



CITY OF HOBART

SUPPORTING INFORMATION

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 11 MAY 2026

AT 4.00PM

VENUE: LADY OSBORNE ROOM

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City of **HOBART**

Place and Wellbeing Committee

Minutes

Tuesday 31 March 2026 at 5.30pm
Lady Osborne Room, Town Hall

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

- | | |
|----------------------------------|--|
| People | We care about people – our community, our customers and colleagues. |
| Teamwork | We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community. |
| Focus and Direction | We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community. |
| Creativity and Innovation | We embrace new approaches and continuously improve to achieve better outcomes for our community. |
| Accountability | We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community. |

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Place and Wellbeing Committee, 31 March 2026, 5.30pm, Lady Osborne Room, Town Hall.

1. ATTENDANCE & APOLOGIES

COMMITTEE MEMBERS

Councillor Will Coats (Co-Chairperson)
Councillor Gemma Kitsos (Co-Chairperson)

Paul Curtain
Sarah Fitzpatrick
Anita Lewis
Richard Metcalfe

PRESENT:

Councillor Will Coats (Co-Chairperson)
Councillor Gemma Kitsos (Co-Chairperson)
Paul Curtain
Sarah Fitzpatrick
Richard Metcalfe

IN ATTENDANCE:

Michael Stretton
Laura Eaton
Ben Artup
Felicity Edwards
Philip Holliday
Joanne Hickman
Dominica Roebuck

CITY OF HOBART STAFF

Michael Stretton, Chief Executive Officer
Laura Eaton, Head of Executive Services

Ben Artup, Director Community and
Economic Development

Felicity Edwards, Manager Environmental
Health

Philip Holliday, Manager Place Design,
Sport and Recreation

Joanne Hickman, Strategic Planner

Dominica Roebuck, Senior Advisor
Community Engagement

Grace Jabour, Senior Administrative
Officer – Governance

APOLOGIES:

Nil

ABSENT:

Anita Lewis

Councillor Gemma Kitsos (Co-Chairperson) noted the resignation of Margie Law.

2. ACKNOWLEDGEMENT OF COUNTRY

The Chair provided an Acknowledgement to Country.

3. CONFIRMATION OF MINUTES

The minutes of the previous meeting held on Tuesday 25 November 2025 were confirmed as an accurate record.

4. DECLARATION OF INTEREST

No interests were declared.

5. INFORMATION SHARING

Members are invited to share ideas, thoughts, feedback (light bulb moments).

Richard

Noted the severe impact fuel prices will have on future works in general, and that this could worsen housing affordability. Richard also expressed concern as to how to provide help to people through development incentives if the fuel and houses are not available to do so.

Paul

Highlighted the positive opportunities this could present in the community. Paul noted that whilst not everything is going to be achieved during this period, the situation should be taken advantage of.

6. BUSINESS ARISING FROM PREVIOUS MEETING

Refer to **ATTACHMENT A** – Place and Wellbeing Committee Status Report – Items Outstanding.

7. BUSINESS FOR DISCUSSION

7.1. City Hall Activation

Michael Stretton, Chief Executive Officer, provided a presentation on the future of City Hall as requested by the Committee at the November 2025 meeting. This topic was discussed by Council during the 30 March 2026 meeting and was deferred to the Hobart Workshop Committee for further consideration.

The future of City Hall has been in discussion for a significant period of time. Presently, it is not being used often enough for a facility of its capacity. Excluding Youth ARC, there are four tenancies in City Hall all of which do not generate enough income to cover costs. The last major capital works undertaken to City Hall took place in 2019, and it now requires significant investment to upgrade the facility to make it fit for purpose. There has been informing work completed regarding this, but not much of it has been publicly released.

The City aims to identify an 'anchor tenant' through an Expressions of Interest process. The anchor tenant would operate as the main resident of the site and work with the City to complete the necessary upgrades to the Hall.

Paired with upgrades to Market Place, the City aims to elevate the City Hall area to a cultural precinct. Market Place would be transformed into a plaza-like area with a view to activate more events in the area. Market Place would also need significant emergency management infrastructure, specifically for flooding. Overall, the City aims to install an anchor tenant to activate the site.

The Committee discussed the following:

- Restrictions on development due to the Hall's heritage status.
- Activating the area through mixed use operations, such as commercial accommodation on the second floor.
- Maintain the fabric of the theatre space, but anchor tenant or others do not necessarily need to be theatre related.
- The space needs to be more compelling to justify level of City expenditure.
- Operator use would have more of an impact on cost than simply increasing the number of events at the Hall.
- Stadium impact – more crowds and more foot traffic would be of interest to commercial operators.
- Committee to provide feedback on the EOIs.
- Funding for emergency management infrastructure easier to obtain than funding for cultural infrastructure.
- Prime location for cultural precinct, especially due to TMAG's parallel projects.

7.2. Draft Hobart Housing Action Plan

Joanne Hickman, Strategic Planner, and Dominica Roebuck, Senior Advisor Community Engagement, provided a presentation on the draft Hobart Housing Action Plan for the purpose of obtaining Committee feedback. Dominica's own notes on this item can be found as **ATTACHMENT B** to these minutes.

The Action Plan aims to address community need for diverse and affordable housing. Identified in the Background Paper used to inform the Action Plan, were drivers of change affecting housing. These include population growth and ageing, as well as unaffordable housing to rent or buy. The Hobart Housing Forum, held in December 2024, an engagement activity held with stakeholders in the housing sector informed the Action Plan.

The need for sustainable, resilient housing was highlighted, as well as the cost of inaction including homelessness and housing stress. It was noted that the implementation of this Action Plan would require the Council to deliver actions, collaborate with partner organisations, and advocate for actions to be undertaken by other levels of government or organisations.

Action themes highlighted include incentives and deterrents, efficient regulatory processes, strategic land use planning, underutilised land, exemplar projects and working with the community. Proposed actions include implementation of structure (neighbourhood plans), such as planning scheme amendments and masterplans, limiting visitor accommodation, reducing or subsidising costs of residential development, and promoting exemplar projects of medium-to-high density residences.

Dominica provided the group with a survey asking the following questions, and received the following responses:

1. *To what extent do you believe that there is a housing affordability and availability crisis in Hobart?*
4.3 / 5
2. *Why is living in the City of Hobart important to you/ your household?*
Walk- and ride-ability, close to amenities, beautiful city.
3. *Which 2 "housing types" do you think are most needed for Hobart, into the future?*
Medium-density housing (up to 6 storeys).
4. *What do you see as the most significant driver of change affecting housing in Hobart?*
Affordability, high demand, regulations.
5. *Is the housing available in the City of Hobart suitable for people living with a disability and/ or ageing in place?*
Unsure.
6. *What could make housing more suitable for people living with a disability or wanting to age in place?*
Accessibility, lifts / lift incentive scheme, close to amenities.

7. *What type of actions do you believe would make the greatest difference in our community?*
Encourage development of underutilised land and buildings.
8. *Considering the focus of the committee, which actions on page 19 and 20 ('Strategic land use planning') should the City prioritise?*
3.10 – Advocate for changes to the Tasmanian Planning Scheme to allow for gentle density through implementation of the Bluefield or co-located housing model or greater flexibility to approve a secondary residence (otherwise known as an ancillary dwelling or granny flat) with a floor area over 60m².
9. *What is the committee working on that may impact or align with this project?*
Developing housing options for young people, changing property ownerships, managing expectations, proposed short stay levy, reducing development costs, understanding the City's challenges.
10. *Do you support the City taking action on housing through the Hobart Housing Action Plan?*
Yes.
11. *What ideas shared today have the greatest potential to improve housing affordability and availability in Hobart?*
Increase density, Bluefield housing, and land release, and adaptive reuse of existing buildings.

ACTION 7.2.1 – Hobart Housing Action Plan Submissions - Committee members encouraged to provide individual feedback via the submissions link before 8 April 2026, which can be found here: <https://yoursay.hobartcity.com.au/hobart-housing-action-plan-open-submission>

The Committee provided the following feedback:

- Council does not have much land to provide but can re-develop land such as Condell Place to increase housing availability.
- Background Paper and draft Action Plan are clear and easy to read.
- Deterrent of disallowing whole-house visitor accommodation could be more effective deterrent than increasing rates.
- Upcoming Planning Scheme Amendments and recently discussed Housing Incentives Package will impact residential housing in Hobart city.
- Mixed use accommodation, combining visitor and permanent accommodation, could be one effective action.
- Accessibility, specifically lifts in multi-level buildings, is vital in suitability for disabled people or those aging in place.
- Fear of high-density housing in Hobart can be reduced through exemplar projects and ensuring quality developments.

- City is proactive in engagement with property developers, which is very positive.
- Reducing car parks and increasing public transport options, showing residents that a different way is possible.

8. BREAK AND REFRESHMENTS

The group broke for refreshments between items 7 and 9.

9. BUSINESS FOR DISCUSSION (CONTINUED)

9.1. Health and Wellbeing Strategy

Ben Artup, Director Community and Economic Development, provided a presentation on the initial concept ideas for a Health and Wellbeing Strategy. Ben noted that this was the first presentation on the Strategy, and that it will evolve from here.

The Tasmanian Local Government Targeted Amendment Bill, tabled 26 March 2026, saw community wellbeing included under council's strategic planning responsibility. Many other Australian councils have health and wellbeing strategies, but it is only now being legislated at the local government level in Tasmania. State Government strategies exist already, and mainly focus on preventative health, which the City would draw from when drafting a Hobart Health and Wellbeing Strategy.

Hobart's main health concerns relate to aging and mental health. The Strategy would promote personal action through a preventative health lens, focussing on four ideas: Move, Eat, Connect, and Purpose. The City would partner with existing health and wellness groups to educate and encourage residents to take personal action for their health and wellbeing. Using the existing state and federal strategy consultation, the City would promote health and wellness campaigns within the framework through community calls to action.

Next steps include Council endorsement of the Strategy and approach, and holding a forum of potential strategic partners later in the year. Once promotion of Strategy has commenced, the approach will be refined to reflect what Hobart needs and will regularly report back to the Committee.

The Committee provided the following feedback:

- Currently very wide scope of work as local government obligations growing.
- No specific target demographic yet, but will become clearer through theory of change and applied behavioural science.
- Expo of health and wellness groups might be a good way to get everyone together and have commercial groups and volunteer groups working as cohort.
- Community associations a good way to spread information across demographics.
- Retirement industry and Allied Health services likely to support the Strategy.
- Body of work so large it is hard to determine where or how to start, but health statistics around mental health show partnership with Lifeline could be beneficial.

- Hobart being a 'Blue Zone' would be a good hook to bring people here.
- Briefing of relevant Ministers to occur to ensure consistent messaging across different levels of government and to discuss shared priority areas.

ACTION 9.1.1 – Health and Wellbeing Strategy suggestions - Committee members can email Ben Artup, Director Community and Economic Development, with further suggestions at benjamin.artup@hobartcity.com.au

9.2. Greater Hobart Sport and Recreation Infrastructure Strategy

Philip Holliday, Manager Place Design, Sport and Recreation, provided a brief update on the Greater Hobart Sport and Recreation Infrastructure Strategy.

The Strategy is currently in draft form following a lengthy consultation period. It is now being socialised with key Council staff and key stakeholders who informed the draft strategy, with the document to be further refined before it is made final.

The Committee discussed the following:

- New basketball courts across Greater Hobart Region demonstrate demand for sport and recreation infrastructure.
- New building at Hutchins school could see sporting club partnerships.

10. COMMITTEE WORKPLAN

The Committee Workplan was not discussed.

11. NEXT MEETING

The remaining meetings for 2026 are scheduled for:

26 May 2026
25 August 2026
20 October 2026

The meeting closed at 7.35pm

ATTACHMENT A

Place and Wellbeing Committee Status Report – Items Outstanding

March 2026

Meeting Date & Action reference	Action Item	Responsible Officer	Comment
April 2025 Action 6.1.1	Council Strategies – A compendium of Council Strategies to be made available to the Committee and mapped out on the Hub.	Philip Holliday & Justyne Wilson	Not yet complete. Organisational review of strategies and plans underway.
June 2025 Action 7.1.1	Development of Education / Awareness Program for Container Collection Scheme and Recycling – Laura to look at how the City of Hobart can assist Clubs and event organisers with the new container collection scheme and recycling.	Laura Eaton	Ongoing/not yet complete. Need to align with key stakeholders to ensure consistent messaging.
June 2025 Action 8.3.2	North Hobart Neighbourhood Plan - The implementation plan for the North Hobart Neighbourhood Plan be communicated back to The Committee	Laura Eaton	Completed, but to be brought back to Committee at appropriate time following Planning Scheme amendments.
September 2025 Action 6.1.1	Health and Wellbeing Strategy Project Council Officers to keep the Committee informed and involved with the strategy development process. To Schedule a “deep dive” at a future meeting.	Laura Eaton/Felicity Edwards	Completed.

Meeting Date & Action reference	Action Item	Responsible Officer	Comment
November 2025 Action 7.1.1	List of South Hobart Community's suggestions - Margie to provide Philip Holliday / Governance team with a copy of South Hobart's community's suggestions in relation to the Creative Strategy, and a copy will be uploaded onto the Hub.	Margie Law / Philip Holliday / Governance	List not received yet. Philip will follow up since Margie's resignation.
November 2025 Action 9.1.1	2026 Work Plan - It was agreed that the Committee is very keen to spend at least 30 minutes each meeting on 'Greater Hobart Sport Infrastructure Strategy' and the 'City Hall' project.	Laura Eaton / Philip Holliday	Completed.
November 2025 Action 9.1.2	City Hall Activation – CEO to provide Governance with the information on the 'City Hall'. Governance will upload the information onto the Hub for the Committee to review.	CEO / Governance	Completed.
March 2026 Action 7.2.1	Hobart Housing Action Plan Submissions - Committee members encouraged to provide individual feedback via the submissions link before 8 April 2026, which can be found here: https://yoursay.hobartcity.com.au/hobart-housing-action-plan-open-submission	Joanne Hickman / Dominica Roebuck	
March 2026 Action 9.1.1	Health and Wellbeing Strategy suggestions - Committee members can email Ben Artup, Director Community and Economic Development, with further suggestions at benjamin.artup@hobartcity.com.au	Ben Artup	

ATTACHMENT B

Engagement	Place & Wellbeing Reference Group
Project	Hobart Housing Action Plan (HHAP)
Date and time	31 March, 5:30pm–7:30pm
Number of participants	12

By Dominica Roebuck (Senior Engagement Advisor)

Meeting notes (tidied summary via CoPilot)

Attendance

12 people attended.

Key discussion points and questions (by topic)

1) Council land / development opportunities

- Paul asked about Council's ability to acquire and/or develop land.
- Philip responded that Council has very limited land stock; analysis is underway- Condell Place has been identified.

2) Visitor accommodation (e.g., short-stay) – incentives and deterrents

- Richard: supported an easy-to-read report; noted that “incentives and deterrents” need to be meaningful. Suggested that raising rates on visitor accommodation is not a deterrent (it may simply create revenue) and questioned what would actually reduce short-stay use unless there are hard limits (e.g., permitted nights per year). Noted some cities do not allow whole-home short-stay; suggested Airbnb's original model focused on spare rooms.
- Joanne: advised Council is pursuing a planning scheme amendment (context: visitor accommodation settings).
- Philip: said a report went to Council on 30th and an Incentives package (Inner City Housing Supply Incentive Policy) is being developed with directors/staff and other agencies (e.g., TasWater). Aim is to help turn approved developments into homes by reducing some of the costs that arise when building starts, also to encourage developers to progress their already-approved development applications (noted there were ~700 DAs approved).

3) Project feasibility and mixed-use models

- Philip: noted hotels continue to be built and that “houses don't stack up” financially at present.
- Joanne: said part of the future development model may be mixed-use (combining visitor accommodation and housing in the one development); noted there is already an application like this in New Town.
- Group comment: “That's what the Roxy is.”
- Discussion referenced a desired mix of social and affordable housing, private housing, and build-to-rent; these mixed tenure models may be eligible for federal funding and are seen as exemplar project types.

- Cr Gemma Kitsos: said the numbers don't stack up in Hobart (general feasibility point).

4) Affordability and lived experience of renting

- Discussion raised: percentage of home ownership in Hobart? (noted as a question/topic to follow up).
- Participants spoke about the stress of renting and emphasised personal experience- housing impacts everyone in a different way.
- Joanne: noted 30% of income is now commonly considered an "acceptable" housing cost benchmark.
- Comment: people being asked to pay ~50% of their income for housing is not fair.
- Joanne shared an example of a young person living in a 7-room house with people using living and dining rooms as bedrooms (overcrowding)- this was shared during the engagement period at YARC.

5) Density, housing diversity, and accessibility

- Paul raised (based on experience/awareness) that medium density can support liveability; referenced cities like Paris as an example of why medium density "works"; noted the broader Hobart conversation about low density.
- Cr Gemma Kitsos: noted a "block" in the market where individuals occupy multi-bedroom homes while others are in temporary accommodation; families then cannot access larger homes. Also noted limited stock of suitable household-sized homes and very few homes suitable for people with disability.
- Cr Gemma Kitsos also noted demand from older people to move closer to the city (medical, cultural facilities), but that many apartments are not suitable (e.g., no lifts). This contributes to people not moving out of larger properties.
- Philip asked whether the room felt there is a need to work with community; comment noted "NIMBYism is alive and well."
- Sarah: discussion is often less about density and more about the definition of "quality" (i.e., whether a project fits). Paul similarly emphasised accessibility and quality.
- Joanne: noted Hobart has limited land available and therefore greater density is needed.

6) Community engagement and 'social licence' for development

- Sarah: sometimes decision-makers may be highly qualified and know a building "needs to go" in a place, but may not know what the suburb/community wants.
- Philip asked how project proponents can get to know community and build social licence.
- Sarah: emphasised community engagement through local associations and grass-roots communications; "don't come over the top—come in from the base."

- Paul asked about Council's role in strategic planning when engaging major property owners about future utility.
- Joanne: if someone wants to change zoning on a lot, strategic land use planning would engage with the owner/developer; applications for development and use sits with statutory planning. Noted the City's Urban Advisory Panel provides advice as part of process.
- Paul asked (North Hobart context) how proactive Council is in engaging land/property owners in NoHo. Joanne: Council engages with anyone open to meeting with Council. Joanne: We actively sought out members of the community for community engagement on the NHNP.
- Philip: Council is keen on pre-application conversations (developer/architect etc.). Design guidelines help establish common language and agreed outcomes for good design. Noted the value of higher-level conversations with communities about local aspirations and the need to have regular conversations as engagement progresses.
- Sarah asked whether Council proactively goes out and speaks to developers prior to DAs; Philip: Council encourages them to come to Council. Noted a developer forum where landholders/developers are invited to discuss what's on their mind and what's getting in the way; Philip to provide info (and possibly timing for the next forum).

7) Parking, transport, and inner-city living

- Cr Will Coats: noted the impact concerns that can come with higher density (example: Bathurst St), including overflow parking into surrounding streets when apartments do not include enough car parks; noted Hobart was built in an earlier era and parking pressure is a recurring issue (comment: Sandy Bay becomes a "car park" every day).
- Sarah: noted this is common in many older cities.
- Joanne: noted there are already regulatory measures to reduce the number of car parks in city areas; preference is often for underground parking in the city (but excavation costs make this expensive). Other approaches may be considered in specific areas.
- Sarah: suggested incentives for alternative transport depending on desired inner-city residents (many may not need a car). Mentioned car-share models as part of "modern city living" and helping people picture a new way of living in the city.
- Philip: referenced exemplar projects showing you don't need a car park for everyone.
- Sarah: stressed the importance of showing (not just describing) what good outcomes look like; people need to see it.

8) Other points and open questions raised

- Cr Will Coats: noted that converting "shop-top" spaces to residential can be prohibitively expensive (context: impacts / feasibility).

- Sarah referenced work on an infill development in another city and noted varying levels of communication approaches (context: engagement).
- Cr Gemma Kitsos asked: what are we going to do with grown-up children moving out of home? (housing pathways question).
- Cr Will Coats raised travel demand: the need for rooms/beds when people come to visit; suggested considering where demand is heading in 5–10 years and noted changing patterns as people respond to demand.



City of **HOBART**

City Transport Committee

Minutes

Tuesday 24 March 2026 at 5.30pm
Lady Osborne Room, Town Hall

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We care about people – our community, our customers and colleagues.
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City Transport Committee, 24 March 2026 at 5.31pm, Lady Osborne Room, Town Hall.

1. ATTENDANCE AND APOLOGIES

COMMITTEE MEMBERS

Councillor Ryan Posselt (Chairperson)
Christian Bell
Anna Blake
Joshua Clarke
Alison Hetherington
Dominic Lang
Mathew Sharp
Fiona Abercrombie-Howroyd
Damien Codognotto

PRESENT:

Councillor Ryan Posselt (Chairperson)
Christian Bell
Anna Blake
Joshua Clarke
Alison Hetherington
Dominic Lang
Fiona Abercrombie-Howroyd via Teams
Damien Codognotto

CITY OF HOBART STAFF

Karen Abey, Deputy Director Strategic and Regulatory Services Network
Daniel Verdouw, Manager City Transport
Shivani Jordan, Senior Roads and Traffic Engineer
Allison Blazosky, Senior Transport Planner
Magaly Barrientos, Governance Officer

APOLOGIES:

Mathew Sharp

2. ACKNOWLEDGEMENT OF COUNTRY

The Chairperson provided an acknowledgement to Country.

3. CONFIRMATION OF MINUTES

The minutes of the previous meeting held on Tuesday, 28 October 2025 were submitted and confirmed as an accurate record.

4. DECLARATION OF INTEREST

Members of the Committee were requested to indicate where they may have any conflicts of interest in respect to any matter appearing on the agenda.

There were none.

5. BUSINESS ARISING FROM PREVIOUS MEETING

Refer to **ATTACHMENT A** – City Transport Committee Status Report – Items Outstanding.

Updates to the outstanding actions are noted in [Blue Text](#).

6. INFORMATION SHARING

6.1. Members to share ideas, thoughts, feedback (light bulb moments) since last session.

The following information and observations were shared by Committee members and officers:

Scramble Crossings and Intersection Operation

- Christian requested an update regarding recent works associated with scramble crossings and intersection upgrades, including questions about construction staging, timeframes and when pedestrian lanterns will be fully operational. Officers advised that works are being delivered in stages and that full activation of pedestrian lanterns will occur once construction is complete.
- Questions were raised about how cyclists are expected to move through scramble crossings and whether clearer communication or signage is needed. Officers explained that current arrangements prioritise pedestrian movement and that further clarity will emerge once adjacent cycling infrastructure is completed.

Growth of Cycling, E-Bikes and E-Scooters

- Members noted an increase in cycling, e-bike and e-scooter use across the city, particularly on new and upgraded cycling infrastructure.
- Concerns were raised about the growing presence of illegal or high-powered e-bikes and e-scooters, including limited enforcement options and lack of clarity around legislation.
- It was noted that police enforcement capacity is limited and that road-rule settings and enforcement powers vary between jurisdictions.

Regulation, Safety and Crash Data

- Damien raised questions whether crashes involving illegally operated devices (such as quad bikes, e-bikes and e-scooters) are being recorded within motorcycle crash data and whether this affects the accuracy of safety reporting.
- Members referenced regulatory changes in other states, including Queensland and Victoria, and discussed the importance of clearer classification and separation of data for motorcycles, e-devices and other vehicles.

Motorcycle Parking and Accessibility

- Damien expressed concerns about certain motorcycle parking locations in the CBD that present safety or accessibility challenges for riders.
- A suggestion was made to assess the location and design of motorcycle parking, including CCTV through inspection and consultation with motorcycle riders.

Pedestrian Accessibility

- Broader accessibility issues were noted, including crossing times at key intersections and challenges experienced by older pedestrians and slower walkers.

Battery Point Walkway

- Updates were shared on Battery Point walkway planning, with officers noting that further coordination is required before the project can be progressed to the State Government.

Rapid Bus Network

- Members discussed recent announcements relating to the Rapid Bus Network and expressed interest in better understanding project parameters, governance arrangements and jurisdictional responsibilities.
- A suggestion was made for the Committee to receive a dedicated future briefing on the Rapid Bus Network business case and its implications for Hobart.

Fuel Prices and Transport Behaviour

- Councillor Posselt referred to rising fuel prices were discussed, with members noting potential impacts on transport behaviour, Council operations and increased demand for alternative modes such as public transport, cycling and e-bikes.
- Officers acknowledged uncertainty around fuel supply and pricing and noted that these issues will continue to influence transport planning and service delivery.

7. BUSINESS FOR DISCUSSION

7.1. Bike Detection Trial

Tim Bickerstaff, Department of State Growth (DSG) Manager Network Performance provided a presentation and an update on an upcoming bike detection technology trial at the Collins and Molle Street intersection to the Committee

The Committee discussed:

- The two bike-detection systems to be tested at the Collins/Molle Street intersection once both units are available.
- The need to evaluate the devices across varied weather and lighting conditions to ensure reliable detection.
- Past challenges with similar technologies and the importance of confirming that these systems work effectively within Hobart's environment.
- How bike detection could address issues currently experienced by cyclists at night when traffic lights do not change without pedestrian-button activation.
- Future opportunities for the technology, including broader micromobility detection and possible support for emergency-vehicle priority, while acknowledging operational limitations.
- That the duration and operational parameters of the trial will be refined in collaboration with DSG and City officers.
- That further rollout to other intersections will depend on performance, safety outcomes and cost-effectiveness.

