main Road, and 7 Eady Street, Glenorchy.

Folio Plans and Folio Texts have been submitted with the application. There are no Schedules of Easements. Schedule 2 of the Folio Text for Lot 1 on Plan 179404 (7 Eady Street) notes the land limited in depth to 15m, excludes minerals, and is subject to reservations relating to drains, sewers, and waterways in favour of the Crown. The other titles do not list easements or restrictions on title.

The existing land parcels are described as:

- Lot 1 on Plan 179404 (3.143 ha)
- Lot 1 on Plan 226145 I (3 acres, 1 rood, and 29 ⁴/₁₀ perches)
- Lot 2 on Diagram 69434 (35 ⁶/₁₀ perches)
- Lot 1 on Plan 237743 (3,264m²)

The combined area of the lots is roughly 4.975 ha. There are some discrepancies around the exact area of each existing lot due to old titles. This will be rectified in final survey.

Glenorchy City Council owns all the land except for CT-237743/1 (320 Main Road), which is owned by Community Transport Services Tasmania Ltd. PID 5381877.



Figure 1: The subject site on the Main Road between Glenorchy and Derwent Park.

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Figure 2: Existing title layout

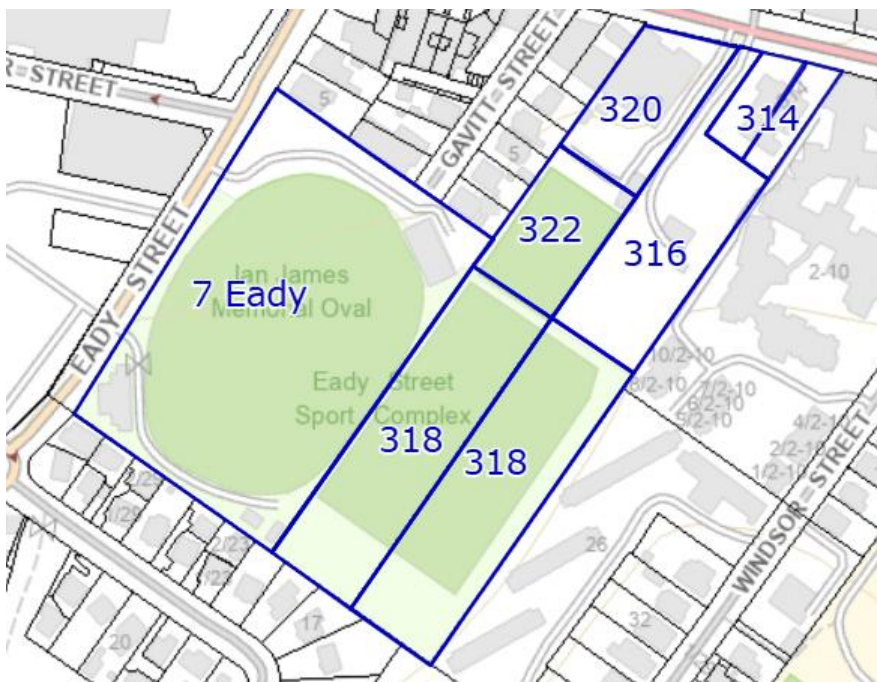


Figure 3: Existing address layout.

2. EXISTING USE AND DEVELOPMENT

The site supports several uses and development:

- The former Golden Years Club building with parking (314 Main Road).
- The former Glenorchy Croquet Club building with parking (316 Main Road).
- The Ian Jones Memorial Oval and Eady Street Sport Complex, the Glenorchy Rugby Union Football Club and parking (318 Main Road and 7 Eady Street).
- Community Transport Services Tasmania (CTST) including Café Connect, and parking (320 Main Road).
- Asuria employment agency located in Tenancy B (320 Main Road).
- Historical Arms and Military Society of Tasmania (HAMST) building with parking (322 Main Road).
- The former Glenorchy Bowls Club building with parking (322 Main Road).
- Scattered buildings marked as 'Community Venue' and 'shed'.

ACCESS

- Vehicular access is from Main Road and Eady Street Glenorchy.
- 7 Eady Street has frontage to the end of Gavitt Street, but pedestrian access only from that point.

SERVICES

- Reticulated water is available to the site. 314, 316, 320, 322 Main Road and 7 Eady Street are connected (see plan of subdivision).
- Reticulated sewerage is available to the site. 314, 316, 320, 322 Main Road and 7 Eady Street are connected. Gravity Trunk Mains and Gravity Reticulation Mains travel through the site.
- Stormwater reticulation is available to the site and connections travel through the site. All buildings are connected.

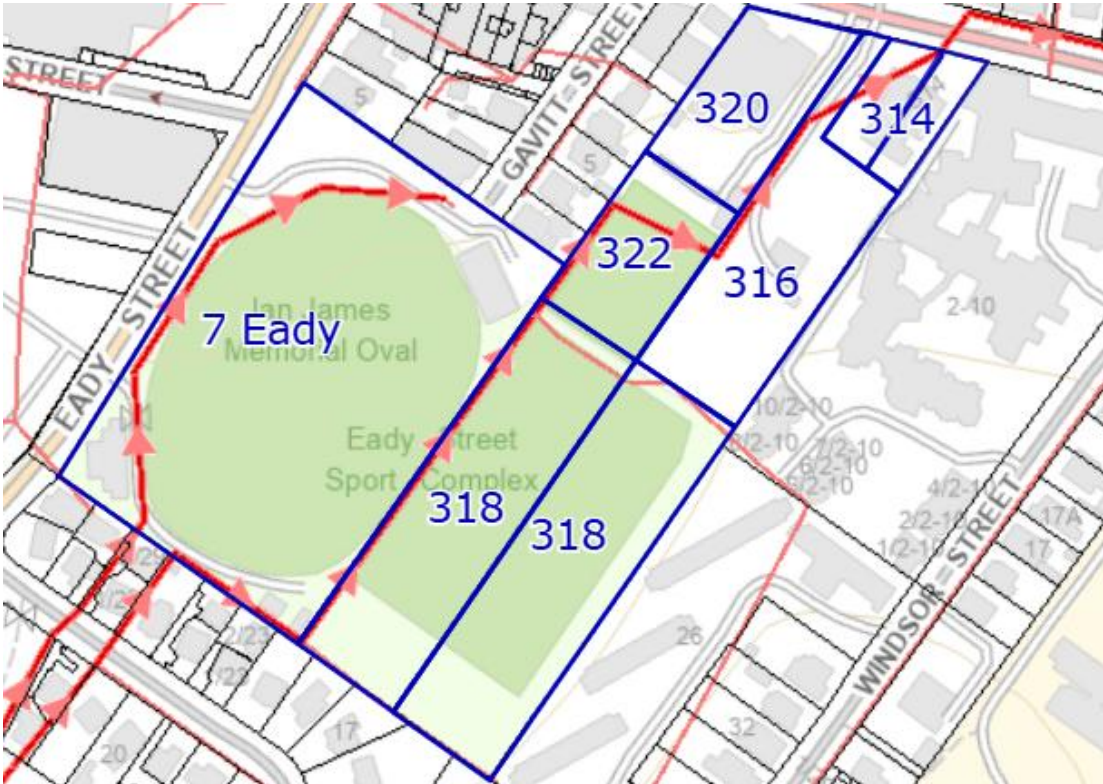


Figure 4: Gravity Trunk Mains and Gravity Reticulation Mains travel through the site.