7.2. Draft Hobart Bike Plan 2026

The Senior Transport Planner, Allison Blazosky, provided a presentation on the Hobart Bike Plan to the Committee.

The Committee discussed:

- It was noted that the document has been updated following feedback received at the Hobart Workshop meeting, particularly around cost and transparency improvements that have been incorporated into the updated draft. Further feedback from the Committee was welcomed.
- Officers advised that the draft represents work across multiple Council areas, including transport, infrastructure and renewal teams, reflecting a coordinated internal approach.
- Members were encouraged to test sections of the proposed network and provide feedback on whether routes work in practice, whether any links are missing, and where changes may be needed. This feedback will inform the version presented to Council in May.
- Recognition was given to funding challenges. Comments were made that a 2030 horizon may provide more opportunity for funding and implementation.
- Comments were made about comfort levels on shared paths. Members observed that pedestrians and cyclists do not always feel comfortable sharing the same space and asked that these concerns be acknowledged in the Plan. Concerns were also raised about the draft's description of "major street shared lanes," with several members noting that sharing the road with vehicles presents very low comfort and is generally unsuitable. Officers advised that compromises may be necessary in some locations.
- Members observed that areas such as Sandy Bay appear to have fewer projects included in this plan and asked whether further explanation or justification could be provided.
- Road-rule conflicts relating to bike lanes and designated bike-lane behaviours were briefly discussed, with members noting that these issues influence user comfort and clarity.
- Clarification was sought regarding which mobility devices (such as wheelchairs, electric mobility devices used by older adults, and scooters) are permitted in bike lanes. Members requested clearer guidance in the Plan to minimise friction between different mode users.
- The growing use of e-bikes was highlighted, including their role in supporting mode shift as travel costs rise. Members emphasised the importance of recognising speed differences, rider behaviour and the legislative environment around e-bikes.
- It was noted that census data collected in winter underrepresents cycling levels. Members suggested that this be acknowledged in the Plan and offered to help provide additional data on local riding numbers.
- Discussion also included the growing presence of bike-delivery services, with members noting that improved conditions for bike-based deliveries could help reduce congestion caused by delivery vehicles.

- Officers confirmed that all Committee feedback will be incorporated where possible and that updated material will be circulated before the Plan is presented to Council for formal consideration.

7.3. General Transport Strategy Update

The Manager City Transport, Daniel Verdouw, provided an update to the Committee on the implementation progress of key actions under the Hobart Transport Strategy 2024.

Key points provided to the Committee included:

- Updates on Transport Strategy initiatives currently underway, including work on the Bike Plan, improvements to connectivity with ferry terminals, and reviews of kerbside use to support working transport.
- Advice that Council continues to deliver on the priority actions of the Parking and Kerbside management plan, with opportunities identified for further engagement with the State Government, particularly in relation to public transport.
- Updates on specific actions within the Strategy, including the Argyle/Campbell Street project moving from trial to ongoing operation, works progressing on Collins Street Stage 2, including bus platform works, outdoor dining arrangements closer to the kerb, and the use of planters as separators.
- An update on the Augusta Road project, noting that community consultation is planned for May, with concept development informed by feedback and reporting expected later in the year.
- Reference to behaviour-change initiatives, including possible school-based programs in Mount Nelson, Ride to School Day activities, and examples of similar initiatives undertaken in other cities.
- An update on progress towards establishing a City e-bike library, with a one-year anniversary event planned for May.
- General updates on endorsed trials and actions progressing through the Transport Commission.

Member feedback was also noted:

- A Committee member commented that the motorcycle community is not always well represented in transport planning discussions and suggested that improved data and engagement would be beneficial.
- Officers advised that work continues to focus on motorcycle parking and that opportunities to review parking guidelines and safety measures may be considered.

8. OTHER BUSINESS

There was no other business.

9. NEXT MEETING(S)

The meeting dates for 2026 are:

- 9 June 2026
- 4 August 2026
- 6 October 2026

There being no further business the meeting closed at 7:39pm.

ATTACHMENT A

City Transport Committee Status Report – Items Outstanding
May 2025

Date & Item No	Agenda Item	Action Officer	Comments
July 2023 Action 7.4.1	<p>Travel Demand Management Programs & Opportunities for Consideration A summary of ideas will be provided to a future meeting (more detailed than the meeting notes)</p> <p>Feedback was sought on projects that could be pursued as part of the transport strategy.</p> <p>Discussion included:</p> <ul style="list-style-type: none"> • Engagement with large employers on what would make employees change transport modes • Build environment to support different micro mobility options • Engagement with schools • Engagement with metro • E-bike Library • Facilitating conversations with State Government for salary sacrifice for purchase of e-bikes • Promotion of different types of mobility options – new resident information packs • Digital wayfinding in buildings <p>Update 13/05/2025 Members noted that the e-bike library (that was committee endorsed) is now up and running with high success. It was noted that there were 18 months of bookings in 3 hours. The Chair acknowledged this fantastic achievement.</p> <p>Update 24/3/26 The Hobart Transport Strategy 2024 documents these points under the theme ‘Encouraging and enabling behaviour change’. The committee will have an opportunity to discuss officers’ development of a City of Hobart workforce travel plan (A.4 of the Strategy) in 2026.</p>		Complete.

Date & Item No	Agenda Item	Action Officer	Comments
Feb 2024 Action 7.4.2 City of HOBART	<p>Kerbside Charging Pilot Opportunities for Council to undertake a kerbside charging pilot will be considered as an action in the Transport Strategy.</p> <p>Update 24/3/26 Provision for such pilot was documented in the City of Hobart Electric Vehicle Charging Infrastructure Policy (A.25) that Council endorsed in August 2025. The committee may receive a future update.</p>	Daniel Verdouw	Complete.
May 2024 Action 6.1.1	<p>Intersection – Red light not changed to green late at night The lights at the intersection of Macquarie / Campbell Street did not change from Red to Green. Shivani to report this issue.</p> <p>To contact DSG to request the additional button be installed.</p> <p>Update 13/05/2025 It was noted that another red light on the corner of Molle Street and Collins Street doesn't automatically change after 7 o'clock. Members were advised that bike detection is not a priority at the moment, car detection is. Members were encouraged to continue to report, so that this could be reported to DSG.</p> <p>Update 5/8/25 Committee member Dominic Lang provided a video which has been forwarded to the Manager City Transport.</p> <p>Update 24/3/26 Presentation from Tim Bickerstaff showing how DSG and CoH are working together to address this challenge; likely to be resolved following current trial, targeting full operation by end of 2026.</p>	Shivani Jordan	Complete
May 2024 Action 7.3.1	<p>Draft Hobart Transport Strategy Ruby and Shivani to arrange for the feedback from the Committee to be incorporated into a submission from the City Mobility Portfolio Committee.</p>	Shivani Jordan Ruby Petit	Complete
July 2024 Action 7.2.1	<p>North Hobart Neighbourhood Plan Members were encouraged to provide feedback by filling out a survey (on Councils Your Say website) or prepare a written submission and to encourage their networks to do the same.</p>	Committee Members	Complete

Date & Item No	Agenda Item	Action Officer	Comments
July 2024 Action 7.2.2	Tour of North Hobart Cr Posselt to arrange a date and time for Committees to undertake a tour of the North Hobart Precinct.	Cr Posselt	Not Complete
July 2024 Action 7.3.1	Additional Feedback on Elizabeth Street Vision Members were advised that if they wanted to provide any additional feedback on Elizabeth Street vision, they can send it to Jaime Parsons parsonsj@hobartcity.com.au by close of business Tuesday 30 July 2024.	Committee Members	Complete
March 2025 Action 8.1.1	Bundaberg Regional Council EVCI Policy – Ben to supply a copy of the Electric Vehicle Charging Infrastructure Policy to members of the Committee.	Ben Artup	Complete
May 2025 Action 6.1.1	Involvement in Public Transport (Metro) Submission Fiona Abercrombie-Howroyd, Christian Bell and Mathew Sharp are to be included in the City of Hobart's response to State Growth's engagement on Public Transport – Daniel Verdouw & Allison Blazosky to action.	Allison Blazosky	Complete
May 2025 Action 6.1.2	Committee Members & Networks make a Metro Submission Members of the Committee and their networks were encouraged to make a submission on State Growth's Engagement on Public Transport (which closes on 20/06/2025). https://engage.stategrowth.tas.gov.au/bus-network/bus-network-feedback	Committee Members	Complete
May 2025 Action 7.1.1	Feedback on Urban Design Guidelines Members were asked to provide feedback on the guidelines to UrbanDesign@hobartcity.com.au (via e-mail) by close of business 4 June 2025.	Committee Members	Complete
May 2025 Action 7.2.1	Committee asked to provide feedback on two questions posed in relation to Urban Tree Strategy - Members were asked to provide the following feedback on: <ul style="list-style-type: none"> - What is your favourite tree and why? - What can the City do to increase our urban tree canopy to 40%? Members were also asked to provide any general feedback or thoughts on the Tree Strategy e-mail ruby.wolfe@hobartcity.com.au	Committee Members	Complete

Date & Item No	Agenda Item	Action Officer	Comments
August 2025 Action 6.1.1	1975 Hobart Parking Guide – Mathew Sharp provided a copy of the images of 1975 City of Hobart Parking Guide and Governance Team will upload images onto the Hub.	Governance Officer	Complete
August 2025 Action 7.4.1	Distribution of Officer Submission to the Committee –Governance Team will upload a copy of the final submission onto the Hub.	Governance Officer	Complete



City of **HOBART**

City Economy Committee

Minutes

Tuesday 14 April 2026 at 5.35pm
Lady Osborne Room, Town Hall

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We care about people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

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City Economy Committee, 14 April 2026, 5.35pm, Lady Osborne Room, Town Hall.

1. ATTENDANCE AND APOLOGIES

COMMITTEE MEMBERS

Alderman Louise Bloomfield
(Chairperson)

Corey Bygraves
Nadia Calvert
Jonathon Elliot
Louise Grimmer
Cooper Healy
Edwin Johnstone
Sanallah Shar

PRESENT

Jonathon Elliot
Edwin Johnstone

CITY OF HOBART STAFF

Ben Artup – Director Community and Economic
Development
Nick McGuire – Manager Economic Development
V Firth-Smith – Principal Advisor Innovation
Governance
Grace Jabour – Senior Administrative Officer

APOLOGIES

Corey Bygraves
Sanallah Shar

2. ACKNOWLEDGEMENT OF COUNTRY

3. CONFIRMATION OF MINUTES

The minutes of the previous meeting held on 3 February 2026 were confirmed as an accurate record.

4. DECLARATION OF INTEREST

Members of the Committee are requested to indicate where they may have any conflicts of interest in respect to any matter appearing on the agenda.

There were no conflicts of interest declared.

5. BUSINESS ARISING FROM PREVIOUS MEETING

Refer to **ATTACHMENT A** – City Economy Committee- Status Report – Items outstanding.

Refer to Attachment A, which has been updated with progress since last meeting.

6. INFORMATION SHARING

- 6.1. Members to share ideas, thoughts, feedback (light bulb moments) since last session.

Jonathon Elliot

Highlighted last meeting's discussion around parking arrangements and the drop off in revenue from parking enforcement which was mentioned but had no reason provided for it, only that the City was losing both parking spaces and parking revenue. Since then, the Council has discussed increasing enforcement of parking in suburban areas, and particularly across driveways. Jonathan noted that this appears to be revenue-raising enforcement, and could be a bad look for the City.

Nick McGuire, Manager Economic Development, clarified that the City's parking enforcement is based on Tasmanian road law, and specifically that not parking over driveways is a state government rule. Nick noted that this rule has always been enforced by the City, though only on a complaint basis, placing parking officers in difficult situations (for example, an officer would receive a complaint about someone parking over a driveway and would issue an infringement, but the person receiving the infringement would argue that someone else is doing the same thing nearby and didn't receive an infringement. This would be due to the officer not receiving a complaint about the other vehicle). These situations inspired the City to take a more proactive approach in enforcing this rule. Jonathon and Nick further discussed the parking officer's workload, with Nick clarifying that the officers follow a regular routine, and in addition address complaints.

Jonathan also mentioned the increase in expenditure related to the Collins Street development, which went from \$300k to \$600k. He stated that, from a ratepayers perspective, not staying within budget does not send a good message and makes him wonder where the additional money is coming from. Jonathan then asked what checks and balances are in place regarding this budget?

Ben took the question on notice.

ACTION 6.1.1 – Collins St Development Budget – Nick McGuire will provide the Committee with information around the reason why the Collins Street development increased from \$300k to \$600k and how the City manages and monitors budgets.

Edwin Johnstone

Asked for clarification on the recent Council decision regarding partnership with the Live Music Office, and how this relates to the Night Time Economy work?

Ben Artup, Director Community and Economic Development, discussed that the Live Music Office partnership was supported by the Hobart Workshop Committee at the meeting of 13 April 2026. Ben highlighted that the Live Music Office works with councils to activate the local live music sector. Live Music

Office operates through two components, the first being a consultant that works to pair local artists and venues, and the second which looks at regulatory barriers and makes a series of recommendations to the councils and state governments on issues preventing the growth of the live music sector.

Alderman Louise Bloomfield

Noted that she recently saw emergency vehicles using bike lanes to overtake traffic and is unsure whether that is legal, and if it is, whether cyclists are aware that emergency vehicles may use bike lanes to overtake traffic. Alderman Bloomfield highlighted that if cyclists are not aware, this poses a safety risk.

Nick specified that whilst he doesn't know the exact laws and regulations surrounding this, he thinks that police and other emergency service vehicles are required to follow road rules.

7. BUSINESS FOR DISCUSSION

7.1. Innovation Precinct Update

The Director Community and Economic Development, Ben Artup, provided a presentation to update Members on the work being done to progress the establishment of an Innovation Precinct in Central Hobart.

Last year, the Lord Mayor established a task force to form a vision document to progress the concept of an Innovation Precinct. Since then, the task force has held regular meetings with key stakeholders, such as government representatives and property developers, to gain insight into the creation of the vision document. A skeleton version of the document will be presented to the task force on 15 April, with a final draft being complete around June or July this year.

The purpose of the vision document is to attract investors to Hobart. It aims to describe the broader innovation district and present investment concepts. It will promote economic development and place-based innovation strategies through demonstrating the economic opportunities and existing industry strengths across Hobart. It will invite people both inside and outside of Hobart to participate in with the City on innovation.

The document will highlight the innovative assets that currently operate within Hobart, with a view to show potential investors that Hobart is an attractive place that has a lot going for it. The City aims to work with organisations on the Hobart Innovation District document, and to promote these partnerships. Ultimately, delivering the vision would see Hobart gaining global recognition as an Innovation District.

The Committee provided the following feedback:

- Potential to use empty TAFE floors for businesses similar to Enterprize, which could connect students and teachers with mentors and businesses. City's relationship with TAFE getting stronger, so this is becoming a more viable option.
- Important to respect the value established by markets and other economic drivers, particularly when going to EOI – for example, building an asset from zero on land owned by Council, which then goes to EOI, could see an owner walking away with nothing if they do not win the EOI. Allowing continuation of value supplied, as a safeguard, would likely drive innovation.
- We should challenge the idea of place / geographical location and working from leased buildings, because it is outdated particularly since Covid.
- Incorporating a temporary physical workplace where people can meet on a regular basis whilst working from home the rest of the time could be effective middle-ground.

- Promoting human connection through physical collaboration whilst recognising the benefits of working independently is vital in some industries, particularly knowledge type.
- Serviced offices, such as Servcorp, are growing in popularity. We can bring people together in these spaces with attractions, such as keynote speakers.
- Hobart is already home to incredible innovation, but we need to improve in telling these stories.
- UTAS has previously used students to do research and development for businesses as part of study. This could be utilised for innovation.
- Viability of projects should not override planning scheme regulations.
- Innovation Precinct vision document to build confidence in investors by showcasing sectors and opportunities.
- Upcoming development of car yard at the old K&D space will include core business as well as mixed industry use, and will see more apprenticeships related to EV's, thus driving innovation.

7.2. Night Time Economy Update

The Manager Economic Development, Nick McGuire, provided Members the following update in relation to the current status of the Night Time Economy work.

It was established at the October 2025 Committee meeting that Hobart's Night Time Economy is a major contributor to the local economy. As mentioned at the October meeting, an industry roundtable involving restaurants, venues, industry representatives, and more was held in November 2025. Discussion was had around key challenges, including ongoing engagement, cost of compliance, perception challenges, winter infrastructure, and the culture around alcohol. There was a desire for more spaces that do not provide alcohol to operate in Hobart. Ultimately, the ideas surrounded activating public spaces.

Since the industry roundtable, the NSW Neon Forum was attended by Ben Artup, Director Community and Economic Development, who met with the NSW and QLD night time economy commissioners, Michael Rodrigues and John Collins respectively, to discuss how Hobart can learn from them. There have been follow up meetings with the commissioners since, who will be coming to Hobart for another industry event on 27 May to share insights and progress discussions around challenges and opportunities in the city. The Lord Mayor has also recently met with the Minister for Tourism, Hospitality and Events to seek state involvement.

From this, the City intends to develop a Night Time Economy Plan to focus on priorities for the industry.

The Committee provided the following feedback:

- In the past, very little was brought back from similar industry forums, so it is encouraging to see these actions being taken.
- The commissioners bring both credibility and knowledge to the table – their areas have recently rectified the same challenges that Hobart is currently experiencing.
- Alignment with industry and key stakeholders is vital, otherwise there is no point.

7.3. Tasmanian Football Club Engagement

The Manager Economic Development, Nick McGuire, provided Members the following update in relation to the activities the City has undertaken with regards to the future Macquarie Point Stadium and Devils Football Club.

Following on from previous discussions, the City has now received the report from consultants regarding the economic impact the Stadium will likely have on the City.

The report suggests ways to activate the City pre and post event once the Stadium is built, including wayfinding activation, event/night economy infrastructure, curated local offers linked to events, and more.

Through Ben Artup, Director Community and Economic Development, and his team, there has been engagement with the Devils Football Club on how to engage with businesses, with the Devils keen to continue engagement through the City. It was highlighted that there has been a focus on preparing for the VFL and VFLW matches, rather than looking too far into the future.

It was flagged that these activation ideas from the consultant's report are things the City hopes to progress in partnership with the Devils.

The Committee provided the following feedback:

- There has started to be a noticeable culture shift, particularly at the recent VFL game at North Hobart Oval.
- Devils are making a big impact in the community and are an ideal partnership.
- Impact of fuel shortage – delays in Stadium building, and property development in general, though it was observed that some property prices in the CBD have recently increased – potentially due to the impending Stadium.
- Possibility of EV incentives if we can function without petrol.
- Recent state government Creative Industry Strategy would work well with city activation plans.
- Need to send the message that Hobart is open for business. Gives the indication that the City is saying to the wider community, 'come up with good ideas because we want to make them work'. Innovation comes from knowing things are possible through the City.
- Even if the City was opposed to the Stadium development, it has now been approved and we need to make the best of it using open-mindedness.
- Keep momentum of this sort of idea generation and innovation.

7.4. Proposed Event Site on Liverpool Street Update

The Director Community and Economic Development, Ben Artup, provided a presentation to update Members on the proposal to establish an event site on Liverpool Street and assist in facilitating the relocation of the Farm Gate Market from Bathurst Street.

Background on the decision to relocate Farm Gate Market showed that various locations were analysed and that Liverpool Street was deemed the most suitable. Factors that were considered include size, practicality, wind risk impacts, economic benefits, support by local businesses, costs to Council, opportunity for activation, and operator support. The decisions went to Council but was deferred as the Elected Members requested further engagement from businesses and land owners.

Data from the Bureau of Meteorology showed that the past 2 years have been windier, and Windtech Consultants Pty Ltd concluded that Liverpool Street had less wind impacts and can better mitigate residual wind impacts due to both its topography and building heights. Stallholders have expressed that they would love to relocate from Bathurst Street due to wind.

There are also considerable economic benefits in relocating to Liverpool Street, as there are more businesses and opportunities for activation in the area, particularly when considering the upcoming work to the Odeon Theatre and Hanging Garden.

After further consultation, this information will be brought back to Elected Members.

The Committee discussed the following:

- Elizabeth Street was assessed for suitability but deemed unsuitable due to the amount of existing infrastructure, and vehicle accessibility issues on market set-up days.
- Liverpool Street has a number of accessible parking spaces both on and off the street, which makes it easier for stallholders to set up on market days.
- The scramble crossing intersecting Liverpool Street will bring people to the Market, as people will be able to see it from the crossing.
- A number of vacancies currently along Liverpool Street are owned by Hanging Garden, who are planning to revamp the spaces and put them to use, which will create more economic value in the area.
- Laneways in close proximity to Liverpool Street will also be activated over time.
- Odeon and Hanging Garden want to re-establish the area as a cultural precinct / activation space, since it was formally a theatre / entertainment precinct.

- Collins Street was deemed unsuitable due to wind risk impact, access issues, and the risk of causing further disruption following the bike lane trial.
- Infrastructure will need to be installed by the City so that stallholders have access to power and water. Ben suggested furniture that subtly contains power and water access whilst blending into the environment.
- Spaces such as Market Place are isolated and lack both the size and the connectivity to host the Farm Gate Market.

8. OTHER BUSINESS

There being no other business, the meeting closed at 7.02pm.

9. NEXT MEETING

9.1 Remaining meeting dates for 2026:

14/07/2026

13/10/2026

Item 5.

City Economy – Status Report – Items Outstanding
April 2026

Date & Item No	Agenda Item	Action Officer	Comments
October 2025 Item 6.1.1	<p>ACTION 6.1.1 – COH Support – if Stadium approved - If the Stadium is approved – what action will the City of Hobart take to support the stadium, economy and businesses – report to be presented to City Economy meeting in 2026.</p> <p>Update 3/2/2026 – Officers have spoken to the football club and local businesses about how we can work together to prepare businesses. Within Council, a working group will take action on Jonathon’s feedback.</p> <p>Update 9/4/2026 - Refer to item 7.3 above on the April 2026 Agenda.</p>	Ben Artup and Nick McGuire	Completed – Noted this item is on tonight’s agenda and be marked as completed following meeting.
February 2026 Item 7.1.1	<p>ACTION 7.1.1 – Feedback on ‘Residential Incentives Policy’ - The Chief Executive Officer invited all members of the committee to provide any feedback on the ‘Residential Incentives Policy’ – presentation to governance@hobartcity.com.au</p> <p>Update 9/4/2026 - Feedback has been received and was passed onto the CEO.</p>	Committee Member	Completed – The feedback that was received has been passed on to the CEO.
April 2026 Item 6.1.1	<p>ACTION 6.1.1 – Collins St Development Budget – Nick McGuire will provide the Committee with information around the reason why the Collins Street development increased from \$300k to \$600k and how the City manages and monitors budgets.</p>	Nick McGuire	



**Tasmanian Planning Scheme -
Making it easier to develop medium density housing
Discussion Paper**

City of Hobart Submission

May 2026

hobartcity.com.au

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Abbreviations

Abbreviation	Meaning
2025 Report	2025 <i>Improving Residential Standards Report</i> (Era Advisory)
AS	Acceptable Solutions
The City	City of Hobart
Discussion Paper	<i>Tasmanian Planning Scheme – Making It Easier to Develop Medium Density Housing Discussion Paper</i> (State Planning Office)
GRZ	General Residential Zone
HDC	Housing Diversity Code
IRZ	Inner Residential Zone
LGA	Local Government Area
LUPAA	<i>Land Use Planning and Approvals Act 1993</i>
LPS	Local Provisions Schedule
MDDGs	<i>Medium Density Design Guidelines</i>
NAC	New Apartment Code
NCC	National Construction Code
NRZ	New Residential Code
PC	Performance Criteria
PPZ	Particular Purpose Zone
SAP	Specific Area Plan
SPO	State Planning Office
SPWG	Greater Hobart Committee's Strategic Planners Working Group
STRLUS	<i>Southern Tasmanian Regional Land Use Strategy</i>
SPPs	State Planning Policies
SPWG	Greater Hobart Committee's Strategic Planners Working Group
SAP	Specific Area Plan
TPC	Tasmanian Planning Commission
TPS	Tasmanian Planning Scheme

Executive Summary

This submission by is provided to assist the State Planning Office ('SPO') to progress amendments to the State Planning Provisions ('SPPs') to support medium density housing delivery in Tasmania.

The City of Hobart (the 'City') thanks the State Planning Office ('SPO') for the opportunity to provide feedback on the *Tasmanian Planning Scheme – Making It Easier to Develop Medium Density Housing Discussion Paper* (the 'Discussion Paper'), and the draft zones and code documents.

As Hobart continues to experience acute housing pressures, the City recognises that:

- There is clear and sustained demand for additional housing across ownership and rental markets and across a range of household types;
- The existing housing stock within Hobart remains dominated by detached dwellings, with comparatively limited supply of apartments, townhouses, and other types of medium density housing required to meet changing demographic needs and improve housing choice; and
- The current SPP settings present barriers to the efficient delivery of infill and medium density housing and require reform to better align with contemporary housing objectives.

The City was broadly supportive of the directions proposed in the *2025 Improving Residential Standards Report* prepared by Era Advisory (the '2025 Report') and welcomes the focus on improving housing outcomes, design quality and delivery certainty across Tasmania's planning system, specifically through the:

- Creation of permitted pathways for well-located medium density housing typologies;
- Introduction of residential standards to regulate apartment developments and provide greater certainty to developers concerning built form and amenity expectations;
- Consideration of planning incentives for affordable, social and liveable housing;
- Introduction of development standards relating to plot ratio, building separation, landscaping area, deep soil and trees; and
- Simplification of the planning process to improve the clarity, consistency and useability of zones and codes for planning authorities and development proponents alike.