Figure 5: Stormwater is available to the site with all buildings and the oval connected (GCC GIS)



Figure 6: Existing site conditions.

3. THE PROPOSAL

To subdivide the four lots into a more effective four-lot layout:



Figure 7: Proposed new lot layout.

Lot 1 (314 Main Road)

Lot 1 will combine two lots that have the address 314 Main Road. It will be 1,953m² with 38.8m frontage to Main Road. It contains the former Golden Years Club building, which is constructed across the boundary between the two titles. Under the proposal, the building and asphalt parking for 11 vehicles will be contained entirely within Lot 1.

Lot 1 will benefit from a right of way along its northwestern side boundary over the access strip to Lot 2 to access those spaces. It will be subject to a Pipeline and Services Easement 3m wide in favour of TasWater. It will retain existing water, sewerage and stormwater connections.

Lot 2 (316 Main Road)

Lot 2 will be an internal lot known as 316 Main Road. It will be 5,607m² including an existing 47m long, 10m-wide access strip to Main Road. It contains the former Croquet Club building and an unmarked, unsealed carparking area. The access strip would be subject to a Right of Way in favour of Lot 1, as outlined above.

Existing sewerage water and stormwater connections will be retained. A private water line to the HMAST building will be disconnected and replaced within Lot 3.

Lot 2 will be subject to a Pipeline and Services Easement 3m wide in favour of TasWater and a Drainage Easement in favour of Lot 3. It will benefit from a Drainage Easement over Lot 3.

Lot 3 (320 and 322 Main Road)

Lot 3 will combine what are currently addressed as 320 and 322 Main Road. It will be 6,340m² with 45.38m frontage. It will retain the Community Transport Tasmania building (which also caters to Asuria in Tenancy B) and parking, the Historical Arms and Military Society of Tasmania (HAMST) building and parking, and the former Glenorchy Bowls Club with bowling green.

It will retain existing water, sewerage and stormwater connections. A new private water line to the HAMST building will be provided.

Lot 3 will be subject to a Pipeline and Services Easement 3m wide to benefit TasWater, and a 3m-wide Drainage Easement to benefit Lot 2.

Lot 4 (7 Eady Street and 318 Main Road)

Lot 4 will combine 7 Eady Street and two lots known as 318 Main Road. It will be 3.59 ha and have 178.4m frontage to Eady Street. It will also have around 15m frontage to the end of Gavitt Street. It will contain the Ian Jones Memorial Oval, Eady Street Sport Complex, rugby union football club, and parking. It will encompass all the land zoned Recreation.

It will retain existing water, sewerage and stormwater connections.

Lot 4 will be subject to several Pipeline and Services Easements over the existing infrastructure to benefit TasWater.

PDA Surveyors, Engineers and Planners, on behalf of the Glenorchy City Council, are applying to the Planning Authority to utilise its discretion and approve the development in accordance with the provisions of Section 57 of the *Land Use Planning and Approvals Act 1993*.

4. SITE ANALYSIS

ZONING: The subject site has two zones: Recreation and Community Purpose:



Figure 8: TPS Zones. Recreation (green), Community Purpose (yellow)

SURROUNDING ZONES AND PATTERN OF USE AND DEVELOPMENT

Land to the southeast and southwest, as well as a pocket around Gavitt Street, is zoned Inner Residential and supports single dwellings, multiple dwellings, a residential care facility (Glenview Home), and the Oakleigh Court Housing Complex.

Land on the west side of Eady Street, opposite the oval, is zoned Central Business and supports the Glenorchy Central Parking Area and Village Cinemas.

Land further along Gavitt Street and on the north side of Main Road is zoned Commercial and supports several commercial premises and the Glenorchy Police Station.



Figure 9: Surrounding zones and pattern of development.

PUBLIC TRANSPORT

The site is well serviced by bus and potentially light rail.

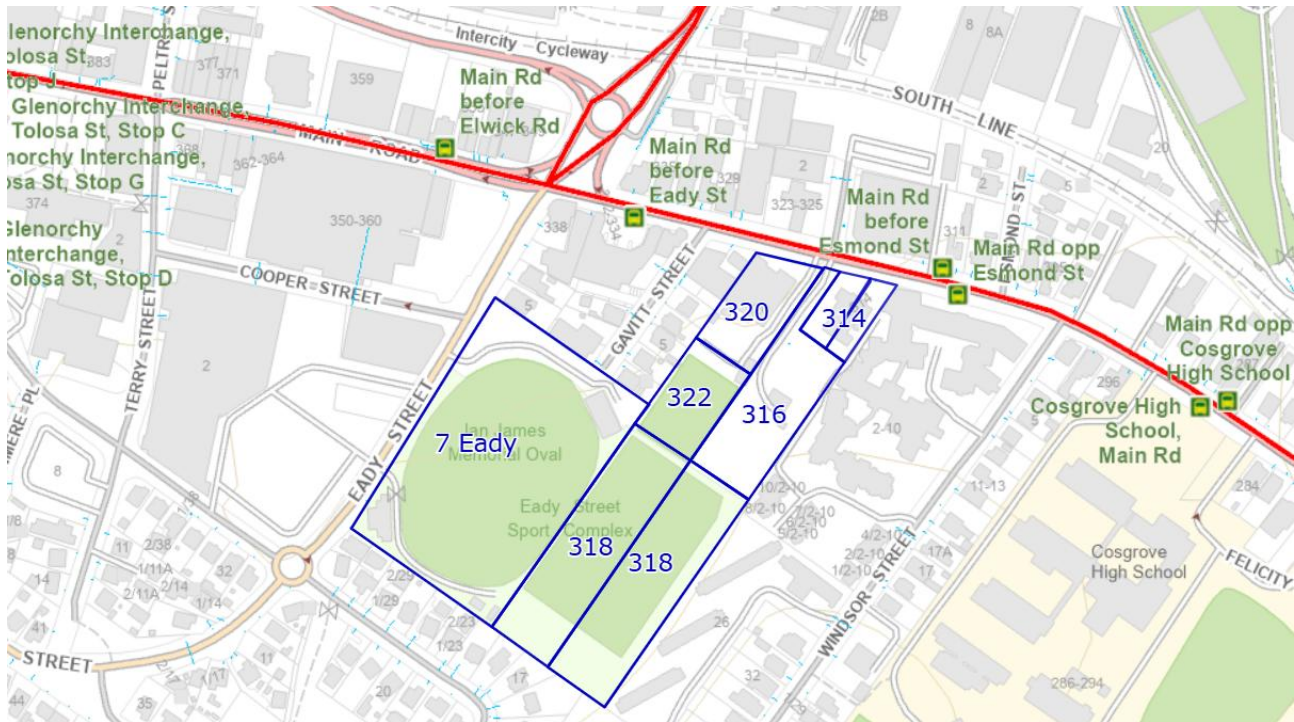


Figure 10: LIST General Access Bus Stops and Bus Routes

TOPOGRAPHY

The land slopes to the north northwest between the 20 and 30m contours as shown below. Barossa Creek runs down (under) Eady Street.

There is a steeper drop along a section of the southwestern boundary shared with Oakley Court, along the 30m contour.

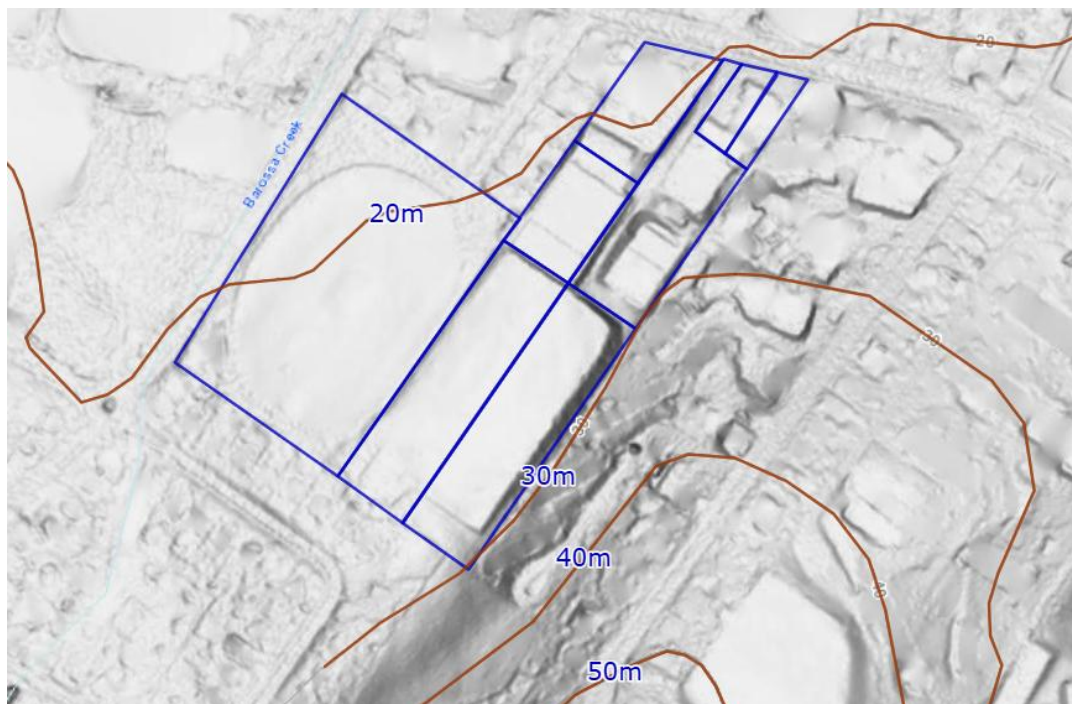


Figure 11: LIST Hillshade Grey with contours. Barossa Creek along Eady Street.

LAND OVERLAYS AND HAZARD LAYERS

The land has small areas subject to flood and landslip:

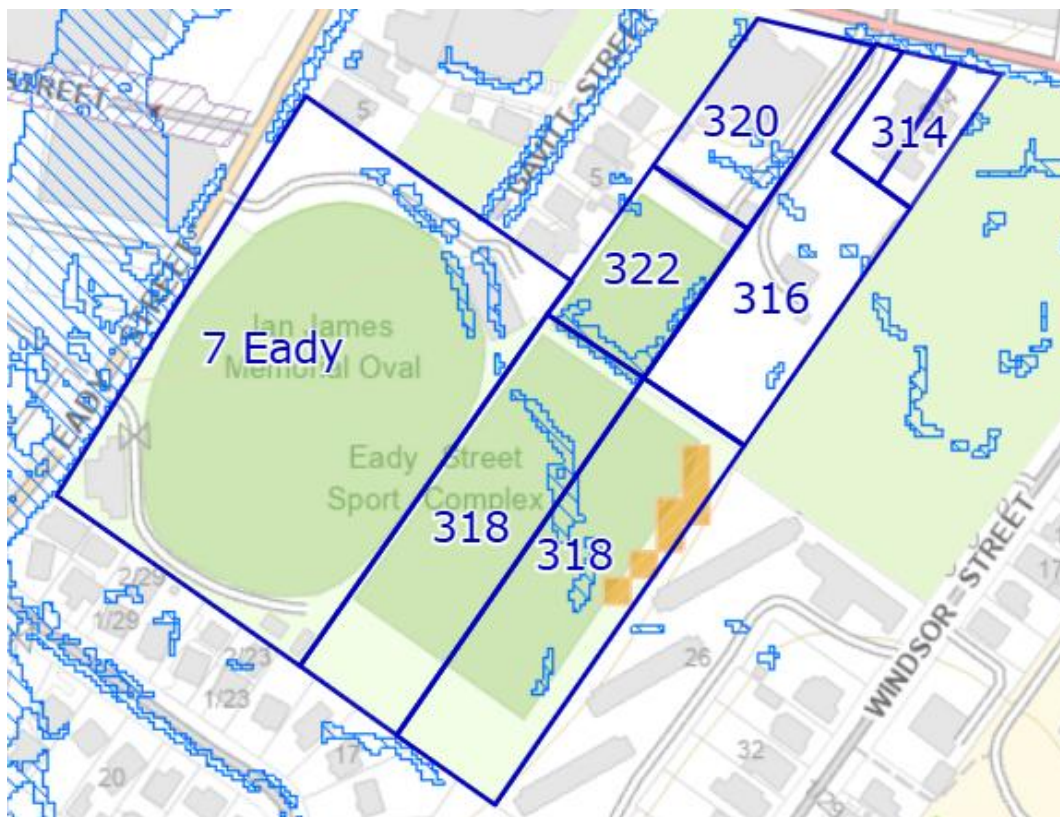


Figure 12: LIST Flood Prone Areas (blue diagonal lines) and Medium Landslip Hazard (orange fill).

5. ASSESSMENT AGAINST THE PLANNING SCHEME PROVISIONS

The applicable planning instrument is the Tasmanian Planning Scheme – Glenorchy.

General Provision 7.10 applies to subdivision.

The subject land has two zones; Community Purpose and Recreation. The applicable codes are Parking and Sustainable Transport, Flood Prone Areas, and Landslip Hazard Areas.

The relevant sections of the Planning Scheme are listed and discussed below. The provision identifier is provided, and it is stated whether the proposal meets the Acceptable Solutions or the Performance Criteria for each relevant standard.

The clauses that are not applicable to the proposal are not discussed.