However, our analysis shows substantial differences between the recommendations of the 2025 Report and the proposed amendments in the Discussion Paper. These differences have not been outlined or justified by the SPO in the Discussion Paper, making it difficult to understand the intent and potential implications of the proposed amendments and undermines transparency in the reform process.

The City is committed to enabling housing delivery, as demonstrated through the preparation of its draft *Housing Action Plan* and ongoing strategic work. Council supports a collaborative approach with the SPO to refine and deliver effective, evidence-based planning outcomes.

Recommendation Summary

- Provide additional supporting evidence prior to progressing SPP amendments.
- Consider the City's proposal for an alternative implementation process.
- Collaborate with planning authorities to refine amendments and implementation approach.

Recommendation 1: Provide additional supporting evidence prior to progressing SPP amendments

The City recommends that the SPO undertake further work prior to progressing SPP amendments.

Provide supporting evidence to explain and substantiate the amendments and implementation approaches for the draft material in the Discussion Paper

The 2025 Report outlines recommendations for amendment to the SPPs following a comprehensive review of the residential use and development standards. Through that process, the City provided detailed feedback aimed at ensuring future standards were outcomes focused, evidence based and appropriately responsive to Tasmania's physical and economic conditions.

The Discussion Paper does not provide any supporting evidence or analysis to substantiate the source of the proposed detailed amendments, including how they differ from the current settings and those proposed in the 2025 Report, or the settings in new zones and codes. This limits the ability of stakeholders to assess whether the proposed provisions are evidence-based, proportionate, and appropriately targeted improving medium density housing outcomes.

In response, the City recommends that the SPO provide supporting evidence and analysis that:

- Clearly communicates, line by line, any proposed amendments to the existing standards;
- Provides a rationale and summary of changes between the 2025 Report and the Discussion Paper draft amendments and additions;
- Clarifies zone and code implementation options, the intended approach and code naming;
- Demonstrates consideration of, and integration with, the following concurrent initiatives:
 - [SPP Amendment 01/2026 - Secondary Residences](#)
 - [Draft LUPA Assessment \(Development Assessment Panels\) Bill 2025](#)
 - [LUPAA – \(Miscellaneous Amendments\) Bill 2026](#)
 - [LUPAA – Preventing delays in development assessment timeframes](#)
 - [Regional Land Use Strategies Review](#)
 - Other relevant actions in the [Strategic Planning Provisions review](#)
 - The [Medium Density Design Guidelines](#).

Undertake additional spatial and economic viability analysis to ensure the proposed amendment settings will deliver the intended outcomes

While the City supports the overarching objectives of the Discussion Paper, it is concerned that the proposed amendments may not deliver the scale or diversity of housing needed to meaningfully increase residential density and may lead to additional confusion and regulatory burden.

Opportunities and risks are articulated in Appendix 1 in response to the consultation questions and additional analysis. The response draws on the materials provided, the 2025 Report, the incoming Tasmanian Planning Policies ('TPPs'), concurrent planning reform consultations initiated by the Tasmanian Government and our experience as a planning authority.

In response, the City recommends that the SPO lead or coordinate additional analysis that:

- Explores the introduction of further provisions to the planning scheme to support an increase

in better quality and more diverse medium density development, such as:

- Public open space contribution standards to address increased open space demand for apartment developments.
- Precinct-scaled inclusionary zoning for social and affordable housing.
- Amendments to support additional medium density related tenure and typology models including co-housing, build to rent and collocated housing.
- The provision of supporting guidance, including explanatory figures and local case studies, to assist with the interpretation of development standards and housing typologies.
- Considers and addresses the implications and impact of the proposed amendments on non-residential zones, Specific Area Plans ('SAPs') and codes (for example, the Road and Railway Assets Code and Local Historic Heritage Code).
- Examines if rezoning or spatial application changes are identified as necessary to effectively support outcomes at a precinct level (for example, Greater Hobart).
- Tests consistent methods for development standards across all zones and codes, such as:
 - The consistent use of plot ratio across all residential developments.
 - Separate Development Standards relating to single and multiple dwellings to improve clarity and accurate interpretation, such as applying the apartment code to the Inner Residential Zone.
 - Consolidate zone and code requirements relating to apartment developments.
- Considers the applicability of existing equivalent and refined codes and zone settings, such as New South Wales' Chapter 4 of State Environmental Planning Policy (Housing SEPP) 2021 and the seminal NSW Apartment Design Guide (ADG)
- Examines how other states and territories have created pathways for a broader set of medium density typologies, including:
 - Collocated housing through the amendment of South Australia's [Future Living Code's](#), Established Neighbourhood Zone to add a [Co-located Housing Overlay](#) and new definitions, supported by the drafting of facilitative [by-laws](#) and [guidelines](#).
 - Manor housing through the New South Wales [Standard Instrument \(Local Environmental Plans\) Amendment \(Low Rise Medium Density Housing\) Order 2017](#)
 - [Fast track planning approvals](#) for low and mid rise housing patterns in New South Wales via the [Pattern Book Development Code 2025](#) and [Chapter 7 Pattern Book Development in State Environmental Planning Policy \(Housing\) 2021](#), supported by amendments to the [Environmental Planning and Assessment Regulation 2021](#).

The development of an evidence-led and holistic approach to determining and assessing SPP amendments will better identify and address planning scheme constraints limiting the delivery of diversity in residential development.

Recommendation 2: Consider the City of Hobart's proposal for an alternative implementation process

The City is proposing an alternative hybridised and staged approach to refining and implementing SPP amendments to make it easier to deliver medium density housing.

The 2025 Report outlined three approaches for the implementation of changes to the SPPs, however it is unclear which approach is proposed by the Discussion Paper. The City has undertaken analysis of the three original recommendations, the implied discussion paper process and interstate models to propose an alternative implementation approach (see Appendix 2).

Alternative Implementation Approach

The City's proposed implementation approach merges the 2025 Report's Option 1 (revising existing zones) with the Option 2 (spatial application via a code). In addition, it proposes the development of additional supporting material to aid in the consistent interpretation of development settings and could be resourcefully implemented via a collaborative and staged approach.

The following key stages and elements are proposed:

- **Stage 1:** Retain the Inner Residential Zone ('IRZ') and General Residential Zone ('GRZ') as the primary residential framework, with targeted revisions that support consistent built-form methodology (e.g. plot ratio, height and setbacks).
- **Stage 2:** Introduce a single consolidated 'Housing Diversity Code' applying across residential, mixed use and business zones:
 - That acts as a single point of reference for all applicable developments.
 - With spatial application determined through Local Government Area ('LGA') led structure planning conducted collaboratively at the regional scale (aligning to defined regions per the relevant Regional Land Use Strategy)
 - Delivered through a State-led amendment in the SPPs via incoming proposed map allowances., supported by LGAs (opt in, and focused on priority growth areas) or LGA-led amendments via SAPs and Particular Purpose Zones ('PPZs').
 - Supported by minor amendments to relevant zones in ensure consistency
- **Stage 3:** Develop centralised tools to support the consistent interpretation of expectations for development proponents and assessors, via the following:
 - Local case studies that include guidance on approach to design, finance and use.
 - Ensuring alignment with the Medium Density Design Guidelines ('MDDGs').
 - Ongoing education and event partnerships with the community and private sectors.

The City's proposed implementation approach directly supports the State Government's agenda to increase delivery certainty and decrease red-tape by simplifying the planning framework, avoiding unnecessary rezoning, consolidating requirements, and centralising guidance to reduce interpretation of disputes and approval delays. In doing so, it improves feasibility in a market already under pressure, without compromising amenity or strategic intent.

Recommendation 3: Collaborate with planning authorities to refine the draft SPP amendments and implementation approach

The City recommends that the SPO progress subsequent SPP amendment work in collaboration with councils and other state government departments.

As stated in the *Tasmanian Housing Strategy 2023-2043*, planning authorities are at the forefront of implementing planning reform and bring detailed, place-based understanding of local constraints, opportunities and community expectations. The City calls on the State Government to collaborate with planning authorities to progress future work, outlined above in Recommendations 1 and 2, to support the implementation of evidence-based amendments to the SPPs.

Targeted Greater Hobart testing

Greater Hobart is where medium density development is most needed to meet Tasmania's current unmet and future housing demand. It is critical to understand how the proposed provisions will operate in practice across the capital city area, not just within the City of Hobart.

The concurrent proposed *LUPAA (Miscellaneous Amendments) Bill 2026* includes amendments to the *Land Use Planning and Approvals Act 1993* ('LUPAA') that would allow the addition of maps to the SPPs. This would make it possible for overlays to be determined and applied across a region (such as Greater Hobart). Doing so would allow a consolidated, regional amendments to the SPPs rather than each municipality needing to determine and progress individual amendments. This idea has not yet been explored in the SPOs work on proposed amendments to the SPPs to facilitate medium density housing. However, the approach has been adopted by the South Australian and New South Wales Governments (see Recommendation 2 above).

An existing mechanism exists to facilitate this collaboration: the Greater Hobart Committee's Strategic Planners Working Group ('SPWG'). This work is well suited to be undertaken collaboratively by SPWG members as it:

- Aligns with the [30-Year Greater Hobart Plan](#)'s medium density housing objectives.
- Draws on the group's combined strategic planning expertise across the four Greater Hobart councils and relevant State agencies.
- Would avoid the need for external consultancy expenditure by the SPO.
- Enables a rigorous and practical assessment of how the SPPs are applied in real development scenarios, grounded in 'on-the-ground' planning assessment experience.
- Provides an appropriate forum to consider issues identified in Appendix 1;
- Could support a single, coordinated consultation process, rather than separate council-by-council rezonings — particularly given potential consultation fatigue following recent Local Provisions Schedule ('LPS') processes for the statewide planning scheme reform.
- May also reduce the need for some of the separate, resource-intensive rezonings and planning scheme amendments currently emerging from local structure planning initiatives (such as Clarence's City Heart Project and the City of Hobart's neighbourhood and precinct planning projects).
- Allows for discussion of additional amendments or initiatives that could better support the delivery of medium-density development (as outlined in Recommendation 1 above).

- Could sit within, and strengthen, the revision of the *Southern Tasmanian Regional Land Use Strategy* ('STRULUS'), addressing the current lack of detailed and spatially resolved housing growth analysis identified in recent council submissions.
- Demonstrates tangible delivery against the *Tasmanian Housing Strategy 2023–2027 Action Plan*, particularly the State's identified 'enablers', by showcasing integrated, cross-government collaboration between local government strategic planners and State agencies including housing, planning, infrastructure, and State Growth.

A collaborative approach to refining and implementing SPP amendments is critical in resourcefully enabling councils, the Greater Hobart Committee and the State Government to support the timely delivery of much needed housing diversity across Greater Hobart.

Appendices

1. Consultation Questions Response

No.	Consultation Question	Response
	1.1. New Apartment Code (NAC)	
1.	<p><i>Will the new draft Apartment Code make it easier to develop apartments in the Local Business, General Business, Central Business, and Urban Mixed-Use Zones?</i></p>	<p>The City maintains the merit of introducing a new code to regulate apartment development. The draft New Apartment Code ('NAC')* settings are likely to make apartment developments easier by increasing certainty for developers, but its effectiveness will depend on how well it is integrated with existing zone provisions and whether inconsistencies are resolved.</p> <p>Introducing provisions specific to apartments provides clear expectations for the built form, amenity and design quality of apartment developments. It is noted that this may be in the form of a 'Housing Diversity Code' ('HDC') that is inclusive of apartments and other medium density housing typologies, per Recommendation 2 above. Within this submission, NAC is used to refer to the settings proposed in the Discussion Paper and HDC to a new consolidated Code, and possible settings moving forward.</p> <p>The development of well-designed apartments is necessary to convince the market that apartments are a desirable housing option in Tasmania, given this typology continues to be a small component of the housing stock. The introduction of requirements and guidance for apartment developments will contribute to supporting the community to embrace this housing typology into the future.</p> <p>A key consideration is whether the NAC will result in the approval of higher quality apartments and an increased number of developments, with quality broadly defined to consider the durability of built fabric, function and operational impact over time:</p> <ul style="list-style-type: none"> • The NAC is likely to achieve a greater mix of household types through catering to community needs with appropriately sized housing, including one and two bedroom apartments, if applied to all apartment developments (see Question 2 below). However, further work is needed to test the implications of the setting in C17.6.1 - A1 (b) to ensure the settings support the intended

		<p>delivery outcomes across the market (including social housing).</p> <ul style="list-style-type: none"> • The quality of internal and external spaces is also likely to be improved through the proposed standards. Specifically, the City supports introducing standards relating to: <ul style="list-style-type: none"> ○ Deep soil planting and landscaping, would likely support an increase in the markets value perception of apartments which may directly impact costs. To support the delivery of affordable apartments, the Acceptable Solutions ('AS') could be simplified to be 10% and include consideration of less than 10% in the Performance Criteria ('PC'). ○ Solar access, noting the impact on the amenity of any adjacent residential development should be protected to a level which is at least equal to that of the new development. <p>The NAC/HDC's success will depend on how well it aligns with and is integrated into existing zones:</p> <ul style="list-style-type: none"> • It is noted that the NAC is proposed to apply to the existing Urban Mixed Use Zone ('UMZ'), Local Business Zone ('LBZ'), General Business Zone ('GBZ') and Central Business Zone ('CBZ'). While the code would override conflicting zone development standards, there remains a need for strategic alignment where standards defer back to the zone or establish new codes as standalone provisions for applicable development, for example: <ul style="list-style-type: none"> ○ The performance criteria (13.4.1, 14.4.1, 15.4.1, 16.4.1) associated with building height refers to compatibility with the 'streetscape and character of development existing on established properties.' • Minimum dimensions for private open space differ in the UMZ, LBZ, GBZ, CBZ compared to the NAC. Therefore, an apartment development of less than 5 dwellings would only be required to provide private open space with a dimension of 1.5 metres rather than 2 metres for 5 dwellings or more. Regardless of whether the code ultimately applies to smaller apartment developments, consistency across related standards is important to avoid confusion and uneven outcomes. • If these zones and the associated proposed code intend to support increased housing density and is supported by strategic work, the desired future character should also be considered. <p>If integration and consistency issues are addressed, the NAC is likely to improve planning process for apartment developments by reducing uncertainty, streamlining assessment, and improving design quality. Resolving inconsistencies with existing zone standards would create clearer development</p>
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		<p>pathways for both applicants and officers. * It is noted that the code and its acronym would read more clearly if references to 'new' are removed.</p>
<p>2.</p>	<p><i>Is it reasonable to exempt a building containing less than 5 apartments from the new draft Apartment Code?</i></p>	<p>The City recommends the adoption of scalable standards, as the exemption of a building containing less than five apartments from the code, as this results in regulatory gaps and inconsistency in assessment.</p> <p>The exclusion of developments with less than 5 apartments may perversely incentivise poor quality, smaller developments:</p> <ul style="list-style-type: none"> • A complete exemption means that small apartment buildings, potentially with four apartments and non-residential lower level uses in zones such as UMZ, LBZ, GBZ and CBZ, would default to existing controls only. This only includes building height, setbacks, building design, fencing, storage and private open space. As a result, important apartment specific standards relating to landscaping and permeability, solar access, privacy, acoustic performance, and building entrance design would not apply at all. • In the current market, dwellings with more bedrooms attract a greater the sale value, which is why there is such an oversupply of larger dwellings including 'luxury apartments'. With no incentive in the code to incentivise 1- or 2- bedroom apartments over 3+ apartments, it may inadvertently incentivise the delivery of four 3-bedroom apartments over five 2-bedroom apartments. <p>There is a risk of creating inconsistency and frustration for developers and the community. Not applying the Apartment Code to less than five dwellings would force Council's to implement their own different set of standards via a SAP to ensure appropriate levels of amenity in those zones.</p> <p>If there is appetite to have different standards for different numbers of apartments, we recommend scalable standards within the Code itself.</p> <ul style="list-style-type: none"> • Some standards within the NAC, such as dwelling diversity and common open space, are not necessary or achievable for developments of five or fewer dwellings due to their scale. • The NAC already recognises that certain apartment typologies require tailored application of standards (for example, apartments above existing buildings or apartment buildings with 10 or

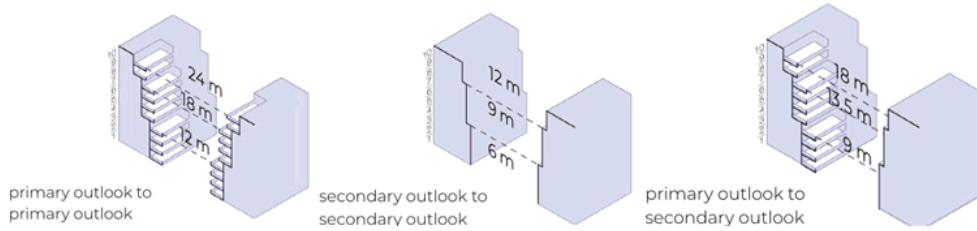
		<p>more dwellings where specific standards are excluded or applied). A similar, targeted adjustment could be applied to buildings with fewer than five apartments, exempting demonstrably infeasible standards rather than excluding the development from the code altogether.</p> <p>Adopting a tailored rather than blanket exemption for smaller apartment developments would ensure consistency that all apartment developments must abide by the same objectives and ensure all applicable standards are contained in the same clause.</p>
<p>3.</p>	<p><i>Given that some zones contain similar provisions to those in the new draft Apartment Code, would consolidating all of the zone and code considerations for apartments in a code simplify the planning scheme operation?</i></p>	<p>It is the City's preference to consolidate medium density requirements into a single code to reduce complexity and improve clarity and consistency in the assessment process.</p> <p>Consolidating considerations for medium density typologies, including apartments, into a single code:</p> <ul style="list-style-type: none"> • Could reduce complexity and confusion where multiple sections of the planning scheme may be in effect and conflict, as outlined above, noting further work is needed to understand how the code settings would operate with existing SAPs • Would ensure consistency in standards and expectation for development, as outlined above and could be applied as a spatial overlay in zones or overlay areas where the NAC as currently proposed, would not technically apply • Given that the purpose of the New Residential Zone (NRZ) is to support medium and higher-density housing, it is appropriate that the NAC could also apply in these zones • Medium density conditions in SAPs could possibly be replaced with the Code <p>Consolidating apartment specific standards into one code would make the planning scheme easier to interpret for applicants, officers and the community, and would streamline assessment by clearly identifying the relevant objectives and standards for this development typology.</p>
<p>4.</p>	<p><i>The new draft Apartment Code adds to the business zones by allowing for increased building</i></p>	<p>The City supports the need for medium density built-form controls, including building height, to be clear and easily identifiable to reduce scheme complexity and resourcing impacts, but recommends that final height and bonus settings for different zones be determined through further analysis undertaken collaboratively with councils and Homes Tasmania.</p>

	<p><i>heights for apartments under certain circumstances. Is this a reasonable approach, or is it preferable to adjust the allowable building height for apartments in each zone instead?</i></p>	<p>Further work is required to determine the settings and mechanism (code or zone) for height settings:</p> <ul style="list-style-type: none"> • It is understood that the building height under the NAC defaults to the underlying zone, which include maximum building heights ranging between 9 and 20 metres. It is imperative that all built form controls, including building height, relating to apartment developments are easy to identify. This will reduce impact on council resourcing in terms of answering questions from applicants due to an overly complex scheme. • Whilst containing all built form controls within one code provides greater clarity, there may be benefit in differentiating height between these zones given contextual factors. <ul style="list-style-type: none"> ○ As stated in the 2025 Report, the permitted lower building heights of the UMZ and LBZ do not align with the proposed change to increase permitted height in the IRZ. Therefore, it is reasonable that building heights within businesses zones are greater than neighbouring residential zones. • Significant strategic planning work has been undertaken in locations in which the NAC would apply, including the <i>Central Hobart Plan</i> and <i>North Hobart Neighbourhood Plan</i>. These areas currently include land in the CBZ and GBZ respectively. The structure plans comprise preferred building heights based on analysis of land uses, site constraints including interfaces, and community feedback. As such, there will be future planning scheme amendments to propose appropriate built form controls via particular purpose zones or specific area plans to reflect the outcomes of each plan and clarity is required as to whether an introduced Code, zones or SAPs would define height limits. • Further work is also required to understand the implication of social and affordable height bonuses relative to maximum zone heights, given the proposed 'additional storey' is not dimensionally defined. <p>Further comments in relation to uplift and liveable housing are provided below.</p> <ul style="list-style-type: none"> • Building height uplift for social/affordable housing: <ul style="list-style-type: none"> ○ It is acknowledged that there are advantages to incentivising the development of social and affordable housing, including through building height uplift. However, this approach would link together two contentious issues in the community concerning apartment buildings, being building height and social/affordable housing. This may potentially further harm the public perception and acceptability of apartment buildings. ○ There may be alternative options for incentivising social and affordable housing. This
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		<p>may be through listing social and affordable housing as a permitted use in the UMZ, LBZ, GBZ and CBZ regardless of its siting on ground level or above.</p> <ul style="list-style-type: none"> ○ It is recommended that the assumptions about the density provisions being the key to social and affordable housing viability are tested with Homes Tasmania and community housing providers. ● Liveable housing: <ul style="list-style-type: none"> ○ The City is supportive of incentivising the Liveable Housing Design Standards, to encourage housing that supports accessibility and would support the application of scalable liveability AS settings; for example, requiring a number of apartments in large developments to meet certain Liveable Housing Design Standards (see table below) ○ It is noted that the reference to 'Liveable Housing Elements' should be revised to 'Liveable Housing Design Elements' for clarity, as referenced in the MDDGs and clear reference should be made in the definition as to the source of this external guideline. ○ It is recommended that the 'liveable housing bonus' would be more appropriately defined within the development standards, rather than within the Planning Terms and Definitions table. The Mill Lane Specific Area Plan (SAP) per the <i>Glenorchy Local Provisions Schedule (LPS)</i> provides an example of how this could be achieved. An excerpt of GLE-S14.7.2 Design of apartment buildings is provided below. <table border="1" data-bbox="786 874 1818 1302"> <thead> <tr> <th data-bbox="786 874 1223 930">Acceptable Solutions</th> <th data-bbox="1223 874 1818 930">Performance Criteria</th> </tr> </thead> <tbody> <tr> <td data-bbox="786 930 1223 1302"> <p>A9 A new apartment building containing 6 or more apartments must provide:</p> <ul style="list-style-type: none"> (a) not less than 30% of apartments (rounded up to the nearest whole number) meeting Gold Level liveable housing elements specified at Table GLE-S14.9.3; or (b) not less than 5% of </td> <td data-bbox="1223 930 1818 1302"> <p>P9 A new apartment building containing 6 or more apartments must provide a reasonable number of apartments designed as liveable housing, having regard to:</p> <ul style="list-style-type: none"> (a) the size and scale of the development; (b) any proposed liveable housing design features, other than design features required under the </td> </tr> </tbody> </table>	Acceptable Solutions	Performance Criteria	<p>A9 A new apartment building containing 6 or more apartments must provide:</p> <ul style="list-style-type: none"> (a) not less than 30% of apartments (rounded up to the nearest whole number) meeting Gold Level liveable housing elements specified at Table GLE-S14.9.3; or (b) not less than 5% of 	<p>P9 A new apartment building containing 6 or more apartments must provide a reasonable number of apartments designed as liveable housing, having regard to:</p> <ul style="list-style-type: none"> (a) the size and scale of the development; (b) any proposed liveable housing design features, other than design features required under the
Acceptable Solutions	Performance Criteria					
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		apartments (rounded up to the nearest whole number) meeting Platinum Level liveable housing elements specified at Table GLE-S14.9.3.	<i>Building Act 2016</i> ; and (c) any accessibility or housing policy or strategy adopted by Council.
5.	<i>Are the additional heights allowed for apartment buildings economically viable?</i>	<p>The economic viability of apartment buildings in relation to height bonuses is complex. However, amendments to the SPPs to support the delivery of apartment developments are still warranted.</p> <p>Three storey development is currently considered by many developers to be more economically viable than larger developments. This is due to the:</p> <ul style="list-style-type: none"> • additional requirements for buildings over 3 storeys which include expensive fire services and lift access under the National Construction Code (NCC). • majority of Tasmanian builders are only licensed to construct development up to 3 storeys. <p>The height bonus of one storey for liveable and social housing may not be sufficient for an apartment development to be financially viable. Although, it is noted that discretionary approval can still be granted for increased building height provided a development meets the performance criteria.</p>	
6.	<i>The standards for landscaping areas include deep soil areas for tree planting and allow for a substitute vertical garden space or the use of existing landscaped areas on the site. Do these requirements</i>	<p>The City supports the introduction of landscaping requirements that set out the proportion of a site set designated for landscaping, and requirements for deep soil area and tree planting.</p> <p>There is some ambiguity concerning the intent and interpretation of Acceptable Solutions and Performance Criteria relating to landscape area and deep soil area (A3.1, A3.2 and P3) that may create confusion and inconsistent interpretation. It is understood that Objective C is to provide ‘a mix of hard and soft landscaping that is compatible with the amenity and character of the area however, there is no specific objective that sets out a broader intent to encourage:</p> <ul style="list-style-type: none"> • On-site stormwater management to reduce the impacts of stormwater events and support urban cooling, noting that: 	