6.0 & 7.0 Administration and General Provisions

6.2 Categorising the Use or Development

Clause 6.2.6 provides that development that is for **subdivision**, a sign, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.

7.10 Development not required to be Categorised into a Use Class

Subclause 7.10.1 provides that a development that does not need to be categorised into a Use Class *may be approved at the discretion of the planning authority*.

Subclauses 7.10.2 and 7.10.3 outline the issues the planning authority *must consider* when using this discretion.

Clause 7.10.2 is addressed below, and Clause 7.10.3 is addressed at the beginning of the relevant zone and code sections.

7.10.2

An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

Response

The proposed subdivision will not cause any detrimental impact on adjoining uses, or on the amenity of the surrounding area:

- The subdivision does not include any new uses or other development.
- The subdivision will not provide opportunity for uses that are not already permissible.
- Uses that are currently underway will continue with no change.
- Any use or development on currently unused lots will be the subject of future development applications.
- All existing uses will retain or increase their carparking areas.

27.0 Community Purpose Zone

Lots 1, 2 and 3 are located within the Community Purpose Zone.

27.1 Zone Purpose

27.1.1 *To provide for key community facilities and services including health, educational, government, cultural and social facilities.*

27.1.2 *To encourage multi-purpose, flexible and adaptable social infrastructure.*

7.10.3 Development not Required to be Categorised into a Use Class

In exercising its discretion under sub-clauses 7.10.1 and 7.10.2, the planning authority must have regard to the purpose of the applicable zone.

Response:

The part of the proposal (Lots 1, 2 and 3) within the Community Purpose zone is in line with the purpose of that zone. The uses with existing use rights concord with the uses permissible in the zone and are not proposed to change. The subdivision will provide a more aligned title arrangement for the ongoing uses on Lot 3, as well as future uses on Lots 1 and 2.

27.2 Use Table

Not applicable per clause 6.2.6 (subdivision).

27.3 Use Standards

Not applicable to subdivision.

27.4 Development Standards for Buildings and Works

27.4.1 Building height - Not applicable to this application

27.4.2 Setback - Not applicable other than under the subdivision standards.

27.4.3 Fencing - Not applicable to this application

27.4.4 Outdoor storage areas - Not applicable to this application

27.5 Development Standards for Subdivision

27.5.1 Lot design

Objective	<i>That each lot:</i> <i>(a) has an area and dimensions appropriate for use and development in the zone; and</i> <i>(b) is provided with appropriate access to a road.</i>
Acceptable Solutions	Performance Criteria
A1 <i>Each lot, or lot proposed in a plan of subdivision, must:</i> <i>(a) have an area of not less than 600m² and:</i> <i>(i) be able to contain a minimum area of 10m x 15m, with a gradient not steeper than 1 in 5, clear of:</i> <i>a. all setbacks required by clause 27.4.2 A1 and A2; and</i> <i>b. easements or other title restrictions that limit or restrict development; and</i> <i>(ii) existing buildings are consistent with the setback required by clause 27.4.2 A1 and A2;</i> <i>(b) be required for public use by the Crown, a council or a state authority;</i> <i>(c) be required for the provision of Utilities; or</i> <i>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</i>	P1 <i>Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</i> <i>(a) the relevant requirements for development of buildings on the lots;</i> <i>(b) existing buildings and the location of intended buildings on the lots;</i> <i>(c) the topography of the site;</i> <i>(d) the presence of any natural hazards;</i> <i>(e) adequate provision of private open space; and</i> <i>(f) the pattern of development existing on established properties in the area.</i>
Response	

A1(a) is met. (a) Each lot is more than 600m² in size, and: (i) Contains a minimum area of 10x15m with a gradient less than 1 in 5, which is clear of: a. the setbacks required under 27.4.2 A1 (5m from the frontage) and A2 (3m from Inner Residential Zone). b. easements and other title restrictions that may limit development. (ii) The existing building on 320 Main Road (Community Transport Services Tasmania) is located around 1.3m from the frontage at its northwestern corner. However, this frontage is not a new boundary.	
A2 <i>Each lot, or lot proposed in a plan of subdivision, must have a frontage or legal connection to a road by a right of carriageway of not less than 10m.</i>	P2 <i>Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</i> (a) <i>the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</i> (b) <i>the topography of the site;</i> (c) <i>the functionality and useability of the frontage;</i> (d) <i>the anticipated nature of vehicles likely to access the site;</i> (e) <i>the ability to manoeuvre vehicles on the site;</i> (f) <i>the ability for emergency services to access the site; and</i> (g) <i>the pattern of development existing on established properties in the area.</i>
Response A2 is met. Each lot has frontage to Main Road, with the shortest being the access strip to Lot 2, which is 10m wide.	
A3 <i>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</i>	P3 <i>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</i> (a) <i>the topography of the site;</i>

	(b) <i>the length of the access;</i> (c) <i>the distance between the lot or building area and the carriageway;</i> (d) <i>the nature of the road and the traffic; and</i> (e) <i>the pattern of development existing on established properties in the area.</i>
Response A3 is met. The access and crossover points already exist and are believed to be in accordance with council's requirements.	

27.5.2 Services

Objective	That the subdivision of land provides services for the future use and development of the land.	
Acceptable Solutions	Performance Criteria	
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must: (a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service: or (b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.	P1 No Performance Criterion.	
Response A1 is met. Lots 1, 2 and 3 will remain connected to a full water supply. An abandoned line and a line servicing the HAMST building running through Lot 2 will be disconnected. A new private water line will be constructed through Lot 3 to serve the HAMST building.		
A2 Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or	P2 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating	

<i>Utilities, must have a connection to a reticulated sewerage system.</i>	<i>an on-site wastewater treatment system adequate for the future use and development of the land.</i>
Response A2 is met. Lots 1, 2 and 3 will remain connected to the reticulated sewerage system. Easements will be placed over the existing infrastructure.	
A3 <i>Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</i>	P3 <i>Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</i> <i>(a) the size of the lot;</i> <i>(b) topography of the site;</i> <i>(c) soil conditions;</i> <i>(d) any existing buildings on the site;</i> <i>(e) any area of the site covered by impervious surfaces; and</i> <i>(f) any watercourse on the land.</i>
Response A3 is met. Lots 1, 2 and 3 will retain existing connections to the public stormwater system.	

28.0 Recreation Zone

Lot 4 is located within the Recreation zone.

28.1 Zone Purpose

- 28.1.1 *To provide for active and organised recreational use and development ranging from small community facilities to major sporting facilities.*
- 28.1.2 *To provide for complementary uses that do not impact adversely on the recreational use of the land.*
- 28.1.3 *To ensure that new major sporting facilities do not cause unreasonable impacts on adjacent sensitive uses.*

7.10.3 Development not Required to be Categorised into a Use Class

In exercising its discretion under sub-clauses 7.10.1 and 7.10.2, the planning authority must have regard to the purpose of the applicable zone.

Response:

The land that will be encompassed within Lot 4 supports the Ian Jones Memorial Oval and the Eady Street Sport Complex, which is entirely within the purpose of the Recreation zone. There is no proposed change of use.

28.2 Use Table

Not applicable per clause 6.2.6 (subdivision).

28.3 Use Standards

Not applicable to subdivision

28.4 Development Standards for Buildings and Works

Not applicable to this application – no buildings or works proposed.

28.5 Development Standards for Subdivision

28.5.1 Lot design

Objective	<i>That each lot:</i> <i>(a) has an area and dimensions appropriate for use and development in the zone; and</i> <i>(b) is provided with appropriate access to a road.</i>
Acceptable Solutions	Performance Criteria
A1 <i>Each lot, or lot proposed in a plan of subdivision, must:</i> <i>(a) be required for public use by the Crown, a council or a state authority;</i> <i>(b) be required for the provision of Utilities; or</i> <i>(c) be for the consolidation of a lot with another lot, provided each lot is within the same zone.</i>	P1 <i>Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</i> <i>(a) the relevant requirements for development of buildings on the lots;</i> <i>(b) existing buildings and the location of intended buildings on the lot;</i> <i>(c) the topography of the site;</i> <i>(d) the presence of any natural hazards; and</i> <i>(e) the pattern of development existing on established properties in the area.</i>
Response A1(a) is met. Lot 4 will remain in the council ownership and will remain in public use.	

A2 <i>Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 3.6m.</i>	P2 <i>Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, having regard to:</i> <i>(a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</i> <i>(b) the topography of the site;</i> <i>(c) the functionality and useability of the frontage;</i> <i>(d) the anticipated nature of vehicles likely to access the site;</i> <i>(e) the ability to manoeuvre vehicles on the site;</i> <i>(f) the ability for emergency services to access the site; and</i> <i>(g) the pattern of development existing on established properties in the area.</i>
Response A2 is met. Lot 4 has around 177m of frontage to Eady Street.	
A3 <i>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</i>	P3 <i>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</i> <i>(a) the topography of the site;</i> <i>(b) the length of the access;</i> <i>(c) the distance between the lot or building area and the carriageway;</i> <i>(d) the nature of the road and the traffic; and</i> <i>(e) the pattern of development existing on established properties in the area.</i>
Response A3 is met. The vehicular access from Eady Street is believed to be in accordance with the road authority's requirements.	

28.5.2 Services

Objective	<i>That the subdivision of land provides services for the future use and development of the land.</i>
Acceptable Solutions	Performance Criteria
A1 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</i> <i>(a) be connected to a full water supply if the frontage of the lot is within 30m of a full water supply service; or</i> <i>(b) be connected to a limited water supply service if the frontage of the lot is within 30m of a connection to a limited water supply service,</i> <i>unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</i>	P1 No Performance Criterion.
Response A1 is met. Lot 4 is and will remain connected to a full water supply.	
A2 <i>Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</i>	P2 <i>Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.</i>
Response A2 is met. Lot 4 is and will remain connected to reticulated sewerage.	
A3 <i>Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</i>	P3 <i>Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</i> <i>(a) the size of the lot;</i>

	(b) <i>topography of the site;</i> (c) <i>soil conditions;</i> (d) <i>any existing buildings on the site;</i> (e) <i>any area of the site covered by impervious surfaces; and</i> (f) <i>any watercourse on the land.</i>
Response A3 is met. Lot 4 is and will remain connected to the public stormwater system.	

C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

- C2.1.1 *To ensure that an appropriate level of parking facilities is provided to service use and development.*
- C2.1.2 *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
- C2.1.3 *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
- C2.1.4 *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
- C2.1.5 *To ensure that parking spaces and accesses meet appropriate standards.*
- C2.1.6 *To provide for parking precincts and pedestrian priority streets.*

7.10.3 Development not Required to be Categorised into a Use Class

In exercising its discretion to approve a development that does not need to be categorised into a Use Class the planning authority must have regard to the purpose of the applicable code.

Response:

The proposal is in line with the purpose of the code. More than the required number of carparking spaces are provided, and where not required at this stage can be provided for in the future. Buses run along the Main Road and there are bus stops 40- 60m from Lots 1, 2 and 3. Walking distance from the nearest bus stop to Lot 4 is 180m. Pedestrian access to Lots 1, 3 and 4 is safe and adequate. Safe pedestrian access can be provided at the time of a future use and development application for Lot 2. With more than the required number of carparking spaces being provided, it is considered there will be minimal reliance on on-street parking. The parking and accesses for Lots 1, 3 and 4 are constructed to the required standards and Lot 2 will be expected to be designed and constructed to the required standard at the time of a future use and development proposal.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective	<i>That an appropriate level of car parking spaces is provided to meet the needs of the use.</i>	
Acceptable Solution	Performance Criteria	
A1 <i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</i> <i>(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;</i> <i>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</i> <i>(c) the site is subject to Clause C2.5.5; or</i> <i>(d) it relates to an intensification of an existing use or development or a change of use where:</i> <i>(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</i> <i>(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:</i> $N = A + (C - B)$ <i>N = Number of on-site car parking spaces required</i> <i>A = Number of existing on-site car parking spaces</i> <i>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</i>	P1.1 <i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i> <i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i> <i>(b) the ability of multiple users to share spaces because of:</i> <i>(i) variations in car parking demand over time; or</i> <i>(ii) efficiencies gained by consolidation of car parking spaces;</i> <i>(c) the availability and frequency of public transport within reasonable walking distance of the site;</i> <i>(d) the availability and frequency of other transport alternatives;</i> <i>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i> <i>(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;</i> <i>(g) the effect on streetscape; and</i> <i>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development,</i> <i>or</i> P1.2 <i>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</i>	

<i>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</i>	(a) <i>the nature and intensity of the use and car parking required;</i> (b) <i>the size of the dwelling and the number of bedrooms; and</i> (c) <i>the pattern of parking in the surrounding area.</i>
Response A1 is met <u>Lot 1 (314 Main Road)</u> Lot 1 does not have existing use rights, and a new use is not proposed as part of the subdivision application. Therefore, a parking requirement is not generated. However, the building will at some stage be used for a permissible use in the zone. The most likely uses includes Business and Professional Services, Community Meeting and Entertainment, and Educational and Occasional Care. It may also include Residential (residential care facility, respite centre, or assisted housing), Emergency Services, or Sports and Recreation. The building is 639m² in size. There are 11 parking spaces along the western side of the building and 10 parking spaces along the rear of the building. This equates to one space per 30m², which will provide for a range of permissible uses. <u>Lot 2 (316 Main Road)</u> Lot 2 does not have existing use rights, and a new use is not proposed as part of the subdivision application. It has a small building (roughly 130m²), a former croquet court and informal parking. The lot will at some stage be the subject of a development application for a Permitted or Discretionary use in the zone. The most likely uses includes Business and Professional Services, Community Meeting and Entertainment, and Educational and Occasional Care. It may also include Residential (residential care facility, respite centre, or assisted housing), Emergency Services, or Sports and Recreation. It currently provides around 30 informal parking spaces on a large gravel hardstand. It is considered the site is large enough to provide for a purpose-built building with the required amount of parking at a future use and development proposal stage. <u>Lot 3 (320 Main Road)</u> Lot 3 supports a shared complex of around 997m² housing the state headquarters for Community Transport Services Tasmania with Café Connect operating as an ancillary use, and Asuria employment agency in Tenancy B. CTST occupies around 2/3 of the floor space (660m²) with Asuria occupying one third (around 330m²). In a separate building of around 140m² toward the rear of the lot is the Historical Arms Military Society of Tasmania (HAMST). Whilst the building has two floors, the ground floor only contains bathrooms and storage. These uses are appropriately classified as 'Transport Depot and Distribution' (660m²), 'Business and Professional Services' (330m²), and 'Community Meeting and Entertainment' (140m²). Per Table C2.1 of the Parking and Sustainable Transport Code:	