	<p><i>provide reasonable options?</i></p>	<ul style="list-style-type: none"> ○ stormwater management is discussed in the MDDGs as well as the development standards for subdivision in the NRZ and the revised IRZ and GRZ. ○ there is currently no mention of stormwater within the NAC, presumably as the intent is to defer to the proposed amended zone requirements. However, as this could cause confusion, it is recommended that a consistent approach relating to stormwater is applied for all forms of development. See the response to question 13 below. ○ there are methods for measuring stormwater retention and runoff that could be incorporated into an Acceptable Solution. The Tasmanian Stormwater Policy Guidance and Standards for Development (LGAT) and the Stormwater Management Policy for Development (City of Hobart) provide further information. ● Tree canopy coverage <ul style="list-style-type: none"> ○ Whether terraces fit within the definition of ‘landscaping’ and are able to contribute to the proportion of landscaping area should be clarified. Podium and rooftop terraces can play an important role in providing for resident amenity in apartment developments and planting. ● It is recommended vertical gardens are alternatively included in Performance Criteria given it is likely that they will be proposed in limited scenarios.
<p>7.</p>	<p><i>Are the proposed privacy separation distances between apartments in the same building appropriate?</i></p>	<p>The proposed privacy separation distances between apartments are not appropriate, as the dimensions provide minimal building separation and require clearer differentiation by outlook type to ensure adequate resident privacy and amenity.</p> <p>Whilst the introduction of separation distances is supported, the proposed standards:</p> <ul style="list-style-type: none"> ● Lack clarity about whether the same separation distances apply across different outlook types. ● Established design guidance, including the Darebin Good Design Guide – Apartment Development, distinguishes between primary outlooks (main living areas) and secondary outlooks (bedrooms, studies and commercial spaces), recognising that these spaces are used differently and therefore warrant different levels of privacy protection. The design guide sets out a minimum building separation between secondary outlooks of 6 metres on the ground level to 4 storeys, 9 metres up to 8 storeys and 12 metres above 8 storeys. Comparable guidance in New South Wales including the Apartment Design Guide further refines separation distances based on whether rooms are habitable or non-habitable and whether balconies or

		<p>blank walls are involved.</p>  <p>Figure 1: Building Separation (City of Darebin)</p> <ul style="list-style-type: none"> The separation distances proposed in the NAC appear broadly aligned with benchmarks that are typically applied to <u>secondary outlooks</u>, yet are intended to apply uniformly to all outlook types. Without differentiation, this risks under protecting privacy for primary living spaces. Additional clarification is also required regarding how separation distances are measured, specifically whether they are taken between external walls or include balcony balustrades and private open space and how separation distances apply to blank walls. <p>Related changes to the overlooking provisions (C17.6.5) should also be considered. While terminology across Acceptable Solutions and Performance Criteria could be aligned, the inclusion of car parking areas as sensitive to overlooking may warrant reconsideration, given these are non-habitable spaces and typically not occupied for extended periods. This would help ensure the standards remain proportionate and focused on protecting meaningful residential privacy.</p> <p>Clarifying outlook categories and increasing separation distances where primary outlooks are involved would provide stronger and more consistently applied privacy outcomes for residents. Clear measurement definitions would improve certainty for applicants and officers, reducing ambiguity and inconsistent application.</p> <p>In order to improve resident privacy and broader amenity, it is recommended that the building separation dimensions are increased in alignment with design guidance.</p>
	<p>1.2. New Residential Zone (NRZ)</p>	

<p>8.</p>	<p><i>Is the New Residential Zone suitable for application to areas where local strategic planning has prioritised medium density housing, such as easy walking distance (e.g. 800m) of a high frequency public transport corridor and or business zones in higher order activity centres?</i></p>	<p>A new residential zone is not considered necessary in locations already strategically identified for medium density housing, as the same outcomes can be more efficiently achieved by revising existing residential zones and applying appropriate codes. Notwithstanding, comments are provided on the New Residential Zone ('NRZ').</p> <p>The provisions contained within the NRZ are generally considered appropriate to apply to areas proximate to high frequency public transport, close to business zones and activity centres, as well as location identified in local strategic planning. The proposed purpose of the NRZ is to 'provide for higher housing densities...' and to 'achieve housing densities in designated growth areas in relevant regional and local strategies.' These purposes appear to be in alignment with the corresponding draft Use Table, Use Standards and Development Standards.</p> <p>However, the following comments outline the key issues of the NRZ:</p> <ul style="list-style-type: none"> • The NRZ was referred to as the 'Urban Residential Zone' in the 2025 Report. This previous terminology provides a clearer and succinct understanding of the zone intent. In the report, the Urban Residential Zone combines the IRZ and GRZ in specified settlements which are envisaged as land 'within designated urban/settlement growth boundaries for Greater Hobart.' However, it is understood that the SPO intends for councils to apply the NRZ to specific locations in both established and growth areas alike. Therefore, there is a misalignment in the recommended implementation options outlined in the 2025 Report and the draft zones and codes. This may result in an inconsistent application of the NRZ between councils. • From a local perspective, current strategic planning projects (including the <i>Central Hobart Plan</i> and <i>North Hobart Neighbourhood Plan</i>) have prioritised medium density urban renewal largely within mixed-use contexts rather than purely residential areas. In these locations, revised residential controls alone may be insufficient, whereas updated mixed use zones (such as a revised UMUZ with appropriate building heights) may better support both medium density housing and financial viability. <p>Further discussion of the suitability of the NRZ is provided for question 9 below.</p>
<p>9.</p>	<p><i>Are there advantages of having a New</i></p>	<p>There are limited advantages to introducing a New Residential Zone and therefore requiring a rezoning process. Revisions to the IRZ and GRZ, including a clear purpose for delivering medium density housing, can more effectively and efficiently deliver diverse housing</p>

	<p><i>Residential Zone, instead of the revised Inner Residential Zone, with a clear purpose of delivering medium density housing?</i></p>	<p>typologies in alignment with established planning frameworks.</p> <p>As above, the City's preference is to improve the existing residential zones to better support medium density housing, rather than introducing a new residential zone which creates unnecessary complexity. Holistic changes to the IRZ and GRZ to support medium density housing may include modified purposes and other provisions, as detailed in response to question 23.</p> <p>The introduction of a new residential zone is anticipated to face a number of issues, such as:</p> <ul style="list-style-type: none"> • The administrative burden and time intensive process of large scale rezoning and planning scheme amendments. • The high standard of strategic work that is required by the Tasmanian Planning Commission ('TPC') to justify any rezoning, which involves substantial council resources often including external consultants. • Ensuring the broader public understands the nuances of new planning provisions, who may be experiencing consul consultation fatigue following recent adoption of the Local Provisions Schedule ('LPS'). • The potential applicability of a new zone may be spatially limited to smaller areas due to the required strategic justification, therefore may be limited in application. • The administrative burden of multiple planning scheme amendments on the TPC, in comparison to coordinated regional amendments. <p>Given this context, targeted revisions to existing zones, supported by the application of a Housing Diversity Code, is likely to be more effective than introducing a new residential zone per Recommendation 2. Furthermore, this approach would result in a more streamlined and comprehensible planning framework, reduce the administrative burden of large-scale rezoning, and improve consistency with ongoing strategic work. It would also avoid the risk of limited uptake of a new zone, as experienced with the IRZ, while still allowing for public consultation through planning scheme amendments.</p>
<p>10.</p>	<p><i>The New Residential Zone uses plot ratio (calculated by</i></p>	<p>The adoption of separate plot ratio, building height and setback standards are supported for ease of application and to tailor built form outcomes in different zones. The application should be consistent across zones and better aligned with surrounding height frameworks to</p>

	<p><i>dividing gross floor area by site area) instead of the existing dwelling density controls and the three-dimensional building envelope used in the Inner Residential Zone. Plot ratio is a common and well-established measure in other jurisdictions. Do you agree that separate plot ratio, height and setback standards provide more flexibility for designing buildings in response to the site conditions?</i></p>	<p>avoid unintended outcomes.</p> <p>The introduction of a plot ratio tool to address the scale of built form within a site is supported. Separating plot ratio from height and setback standards improves clarity and usability.</p> <p>Whilst the plot ratio standard has been introduced as part of the NRZ, it has not substituted the residential density standards in the revised IRZ or GRZ. It is recommended that consistent Development Standard approaches are applied uniformly to all zones. This change may have implications for secondary residences per SPP Amendment 01/2026 regarding interpretations of the total developable area. It is recommended both policies are reviewed to ensure consistency. Additionally, support materials including diagrams should be prepared to ensure understanding of plot ratio by all planning scheme users, including for the development of secondary residences.</p> <p>There are also concerns regarding maximum building height controls. It is noted that Acceptable Solution A1(c) within clause 31.4.2 sets a maximum building height of 15 metres above existing ground level for apartment buildings. This is provided that any part of the site is less than 800 metres of a high frequency public transport corridor or a business zone in an activity centre, and so on. This building height is higher than zones within activity centres such as the UMZ (10m or less), LBZ (9m) and GBZ (12m). It is recommended to reevaluate this discrepancy given this would allow for a higher building height in a residential area than inside an activity centre. Again, alternatively a Housing Diversity Code, in substitution of the NRZ and NAC, could provide for the application of building height standards to residential and mixed use areas.</p> <p>The impact of adopting plot ratio more broadly and refining associated height controls would be a more flexible, legible and strategically aligned residential framework.</p>
<p>11.</p>	<p><i>The New Residential Zone is intended to promote medium density residential housing, such as multiple dwellings and terrace and townhouse single dwelling types on</i></p>	<p>Single dwellings, other than terraces and townhouses, in the New Residential Zone should not be “no permit required”, as a permitted or discretionary status better reinforces the zone’s purpose of delivering medium-density housing and avoiding underdevelopment.</p> <p>The intent of the NRZ to prioritise medium density housing is supported. The inclusion of a single dwelling on a general lot as ‘permitted’ rather than ‘no permit required’ aligns with this approach. It is understood that a single dwelling on a multiple dwelling lot would be of ‘discretionary’ status, which would enable assessment of potential underdevelopment. However, to ensure consistency, any application of NRZ to established areas with large lots should be reviewed as they would currently</p>

	<p><i>smaller lots, rather than larger single dwellings. Should single dwellings, other than terraces and townhouses, have a no permit required or discretionary status in the New Residential Zone Use Table?</i></p>	<p>not be formally defined as multiple dwelling lots.</p> <p>Notwithstanding, it is noted that there is limited growth area development in the City, therefore this matter may be more relevant for other municipalities.</p> <p>To ensure consistency with broader planning reforms, the use qualifications should also be reviewed for alignment with SPP Amendment 01/2026 in relation to secondary residences. Explicitly including a qualification such as 'if for a secondary residence' within the 'no permit required' or 'permitted' category would support this emerging housing typology.</p> <p>Several refinements to the Use Table would improve clarity and avoid duplication, such as:</p> <ul style="list-style-type: none"> • Remove the Residential use qualification 'if: (b) not for a single dwelling on a multiple dwelling lot' from the 'no permit required' category. As there is an above qualification 'if: (a) for a terrace dwelling or townhouse dwelling on a single lot.' • Remove the Residential use qualification 'if: (d) not for a single dwelling on a multiple dwelling lot' from the 'permitted' category. Given there is a qualification above 'if: (c) for a single dwelling on a general lot', this further qualification is not necessary. • It's unclear how extensions/minor additions to an existing single dwelling (particularly on a multiple dwelling lot) are classified. <p>Modifications to the Use Table to support medium density housing outcomes are limited underdevelopment are supported.</p>
<p>12.</p>	<p><i>Should more non-residential uses be allowed in the New Residential Zone Use Table?</i></p>	<p>Further non-residential uses should not be allowed in the New Residential Zone, as its role is to remain predominantly residential. A greater range of non-residential uses are better delivered through mixed-use zones.</p> <p>The proposed NRZ largely mirrors the IRZ and GRZ in relation to non-residential uses. The key change is the inclusion of a qualification for 'General Retail and Hire' to be discretionary only 'if for a local shop,' which already applies in the GRZ. Beyond this, non-residential uses remain consistent across the residential zones. Given that the NRZ is intended to function as a residential zonw, rather than mixed-use zone, this level of non-residential permissibility is appropriate.</p>

		<p>However, the appropriateness of allowing further non-residential uses is linked to how and where the NRZ is intended to be applied. Without clear guidance on its spatial application, particularly whether it is intended for locations near activity centres or transport nodes, it is difficult to justify expanding the use table. If greater flexibility for mixed-use or commercial activity is sought to support medium-density outcomes, this may indicate a need to revise the existing UMUZ, rather than expanding non-residential uses within a residential zone.</p> <p>The City is also progressing amendments to restrict whole dwelling Visitor Accommodation use in residential zones through a SAP applied to the IRZ, GRZ and Low Density Residential Zone. If the NRZ were introduced, a consequential amendment may be required to apply similar controls.</p> <p>Maintaining a limited range of non-residential uses in the NRZ provides a clearer distinction between residential and mixed use zones, stronger protection of residential amenity, and reduced regulatory complexity. It also ensures that genuinely mixed use development is directed to zones specifically designed for that purpose.</p>
<p>1.3. Revised Inner Residential Zone (IRZ)</p>		
<p>13.</p>	<p><i>Are the revised parameters in the development standards and subdivision standards appropriate for the characteristics of existing Inner Residential zoned land and for infill development?</i></p>	<p>While several revised Development Standards better support infill development, further refinement is needed to ensure they are clear, consistent and responsive to existing site constraints and infrastructure.</p> <p>Overall, the revised Development Standards of the IRZ better support medium density housing in established areas. The following comments summarise the key issues of the proposed Development Standards:</p> <ul style="list-style-type: none"> • Residential density for multiple dwellings (9.4.1): <ul style="list-style-type: none"> ○ The plot ratio approach has not been incorporated, rather the standards remain as dwelling density. ○ Reductions in the minimum site area per dwelling allow for a higher density of development. There is a proposed reduction in the minimum site area per dwelling from 200sqm to 130sqm and a maximum of 200sqm. It is noted that the introduction of a maximum site area per dwelling may result in unintended outcomes, which should

		<p>be explored further.</p> <ul style="list-style-type: none"> ○ It is recommended that the Performance Criteria requires the proposed development of a single dwelling to not compromise the potential for future dwellings on the site (in terms of siting and access etc.). Otherwise, the proposed approach may sterilise some sites from the development of a single dwelling which may be the only housing typology achievable for some applicants. ○ The increased allowance for residential density will likely require stormwater detention given the existing stormwater systems have been designed to accommodate lower rates. <ul style="list-style-type: none"> ● Setbacks and building envelope (9.4.2): <ul style="list-style-type: none"> ○ Building height has not been separated from setback standard. This is essential for ensuring the clarity and ease of interpretation of the scheme. ○ The inclusion of no side setback for townhouse and terrace typologies is supported. ○ The addition of a minimum rear setback is welcomed. ● Sunlight to private open space of multiple dwellings (9.4.4): <ul style="list-style-type: none"> ○ The consolidation of solar access provisions into a single clause is welcomed. However, there should be further review of what provisions are appropriate for inclusion in side setback clauses as opposed to the solar access clause, in order to mitigate any unnecessary overlap. ○ Whilst the NRZ provides standards for solar access to adjoining existing dwellings including private open space and habitable room windows, this is not present in the revised IRZ (or GRZ). This is essential to address offsite amenity impacts. ● Lot size diversity and density (9.6.2): <ul style="list-style-type: none"> ○ Whilst the reduction in lot size requirements would reduce barriers for medium density housing typologies, it may not necessarily lead to the development of these typologies. In some growth areas, smaller lots result in large detached dwellings on small lots. It is noted that listing Residential use for a single dwelling on a multiple dwelling as discretionary is a mechanism to manage this. ● Services (9.6.4): <ul style="list-style-type: none"> ● The introduced provision relating to subdivisions of 15 or more lots is an anomaly in
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		<p>comparison to the rest of the SPPs, given there is limited mention of stormwater management elsewhere. It is recommended that a consistent approach relating to stormwater is applied for all forms of development.</p> <ul style="list-style-type: none"> • The 15 lot threshold may be misleading as it implies that these requirements are not enforced for other subdivisions or developments. • Urban greening (9.6.5): <ul style="list-style-type: none"> ○ The inclusion of a standard that provides a mechanism for public open space contributions and landscaping treatment is welcomed. This provision may also be expanded to address overland flows. Further comments are provided in response to question 26 below. <p>Refer to the response to question 23 regarding the preferred development standards approach for the revised IRZ.</p>
<p>14.</p>	<p><i>Would the revised Inner Residential Zone make it more suitable for application to more land in Tasmania?</i></p>	<p>A revised Inner Residential Zone would be more suitable for application to additional land in Tasmania, if it more clearly and consistently supports medium-density housing outcomes.</p> <p>The City supports the process of revising the IRZ to better support medium density housing. In Hobart, a substantial proportion of residential land is already zoned IRZ, demonstrating its role in accommodating change within established urban areas. However, the zone has seen more limited application across Greater Hobart and Tasmania more broadly.</p> <p>Discussion of components of the NRZ that may be introduced to the revised IRZ is provided for question 23 below.</p>
<p>15.</p>	<p><i>Is the subdivision standard at proposed clause 9.6.1 A4 and P4 for orientation of lots for solar access suitable for the Inner</i></p>	<p>Due to limited subdivision applications within the City of Hobart, this matter may be best addressed by other municipalities.</p> <p>Subdivisions within the municipality generally involve a smaller number or lots in infill areas or constrained fringe sites, therefore this matter is deferred to other councils.</p>

	<i>Residential Zone?</i>	
	1.4. Revised General Residential Zone (GRZ)	
16.	<i>Will the revised General Residential Zone make it easier to develop medium density housing in more locations across Tasmania?</i>	<p>The City supports revisions to the GRZ to provide a pathway for medium density housing.</p> <p>The proposed revisions to the GRZ are supported as they provide a clearer pathway for medium density housing, particularly through the reduction in minimum site area per dwelling for multiple-dwelling developments. This change enables a greater range of housing types via a permitted pathway. Broader commentary on preferred development standards is provided separately in response to question 23.</p> <p>However, concerns remain with the operation of the building envelope provisions (Clause 8.4.2 – A3). As currently drafted, the envelope for a general lot allows greater flexibility than for a multiple-dwelling site, because the 45-degree plane is measured from the side boundary rather than the side setback. This outcome is counter-intuitive, given that multiple-dwelling sites are specifically intended to accommodate greater built form intensity.</p>
17.	<i>Will the tests on appropriate locations for medium density housing development safeguard against medium density housing occurring in poorly serviced and disconnected locations?</i>	<p>It is unclear what is meant by the tests for the appropriateness of medium density housing in the GRZ. Further information is required in order to provide a comprehensive response.</p> <p>Based on discussion with the SPO, it is understood that the 'tests' for the appropriateness of a location for medium density housing may relate to the TPPs. However, without a clear reference to specific strategies this question cannot be answered.</p>
18.	<i>Are there advantages to</i>	As above, there are clear advantages to revising existing residential zones including the GRZ

	<p><i>revising the General Residential Zone in addition to the revised Inner Residential Zone and New Residential Zone?</i></p>	<p>in order to better support medium density housing.</p> <p>It is not necessary to introduce a new residential zone that requires planning scheme amendments for rezoning in order to provide a pathway for medium density housing. This housing typology can be supported through making modifications to existing residential zones, including the IRZ and GRZ.</p> <p>In addition, to avoid confusion, a shift to plot ratio settings for medium density should be considered to be consistently applied to all forms of residential development, which would require revision of the GRZ and IRZ.</p> <p>Refer to the response to question 9 above.</p>						
<p>1.5. Other Changes to SPPs</p>								
<p>19.</p>	<p><i>Are the definitions clear and complete?</i></p>	<p>The inclusion of revised and new definitions is welcomed, however they require further clarification, consistency and alignment with the 2025 Report and other strategic documents to avoid ambiguity and support effective implementation.</p> <p>Overall, the revised and new definitions move toward a comprehensive and coordinated set of terms, but inconsistencies, unnecessary detail, and misalignment with the 2025 Report would reduce their effectiveness.</p> <p>Detailed comments in relation to the revised definitions are provided below.</p> <table border="1" data-bbox="719 1027 1821 1297"> <thead> <tr> <th data-bbox="719 1027 1158 1099">Term & Definition</th> <th data-bbox="1158 1027 1821 1099">Response</th> </tr> </thead> <tbody> <tr> <td data-bbox="719 1099 1158 1230">Affordable housing</td> <td data-bbox="1158 1099 1821 1230">No proposed definition has been provided for affordable housing. Refer to the response to Question 21 for further discussion.</td> </tr> <tr> <td data-bbox="719 1230 1158 1297">Apartment</td> <td data-bbox="1158 1230 1821 1297">The definition provided by 2025 Report is limited to ‘a dwelling in an apartment building.’ It is noted that the</td> </tr> </tbody> </table>	Term & Definition	Response	Affordable housing	No proposed definition has been provided for affordable housing. Refer to the response to Question 21 for further discussion.	Apartment	The definition provided by 2025 Report is limited to ‘a dwelling in an apartment building.’ It is noted that the
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		<p><i>Means a dwelling in an apartment building, where laundry facilities may be provided as shared facilities on the site</i></p>	<p>reference to laundry facilities per the current dwelling definition is retained.</p> <p>Whilst the proposed apartment definition enables laundry facilities to either be contained within the dwelling or shared amongst multiple dwellings, it does not enable laundry facilities to be provided off-site (i.e. rely on commercial laundry facilities) as this would alter the land use. It is suggested that reference to laundry facilities is removed.</p>
		<p>Apartment building</p> <p><i>Means a building containing two or more apartments where apartments are located above the ceiling level or below the floor level of another apartment. An apartment building may also contain a non-residential use.</i></p>	<p>The 2025 Report adopts the following definition 'a building containing two or more <u>dwellings</u> where <u>dwellings</u> are located above the ceiling level or below the floor level of another <u>dwelling</u>, common area such as a carpark, or non-residential floor level. An apartment building may also contain non-residential use.'</p> <p>The above definition for 'apartment building' references 'dwelling' rather than 'apartment.' Whilst the 'apartment' definition references 'apartment buildings.' It is suggested to revise the proposed definition to align with the 2025 Report as this allows for logical connections between definitions.</p>
		<p>Dwelling</p>	<p>The draft residential standards do not propose any changes to the definition of 'dwelling.' It is noted that the 2025 Report proposes the following definition, which removes reference to laundry facilities, as stated 'a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, a toilet and sink, and any outbuilding and works normally forming part of a dwelling.'</p> <p>It is noted that there has been discussion concerning the</p>

			<p>inclusion of laundry facilities in the dwelling definition. It is understood this may be related to the requirements of the NCC. Given the NCC applies nationally and dwelling definitions for other states largely do not mention laundry facilities, it would be helpful to understand the rationale for retaining the current dwelling definition.</p>
		<p>Landscaping area</p> <p><i>Means an area of a site for landscaping treatment and non-plant elements in landscape design, excluding paved areas for driveways and vehicle parking.</i></p>	<p>It is suggested to reword 'non-plant' elements to 'non-vegetation' or similar for clarity.</p> <p>It is noted that the MDDGs includes a definition for 'landscaped area' which alternatively could be used to provide consistency between related documents. The definition is as follows: 'An area of a site containing plants, trees and pervious surfaces, located to enhance the streetscape and natural qualities of a development.'</p>
		<p>Liveable housing bonus</p> <p><i>Means a multiple dwelling development in which not less than half (50%) of all dwellings are designed and built to Liveable Housing Guideline gold level or platinum level universal design features.</i></p>	<p>The 'Liveable Housing Guideline' is referenced, however the specific document and publication details are unclear. It is assumed this refers to the 'Liveable Housing Design Standards' per the NCC.</p> <p>Refer to the above discussion in question 4 on the suitability of the liveable housing bonus definition.</p>
		<p>Grouped dwelling</p> <p><i>Means two or more detached or semi-detached multiple dwellings on a lot, where one or more dwellings has a façade that is not directly to a frontage. Excludes apartments, row</i></p>	<p>The 'grouped dwelling' definition references residential uses such as 'row home' and 'retirement village units.' Based on the nesting table provided in the 2025 Report, retirement village units are nested outside of the 'grouped dwelling' category therefore should not be listed.</p>

		<p><i>home building and retirement village units.</i></p>	
		<p>Medium density housing type <i>Means a townhouse dwelling, terrace dwelling, apartment building, communal residence.</i></p>	<p>It is suggested to revise this wording to 'medium density housing' and remove 'type' for clarity.</p> <p>A diagram depicting medium density housing types is provided in the Medium Density Design Guidelines. It designates 'grouped housing', 'terraces and townhouses', 'low-rise apartments' and 'mid-rise apartments' as medium density housing. As such, it is recommended to add 'grouped housing' into this definition.'</p>
		<p>Multiple dwelling lot <i>Means a lot that:</i></p> <p><i>(a) has an area of not less than 1000m²;</i></p> <p><i>(b) is marked as a 'multiple dwelling lot on a plan of subdivision approved by the planning authority, and</i></p> <p><i>(c) has a frontage to a general road of not less than 10m.</i></p>	<p>Separate definitions have been provided for a 'multiple dwelling lot', 'terrace lot' and 'townhouse lot'. The nesting diagram provided in the 2025 Report uses 'multiple dwellings' as an umbrella term that includes townhouses. This may result in issues with interpretation of the correct development standards.</p>
		<p>Multiple dwellings <i>Means 2 or more dwellings on a site, includes grouped dwellings, row house dwellings, and apartment dwellings.</i></p>	<p>It is assumed that the multiple dwelling definition should include townhouses (strata title), based on the nesting table.</p> <p>Inconsistent wording relating to 'row house' rather than 'row home' and 'apartment dwelling' rather than</p>

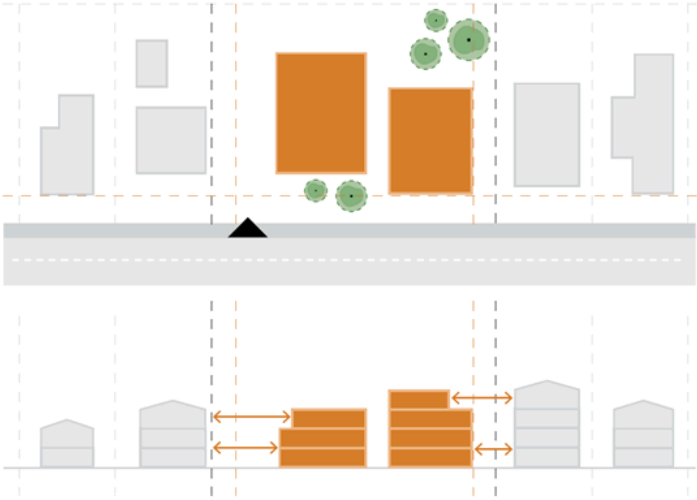
			<p>'apartments' should be corrected.</p>
		<p>Social housing <i>Housing provided by the government or a non-government community housing provider by a rental agreement with people on low incomes, subsidised by government funds, includes community housing and public housing.</i></p>	<p>See below commentary in response to question 21 on the definition of social housing.</p>
		<p>Row home building <i>Means a row of multiple dwellings comprising one of two or more adjoining dwellings erected side by side, with at least one side wall built as a shared side wall.</i></p>	<p>The introduction of new or overlapping terms such as 'row home building,' 'terrace dwelling,' and 'townhouse dwelling,' without clear explanation or visual guidance, risks confusion. The 2025 Report states that the terms 'townhouse', 'terrace' and 'row house' are largely interchangeable based on interstate planning schemes. Whilst the introduction of a new dwelling term to address this housing typology, such as townhouse, is warranted, it should also offer clarity and reduce unnecessary complexity. Explanatory figures are needed to demonstrate the spatial arrangement and differences between housing types. Whilst there are proposed differing provisions relating to townhouses and terraces, there should be further evaluation whether this is warranted or would otherwise result in interpretation challenges for the broader public. It would be helpful to provide a rationale on the introduction these terms, given they are not current defined in the SPPs or proposed in the 2025 Report.</p>
		<p>Terrace dwelling <i>Means a single dwelling with a façade directly to a frontage and comprising one of three or more adjoining dwellings erected side by side, with both side walls of the terrace dwelling built to the side boundary.</i></p>	
		<p>Townhouse dwelling <i>Means a single dwelling with a façade directly to a frontage and</i></p>	

		<p><i>comprising one of two or more adjoining dwellings erected side by side, with at least one side wall built to the side boundary.</i></p>	<p>'townhouse.' It should also be clarified whether 'row home' or 'row house' is the preferred term.</p> <p>Additionally, a nesting table for incorporation into the scheme should be provided to clarify the interrelationship between types of residential land uses.</p>
<p>20.</p>	<p><i>Do the definitions match with the relevant technical terms and requirements in the National Construction Code (NCC)?</i></p>	<p>There does not appear to be any discrepancies between the proposed new definitions and modifications to existing definitions per the National Construction Code (NCC).</p> <p>A review of the NCC has not noted any major discrepancies with the proposed definitions, other than incorrect wording of the 'Liveable Housing Design Standards' as described in question 4 above.</p>	
<p>21.</p>	<p><i>Is the suggested definition for 'social housing' appropriate for operating in the planning scheme?</i></p>	<p>The proposed definition of 'social housing' requires revision to align with established state housing policy, and it should be complemented by a clear and workable definition of 'affordable housing' to operate effectively within the planning scheme.</p> <p>The proposed 'Social housing' definition differs to the definition adopted in the <i>Tasmanian Housing Strategy</i>, which is the overarching statewide policy document for housing.</p> <p>The strategy provides the following definition for Social housing:</p> <p style="padding-left: 40px;">'Social housing is affordable housing provided by the government and community sectors to assist people who are unable to afford or access suitable accommodation in the private rental market. It includes public housing, state owned and managed Indigenous housing and community housing. Rents are set as a proportion of household income.'</p> <p>Additionally, no definition of 'affordable housing' has been provided, despite direct references to it within the NAC including provisions that allow varying heights. A definition of 'affordable housing' is</p>	

		<p>included in the <i>Tasmanian Housing Strategy</i>, as follows:</p> <p>'Housing for purchase and rental, including social housing, that is appropriate for the needs of very low-, low- and moderate-income households. This is generally understood to mean housing that costs no more than 30 per cent of a household's gross income.'</p> <p>Whilst the inclusion of the above affordable housing definition would provide consistency across state strategic documents, it is noted there are implications for perpetual affordability. This definition does not provide a pathway to regulate continued affordability for a property changing tenants or ownership in the long term. Additionally, governments interstate, such as Victoria, release a gazette each year with income thresholds for each household income group. This provides certainty to developers concerning rental and house prices.</p> <p>It is recommended to incorporate the social housing and affordable housing definition from the <i>Tasmanian Housing Strategy</i> into the SPPs.</p>
<p>22.</p>	<p><i>Should reduced parking numbers for apartments, terraces, and townhouses apply beyond 800m of a business zone or high frequency public transport corridor?</i></p>	<p>Reduced car parking numbers should apply based on the tenure and typology of medium density housing, rather than a development's location in relation to business zones and public transport and provide for appropriately managed social and affordable rentals.</p> <p>The City supports the introduction of revised, typology-specific car parking requirements for apartments, terrace dwellings and townhouses through the Parking and Sustainable Transport Code. It is considered appropriate to require one car parking space per dwelling for a medium density development, that is located proximate to high frequency public transport corridors or in a business zone, including the UMZ. It is preferred to apply consistent car parking rates for each housing typology (i.e. apartment buildings and terraces/townhouses separately), given each typology will generate differing levels of car parking demand.</p> <p>It is noted that reduced car parking rates should apply to social and affordable housing, given the differing levels of demand. Section 7.2.1.3 of the 2025 Report supports this approach and proposes 0.7 on-site car parking spaces per dwelling for social housing developments.</p>
<p>23.</p>	<p><i>The New Residential</i></p>	<p>A single consistent approach across all residential uses is preferred, achieved through</p>

	<p><i>Zone, revised Inner Residential Zone, and revised General Residential Zone show different approaches to managing the scale bulk, height and setbacks of buildings on a lot through plot ratio, stepped setbacks with increasing height, and the existing angled building envelope linked to height. Which is preferred and why?</i></p>	<p>revisions to the IRZ and GRZ involving select components of the NRZ.</p> <p>The preferred approach is for consistency across all zones and codes in relation to managing building scale and visual bulk, building height and setbacks. Given the development standards proposed in the 2025 Report have largely been incorporated into the NRZ rather than existing zones, it is suggested that key components of the NRZ are incorporated into the IRZ and GRZ.</p> <p>The approach of the following NRZ provisions are considered to likely provide greater design quality and clarity of strategic intent, therefore are appropriate for inclusion in the revised IRZ and GRZ:</p> <ul style="list-style-type: none"> • Zone purposes, specifically including the purposes relating to compact neighbourhoods. • Development standards for building and works: <ul style="list-style-type: none"> ○ Plot ratio including bonus for social/affordable housing and liveable housing. ○ Separation of building height from setback standards. ○ Landscaping area including deep soil and tree requirements. ○ Private open space specifically relating to medium density housing types. ○ Solar access specifically impacts on adjoining properties. • Development standards for subdivision: <ul style="list-style-type: none"> ○ Movement network, in terms of the framing of this standard as multi-modal rather than 'Roads.' ○ Retaining of urban greening provision. <p>It is noted that there will be variations in measurable requirements between the IRZ and GRZ to encourage differing levels of density and extent of amenity impacts.</p>
<p>24.</p>	<p><i>Diagrams and figures have not been included in the proposed changes. Explanatory figures and diagrams could be included in future</i></p>	<p>Explanatory figures and diagrams are essential to help users understand and apply planning scheme provisions, particularly for more technical built form and calculation-based Development Standards.</p> <p>Including diagrams and figures would significantly improve comprehension of the development standards for both the broader community and professional users. Visual material could either be included within the development standards or alternatively as supporting guidelines. It is noted that</p>

<p><i>draft amendments. What material would help interpret the draft requirements?</i></p>	<p>interstate schemes include explanatory figures within guidelines that sit outside of the planning scheme. This includes the Mid-Rise Code Guidelines and Design Guide in Victoria and the Low Rise Housing Diversity Design Guide in New South Wales. Each standard is provided with an explanation of its importance, circumstances in which it applied and any variation for specific contexts through diagrams. Specific standards that require calculations are provided with instructions.</p> <p>Particularly, explanatory figures should be provided in relation to plot ratio, setbacks and building separation. Instructions for how to calculate plot ratio should also be provided. It is noted that the existing building envelope diagrams in the residential zone development standards lack graphic clarity given the lack of contextual information as well as the labelling and linework. Given the high proportion of sloped sites within Greater Hobart and statewide, figures should consider variations in topography ranging from highly sloped sites to flat sites. A selection of key figures is provided below.</p> <div data-bbox="712 660 1675 954" style="text-align: center;"> <p>Plot ratio 1.0 full site coverage</p> <p>Plot ratio 1.0 setbacks and height applied</p> <p>Plot ratio 1.0 considering the environment (solar access, vegetation and wind)</p> <p>Plot ratio 1.0 landscaping, deep soil, access and parking applied</p> </div> <p>Figure 2: Plot Ratio diagram (State Planning Office - Tasmanian Government)</p>
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		 <p>Figure 3: Site Cover and Building Separation (Department of State Growth - Tasmanian Government)</p> <p>The impact of providing clear, high-quality graphics either within the planning scheme or as supporting guidelines would be improved certainty, transparency and consistency in interpretation. The graphic style and clarity demonstrated in the MDDGs and the 2025 Report provide a strong precedent for the level of quality that would be most effective.</p>
<p>25.</p>	<p><i>Do the Acceptable Solutions provide certainty about assessment and approval, particularly those that require endorsement by council or another</i></p>	<p>It is unclear if there are any proposed Acceptable Solutions that would require endorsement by council or another approval body.</p> <p>There does not appear to be any Acceptable Solutions that require endorsement by council or another approval body. Further information is required on the intent of this question in order to provide an answer.</p> <p>Notwithstanding, comments in relation to specific Acceptable Solutions can be found throughout this</p>

	approval body?	response.
26.	<p><i>The proposed increase for public open space contributions from 5% to 10%, was informed by the ERA Report recommendations. If progressed, it would be coordinated with anticipated changes to the Local Government (Building and Miscellaneous Provisions) Act 1993. Would the increased public open space contributions affect the viability of medium density housing development?</i></p>	<p>Increasing the public open space contribution from 5% to 10% is unlikely to materially affect the viability of medium density housing in the municipality of Hobart. Broader reform is needed to ensure contributions are applied equitably across all housing types that generate demand for public open space.</p> <p>The proposed increase of the public open space contribution will likely not impact the viability of medium density housing, within the municipality of Hobart. The contribution standard is limited to subdivision development applications and does not apply to developments involving strata, which may include townhouses and apartment buildings. Given these typologies are anticipated to form a large share of medium density housing in the municipality, the higher contribution rate would affect only a limited subset of developments.</p> <p>Further comments are provided in relation to public open space contributions:</p> <ul style="list-style-type: none"> • An increase to the public open space contribution amount to 10% is generally welcomed. • It is reiterated that the primary issue facing the City on this matter is that the current standards are outdated given they primarily apply to growth area subdivisions. This approach does not equitably distribute developer contributions for public open space. A development generating potentially significant demand for public open space, such as an apartment building, is not required to make any contribution. Without a change to include strata subdivision, the City will be limited in its ability to provide public open space to meet increased demand. As such, it is recommended that public open space contribution standards are incorporated in the NAC. • The above issue was identified in the 2025 Report. It stated that this matter should be considered as part of 'parallel review projects' under the broader SPP review program. • It is noted that objective 1.7.2 of the TPPs seeks to 'support the equitable sharing of costs between developers and the wider community...'. In order for the draft provisions to be consistent with this objective, the demand for public open space arising from all housing typologies must be considered. <p>The impact of proceeding with the contribution increase alone would be modest in inner urban contexts where medium density housing is anticipated. Without broader reform, there continues to be</p>

		an imbalance in how development driven demand for new public open space is funded.
27.	<i>Do the proposed changes provide a clear hierarchy of residential zones in the SPPs?</i>	<p>The proposed changes do not provide a clear hierarchy of residential zones in the SPPs.</p> <p>The suite of proposed changes introduces new and revised residential zones but does not clearly articulate how these zones relate to one another in terms of role, level of development and preferred application (and interaction with other zones and codes). Inconsistent development standards across zones, alongside differing approaches to density, built-form controls and permitted uses, make it difficult to understand the intended progression from lower to higher-intensity residential areas.</p> <p>This uncertainty is reinforced by the lack of clarity around the preferred implementation pathway. The SPP material presents multiple potential approaches to applying revised and new zones, without clearly indicating which option is intended.</p> <p>Refer to the above recommendations.</p>
28.	<i>Are terraces or townhouses on a single lot viable single dwelling development options to produce more affordable housing?</i>	<p>Terraces and townhouses on a single lot are a viable development option that can improve housing affordability by increasing housing diversity.</p> <p>Supporting terraces and townhouses on single lots is an appropriate way to broaden the range of housing types available in established residential areas. This approach has been demonstrated locally, with established examples of single-lot townhouse developments in parts of southern Tasmania, including Sorell, Glenorchy and Kingston.</p> <p>It is important to clearly distinguish between 'affordable housing' and broader 'housing affordability.' While terraces and townhouses can improve affordability by lowering entry prices and increasing supply choice, they do not, on their own, guarantee affordability for lower income households without additional policy mechanisms. Clarity in definitions is therefore essential to ensure expectations align with what planning controls are designed to deliver.</p>
29.	<i>Local and interstate examples such as NSW medium</i>	While medium density typologies demonstrated in interstate pattern books are achievable in principle, their viability in Tasmania, particularly Hobart, is often constrained by site

	<p><i>density pattern books show that multiple dwelling types, including row house, grouped dwellings and up to 13 apartments, can be achieved on 1000m2 lots. Are there any limits to their viability in Tasmania?</i></p>	<p>conditions, heritage controls and market factors.</p> <p>Whilst pattern books are helpful in providing higher quality indicative designs, a number of contextual factors create challenges that impact feasibility within the City of Hobart. This includes environmental constraints such as steep slopes and the resulting risk of landslip. Due to the undulating topography, established areas that are suitable for infill development often have an irregular subdivision pattern with varied lot shapes which require a tailored design response. Furthermore, a large proportion of IRZ land in the municipality is affected by the Local Historic Heritage Code as well as the Tasmanian Heritage Register, therefore redevelopment options are limited.</p> <p>External to the planning system, market factors may play a significant role. High construction and material costs, labour availability and limited experience with certain medium-density building typologies in Tasmania affect financial feasibility.</p> <p>While pattern books can inform good design and set aspirational benchmarks, the development of a similar initiative in Tasmania would need to consider a multiple of contextual factors therefore may not be worthwhile.</p>
<p>30.</p>	<p><i>Overall, will the new and revised zones and code make it easier to develop medium density housing? What improvements could be made?</i></p>	<p>The new and revised zones and codes will support the development of medium density housing. However, clearer implementation direction and more streamlined and consistent Development Standards are needed to fully realise this outcome.</p> <p>As above, changes to the SPPs including revised zones and the introduction of a new code to enable medium density development are supported. This will provide guidance for developers on the built form and amenity expectations for medium density housing. However, clarifications are needed regarding the intended implementation option (see recommendations above).</p> <p>Several improvements would assist in improving the useability and effectiveness of proposed provisions:</p> <ul style="list-style-type: none"> • Development standards for single and multiple dwellings: <ul style="list-style-type: none"> ○ Whilst the proposed changes provide greater detail for Multiple Dwelling developments, this additional content to Development Standards results in lengthy and complicated provisions. It is suggested that that the structure of the development

		<p>standards in the NRZ, IRZ and GRZ are adjusted to potentially separate provisions relating to single dwelling and multiple dwellings. This would support readability and pressure on Council resources, including for applicants proposing a single dwelling or associated additions. It is noted that this may be achieved through other means such as a Housing Diversity Code that caters for townhouse type developments.</p> <ul style="list-style-type: none"> • Apartment Code design elements: <ul style="list-style-type: none"> ○ Several design elements are outlined in the MDDGs and incorporated into the NAC such as site coverage, building separation, dwelling mix, landscaping including deep soil zones and communal open space. However, additional design elements are not included in the NAC including dwelling layout (such as living space and bedroom dimensions), natural ventilation, individual apartment entries as well as bicycle parking. To ensure alignment between the MDDGs and the NAC, it is recommended to include these design elements to support resident amenity. Equivalent standards setting out minimum habitable room sizes and the proportion of apartments that must provide natural ventilation are available in Victoria’s Mid-Rise Code and New South Wales’s Apartment Design Code. Additionally, the Northern Apartments Corridor SAP per the Glenorchy LPS provides an example of a natural ventilation standard, which is provided below. <table border="1" data-bbox="882 839 1825 1300"> <thead> <tr> <th data-bbox="882 839 1263 898">Acceptable Solutions</th> <th data-bbox="1263 839 1825 898">Performance Criteria</th> </tr> </thead> <tbody> <tr> <td data-bbox="882 898 1263 1300"> <p>A3 At least 60% of apartments must have openable windows and doorways in two or more external building facades.</p> </td> <td data-bbox="1263 898 1825 1300"> <p>P3 Apartments are designed to provide for natural ventilation, having regard to:</p> <ul style="list-style-type: none"> (a) building orientation relative to prevailing breezes; (b) the number, area and location of external openings; (c) internal layout to minimise obstructions to the breeze path between external openings; and </td> </tr> </tbody> </table>	Acceptable Solutions	Performance Criteria	<p>A3 At least 60% of apartments must have openable windows and doorways in two or more external building facades.</p>	<p>P3 Apartments are designed to provide for natural ventilation, having regard to:</p> <ul style="list-style-type: none"> (a) building orientation relative to prevailing breezes; (b) the number, area and location of external openings; (c) internal layout to minimise obstructions to the breeze path between external openings; and
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		<table border="1" data-bbox="882 293 1823 367"> <tr> <td data-bbox="882 293 1263 367"></td> <td data-bbox="1263 293 1823 367">(d) use of other passive ventilation solutions</td> </tr> </table> <ul style="list-style-type: none"> o Further comments on development standards contained within the NAC are provided below: <ul style="list-style-type: none"> ▪ Private open space (C17.6.3 – A1): <ul style="list-style-type: none"> • It is suggested to introduce wording that addresses the inclusion of balcony services such as air conditioning units. Where services are proposed, increasing the required size of the balcony by 1.5 square metres would assist in maintaining functional use, per the MDDGs. ▪ Solar access (C17.6.4 -A2): <ul style="list-style-type: none"> • Whilst the introduction of solar access standards supported, the impact on the amenity of any adjacent residential development should be protected to a level which is at least equal to that of the new development. ▪ Acoustics (C17.6.5 – A1): <ul style="list-style-type: none"> • It is unclear where the sound level requirements are derived from, specifically the proposed time periods. If defined sound levels are included in development standards, they should be in reference to nationally recognised standards such as the AS/NZS2107-2016, specifically Table 1. • The inclusion of sound levels within an acceptable solution would require an acoustic report from a suitably qualified person to demonstrate compliance. This extent of assessment may not be relevant for all apartment developments and therefore would result in unnecessary assessment complexity and further costs for the applicant. • No definitions have been provided for ‘noise impacts’ and a ‘reasonable level of internal acoustic amenity’ which would result in a highly subjective assessment. • Given the above, it is recommended to remove development standards relating to acoustic privacy to streamline the application process for apartments. 		(d) use of other passive ventilation solutions
	(d) use of other passive ventilation solutions			

		<ul style="list-style-type: none">• A future amendment to the Attenuation Code may address a range of noise related issues concerning the compatibility of existing uses and noise sources in relation to future development.• Bicycle parking (C2.0):<ul style="list-style-type: none">○ There are no bicycle parking requirements for medium density housing within 800 metres of a high frequency public transport per the revised provisions. It is recommended to introduce a requirement for a minimum of one bicycle parking space per apartment to reduce car usage and support the uptake of active transport modes. Notably, the MDDGs highlight bicycle parking as a design element and provide guidance on 'accessible, secure and fit-for-purpose' facilities. Furthermore, it is logical to require bicycle parking facilities given the challenges of incorporating these retrospectively and in light of the growth of cycling and micro-mobility options as popular sustainable transport options.○ It is suggested to amend Performance Criteria P1.1 of C2.5.1 to include consideration of bicycle parking provision. This would result in the appropriateness of car parking numbers being assessed against bicycle parking provision, in addition to shared spaces, public transport and off-street car parking spaces.
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2. Assessment of Implementation Options

2.1. Option 1: Improvements through Existing Zones Only

Business-as-usual approach: Amend standards within IRZ, GRZ, LDRZ (and business zones) without rezoning or new codes

<p style="text-align: center;">Strengths <i>Simple, familiar, low restructuring</i></p>	<p style="text-align: center;">Weaknesses <i>Potential limited uplift across State</i></p>
<ul style="list-style-type: none"> • Fastest and least disruptive implementation pathway under LUPAA; no rezoning required particularly in inner city areas. • Retains familiar SPP structure and drafting conventions, reducing transition risk for councils and industry. • Lower administrative and financial burden on councils. • Strong alignment with City’s preferred direction, particularly where IRZ is already widely applied. • Allows immediate uplift to design quality, amenity, subdivision outcomes, and medium-density feasibility through standards (plot ratio, landscaping, solar access, etc.). 	<ul style="list-style-type: none"> • Relies heavily on existing spatial application of zones, particularly GRZ, which may not be well located for medium density outcomes outside of city areas. • Limited ability to correct historic under-application of IRZ without additional, separate rezoning work. • Risks “flattening” distinctions between IRZ and GRZ, reinforcing current criticisms that built form outcomes remain similar. • Achieves only a moderate uplift in housing diversity at a statewide scale. • Unclear how much delivery is possible, especially with no detail around areas with heritage overlays.
<p style="text-align: center;">Opportunities <i>Fast delivery</i></p>	<p style="text-align: center;">Threats <i>Capacity overstated</i></p>
<ul style="list-style-type: none"> • Can be combined with targeted follow-up actions (e.g. future IRZ expansions through structure planning or LPS amendments). • Provides a stable baseline for future introduction of a Housing Diversity Code (hybrid model). • Quick wins in subdivision stormwater, quality, liveability and urban greening to build public reform confidence. • Suitable staging option while parallel reforms (eg RLUS) are resolved. 	<ul style="list-style-type: none"> • May fail to deliver sufficient medium-density uplift in LGAs with little IRZ land. • Continued reliance on GRZ may entrench development pressure in environmentally or heritage-constrained areas. • Criticism that reform ambition does not match stated housing supply targets. • Risk that councils will delay or avoid subsequent IRZ rezoning, limiting long-term effectiveness.

2.2. Option 2: New Residential Zone and Rezoning

Introduction of a new residential zone intended to deliver medium density through rezoning in strategic locations.

<p style="text-align: center;">Strengths <i>Strong signal of change</i></p>	<p style="text-align: center;">Weaknesses <i>Rezoning burden, misalignment with Hobart planning, slow</i></p>
<ul style="list-style-type: none"> • Strongest alignment between strategic intent and zoning: “right housing in the right location”. • Highest potential uplift in housing choice and medium-density supply in major urban areas. • Reduces reliance on applicant-led discretion by placing density expectations clearly in zones. 	<ul style="list-style-type: none"> • Requires extensive rezoning and mapping amendments — time-consuming, resource intensive, and politically sensitive. • High cost and capacity burden for councils, particularly those already undertaking structure planning. • For Hobart, offers limited marginal benefit due to existing IRZ coverage and heritage constraints. • Risk of misalignment with unfinished or evolving RLUS settlement boundaries.
<p style="text-align: center;">Opportunities <i>Rapid uplift elsewhere (Greater Hobart)</i></p>	<p style="text-align: center;">Threats <i>Community opposition</i></p>
<ul style="list-style-type: none"> • Could transform under-zoned LGAs by unlocking medium density without bespoke structure planning. • Enables a more equitable statewide zoning framework over the long term. • Allows consolidation of housing growth around transport, services and activity centres. 	<ul style="list-style-type: none"> • Strong likelihood of community opposition to large-scale rezoning. • Implementation delays may stall urgently needed housing supply reforms. • Risk of repeating past zoning outcomes if political compromise weakens zone application. • May undermine locally driven planning strategies already underway (e.g. Hobart neighbourhood plans). • Lack of clarity relating to applicability to existing areas may create inconsistent interpretation

2.3. Option 3: Improvements through New Codes

Delivery of medium density outcomes primarily via new codes (Apartment / Medium Density Codes), layered over existing zones.