Transport Depot and Distribution requires 3.5 spaces for each 100m² of gross floor area. With 660m² being used for this purpose, then **23.1** spaces are required.

Business and Professional Services (other) requires 1 space per 30m² of floor area. With 330m² being used for this purpose, then **11** spaces are required.

Community Meeting and Entertainment (other) requires 1 space per 15m² of floor area or 1 space per 4 seats, whichever is greater. The HAMST building is roughly 140m² in size, which means **9** onsite carparking spaces are required. It does not contain 'seating' as such.

43 spaces are required for the three uses on Lot 3.

Lot 3 provides two accessible spaces in front of the building, 9 along the eastern side boundary, 6 along the eastern side of the building, 14 immediately behind the building, and 24 on the section further behind the building (up the ramp). **55 spaces are provided, meeting A1.**

Lot 4 (7 Eady Street)

Lot 4 will continue to support the Ian Jones Memorial Oval and Eady Street Sport Complex. These are appropriately classified into the 'Sports and Recreation' use class.

Per Table C2.1, Sports and Recreation use (other) requires 50 spaces per facility. **60-65 spaces are provided, meeting A1.**

C2.5.2 Bicycle parking numbers

Objective	That an appropriate level of bicycle parking spaces is provided to meet the needs of the use.	
Acceptable Solution	Performance Criteria	
A1 <i>Bicycle parking spaces must:</i> <i>(a) be provided on the site or within 50m of the site; and</i> <i>(b) be no less than the number specified in Table C2.1.</i>	P1 <i>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</i> <i>(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and</i> <i>(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.</i>	
Response		
<u>Lots 1 and 2</u> These do not currently support an existing use, and a new use is not proposed. A bicycle parking requirement is not generated at this stage.		
<u>Lot 3</u> Lot 3 supports a shared complex of around 997m ² in floor area housing the state headquarters for Community Transport Services Tasmania with Café Connect operating as a		

subservient use, and Asuria employment agency operating in Tenancy B. CTST occupies around 2/3 of the floor space (660m²) with Asuria occupying one third (around 330m²).

A separate building of around 140m² toward the rear of the lot is occupied by the Historical Arms Military Society of Tasmania (HAMST).

These uses are appropriately classified as 'Transport Depot and Distribution', 'Business and Professional Services', and 'Community Meeting and Entertainment'.

Per Table C2.1:

- *Transport Depot and Distribution* use requires **1** bicycle space per 5 employees. CTST employs 40 FTE at 320 Main Road, generating a requirement for 8 bicycle parking spaces.
- *Business and Professional Services* (other) requires 1 bicycle space per 500m². With 330m² being used for this purpose, **1** bicycle space is required.
- *Community Meeting and Entertainment* (other) requires *1 space per 50m² of floor area or 1 space per 40 seats, whichever is greater*. The HAMST building is roughly 140m² in size, which means **3** bicycle spaces are required. It does not contain 'seating' as such.

12 bicycle spaces are required for the three uses on Lot 3.

It is proposed to provide a 6-rack bicycle rack on Lot 3, in an area that was previously a carpark, but which was reduced in size due to a gate being installed.

Lot 4

Table C2.1 Sports and Recreation use (other) has no requirement for bicycle parking.

As the required number of bicycle spaces are not provided for Lot 3, P1 is addressed here.

P1 is considered satisfied.

The key test is that bicycle parking spaces must *meet the reasonable needs of the use*.

It is considered this is the case. The proposal goes some way towards providing the required number of bicycle spaces. Currently there are no bicycle spaces provided. Under the proposal, half the number of spaces required by the acceptable solution will be provided in a space that is convenient to all users. In addition, bike racks are provided within the Glenorchy shopping precinct a little further along the Main Road.

C2.5.3 Motorcycle parking numbers

Objective	That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solution	Performance Criteria	
A1 <i>The number of on-site motorcycle parking spaces for all uses must:</i> (a) <i>be no less than the number specified in Table C2.4; and</i> (b) <i>if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be</i>	P1 <i>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</i> (a) <i>the nature of the proposed use and development;</i> (b) <i>the topography of the site;</i>	

<i>based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</i>	(c) <i>the location of existing buildings on the site;</i> (d) <i>any constraints imposed by existing development; and</i> (e) <i>the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</i>
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Response

A1 is met.

Table C2.4 provides no motorcycle parking requirement for up to 20 car parking spaces. For 21-40 carparking spaces, 1 motorcycle space is required. For 41 or more, 1 motorcycle space is required for every additional 20 car parking spaces.

Lot 1: no requirement at this stage. For 21 carparking spaces, one will be required.

Lot 2: no requirement at this stage. This will depend on future use and development.

Lot 3: 43 carparking spaces = 1 motorcycle space. Given the lot provides 55 carparking spaces, it is considered the motorcycle space is provided for in the additional carparking spaces.

Lot 4: 55 carparking spaces required = 2 motorcycle spaces. Given the lot currently provides 60-65 carparking spaces, it is considered the two motorcycle spaces are provided for in the additional carparking spaces.

C2.5.4 Loading Bays - Not applicable to this application

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone - Not applicable to this application

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective	That parking areas are constructed to an appropriate standard.	
Acceptable Solution	Performance Criteria	
A1 <i>All parking, access ways, manoeuvring and circulation spaces must:</i> (a) <i>be constructed with a durable all-weather pavement;</i> (b) <i>be drained to the public stormwater system, or contain stormwater on the site; and</i> (c) <i>excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray</i>	P1 <i>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</i> (a) <i>the nature of the use;</i> (b) <i>the topography of the land;</i> (c) <i>the drainage system available;</i> (d) <i>the likelihood of transporting sediment or debris from the site onto a road or public place;</i> (e) <i>the likelihood of generating dust; and</i>	

<i>seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</i>	<i>(f) the nature of the proposed surfacing.</i>
Response A1 is met. Lot 1: The 11 parking spaces along the western side of the building are constructed with a durable all-weather pavement, drain to the public stormwater system and are sealed with asphalt. It is considered construction of the parking spaces to the rear of the building will be addressed at the time of a future change of use application. Lot 2: It is considered this will be addressed at the time of a future use and development application. Lot 3: The access ways and carparking areas are constructed with a durable all-weather pavement, drain to the public stormwater system and are sealed with asphalt. Lot 4: The access ways and carparking areas are constructed with a durable all-weather pavement, drain to the public stormwater system and are sealed with asphalt.	