<p>Strengths <i>Design certainty</i></p>	<p>Weaknesses <i>Scheme complexity</i></p>
<ul style="list-style-type: none"> • High precision control over specific housing typologies, particularly apartments and medium density. • Enables applicant-led delivery of medium density in suitable locations without rezoning delays. • Lifting of design quality in business zones. • Subdivision Code provides consistent, best-practice subdivision outcomes across zones. 	<ul style="list-style-type: none"> • Most complex framework to operate and assess once implemented, if multiple sections of the planning scheme need to be referred to. • Reduced clarity for communities about where higher density is expected, unless spatially defined. • High risk assessment burden for local councils if implementation is not integrated in a clear and concise manner (re: above points) • Breaks with Tasmanian Planning Scheme convention where zones, not codes, drive spatial strategy. •
<p>Opportunities <i>Apartment quality uplift</i></p>	<p>Threats <i>Interpretation risk</i></p>
<ul style="list-style-type: none"> • Can be selectively adopted (e.g. spatially applied with map overlays) and has the potential to be applied regionally through maps • Offers pathway-specific controls adaptable over time without wholesale zoning change. • Allows strong integration with design guides and illustrated standards. 	<ul style="list-style-type: none"> • Risk of inconsistent application and interpretation across councils. • Higher likelihood of appeals and contested assessments due to layered code triggers. • Capacity risk for smaller councils and planning authorities, unless implementation is led by the State, or undertaken collaboratively.

2.4. Option 4: Staged Hybrid Approach (Housing Diversity Code)

Staged SPP amendments to introduce new medium density pathways via amended zones and a consolidated and targeted 'housing diversity code' overlay, supported by guidance materials

Executive Summary

This option provides a pathway that aligns state reform objectives with local constraints, existing strategic work, and market realities. It avoids new zones, reduces scheme complexity, and focuses on delivery certainty through revised existing zones, a single consolidated Housing Diversity Code accessible design guidance, and resourceful and collaborative Greater Hobart-led spatial testing.

Summary of key elements:

- Retaining IRZ and GRZ as the primary residential framework, with targeted revisions.
- A consolidated Housing Diversity Code applied to residential, mixed use and business zones
- Spatial application of the Code through structure plans, neighbourhood plans and SAPs.
- Consistent built-form methodology (plot ratio + height + setbacks) across all zones
- Medium Density Design Guidelines and local case studies as a central interpretive tool.
- State-led staged amendment with early Greater Hobart testing (SPWG model).

Retain Existing Residential Zones as the Primary Spatial Framework

Aligns with the City's stated preference for Option 1 (improvements through existing zones) while strengthening delivery tools.

- Continue to rely on the IRZ and GRZ, with targeted amendments to better support medium density outcomes.
- Avoid introduction of a NRZ in Hobart, acknowledging:
 - The extensive existing IRZ coverage,
 - Heritage overlays that already constrain capacity, and
 - Ongoing structure planning that has not assumed a new zone layer.
- Reinforce a clear residential zone hierarchy through consistent development standards rather than new zoning categories.

Consolidated Housing Diversity Code as the Primary Medium Density Delivery Mechanism

Responds directly to broader Council concerns about scheme proliferation, interpretation risk and resourcing pressure.

- Support a single Housing Diversity Code applying across:
- Business zones (LBZ, GBZ, CBZ),
 - Urban Mixed Use Zones (UMZ) and
 - Residential zones where apartments are anticipated (Strategic IRZ locations).

- Use the code to consolidate:
 - Built form standards,
 - Plot ratio controls and bonuses,
 - Building separation, landscaping, communal and private open space,
 - Solar access and amenity protection.
- Avoid parallel Medium Density or Subdivision Codes that would add unnecessary complexity.

Consistent Built Form Methodology Across Zones and Codes

Addresses repeated concerns in the submission about inconsistency between zones, especially height and setback relationships.

- Adopt a consistent approach to managing scale and bulk, including:
 - Separation of plot ratio, height and setback standards,
 - Removal of mixed envelope-based and ratio-based controls across zones,
 - Alignment of residential standards to avoid defaulting to zones in unclear cases.
- Apply graduated differences between IRZ and GRZ to reflect:
 - Contextual sensitivity,
 - Infrastructure capacity,
 - Amenity expectations.

Targeted Spatial Application through Strategic Planning, not Blanket Rezoning

Aligns with Council's structure planning work already in progress (including the Central Hobart, North Hobart, Mount Nelson and Sandy Bay Neighbourhood Plans in Hobart, the City Heart project in Clarence and Northern Suburbs Transit Corridor planning in Glenorchy).

- Enable increased medium density capacity in Hobart primarily through structure planning
- Allow precinct-specific outcomes (height, plot ratio, use mix) to supersede generic zone or code provisions, where justified.
- Avoid broad state-directed rezoning in Hobart where strategic work is underway or complete.

Medium Density Design Guidelines and local case studies as critical interpretive tools

Directly reflects the City's position that guidance is as important as regulation in "making it easier".

- Finalise and embed the MDDGs as:
 - An incorporated document, and
 - A primary location for diagrams, worked examples and clarifications.
- Clearly distinguish:
 - What sits in statutory Acceptable Solutions, and
 - What remains guidance supporting Performance Criteria.
- Use the MDDGs to allow quick refinements without repeated SPP amendments.

State-led staged amendment with early Greater Hobart testing (SPWG model).

Mirrors successful interstate precedents, adapted to Tasmanian governance settings, with spatial and economic viability assessment input from Greater Hobart councils

- **Stage 1:** Progress existing proposed amendments and develop consultation documents
 - Complete proposed secondary residence SPP Amendments
 - Progress LUPAA (Miscellaneous Amendments) Bill 2026
 - Finalise key stakeholder consultation regarding SPP Amendments to support consistent residential development settings across all residential development
 - Commence parallel testing and development of medium density settings, to, with Greater Hobart councils through a Greater Hobart Committee SPWG-style process:
 - Commence development of the Housing Diversity Code settings across a range of contexts (heritage, slope, mixed use, activity centres)
 - Develop and testing GRZ and IRZ settings to align with those proposed for the Code (for example ground floor ratio)
 - Review pathways for alternative forms of housing.
- **Stage 2:** Release Part 1 Consultation and finalise Part 2 spatial testing
 - Release 'Draft Part 1: SPP Amendments- Residential' for consultation:
 - Proposed amendments to relevant zones, codes and definitions to support the consistent application of residential development settings (for example plot ratio provisions)
 - Undertake key stakeholder assessment of the draft Housing Diversity Code, and the initial spatial application of the code with Greater Hobart councils (opt in).
- **Stage 3:** Finalise Part 1, release Part 2 Consultation
 - Release consultation report 'Draft Part 1: SPP Amendments – residential standards'
 - Finalise Part 1 SPP Amendments
 - Release 'Draft Part 2: SPP Amendments -Housing Diversity Code' for consultation
 - New Housing Diversity Code
 - SPP level map overlays for code application
 - Develop guidance material to assist interpretation.
 - Progress any identified amendments to the Medium Density Design Guidelines to support alignment with draft
 - Collaborate with councils, industry organisations and universities to identify and analyse local case studies
 - Draft any additional policy to guide alternative forms of shared/cohousing (eg by-laws for collocated dwellings).
- **Stage 4:** Finalise and Implement Part 1, Part 2 and publish supporting material
 - Release consultation report 'Draft Part 1: SPP Amendments – residential standards'
 - Finalise and Implement Part 1 and Part 2 SPP Amendments, and revised MDDG
- **Ongoing:** Case study publication and statewide rollout of Housing Diversity Code maps

Option 4: Staged alternative approach (Housing Diversity Code) SWOT analysis

<p>Strengths <i>Aligns reforms with Hobart realities; reduces red tape through consolidation; improves certainty for industry</i></p>	<p>Weaknesses <i>Requires strong coordination and guidance upfront</i></p>
<ul style="list-style-type: none"> • Fits Hobart’s existing planning work program rather than cutting across it. • Avoids unnecessary rezoning while still enabling meaningful uplift. • Reduces planning scheme complexity and resource burden. • Improves certainty for applicants through consolidation and guidance. • Provides flexibility to respond to Hobart’s environmental and heritage constraints. • Maintains strategic integrity between state objectives and local planning. • Strong balance between statewide consistency and local planning input, with policy intent established at the state level and spatial testing undertaken collaboratively with councils. • Avoids the need for wholesale rezoning or entirely new zones, reducing disruption and political risk. • Uses existing zones as the base, with a new code and/or overlay to determine spatial application, aligning with Tasmanian Planning Scheme drafting conventions. • Enables consolidated SPP amendment, rather than piecemeal changes. • Reduces interpretation risk through plain-English guidance, worked examples and transitional provisions, responding directly to council concerns raised in consultation. • Closely aligned with the City’s preferred approach, particularly the support for a Code without excessive layering. 	<ul style="list-style-type: none"> • More complex to design upfront than a pure “existing zones only” approach. • Requires strong state leadership and resourcing to manage testing, guidance material and staged rollout. • Depends on early agreement about definitions, spatial triggers and consistency between zones and codes (e.g. avoiding mixed envelope/ratio regimes). • May be perceived as less transparent by the community than rezoning, as density uplift occurs through code application rather than map changes. • Capacity still constrained by heritage <p>Mitigation approaches:</p> <ul style="list-style-type: none"> • Clear staging, clear stakeholder communication and engagement, delivery monitoring and early wins in strategic precincts • Focus growth in business zones and identified renewal precincts • Explore models that work in heritage precincts (collocated housing)
<p>Opportunities <i>Enables apartment delivery where feasible; supports affordability through clarity and reduced</i></p>	<p>Threats <i>Without guidance resourcing, benefits may be diluted</i></p>

<p><i>delay</i></p> <ul style="list-style-type: none"> • Enables a staged rollout, allowing learning and refinement between stages (as demonstrated in SA). • Provides a clear pathway for introducing new housing typologies (medium density, collocated / cohousing) without reopening zone purpose debates. • Allows piloting with willing councils (e.g. through Greater Hobart SPWG), to build confidence before statewide application. • Supports alignment with parallel reforms rather than locking them in prematurely. • Reduces the burden on councils to individually pursue rezoning to implement state policy objectives. 	<ul style="list-style-type: none"> • Risk of inconsistency if guidance material is weak or late, undermining the benefits of the code-based approach. • Potential legal or appeal risk if spatial application criteria are not clearly articulated and defensible. • Requires careful coordination to ensure the code does not cut across zone intent, reinforcing—not replacing—the zoning framework. • If staged poorly, could be criticised as incremental or cautious in the context of housing supply urgency. <p>Mitigation approaches:</p> <ul style="list-style-type: none"> • Strong diagrams, worked examples and clear thresholds in MDDGs • Applied testing and analysis with councils
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Options Comparison

Criteria	Option 1: BAU: Zone amendments only	Option 2 New zone	Option 3 New code/s	Option 4 Staged, hybrid approach
<i>Zone complexity</i>	Low	High	High	Low
<i>Rezoning burden</i>	None	High	None	None (Low outside of Hobart)
<i>Apartment delivery</i>	Moderate	Uncertain	Strong	Strong + targeted
<i>Alignment with Council work</i>	Moderate	Low	Moderate	Very High
<i>Red tape reduction</i>	Moderate	Low	Low	High



Tasmanian Planning Scheme – Making it easier to develop medium density housing

Discussion Paper

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State Planning Office

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Appendix 15

 1. New Apartment Code

 2. New Residential Zone

 3. Revised 9.0 Inner Residential Zone

 4. Revised 8.0 General Residential Zone

 5. Consequential changes to SPPs definitions, Residential Use Class, parking requirements

 6. Summary table of measures in new and revised zones and code

 7. List of consultation questions

1.1 Introduction

Tasmania's housing stock is not well suited to the current and future needs of the community. While the Tasmanian Planning Scheme cannot guarantee that houses are built or ensure that they are affordable, the planning requirements can be improved to give the best chance for approving a diversity of quality housing.

Analysis has shown there is limited housing diversity across Tasmania, with detached dwellings accounting for 88% of the total stock. This is a higher proportion than any other Australian state or territory. A high proportion of detached housing stock are also large family homes which are not well suited to Tasmania's household composition and age profile.

Over the last twenty years, Tasmania's housing stock has become less diverse, going against the national trend. The more diverse and medium density housing is generally in older housing stock.

The Inner Residential Zone, which is Tasmania's highest density residential zone, only makes up 3% of the residential zoned land in Tasmania, with the majority being in Greater Hobart and Launceston. Densities across all residential zones are well below the targets that have been identified in the regional land use strategies. The majority of recent apartment approvals in Hobart have been in the business or mixed use zones, rather than the dedicated residential zones.

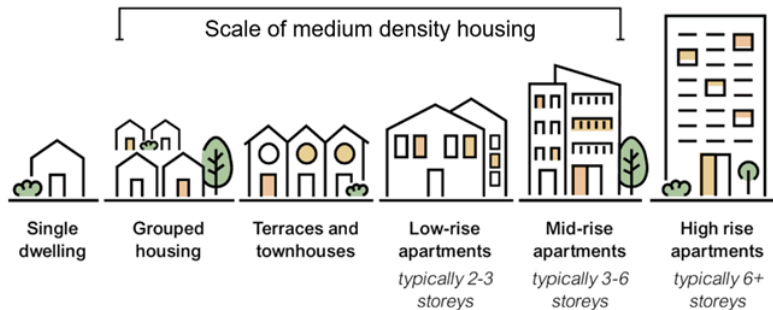
Statistics suggest increased demand for smaller and more adaptable homes in Tasmania, and housing is becoming less affordable to buy or rent. Demand for social housing also remains high, and smaller homes are in demand with around 55% of applicants seeking one bedroom options.

The Tasmanian Government has committed to providing more housing options for Tasmanians. The Tasmanian Government's 'The Next 100 Days' plan has committed to making it easier to develop medium density housing across Tasmania through changes to the Tasmanian Planning Scheme (TPS), containing the State Planning Provisions (SPPs) and Local Provisions Schedule (LPSs). See the commitments at: https://www.premier.tas.gov.au/_data/assets/pdf_file/0027/474534/2025-Second-100-Day-Plan-FINAL.pdf

In response to this commitment, proposed changes to the SPPs in the TPS have been drafted for targeted consultation. The proposed changes include five main elements:

- New Residential Zone
- Revised Inner Residential Zone
- Revised General Residential Zone
- New Apartment Code
- Other changes to give effect to the new and revised zones and code above in the SPPs Definitions, Miscellaneous exemptions, Application requirements, Incorporated documents, and Parking and Sustainable Transport Code.

The figure below illustrates the scale of housing types which may be considered medium density in Tasmania.



Targeted consultation is intended to inform key stakeholders of the range of SPPs that could be activated to make it easier to develop medium density housing. Feedback from key stakeholders will inform the next phase of drafting formal SPPs amendments and implementing changes through the SPPs amendment process under the *Land Use Planning and Approvals Act 1993* (LUPAA). The formal SPPs amendment process includes public consultation and assessment by the Tasmanian Planning Commission (see more on SPPs amendment process at <https://www.stateplanning.tas.gov.au/planning-system/tasmanian-planning-scheme/how-it-changes>).

The proposed changes are presented in Appendices 1-5 in the format they would normally appear in the TPS, rather than as a formal draft amendment. This is intended to better explain the detailed operation of the proposed planning scheme provisions. Appendix 6 Summary table of measures shows a comparison of key measures in the zones and code, and a summary of existing, changed and new provisions.

There are a series of key questions about the content and operation of the proposed zone and code provisions throughout this document. Appendix 7 lists all the consultation questions.

Written comments addressing the consultation questions and any related matters are invited until 8 May 2026 by email to the State Planning Office:
haveyoursay@stateplanning.tas.gov.au

1.2 Background to drafting approach

The proposed changes have been informed by a variety of planning instruments and projects completed to date, including:

- the [Improving Residential Standards in Tasmania Project](#)
- recent Housing Land Supply Orders
- the [Tasmanian Planning Policies](#); and
- the [Medium Density Design Guidelines for Tasmania](#).

The proposed changes have been primarily informed by the Improving Residential Standards in Tasmania Project. This is a priority project identified through the first 5-yearly review of the SPPs. The SPO engaged ERA Planning and Environment, now Era Advisory, to provide recommendations for changes to the planning controls for urban housing and residential development in Tasmania that would increase housing supply, affordability and diversity of housing types.

In March 2025, the former Minister for Housing, Planning and Consumer Affairs, released the Improving Residential Standards in Tasmania Final Report - October 2024 prepared by ERA Planning and Environment (the ERA Report). The ERA Report was informed by data analysis, comparative research of Australian jurisdictions, community engagement and extensive input from a technical reference group including Australian Institute of Architects, Homes Tasmania, local government, Planning Institute of Australia, and Department of State Growth.

The proposed changes to the SPPs are primarily based on recommendations from the ERA Report.

Overall, the ERA Report emphasised that Tasmania's housing stock is mostly larger dwellings on single lots. It noted that Tasmania needs an increased supply of well located smaller 1 or 2 bedroom housing types to meet the needs of the community. The ERA Report suggested a set of improvements to the subdivision and development standards for implementation through zones and codes, along with other related changes. It recommended that several existing use and development standards remain current and fit for purpose without change.

Key themes addressed in the ERA Report included:

Development standards

- Residential diversity and density increased in the right locations
- Plot ratio (calculated by dividing gross floor area by site area) as an alternative to building envelope and multiple dwelling density caps
- Building height and setbacks improving design response to housing type and location
- Landscaping and common space improving liveability, climate resilience, and design quality.

Subdivision standards

- Lot design enabling lot size diversity for improving housing choice
- Urban greening improving liveability, climate resilience, and design quality
- Movement network supporting active and more sustainable transport choices
- Services improving climate resilience through integrated water management.

Implementation options focused on improvements through existing zones, new zones and new codes.

Other complementary changes included relaxed parking requirements for apartments and suitably located small dwellings, and complementary definitions.

For detailed reasons, metrics and suggested changes to objectives, acceptable solutions and performance criteria in new and revised standards see ERA's Recommendations Report:

https://www.stateplanning.tas.gov.au/_data/assets/pdf_file/0009/564480/Improving-Residential-Standards-in-Tasmania-Final-Report-Oct-2024.pdf

For an overview of the project and key improvements see the 4 factsheets attached to the end of the report:

- [Improving Residential Standards recommendations - Project overview fact sheet](#)
- [Improving Residential Standards recommendations - Subdivision fact sheet](#)
- [Improving Residential Standards recommendations - Development fact sheet](#)
- [Improving Residential Standards recommendations - Implementation fact sheet](#)

The changes have also been informed by recent Housing Land Supply Orders. In particular, the SPO has worked with Homes Tasmania to create development standards, similar to the recommendations from the ERA Report, that promote a diversity of dwellings types, including:

- terrace and townhouse dwelling types on single lots; and
- a variety of multiple dwelling housing types such as grouped apartments, dwellings, and row homes on larger lots.

This highlighted the need for specific subdivision requirements to provide smaller lot sizes and rear lane style access roads suited to medium density housing, especially terrace and townhouse developments, and medium density housing on larger lots. The work has also highlighted the need to provide new "permitted" assessment pathways for these intended housing forms.

The drafting approach has also been informed by the Tasmanian Planning Policies (TPPs), which support the development for medium density housing in the right locations across the State.

The TPPs, which were made on 12 November 2025 and, include strategies for housing and liveable settlements that encourage higher density housing in suitable locations. Generally, these locations have access to existing or planned physical and social infrastructure, business and community services, employment and frequent public transport. The TPPs will come into effect on 1 July 2026. See the TPPs at: https://www.stateplanning.tas.gov.au/_data/assets/pdf_file/0003/610752/Tasmanian-Planning-Policies-November-2025.pdf

The TPPs outcomes will be delivered through regional land use strategies (RLUSs) and the Tasmanian Planning Scheme (TPS). The three RLUSs are currently under review, with

the draft Southern Tasmania Regional Land Use Strategy (STRLUS) recently displayed for public comment at: <https://shapingtasmania.com.au/>.

RLUSs can identify priority growth areas, settlement and activity centre functions within a hierarchy and locations for increasing housing supply and density. They may also require local level plans (such as a structure plan) to further inform opportunities and constraints to development, including locations or sites for medium density housing development. The RLUSs will therefore inform how the proposed SPPs changes can be applied.

The Medium Density Design Guidelines for Tasmania provide important background information for medium density housing. These guidelines were prepared alongside the Improving Residential Standards in Tasmania Project. They offer practical advice for the early stages of context analysis and building design elements to support the delivery of high quality, well designed medium density housing development applications. The Guidelines are not part of the Tasmanian Planning Scheme rules but can be used by a variety of practitioners to inform well designed medium density housing.

1.3 New Apartment Code

A new draft Apartment Code, set out in the format of SPPs code provisions, is in Appendix 1.

The SPPs codes apply to issues that are common across multiple zones.

The new draft Apartment Code allow for apartment buildings to be developed in business zones and urban residential zones. The existing residential development standards in these zones and Urban Mixed Use Zone offer minimal regulation or barriers to delivering more well located smaller and affordable apartment style housing choices. The current standards are limited to requirements for private open space and waste storage for dwelling development, with the overall height, setback and design standards applying to all residential and non-residential buildings in these zones.

Improvements are proposed to align with best practice examples in other jurisdictions that promote a variety of apartment sizes and encourage consideration of high quality design elements, both for future residents and the surrounding area. The revised and additional standards are intended to make it easier to develop medium density housing by clarifying how essential elements of an apartment building can achieve a permitted approval pathway.

The new draft Apartment Code will allow for increased building height in some zones to enable improved design and amenity outcomes through higher interior ceiling heights, and bonus height allowances for developments that include social housing or liveable housing design elements in large apartment buildings.

A complementary relaxation of parking requirements to 1 car space for apartments is suggested through a change in the Parking and Sustainable Transport Code.

The new Apartment Code is drafted to apply to the Local Business, General Business, Central Business, and Urban Mixed Use Zones in line with ERA Report. It will not apply to small apartment buildings containing less than 5 apartments.

Consultation questions

1. **Will the new draft Apartment Code make it easier to develop apartments in the Local Business, General Business, Central Business, and Urban Mixed-Use Zones?**
2. **Is it reasonable to exempt a building containing less than 5 apartments from the new draft Apartment Code?**
3. **Given that some zones contain similar provisions to those in the new draft Apartment Code, would consolidating all of the zone and code considerations for apartments in a code simplify the planning scheme operation?**
4. **The new draft Apartment Code adds to the business zones by allowing for increased building heights for apartments under certain circumstances. Is this a reasonable approach, or is it preferable to adjust the allowable building height for apartments in each zone instead?**
5. **Are the additional heights allowed for apartment buildings economically viable?**
6. **The standards for landscaping areas include deep soil areas for tree planting and allow for a substitute vertical garden space or the use of existing landscaped areas on the site. Do these requirements provide reasonable options?**
7. **Are the proposed privacy separation distances between apartments in the same building appropriate?**

1.4 New Residential Zone

A draft New Residential Zone, set out in the format of SPPs zone provisions, is in Appendix 2.

The Inner Residential Zone currently the highest density residential zone in the TPS The zone is only applied to a small proportion residential land in Tasmania and is often in locations dominated by existing buildings with high historic cultural heritage values.

The New Residential Zone has been informed by the ERA Report recommendations, particularly the suggestion for implementing a new Urban Residential Zone. The New Residential Zone has a clear objective to transform well located urban land to a medium density residential character. The first steps of strategic planning, targeting suitable land and the rezoning process, will set clear expectations for future development where the New Residential Zone is applied. This will make subsequent medium density development

easier by applying a simpler set of development standards which maximise the development opportunity for medium density housing types and minimise consideration of any existing lower density residential character.

High quality outcomes will be encouraged by implementing the full set of improved development standards recommended in the ERA Report. This includes:

- plot ratio requirements instead of the three dimension building envelope
- greater building heights for terraces, townhouses and apartment buildings
- bonuses for diversity and liveable housing
- landscaping, privacy, open space and storage requirements.

Once included by amendment in the SPPs, each council will have the opportunity to apply the New Residential Zone to strategic locations or specific sites in consultation with landowners, through a subsequent LPS rezoning amendment.

It is anticipated that, at a minimum, the New Residential Zone can be implemented in priority growth areas identified in the RLUS, such as within easy walking distance (e.g. 800m) of a high frequency public transport corridor and or business zones in higher order activity centres.

Consultation questions

8. **Is the New Residential Zone suitable for application to areas where local strategic planning has prioritised medium density housing, such as a easy walking distance (e.g. 800m) of a high frequency public transport corridor and or business zones in higher order activity centres?**
9. **Are there advantages of having a New Residential Zone, instead of the revised Inner Residential Zone, with a clear purpose of delivering medium density housing?**
10. **The New Residential Zone uses plot ratio (calculated by dividing gross floor area by site area) instead of the existing dwelling density controls and the three-dimensional building envelope used in the Inner Residential Zone. Plot ratio is a common and well-established measure in other jurisdictions. Do you agree that separate plot ratio, height and setback standards provide more flexibility for designing buildings in response to the site conditions?**
11. **The New Residential Zone is intended to promote medium density residential housing, such as multiple dwellings and terrace and townhouse single dwelling types on smaller lots, rather than larger single dwellings. Should single dwellings, other than terraces and townhouses, have a no permit required or discretionary status in the New Residential Zone Use Table?**
12. **Should more non-residential uses be allowed in the New Residential Zone Use Table?**

1.5 Revised Inner Residential Zone

A draft Revised Inner Residential Zone, set out in the format of SPPs zone provisions, is in Appendix 3.

The revised development standards in the Inner Residential Zone intend to better support delivery of medium density housing, including enabling townhouses or terrace housing through increased building height. The additional standards for more medium density housing types in the Inner Residential Zone will be balanced by simpler stepped setbacks with increasing height, instead of the existing building envelope format. Building heights will be increased to better accommodate high quality building outcomes such as higher ceiling heights in smaller dwellings without sacrificing the ability to accommodate several stories in the building. It also involves combining the development standards for both dwellings and non-dwellings for improved interpretation.

Revision of the subdivision standards will allow lot sizes better suited to development of medium density housing types such as townhouses or terraces on smaller lots, and more lots over 1000m² dedicated for development of medium density multiple dwelling housing types at target densities.

The proposed changes are intended to make it easier to develop medium density housing and will apply to all existing land in the Inner Residential Zone.

As outlined above, the Inner Residential Zone is not broadly applied. To better support the proposed changes, it is recommended that councils consider applying the Inner Residential Zone to more suitable land. This will further increase opportunities for medium density housing development. Each council will have an opportunity to apply the revised Inner Residential Zone to additional strategic locations and specific sites in consultation with landowners, through a subsequent LPS rezoning amendment.

Consultation questions

13. **Are the revised parameters in the development standards and subdivision standards appropriate for the characteristics of existing Inner Residential zoned land and for infill development?**
14. **Would the revised Inner Residential Zone make it more suitable for application to more land in Tasmania?**
15. **Is the subdivision standard at proposed clause 9.6.1 A4 and P4 for orientation of lots for solar access suitable for the Inner Residential Zone?**

1.6 Revised General Residential Zone

A draft Revised General Residential Zone, set out in the format of SPP zone provisions, is in Appendix 4.

The General Residential Zone is the most broadly applied residential zone across Tasmania. To date it has provided very low residential density outcomes, and delivery of housing types is trending to become less diverse.

Revised development standards in the General Residential Zone will better support the delivery of medium density housing in certain locations, including enabling townhouses or terrace housing through increased building height, and provide better design outcomes for smaller housing types. Most of the existing requirements in the General Residential Zone will be retained, with the new requirements accommodated within the existing standards related to building envelope, building height, setbacks and multiple dwelling density.

Revision of the subdivision standards will allow lot sizes better suited to development of medium density housing types, such as townhouses or terraces on smaller lots and more lots over 1000m² dedicated for development of medium density multiple dwelling housing types at target densities.

The new standards allow more medium density housing outcomes in well-located areas close to business zones in activity centres and high frequency public transport corridors.

The proposed changes are intended to make it easier to develop medium density housing in suitable locations and will apply to all existing land in the General Residential Zone.

Each council will also have an opportunity to apply the revised General Residential Zone to additional strategic locations in consultation with landowners, through a subsequent LPS rezoning amendment.

Consultation questions

- 16. Will the revised General Residential Zone make it easier to develop medium density housing in more locations across Tasmania?**
- 17. Will the tests on appropriate locations for medium density housing development safeguard against medium density housing occurring in poorly serviced and disconnected locations?**
- 18. Are there advantages to revising the General Residential Zone in addition to the revised Inner Residential Zone and New Residential Zone?**

1.7 Other changes to SPPs

There are other consequential changes necessary to the SPPs to enable the new and revised zone and code provisions to operate as intended. These changes include new SPPs Definitions, Exemptions for frontage fences, Application requirements, Incorporated

documents and to implement the recommended changes to parking requirements in the Parking and Sustainable Transport Code.

A draft setting out other consequential changes to the SPPs is in Appendix 5.

Definitions

New planning terms and definitions are required to clarify new concepts and technical terms intended to have a specific meaning when used across the new and revised zones and code. These will assist with operating the new rules in the planning scheme and provide greater certainty. Examples are the definitions for new lot types, road types, medium density housing types and landscaping area mentioned in the standards. These are intended to work with and not overlap existing defined terms in clause 3.0 Interpretation of the SPPs.

Car parking spaces

Revisions are proposed to the Parking and Sustainable Transport Code in the SPPs to reduce the car parking requirements for terrace, townhouses, and apartments in well-located areas close to services and public transport. The proposal reduces the car parking space requirement to 1 space per dwelling if located within a business zone or within 800m of a high frequency public transport corridor as recommended in the ERA Report.

Exemptions for fences

The existing exemptions at clauses 4.6.3 and 4.6.4 of the SPPs that apply to fences within and beyond 4.5m of a frontage are proposed to be extended to the New Residential Zone. Further revisions are proposed to provide for more privacy at the frontage to an access road (i.e. a rear lane) compared to other roads. This would be applicable for terrace or townhouse developments

Application requirements

Adjustments are proposed to Application requirements at clause 6.1.3(c) of the SPPs to match with new zone and code standards, clarifying the information needed for common open spaces and landscaping areas.

Applied, Adopted or Incorporated Documents

Documents newly referred to in the proposed zone and code changes to the SPPs are added to those listed in the table.

Consultation questions

19. **Are the definitions clear and complete?**
20. **Do the definitions match with the relevant technical terms and requirements in the National Construction Code (NCC)?**

21. Is the suggested definition for 'social housing' appropriate for operating in the planning scheme?
22. Should reduced parking numbers for apartments, terraces, and townhouses apply beyond 800m of a business zone or high frequency public transport corridor?

General questions:

23. The New Residential Zone, revised Inner Residential Zone, and revised General Residential Zone show different approaches to managing the scale bulk, height and setbacks of buildings on a lot through plot ratio, stepped setbacks with increasing height, and the existing angled building envelope linked to height. Which is preferred and why?
24. Diagrams and figures have not been included in the proposed changes. Explanatory figures and diagrams could be included in future draft amendments. What material would help interpret the draft requirements?
25. Do the Acceptable Solutions provide certainty about assessment and approval, particularly those that require endorsement by council or another approval body?
26. The proposed increase for public open space contributions from 5% to 10%, was informed by the ERA Report recommendations. If progressed, it would be coordinated with anticipated changes to the *Local Government (Building and Miscellaneous Provisions) Act 1993*. Would the increased public open space contributions affect the viability of medium density housing development?
27. Do the proposed changes provide a clear hierarchy of residential zones in the SPPs?
28. Are terraces or townhouses on a single lot viable single dwelling development options to produce more affordable housing?
29. Local and interstate examples such as NSW medium density pattern books show that multiple dwelling types, including row house, grouped dwellings and up to 13 apartments, can be achieved on 1000m² lots. Are there any limits to their viability in Tasmania?
30. Overall, will the new and revised zones and code make it easier to develop medium density housing? What improvements could be made?

Appendix

1. New Apartment Code
2. New Residential Zone
3. Revised 9.0 Inner Residential Zone
4. Revised 8.0 General Residential Zone
5. Consequential changes to SPPs definitions, Residential Use Class, parking requirements
6. Summary table of measures in new and revised zones and code
7. List of consultation questions

C17.0 Apartment Code**C17.1 Code Purpose**

The purpose of the Apartment Code is:

- C17.1.1 To provide for apartments in the business zones or in locations strategically identified as being suitable for apartments
- C17.1.2 To provide for a variety of apartment sizes within apartment buildings to support diverse household types
- C17.1.3 To provide a development height bonus where social and affordable housing is provided within the development or where the design of the apartments meets with the relevant *Liveable Housing Guideline* design level.
- C17.1.4 To provide for the retention of landscaping on apartment building sites, including retention of trees and soil for tree planting and stormwater absorption
- C17.1.5 To facilitate urban greening programs through vertical gardens where appropriate
- C17.1.6 To provide for well-designed apartment buildings including clearly defined apartment building entry points, solar access, privacy and storage needs for future residents

C17.2 Application of this Code

- C17.2.1 This code applies to apartment buildings:
 - (a) in the Urban Mixed Use Zone, Local Business Zone, General Business Zone, and Central Business Zone, or
 - (b) in an area shown on an overlay map.
- C17.2.1 This code does not apply to apartment buildings containing less than 5 apartments

C17.3 Definition of Terms

- C17.3.1 This code does not use defined terms.

C17.4 Development Exempt from this Code

- C17.4.1 There are no exemptions to this code.

C17.5 Use Standards

- C17.5.1 There are no use standards in this code.

C17.6 Development Standards for Buildings and Works

- C17.6.1 Configuration / dwelling diversity

Objective:	Apartment buildings provide a range of apartment configurations to cater for diverse household types and changing community demographics.	
Acceptable Solutions	Performance Criteria	
A1 Apartment buildings that contain more than 10 apartments must include: (a) not less than 20 percent of apartments with differing bedroom numbers; and (b) a mix of one, two and three (or more) bedroom apartments.	P1 Apartment buildings that contain more than 10 apartments must provide a reasonable proportion of apartments of differing size (number of bedrooms) having regard to: (a) the housing demands of the region or municipality. (b) any site characteristics influencing the design or layout of the apartment building	

C17.6.2 Height Bonus

Objective:	That apartment buildings are provided with a height bonus for either providing social and affordable housing or incorporating Liveable Housing Elements into the design of the apartment building	
Acceptable Solutions	Performance Criteria	
A1 (a) If the apartment building achieves the Liveable Housing bonus and is setback from the General Residential Zone or Low Density Residential Zone of more than 10m, then the maximum building height (listed above) is increased by 3m above the relevant acceptable solution height limit, or (b) If the apartment building contains 10 or more apartments and not less than 20 percent of those apartments are for social housing dwellings and is setback more than 10m from the General Residential Zone or Low Density Residential Zone, then the maximum building height (listed above) is increased by 3m above the relevant acceptable solution height limit.	P1 If an apartment building includes a height bonus but is setback less than 10m from a General Residential Zone or Low Density Residential Zone then the apartment building must not cause an unreasonable loss of sunlight or daylight access to a habitable room, solar energy installation, private open space or common open space for dwellings on an adjoining property, having regard to the level of existing solar access available to adjoining properties as a result of topography, site characteristics and location.	

C17.6.3 Private Open Space, common open space and Landscaping

Objective:	<p>That development for apartment buildings provides –</p> <ul style="list-style-type: none"> (a) Sufficient area for private open space and common open space that meets the recreation and operational needs of residents, (b) Appropriate space for the planting of gardens and landscaping within the site, and (c) A mix of hard and soft landscaping that is compatible with the amenity and character of the area
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>An apartment must have private open space that has an area and dimension not less than:</p> <ul style="list-style-type: none"> (a) 8m² with a minimum dimension of 2m for a studio or 1-bedroom apartment, (b) 10m² with a minimum dimension of 2.5m for a 2-bedroom apartment, or (c) 12m² with a minimum dimension of 3m for a 3-bedroom (or more) apartment 	<p>P1</p> <p>An apartment must be provided with sufficient private open space that is appropriate for the operational needs of the occupants, having regard to:</p> <ul style="list-style-type: none"> (a) The local climate and the prevailing wind; and (b) The ability for the occupants to conveniently access common open space and nearby public open space that meets their recreational needs
<p>A2</p> <p>An apartment building that includes more than 10 apartments must have common open space at 5m² per apartment up to 300m² on the site.</p>	<p>P2</p> <p>An apartment building that includes more than 10 apartments must have common open space on the site that provides reasonable residential amenity and is appropriate to the recreational needs of the occupants having regard to:</p> <ul style="list-style-type: none"> (a) The ability for the apartment building occupants to conveniently access nearby public open space that meets their recreational needs (b) Any site constraints that preclude being able to provide a space that is reasonably usable by the residents of the apartment building (c) The location of the common open space relative to the apartment building's shared circulation areas, (d) Access to direct sunlight, and (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, or

	(ii) conflicts with non-residential uses on site or on adjacent properties.
<p>A3.1</p> <p>Unless the apartment building is located entirely on top of an existing building (except for pedestrian access to the street):</p> <ul style="list-style-type: none"> (a) The site for an apartment building must include 20 percent of the site area set aside for landscaping, if located in the Urban Mixed Use Zone or Local Business Zone; (b) The site for an apartment building must include 15 percent of the site area set aside for landscaping, if located in the General Business Zone or Central Business Zone; or (c) If located in the Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone not less than 10 percent of the site area must be set aside for landscaping if the apartment building includes a vertical garden area that is equal in area to the percentage of the site area that is the reduced landscaping area. 	<p>P3</p> <p>The site for an apartment building must include suitable landscaping that is proportional to the scale of the apartment building, contributes positively to the amenity of residents and neighbours and minimises the extent of impervious surfaces, where reasonable, having regard to:</p> <ul style="list-style-type: none"> (a) The provision of alternative planting methods such as planter boxes and vertical gardens where deep soil is limited on the site (b) Any proposed alternatives to on-site landscaping, such as additional street trees, as endorsed by the relevant Council General Manager; and (c) Any existing trees, landscaping areas, and deep soil areas on the site.
<p>A3.2</p> <p>Unless the apartment building is located entirely on top of an existing building (except for pedestrian access to the street):</p> <ul style="list-style-type: none"> (a) The site for an apartment building must include 10 percent of the site area set aside for the deep soil area or 7 percent of the site area set aside for the deep soil area if retaining an existing large or medium tree, if located in the Urban Mixed Use Zone or Local Business Zone; or (b) The site for an apartment building must include 5 percent of the site area set aside for the deep soil area with a minimum 3m x 3m dimension, if located in the General Business Zone or Central Business Zone. 	

<p>A3.3</p> <p>Unless the apartment building is located entirely on top of an existing building (except for pedestrian access to the street), the landscaping area on a site for an apartment building must include 1 large tree or 2 medium trees or 3 small trees and an additional 1 small tree for every 10 apartments in the apartment building.</p>	
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C17.6.4 Solar Access

<p>Objective:</p>	<p>That the layout and configuration of apartment buildings optimises solar and daylight access to habitable rooms and open space areas and minimises unreasonable overshadowing of neighbouring dwellings.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>	
<p>A1.1</p> <p>An apartment building must be designed to achieve:</p> <ul style="list-style-type: none"> (a) at least 60 percent of apartments (rounded up to the nearest whole number) receiving 2 hours of direct sunlight access to a habitable room window on 21st June; and (b) at least 60 percent of apartments (rounded up to the nearest whole number) receiving 2 hours of direct sunlight access to not less than 50 percent of each apartment's private open space 	<p>P1</p> <p>An apartment building must provide for reasonable sunlight or daylight access to habitable rooms, private open space or common open space for apartments, having regard to:</p> <ul style="list-style-type: none"> (a) Existing solar access available to the site (b) The amount of direct sunlight to living rooms through the depth and layout of apartments and window sizes; and (c) Whether the number of south facing or single aspect apartments have been minimised and multiple aspect apartments have been maximised (d) The amount of sunlight and daylight access to living rooms and other habitable rooms in other seasons at the equinoxes, midwinter and midsummer. 	
<p>A1.2</p> <p>The common open space on the site of an apartment building must receive no less than 2 hrs of direct sunlight to 50 percent of its area on 21st June</p>		
<p>A2</p> <p>An apartment building must not cause 50 percent of dwellings on an adjoining property to receive less than 2 hours of direct sunlight access on 21st June to a habitable room or solar energy installation</p>	<p>P2</p> <p>An apartment building must not cause an unreasonable loss of sunlight or daylight access to a habitable room, solar energy installation, private open space or common open space for dwellings on an adjoining property, having regard to the level of existing solar access available to adjoining</p>	

	properties as a result of topography, site characteristics and location.
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C17.6.5 Privacy

Objective:	That apartment buildings are provided with reasonable opportunity for visual and acoustic privacy.	
Acceptable Solutions	Performance Criteria	
A1 An apartment building must be designed to achieve internal sound levels of 35 dB(A) for bedrooms (assessed a LAeq 8hr from 10pm to 6am) and 40 dB(A) for other habitable rooms (assessed as LAeq 16hr from 6am to 10pm).	P1 Apartment buildings must be designed to mitigate noise impacts from nearby uses to achieve a reasonable level of internal acoustic amenity to apartments, having regard to: (a) Characteristics of the existing site and adjoining properties, (b) measures in the design, layout and construction of the apartment building to eliminate, mitigate or manage effects of noise intrusion into apartments; and (c) Any advice from a suitably qualified person	
A2.1 New habitable room windows, glazed doors and private open space of apartments, that have a finished floor level of more than 1m above existing ground level, must be: (a) Setback not less than 3m from side and rear boundaries (excluding internal site boundaries); and (b) Sited not less than 4m horizontally from a window, glazed door or private open space of another apartment in the same apartment building, unless the windows, glazed doors or private open space are on the same wall surface of the apartment building; or (c) Offset 1.5m horizontally from a window, glazed doors or private open space of another dwelling; or (d) Screened to 1.7m above finished floor level, with a uniform transparency of not more than 35 percent	P2 A balcony, terrace, parking space, or habitable room window of an apartment, that has a finished floor level more than 1m above existing ground level, must be screened or otherwise designed to minimise overlooking of habitable rooms and private open space of dwellings on adjoining properties or on the same site, having regard to: (a) the characteristics of the site, (b) the proportionality between building separation and building height (c) proposed screening or other design measures to minimise direct views to the private open space and glazing to habitable rooms of adjacent apartments, and (d) proximity to side or rear boundaries.	

<p>A2.2</p> <p>If a development includes separate Apartment buildings on the same site, the apartment buildings must be separated a minimum distance between apartment buildings on the same site and existing or approved buildings on adjoining sites a distance of not less than:</p> <ul style="list-style-type: none"> (a) 6m for apartment buildings up to 4 storeys; (b) 9m for apartment buildings up to 8 storeys; or (c) 12m for apartment buildings above 8 storeys; <p>Unless the apartment building is separated from an existing or approved building with a blank party wall, in which case separation is not required.</p>	
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C17.6.6 Storage

Objective:	That apartments are provided with appropriately sized and located storage and areas for waste and recycling bins	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>Apartment building sites must contain a waste storage area space of:</p> <ul style="list-style-type: none"> (a) 1.5m² per apartment for the exclusive use of each apartment; or (b) 1.5m² per apartment located in a common storage area that is not less than 4.5m from the frontage and not less than 5.5m from a dwelling and screened to a height of 1.2m above existing finished level; or <p>An apartment building containing 5 or more apartments has an agreed private contractor waste collection service and the General Manager of the relevant Council has endorsed that agreement in writing.</p>	<p>P1</p> <p>An apartment building must have adequate on-site waste storage, having regard to</p> <ul style="list-style-type: none"> (a) Convenience for residents, (b) Design and location to minimise noise, odour and visual impacts, (c) Separation from any non-residential waste storage on the site, and (d) Ease of access for collection vehicles, if on-site collection is proposed 	

<p>A2</p> <p>An apartment building must include an enclosed lockable storage area located in a private or shared space that is not the principle private open space areas or common open space area on the site, that has a minimum dimension of 1m and a volume of:</p> <ul style="list-style-type: none"> (a) 6m³ for a studio or a 1 bedroom apartment; (b) 8m³ for a 2 bedroom apartment; or (c) 10m³ for a 3 or more bedroom apartment 	<p>P2</p> <p>An apartment building must have secure common storage area that is suitable for storing residents' bulky household items, having regard to:</p> <ul style="list-style-type: none"> (a) separation from any on-site storage area for shared waste and recycling, (b) residents' convenience and security, and (c) location and screening to minimise visual impacts to any apartment, other non-residential use on the site or any publicly accessible areas on the site,
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C17.6.7 Building Entrances

<p>Objective:</p>	<p>That apartment buildings provide clear and legible entrance points to the building as seen from the adjacent street.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>An apartment Building with 5 or more apartments must be designed to provide a common building entrance that directly faces the street.</p>	<p>P1</p> <p>An apartment building with 5 or more apartments must be designed to provide a building entrance that appropriately responds to site constraints whilst providing a legible means of access from the street to the building, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site, (b) the need to optimise solar access to the apartments, (c) space used for non-residential use on the site, and (d) the need to locate storage areas close to the street. (e) Separation between pedestrian access and vehicle access

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31.0 New Residential Zone**31.1 Zone Purpose**

The purpose of the New Residential Zone is:

- 31.1.1 To provide higher housing densities within walking distance of activity centres, designed to respond to site context and characteristics
- 31.1.2 Subdivision provides development opportunities for diverse medium density housing types in infill and greenfield locations
- 31.1.3 make efficient use of land for medium density housing where full infrastructure services are available or can be provided
- 31.1.4 To provide for efficient use of existing and planned social, transport and other service infrastructure
- 31.1.5 To create compact neighbourhoods that are oriented around easy walking distances to activity centres, community facilities, public open space and public transport
- 31.1.6 To allow easy movement through and between neighbourhoods for all people
- 31.1.7 To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.
- 31.1.8 To achieve increased housing densities in designated growth areas in relevant regional and local strategies.
- 31.1.9 To provide a range of lot sizes to suit a variety of dwelling and household types.
- 31.1.10 To provide for Visitor Accommodation that is compatible with residential character
- 31.1.11 To provide for non-residential use that:
 - a) primarily serves the local community; and
 - b) does not cause an unreasonable loss of amenity, through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts
 - c) supports liveability with availability of business and community services, open space and transport networks

31.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	

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Residential	If: (a) for a terrace dwelling or townhouse dwelling on a single lot; and (b) not for a single dwelling on a multiple dwelling lot.
Utilities	If for minor utilities
Permitted	
Residential	If: (a) for communal residence, grouped dwelling, row home building, apartment building (b) not listed as No Permit Required; (c) for a single dwelling on a general lot; and (d) not for a single dwelling on a multiple dwelling lot.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre.
Educational and Occasional Care	If not for a tertiary institution
Emergency Services	
Food Services	If not for a takeaway food premises with a drive through facility
General Retail and Hire	If for a local shop
Residential	If not listed as No Permit Required or Permitted
Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as no permit required.
Prohibited	
All other uses	

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31.3 Use Standards

31.3.1 Discretionary Uses

Objective:	That Discretionary uses, excluding residential use, do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
	Acceptable Solutions	Performance Criteria
	<p>A1</p> <p>Hours of operation of a use listed as Discretionary, excluding Emergency Services and Residential, must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00am to 7.00pm Monday to Friday; and (b) 8.00am to 6.00pm Saturday and Sunday. 	<p>P1</p> <p>Hours of operation of a use listed as Discretionary, excluding Emergency Services and Residential, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions
	<p>A2</p> <p>External lighting for a use listed as Discretionary, excluding Residential:</p> <ul style="list-style-type: none"> (a) must not operate within the hours of 8.00pm to 6.00am, excluding any security lighting; and (b) security lighting must be baffled so that direct light does not extend into the adjoining property. 	<p>P2</p> <p>External lighting for a use listed as Discretionary, excluding Residential, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the number of proposed light sources and their intensity; (b) the location of the proposed light sources; (c) the topography of the site; and (d) any existing light sources.
	<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services and Residential, must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00am to 8.00pm Monday to Friday; (b) 9.00am to 12 noon Saturday; and (c) nil on Sunday and public holidays. 	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services and Residential, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the extent and timing of traffic generation; (b) the dispatch of goods and materials; and (c) existing levels of amenity.

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<p>A4 A use listed as Discretionary is a Residential use.</p>	<p>P4 A use listed as Discretionary, excluding Residential use, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the intensity and scale of the use; (b) the emissions generated by the use; (c) the type and intensity of traffic generated by the use; (d) the impact on the character of the area; and (e) the need for the use in that location.
<p>A5 No acceptable solution</p>	<p>P5 A use listed as a Discretionary Residential use must not prevent the site from being developed to its full potential for medium density dwelling types, having regard to.</p> <ul style="list-style-type: none"> (a) The topography of the site; (b) any development constraints from natural hazards or non-residential uses in the vicinity, (c) the location of the single dwelling on the site; and (d) whether the site is conveniently located to public transport

31.3.2 Visitor Accommodation

<p>Objective:</p>	<p>That Visitor Accommodation:</p> <ul style="list-style-type: none"> (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Visitor Accommodation must:</p> <ul style="list-style-type: none"> (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m² per lot. 	<p>P1 Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties;

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	<ul style="list-style-type: none"> (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.
<p>A2</p> <p>Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.</p>	<p>P2</p> <p>Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of residents; (b) any likely increase in noise; (c) the residential function of the strata scheme; (d) the location and layout of the strata lots; (e) the extent and nature of any other non-residential uses; and (f) any impact on shared access and common property.