C2.6.2 Design and layout of parking areas

Objective	<i>That parking areas are designed and laid out to provide convenient, safe and efficient parking.</i>	
Acceptable Solutions	Performance Criteria	
A1.1 <i>Parking, access ways, manoeuvring and circulation spaces must either:</i> <i>(a) comply with the following:</i> <i>(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</i> <i>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i> <i>(iii) have an access width not less than the requirements in Table C2.2;</i> <i>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</i> <i>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</i>	P1 <i>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</i> <i>(a) the characteristics of the site;</i> <i>(b) the proposed slope, dimensions and layout;</i> <i>(c) useability in all weather conditions;</i> <i>(d) vehicle and pedestrian traffic safety;</i> <i>(e) the nature and use of the development;</i> <i>(f) the expected number and type of vehicles;</i> <i>(g) the likely use of the parking areas by persons with a disability;</i> <i>(h) the nature of traffic in the surrounding area;</i>	

(vi) <i>have a vertical clearance of not less than 2.1m above the parking surface level; and</i> (vii) <i>excluding a single dwelling, be delineated by line marking or other clear physical means; or</i> (b) <i>comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.</i> A1.2 <i>Parking spaces provided for use by persons with a disability must satisfy the following:</i> (a) <i>be located as close as practicable to the main entry point to the building;</i> (b) <i>be incorporated into the overall car park design; and</i> (c) <i>be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i> (d) <i>the proposed means of parking delineation; and</i> (e) <i>the provisions of Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street carparking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i>	
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Response

It is considered that P1 is satisfied.

The key test is that the parking, access and circulation areas must be *designed and readily identifiable to provide convenient, safe and efficient parking.*

It is considered this is the case:

Lot 1 has a 10m-wide sealed access strip, and 11 sealed and marked 90-degree angle parking spaces. Turning paths are provided for within the 10m wide access strip. Three of the parking spaces have additional width, providing for accessible parking. The area is relatively flat with more than adequate area for manoeuvring. The sealed and gently sloping surface to the public stormwater system makes the area useable in all weather conditions. The building is not currently in use, but it will be able to cater for a permissible use at a future time. Main Road Glenorchy is a busy road, but the access to Lots 1 and 2 is clearly visible with excellent sight lines. The parking and manoeuvring areas meet the provisions of AS/NZS 2890.1:21004.



Figure 13: Access and parking for Lot 1. This access strip also forms the first part of the access to Lot 2.

Lot 2 has a 10m wide, sealed access strip and a large, informal parking and circulation area. It does not provide for an existing use. The parking and circulation spaces will be designed and constructed as required at a future application for use and development. Main Road Glenorchy is a busy road, but the access to Lots 1 and 2 is clearly visible with excellent sight lines.



Figure 14: Existing access and parking for Lot 2.

Lot 3 has a 9m-wide sealed access strip with parallel parking on both sides. Whilst this width does not meet that required by the AS, and the parallel carpark lengths are less than provided by Tables C2.2 and C2.3, it continues to provide convenient, safe and efficient parking. The parking behind the building provides for delivery vans with light vehicles further back. The vans have an aisle width of around 6m. The carparking has an aisle width of around 10m. All vehicles can turn on site. All parking spaces are line marked. The parking and manoeuvring areas are sealed and slope gently to the public stormwater system. A concrete ramp leads to the second car park at the rear. More than the required number of parking spaces are provided. All are sealed and line marked. Two accessible parking spaces are provided at the front of the building, next to the main entrance. Main Road Glenorchy is a busy road, but the access to Lots 1, 2 and 3 are clearly visible with excellent sight lines.



Figure 15: Access to Lot 3 with parallel parking.

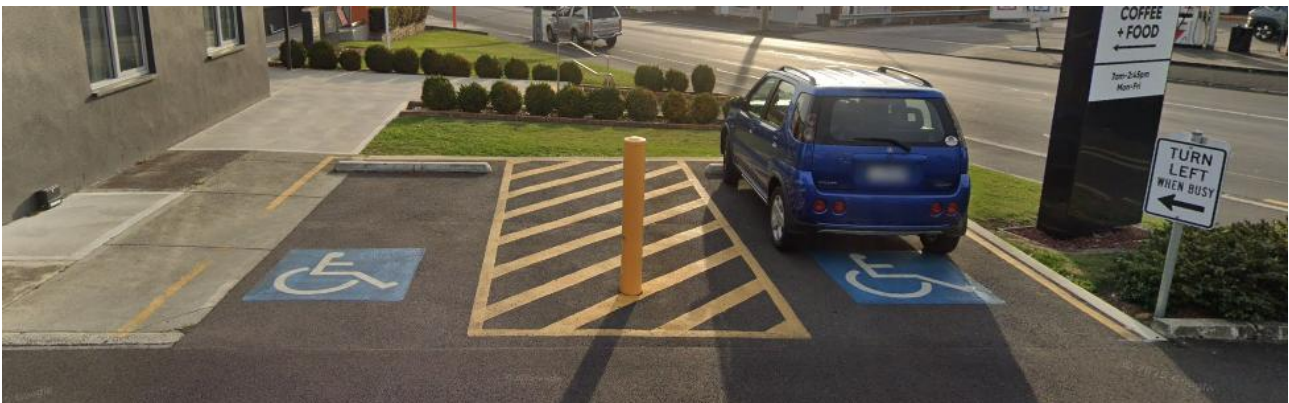


Figure 16: Accessible parking for Lot 3



Figure 17: Rear parking for Lot 3

Lot 4 has separated exit and entry access of around 8m total width. Aisle width inside the carpark is a minimum 7m. Parking and circulation is sealed, and carparks are line marked with some informal overflow parks. The area is relatively flat but slopes gently to Eady Street and the public stormwater system. More than the required number of carparks for the use is provided.



Figure 18: Two-way access to Lot 4.

C2.6.3 Number of accesses for vehicles

Objective	<i>That:</i> (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Acceptable Solutions	Performance Criteria
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	P1 The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
Response A1 is met. No additional access is proposed.	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
Response	

Not applicable – not the Central Business Zone.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone - Not applicable

C2.6.5 Pedestrian access

Objective	That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solution	Performance Criteria	
A1.1	P1	
Uses that require 10 or more car parking spaces must:	Safe and convenient pedestrian access must be provided within parking areas, having regard to:	
(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:	(a) the characteristics of the site;	
(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or	(b) the nature of the use;	
(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and	(c) the number of parking spaces;	
(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and	(d) the frequency of vehicle movements;	
A1.2	(e) the needs of persons with a disability;	
In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	(f) the location and number of footpath crossings;	
	(g) vehicle and pedestrian traffic safety;	
	(h) the location of any access ways or parking aisles; and	
	(i) any protective devices proposed for pedestrian safety.	
Response		
P1 is considered satisfied.		
The key test is that safe and convenient pedestrian access must be provided within parking areas.		
Lot 1: 11 carparking spaces are provided along the western side of the building. Two/three accessible spaces are provided, beside the two pedestrian access ramps. It is a very short distance from each parking space to the building. In addition, separate pedestrian access is provided via a footpath from the Main Road footpath to the entrance steps at the front of the building. Pedestrian access is provided via two ramps to two entrances on the western side of the building.		

Lot 2: Pedestrian access is not provided or proposed to Lot 2 at this stage.

Lot 3: Pedestrian access is provided by concrete path to the front entrance from the two accessible parking spaces. There is separate pedestrian access from the Main Road footpath. No specific pedestrian ways are provided at the rear parking, but the aisles are wide enough to provide for clear visibility for vehicles and pedestrians when walking from vehicles to the building.

Lot 4: Pedestrian access is provided as an extension to the Eady Street footpath into the site on the left-hand side of the vehicular access. No specific pedestrian ways are provided within the parking area, but the aisles are wide enough to provide for safe and convenient pedestrian access.

C2.6.6 Loading bays - Not applicable to this application

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone - Not applicable to this application

C2.6.8 Siting of parking and turning areas - Not applicable to the Recreation and Community Purpose Zones

C2.7 Parking Precinct Plan - Not applicable to this application

C12.0 Flood-Prone Areas Hazard Code

C12.1 Code Purpose

C12.1.1 *To ensure that use or development subject to risk from flood is appropriately located and managed, so that:*

- (a) *people, property and infrastructure are not exposed to an unacceptable level of risk;*
- (b) *future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and*
- (c) *it does not increase the risk from flood to other land or public infrastructure.*

C12.1.2 *To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.*

7.10.3 Development not Required to be Categorised into a Use Class

In exercising its discretion to approve a development that does not need to be categorised into a Use Class [which includes subdivision per clause 6.2.6], the planning authority must have regard to the purpose of the applicable code.

Response:

It is considered the purpose of the code is met. The proposed subdivision will not change the existing situation for the existing uses or buildings, and the flood risk is minimal (less than H1).

C12.5 Use Standards

Not applicable to subdivision

C12.6 Development Standards for Buildings and Works

C12.6.1 Buildings and works within a flood-prone hazard area - Not applicable – no buildings or works proposed.

C12.7 Development Standards for Subdivision

C12.7.1 Subdivision within a flood-prone hazard area

Objective	<i>That subdivision within a flood-prone hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from flood.</i>
Acceptable Solution	Performance Criteria
A1 <i>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:</i> <i>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area;</i> <i>(b) be for the creation of separate lots for existing buildings;</i> <i>(c) be required for public use by the Crown, a council or a state authority; or</i> <i>(d) be required for the provision of Utilities.</i>	P1 <i>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:</i> <i>(a) any increase in risk from flood for adjacent land;</i> <i>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;</i> <i>(c) the need to minimise future remediation works;</i> <i>(d) any loss or substantial compromise by flood of access to the lot, on or off-site;</i> <i>(e) the need to locate building areas outside the flood-prone hazard area;</i> <i>(f) any advice from a state authority, regulated entity or a council; and</i> <i>(g) the advice contained in a flood hazard report.</i>
Response P1 is considered satisfied. The key test is that each lot <i>must not create an opportunity for use and development that cannot achieve a tolerable risk from flood</i>. It is considered this is the case. (a) Increase in risk from flood for adjacent properties: the subdivision will not impact on adjacent land. No works or buildings are proposed. (b) Level of risk arising from an increased reliance on public infrastructure: the subdivision will not increase reliance on public infrastructure. It merely re-arranges the lots to a more efficient and effective layout. (c) Minimising future remediation works: the subdivision will not alter the need for future remediation works. Essentially nothing will change other than a re-arrangement of titles to a more appropriate layout.	

- (d) Loss or compromise of access: the lots will not suffer from loss of or substantial compromise to access. The only access point that may be impacted is the access strip to Lots 1 and 2, and the separate access to Lot 3, all on Main Road. These are not impacted in themselves, but by flood waters potentially running along Main Road. It is not known how deep potential flood water may be, but it is worth noting they do not show up on the Tasmanian Strategic Flood Map; therefore, they are likely less than H1 hazard, which is defined as *generally safe for vehicles, people and buildings*.
- (e) The need to locate building areas outside the flood prone area: The existing buildings are not within flood prone areas other than the cricket club building on the Ian Jones Memorial Oval. This building already exists.
- (f) Advice from state authority, regulated entity or council: the flood mapping on LISTmap is from council's mapping but no further advice has been sought.
- (g) Advice contained in a flood hazard report: not considered necessary for this proposal on this site.

C15.0 Landslip Hazard Code

There is a medium landslip hazard along part of the southeastern boundary shared with 'Oakley Court' (26 Windsor Street) as shown below.

However, the proposal is exempt from assessment under the Code per C15.4.1(d)(ii)b – *development (including subdivision) on land within a medium landslip hazard band if no additional lots are created, if it does not involve significant works.*



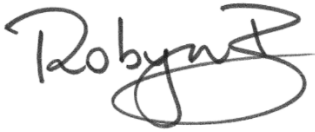
Figure 19: LISTmap Landslide Planning Map - Hazard Bands (medium)

6.CONCLUSION

This supporting report and attached documentation demonstrate that the proposal meets the requirements of the planning scheme.

Where the proposal does not comply with an Acceptable Solution it has been demonstrated that the Performance Criterion is satisfied. It has also been demonstrated that General Provision 7.10 is satisfied.

With the above in mind, a planning permit for a subdivision (4 lots into 4 lots) at 314, 316, 318, 320 and 322 Main Road, and 7 Eady Street Glenorchy is respectfully sought from the Planning Authority.



Senior Planner

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Our Ref: 55039MD

29 September 2026

Glenorchy City Council
Planning Department

Via: gccmail@gcc.tas.gov.au

Dear Planning Department,

Development Application - Subdivision (4 lots into 4 lots)
314, 316, 318, 320, 322 Main Road and 7 Eady Street, Glenorchy

This application for planning approval is submitted on behalf of our client, Glenorchy City Council. Community Transport Services Tasmania is aware of the application.

The attached documentation includes:

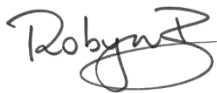
- Application form with GM consent
- Title documents (Folio Plans and Folio Texts)
- PDA Plan of Subdivision (four sheets)
- PDA Planning Report

Please contact me at planning@pda.com.au or on 6234 3217 should you require additional information or clarification.

Yours sincerely,

PDA Surveyors, Engineers & Planners

Per:



Robyn Bevilacqua
Senior Planner

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