31.4 Development Standards for Buildings and Works

31.4.1 Residential Development Plot Ratio

<p>Objective:</p>	<p>That the plot ratio of buildings:</p> <ul style="list-style-type: none"> (a) makes efficient use of land for medium density housing; (b) optimises the use of infrastructure and community services; (c) provides for development of diverse dwelling sizes and housing types; and (d) provides for dwellings capable of catering to residents with a variety of housing needs (e) supports building design that responds to site context and characteristics.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>A building for a dwelling or dwellings, or a non-dwelling must have a plot ratio of not more than:</p> <ul style="list-style-type: none"> (a) 1.0; (b) if the development includes a liveable 	<p>P1</p> <p>The plot ratio, siting, scale and bulk of a building must not cause an unreasonable loss of amenity to adjoining properties and is compatible with the intended medium density residential character of the area, having regard to:</p>

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<p>housing bonus, 1.1;</p> <p>(c) if the development includes a dwelling diversity bonus, 1.2; or</p> <p>(d) if the development includes a liveable housing bonus and a dwelling diversity bonus, 1.3.</p>	<p>(a) the capacity of existing or planned service infrastructure;</p> <p>(b) maximising the proportion of dwellings built to a liveable housing bonus design standard;</p> <p>(c) maximising the dwelling diversity proposed by the development;</p> <p>(d) visual impacts caused by the apparent scale, bulk or proportions of the proposal when viewed from an adjoining property</p> <p>(e) any relevant local area objectives contained within the relevant Local Provisions Schedule;</p> <p>(f) if the site is located within a Priority Growth Area in a relevant regional land use strategy,</p> <p>(g) the proximity of the site to a business zone in an activity centre or a high frequency public transport corridor</p> <p>(h) any structure plan or masterplan endorsed by the planning authority for the site</p> <p>(i) if the development proposes more than required to achieve a liveable housing bonus or a dwelling diversity bonus;</p> <p>(j) If the building is for a medium density housing type and contributes to growth management targets for increased density and housing diversity in the relevant regional land use strategy;</p>
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31.4.2 Building height

<p>Objective:</p>	<p>That building height:</p> <p>(a) provides opportunities for developing medium density housing types that respond to site context and characteristics</p> <p>(b) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and</p> <p>(c) provides for a transition in the apparent scale of development to adjoining residential zones</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>Building height for dwelling or non-dwelling , must be not more than:</p> <p>(a) 9.5m above existing ground level, if less than 10m from a General Residential Zone or if for a single dwelling, excluding a terrace dwelling or townhouse dwelling;</p> <p>(b) 11m above existing ground level, if not for</p>	<p>P1</p> <p>Building height for a dwelling or non-dwelling must be compatible with the existing or planned heights of other medium density buildings in the streetscape, and not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(a) visual impacts caused by the apparent</p>

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<p>a single dwelling, and if any part of the site is less than 1200m from a high frequency public transport corridor or a business zone in an activity centre in a priority growth area in a relevant regional land use strategy, or is subject to an order under the <i>Housing Land Supply Act 2018</i>; or</p> <p>(c) 15m above existing ground level, if for an apartment building and if any part of the site is less than 800m from a high frequency public transport corridor or a business zone in an activity centre in a priority growth area in a relevant regional land use strategy or the apartment building is located on a site that is subject to an order under the <i>Housing Land Supply Act 2018</i>.</p>	<p>scale of the proposal when viewed from an adjoining property;</p> <p>(b) the development potential of buildings or lots in the streetscape;</p> <p>(c) any topographical constraints;</p> <p>(d) any masterplan for the site or surrounding area endorsed by the planning authority; and</p> <p>(e) any relevant local area objectives contained within the relevant Local Provisions Schedule.</p>
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31.4.3 Setback

<p>Objective:</p>	<p>That building setback provides for:</p> <p>(a) medium density housing development that responds to site context and characteristics;</p> <p>(b) the siting of development for diverse dwelling types including attached and semidetached buildings;</p> <p>(c) reasonably consistent dwelling frontage setback within a street; and</p> <p>(d) reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space on adjoining properties.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>A dwelling or a non-dwelling, excluding garages and carports, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage to a general road, not less than 3m;</p> <p>(b) if the frontage is not a primary frontage to a general road, not less than 2m;</p> <p>(c) if the frontage is a frontage to an access road:</p> <p>(i) if the lot is a general lot or a multiple dwelling lot, 0m or more to a building height of 3.5m, and not less than 3m to a building height of more than 3.5m above existing ground level; and</p> <p>(ii) if the lot is a terrace lot or a townhouse lot, 0m or more;</p> <p>(d) if on an internal lot must have a setback of not less than 3m from the rear boundary of a property with an adjoining frontage.</p>	<p>P1</p> <p>A dwelling or a non-dwelling must have a setback from a frontage that is compatible with the existing or planned setback of other buildings in the streetscape, and not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(a) visual impacts caused by the apparent scale of the proposal when viewed from an adjoining property;</p> <p>(b) the development potential of buildings in the streetscape;</p> <p>(c) any topographical constraints;</p> <p>(d) any masterplan for the site or surrounding area endorsed by the planning authority; and</p> <p>(e) any relevant local area objectives contained within the relevant Local Provisions Schedule.</p>

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A2	P2
<p>A dwelling or a non-dwelling, excluding a garage or carport, must:</p> <p>(a) if on a general lot, have a setback from a side boundary of:</p> <ul style="list-style-type: none"> (i) 0m for a total length of not more than two thirds the length of the side boundary to a building height of 3.5m above existing ground level, (ii) 1.5m to a building height of 7m above existing ground level; and (iii) 3m to a building height of 9.5m above existing ground level, or, if for grouped dwellings or apartment building, 3.5m to a building height of 11m above existing ground level; <p>(b) if on a general lot, have a setback from a rear boundary of:</p> <ul style="list-style-type: none"> (i) 0m for a length of not more than two thirds the length of the rear boundary to a building height of 3.5m above existing ground level, (ii) 3m to a building height of 9.5m, or, if for grouped dwellings or apartment building, to a building height of 11m above existing ground level; and <p>(c) if on a multiple dwelling lot, have a setback from a side and rear boundary of:</p> <ul style="list-style-type: none"> (i) not less than 1.5m to a building height of not more than 9.5m above existing ground level; and (ii) if for row home dwellings or an apartment building, not less than 3m to a building height of more than 11m above existing ground level; <p>(d) if on a townhouse lot or a general lot of an area not more than 325m²:</p> <ul style="list-style-type: none"> (i) must be built to one side boundary and any side boundary shared with a terrace lot and, (ii) if built to the side boundary, is built to a total length of not more than two thirds the length of the side boundary; (iii) if not built to a second side boundary, have a side setback of not less than 1.5 m from that side boundary to a building height of not more than 7m above existing ground level, and not less than 3m to a building height of more than 7m; and (iv) have a setback of not less than 1.5m 	<p>A dwelling or non-dwelling, excluding a garage or carport, must have a setback from a side or rear boundary that provides for a transition between the existing and proposed setback of other buildings in the streetscape, and not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) providing sunlight and daylight to habitable rooms of a dwelling on an adjoining property (b) providing sunlight and daylight to the private open space of a dwelling on an adjoining property (c) providing for a diversity of single and multiple dwelling types; (d) providing for terrace dwelling, townhouse dwelling and other medium density housing types built to side boundaries; (e) the length of any existing wall of a building built to the side or rear boundary on an adjoining lot; (f) visual impacts caused by the apparent scale of the proposal when viewed from an adjoining property; (g) the development potential of buildings in the streetscape; (h) any topographical constraints; (i) any masterplan for the site or surrounding area endorsed by the planning authority; and (j) any relevant local area objectives contained within the relevant Local Provisions Schedule.

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<p>from a rear boundary; and</p> <p>(e) if on a terrace lot or a general lot of an area not more than 250m²:</p> <p>(i) must be built to each side boundary to a total length of not more than two thirds the length of the side boundary; and</p> <p>(ii) have a setback of not less than 1.5m from a rear boundary.</p>	
<p>A3</p> <p>A garage or carport for a dwelling or non-dwelling, must have a setback from a primary frontage to a general road of not less than:</p> <p>(a) 4m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the building gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	<p>P3</p> <p>A garage or carport for a dwelling or non-dwelling must have a setback from a primary frontage to a general road that is compatible with the existing or planned setback of other buildings in the streetscape, and not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(a) visual impacts caused by the apparent scale of the proposal when viewed from an adjoining property;</p> <p>(b) the development potential of buildings in the streetscape;</p> <p>(c) any topographical constraints;</p> <p>(d) any relevant local area objectives contained within the relevant Local Provisions Schedule</p> <p>(e) any masterplan for the site or surrounding area endorsed by the planning authority.</p>

31.4.4 Private open space, common open space and landscaping

<p>Objective:</p>	<p>That dwelling development provides:</p> <p>(a) an area of private open space and common open space that meets the recreation and operational needs of residents; and</p> <p>(b) sufficient landscaping areas for the planting of gardens and has deep soil areas for maintaining existing or planting of trees.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1.1</p> <p>Dwellings and non-dwellings must have private open space directly accessible from a habitable room and a total area of private open space of:</p> <p>(a) if for a single dwelling, excluding a terrace dwelling or townhouse dwelling, not less than 40m² with a minimum dimension of not less than 4m;</p> <p>(b) if for a 1 or 2 bedroom terrace dwelling or a townhouse dwelling, not less than 12m² with a minimum dimension of not less than 3m</p>	<p>P1</p> <p>Dwellings and non-dwellings must have private open space, or a mix of private and common open space, that includes an areas capable of serving the recreational and operational needs of the residents and is:</p> <p>(a) an area capable of serving as an extension of the dwelling conveniently located in relation to a living area of the dwelling;</p> <p>(b) orientated to take advantage of sunlight; and</p>

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<p>(c) if for a group dwelling or a row home, not less than 24m² with a minimum dimension of not less than 3m;</p> <p>(d) if for a studio or 1 bedroom apartment or retirement village unit not less than 8m² with a minimum dimension of not less than 2m;</p> <p>(e) if for a 2 bedroom apartment or retirement village unit, not less than 10m² with a minimum dimension of not less than 2.5m;</p> <p>(f) if for a 3 bedroom or more than 3 bedroom apartment or retirement village unit, not less than 12m² with a minimum dimension of not less than 3m; and</p> <p>(g) if for a communal residence, not less than 40m² with a minimum dimension of not less than 4m.</p> <p>A1.2</p> <p>A site for more than 10 multiple dwellings, must have a total area of common open space of not less than:</p> <p>(a) 300m², or</p> <p>(b) 5m² per dwelling,</p> <p>whichever is the lesser.</p>	<p>(c) a reasonable space for the planting of gardens and landscaping,</p> <p>having regard to</p> <p>(d) any dedicated interior space for operational needs, such as clothes drying and storage;</p> <p>(e) the ability for residents to conveniently access nearby public space that meets their recreation and operational needs;</p> <p>(f) any constraints to providing open space on a site or in existing buildings;</p> <p>(g) the relative residential amenity provided by private open space and common open space on the site; and</p> <p>(h) connection between private and landscaped areas of common open space on the site.</p>
<p>A2.1</p> <p>Dwellings and non-dwellings must have:</p> <p>(a) a landscaping area of not less than 20% of the site area; and</p> <p>(b) if a site for an apartment building, a landscaping area of 20% or not less than 10% of the site area must be provided if a vertical garden area is provided on or within the common areas of the building that is equal in area to the percentage of the site area that is the reduced landscaping area.</p> <p>A2.2</p> <p>A landscaping area must:</p> <p>(a) be for a vertical garden provided in accordance with clause A2.1(b), and</p> <p>(b) be planted with the required number of large, medium, or small trees according to Table 31.1; and</p> <p>(c) have a deep soil area of:</p> <p>(i) 10% of the site area, and</p> <p>(ii) the tree planting area according to Figure 31.1 to accommodate the number of trees required by A2.1(a).</p>	<p>P2</p> <p>Dwellings and non-dwellings must have landscaping areas for the planting of gardens and landscaping that contribute positively to the amenity of residents and the streetscape, having regard to:</p> <p>(a) the need to maximise suitable deep soil areas for growing trees;</p> <p>(b) providing a suitable mix of hard and soft landscaping;</p> <p>(c) reasonable space for the planting of gardens and landscaping;</p> <p>(d) separation and privacy screening between private and communal spaces;</p> <p>(e) any constraints to providing landscaping on the site;</p> <p>(f) maximising permeable surfaces on the site; and</p> <p>(g) connection between private and landscaped areas of common open space on the site.</p>

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Table 31.1 New Residential Zone tree numbers

Dwelling type on site	Tree numbers on a site			
	Large tree	Medium tree	Small tree	If keeping an existing small, medium or large tree on the site in substitution for any one large, medium or small tree required
Single dwelling if lot area 750m ² or more	1 per dwelling			1
Single dwelling if lot area less than 750m ²		1 per dwelling	2 per dwelling	1
Grouped dwelling or townhouse dwelling		1 per dwelling	2 per dwelling	1
Apartment or communal residence site	1 per site	2 per site	3 per site	1
Apartment or communal residence for every 10 dwellings			1 per 10 dwellings	1

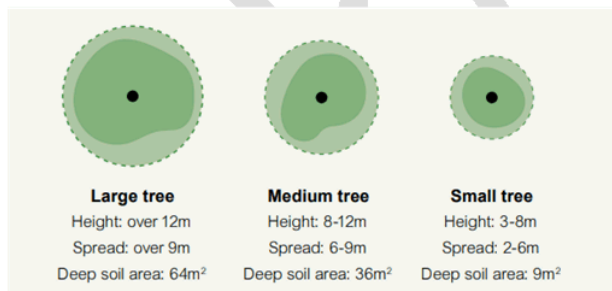


Figure 31.1 Deep soil area for tree provision

31.4.5 Solar access

Objective:	That development: <ul style="list-style-type: none"> (a) provides reasonable opportunity for direct sunlight and indirect daylight access to habitable rooms and open space areas; and (b) minimises unreasonable overshadowing of neighbouring properties.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>Dwellings, or not less than 70% of dwellings in an apartment building, must have direct sunlight to:</p> <ul style="list-style-type: none"> (a) the window of a habitable room, excluding a bedroom, and (b) an area not less than 50% of the area of private open space required to satisfy clause 31.4.4 A1, <p>for not less than 2 hours within the hours of 9.00am and 3.00pm on 21 June.</p>	<p>P1</p> <p>Dwellings must provide for reasonable direct sunlight and indirect daylight access to habitable rooms, private open space, and common open space for dwellings on the site having regard to:</p> <ul style="list-style-type: none"> (a) the need to maximise sunlight and daylight to the main living rooms of a dwelling and its private open space; (b) the prevailing topography, surrounding landscape, site characteristics, and location of surrounding development; (c) the extent of sunlight access available to the site at solstice and equinox periods at 21 June, 22 December, 20 March and 23 September; (d) the design and location of buildings on the site (e) any relevant local area objectives.
<p>A2</p> <p>An apartment building must:</p> <ul style="list-style-type: none"> (a) have a setback from a side or rear boundary of not less than a distance equal to the maximum building height; or (b) not cause a habitable building on an adjoining property to receive less than 2hrs of direct sunlight access within the hours of 9.00am to 3.00pm on 21st June to any of the following features of the habitable building: <ul style="list-style-type: none"> (i) a habitable room; (ii) 50% of the main area of private open space; (iii) 50% of the main area of common open space; or (iv) a solar energy installation. 	<p>P2</p> <p>An apartment building must provide for reasonable direct sunlight and indirect daylight access to habitable rooms, private open space, and common open space of dwellings on adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the need for sunlight and daylight on adjoining properties; (b) the need to minimise overshadowing of adjoining properties; (c) the extent of sunlight access available to the adjoining property; (d) the design and location of buildings on the site in response to site characteristics; (e) the need to provide for medium density housing types in the location; and (f) any liveable housing bonus or dwelling diversity bonus provided by the building

31.4.6 Development facing a frontage

<p>Objective:</p>	<p>That the design and placement of windows, frontage fences, garages and parking spaces:</p> <ul style="list-style-type: none"> (a) provides adequate privacy and security for residents; (b) reduce the potential for garage and carport openings to dominate the primary frontage; (c) provides for mutual passive surveillance between dwellings and adjoining public spaces; and (d) contributes positively to the streetscape amenity.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No acceptable solution*</p> <p>(*include footnote advising: "An exemption applies for fences in this zone – see Table 4.6)</p>	<p>P1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage, excluding a frontage to an access road, for a dwelling must:</p> <ul style="list-style-type: none"> (a) provide for security and privacy, while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the streetscape, having regard to: <ul style="list-style-type: none"> (a) the topography of the area; (b) site characteristics; (c) the design and location of fencing on the site; and (d) traffic volumes on the adjoining road.
<p>A2</p> <p>A dwelling setback less than 12m from any boundary adjoining a public road, laneway, cycleway, walkway, or public open space must have a clear window that:</p> <ul style="list-style-type: none"> (a) has an area of not less than 2m²; (b) has a sill height of not more than 1.5m above the floor level; and (c) is located in a wall facing the adjoining public spaces. 	<p>P2</p> <p>A dwelling setback less than 12m from any boundary adjoining a public road, laneway, cycleway, walkway, or public open space must be designed to provide for privacy, while contributing to passive surveillance of public spaces having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the area; (b) site characteristics; (c) the design of all dwellings and access arrangements on the site; (d) the design and location of windows in all dwellings on the site; and (e) any relevant masterplan for the site (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.
<p>A3</p> <p>A garage or carport within 12m of a primary frontage to a general road, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage, whichever is the lesser.</p>	<p>P3</p> <p>A garage or carport within 12m of a primary frontage to a general road must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p>A4</p> <p>A vehicle parking area, excluding jockey parking on a driveway in front of a garage or carport for a single dwelling or an existing vehicle parking area, is not located within the setback of a dwelling to the primary frontage to a general</p>	<p>P4</p> <p>Vehicle parking areas, excluding jockey parking on a driveway in front of a garage or carport for a single dwelling or an existing vehicle parking area must not dominate the primary frontage setback of a dwelling and be designed to be compatible</p>

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road.	with the existing or intended future streetscape, having regard to: <ul style="list-style-type: none"> (a) the topography of the area; (b) site characteristics; (c) the design and location of vehicle parking areas on the site; and (d) any relevant masterplan for the site (e) any relevant local area objectives contained within the relevant Local Provisions Schedule.
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31.4.7 Privacy for all dwellings

Objective:	To provide a reasonable opportunity for privacy for dwellings and private open space.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A balcony, deck, roof terrace, parking space, window or glazed door to a habitable room, of a building that has a floor level more than 1m above existing ground level, must satisfy the side and rear setback requirements of Clauses 31.4.3 A2 and be:</p> <ul style="list-style-type: none"> (a) not less than 5m from a window, glazed door or private open space of another dwelling on the site; (b) offset 1.5 m horizontally from the edge of a window, glazed door and private open space of a dwelling on an adjoining property or another dwelling on the same site; or (c) screened by a fixed structure to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 35%. 	<p>P1</p> <p>A balcony, deck, roof terrace, parking space, or window or glazed door to a habitable room, of a building that has a floor level more than 1m above existing ground level, must be sited and designed to minimise overlooking of habitable rooms and private open space of dwellings on adjoining properties and dwellings on the same site, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the area; (b) site characteristics; (c) the angle of view; and (d) any screening proposed, including screening provided by existing or proposed vegetation;

31.4.8 Storage spaces for multiple dwellings and non-dwellings

Objective:	To provide an appropriate size and location for storage of bulky items, waste and recycling bins for multiple dwellings and non-dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of not less than 1.5m² per dwelling and is located:</p> <ul style="list-style-type: none"> (a) in an area for the exclusive use of each 	<p>P1</p> <p>A multiple dwelling must have storage for waste and recycling bins that is:</p> <ul style="list-style-type: none"> (a) capable of storing the number of individual

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<p>dwelling, excluding the area in front of the dwelling; or</p> <p>(b) in a common storage area with an impervious surface that:</p> <p>(i) has a setback of not less than 4.5m from a frontage;</p> <p>(ii) is not less than 5.5m from any dwelling;</p> <p>(iii) is screened from the frontage and any dwelling by a wall to a height of not less than 1.2m above the finished surface level of the storage area; and</p> <p>(c) adjoining an access route for collection.</p>	<p>bins or bulk waste bins required for the site;</p> <p>(b) screened from the frontage and any dwellings; and</p> <p>(c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise, having regard to:</p> <p>(e) the need for storage bins to be in a convenient and accessible location;</p> <p>(f) any advice from the road authority; and</p> <p>(g) any relevant policy for waste management adopted by Council;</p> <p>(h) any relevant masterplan for the area.</p>
<p>A2</p> <p>Each multiple dwelling must be provided with an enclosed, lockable bulky item storage space that has a minimum dimension of 1m and an area of not less than:</p> <p>(a) 6 m³, if for a studio or 1 bedroom dwelling;</p> <p>(b) 8 m³, if for a 2 bedroom dwelling;</p> <p>(c) 10 m³, if for a dwelling with more than 2 bedrooms,</p> <p>and is located in an area for the exclusive use of each dwelling or a common storage area, excluding principal open space areas.</p>	<p>P2</p> <p>Each multiple dwelling must have bulky item storage space of sufficient useable area and dimensions appropriate for the needs of occupants that is:</p> <p>(a) screened or sited to minimise visual impacts; and</p> <p>(b) in a convenient and accessible location that does not unreasonably impact on the amenity of public spaces, the site, and adjoining properties.</p>
<p>A3</p> <p>Outdoor storage areas, for a building that is not a dwelling, including waste storage, must:</p> <p>(a) not be visible from any road or public open space adjoining the site; and</p> <p>(b) not encroach upon parking areas, driveways or landscaped areas.</p>	<p>P3</p> <p>Outdoor storage areas, for a building that is not a dwelling, must be located, treated or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to:</p> <p>(a) the nature of the use;</p> <p>(b) the type of goods, materials or waste to be stored;</p> <p>(c) the topography of the site; and</p> <p>(d) any screening proposed.</p>

31.5 Development Standards for Subdivision

31.5.1 Lot design

<p>Objective:</p>	<p>That each lot:</p> <p>(a) has an area and dimensions appropriate for use and development in the zone, located to avoid natural hazards;</p> <p>(b) contributes to providing a variety of lot sizes to suit a variety of dwelling and household types in appropriate locations</p>
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	<ul style="list-style-type: none"> (c) is provided with appropriate access to a road; (d) is orientated to provide solar access for future dwellings (e) contributes to compact walkable neighbourhoods (f) uses urban land efficiently; and (g) supports the relevant growth management targets and strategies for the area in the relevant regional land use strategy, and any related structure plan for the area.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) be marked on a plan of subdivision as a terrace lot, townhouse lot, multiple dwelling lot or access road if the relevant lot type or road is proposed; (b) if for a general lot, have an area of not less than 200m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 31.6.3 A1, A2 and A3, b. easements or other title restrictions that limit or restrict development; and c. existing buildings are consistent with the setback required by clause 31.6.3 A1, A2 and A3; (c) if for a terrace lot, have an area of not less than 150m² and not more than 200m² and: <ul style="list-style-type: none"> (i) have a maximum width across the short axis of the lot of not more than 10m, and the lot width across the short axis must vary by not more than 10%; (ii) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 15, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 31.6.3 A1, A2 and A3; and b. easements or other title restrictions that limit or restrict development; (iii) adjoin not less than: <ul style="list-style-type: none"> a. 3 other terrace lots in a row; b. a townhouse lot on one side 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be marked on a plan of subdivision as a terrace lot, townhouse lot, multiple dwelling lot or access road if the relevant lot type or road is proposed and have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; (f) the pattern of development existing on established properties in the area; (g) the need for a variety of lot types and sizes to support development of diverse dwelling types; (h) the need for dwelling development to support the growth management targets and strategies for the area in a relevant regional land use strategy; (i) the need to compliment natural, landscape, cultural, historic, or aesthetic values on or adjoining the site; (j) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and (k) any masterplan for the site or surrounding area endorsed by the planning authority, and must not be for subdivision of a multiple dwelling lot, except if to create a lot: <ul style="list-style-type: none"> (a) required for public use by the Crown, a council or a State authority (b) required for the provision of Utilities; or (c) for the consolidation of the multiple

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<p>boundary and a terrace lot on the other side boundary;</p> <p>c. a townhouse lot on each side boundary; or</p> <p>d. a lot containing an existing dwelling built to the shared side boundary; and</p> <p>(iv) existing buildings are consistent with the setbacks for terrace lots required by clause 31.6.3 A1, A2 and A3;</p> <p>(d) if for a townhouse lot, have an area of not less than 200m² and not more than 400m² and:</p> <p>(i) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 15, clear of:</p> <p>a. all setbacks required by clause 31.6.3 A1, A2 and A3; and</p> <p>b. easements or other title restrictions that limit or restrict development;</p> <p>c. at a side boundary, adjoin not less than one other townhouse lot, a terrace lot, or a lot containing an existing dwelling setback not more than 1.5m from the shared side boundary; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 31.6.3 A1, A2 and A3;</p> <p>(e) if for a multiple dwelling lot, have an area of not less than 1000m² and:</p> <p>(i) be able to contain a minimum area of 20m x 30m with a gradient not steeper than 1 in 15, clear of:</p> <p>a. all setbacks required by clause 31.6.3 A1, A2 and A3; and</p> <p>b. easements or other title restrictions that limit or restrict development; and</p> <p>(ii) must not be an internal lot; and</p> <p>(iii) existing buildings are consistent with the setback required by clause 31.6.3 A1, A2 and A3;</p> <p>(f) not be for subdivision of a multiple dwelling lot;</p> <p>(g) be required for public use by the Crown, a council or a State authority;</p> <p>(h) be required for the provision of Utilities; or</p>	<p>dwelling lot with another lot provided each lot is within the same zone.</p>
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<p>(i) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage of:</p> <p>(a) if for a general lot, not less than 3.6m;</p> <p>(b) if for a terrace lot, not less than 6m and must have 2 frontages and 1 frontage to a access road;</p> <p>(c) if for a town house lot, not less than 10m and not more than 15m, and if adjoining a terrace lot must have 2 frontages and 1 of those frontages must be to an access road; and</p> <p>(d) if for a multiple dwelling lot, not less than 15m.</p>	<p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, 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:</p> <p>(a) the width of frontage proposed, if any;</p> <p>(b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</p> <p>(c) the topography of the site;</p> <p>(d) the functionality and useability of the frontage;</p> <p>(e) the ability to manoeuvre vehicles on the site;</p> <p>(f) the pattern of development existing on established properties in the area; and</p> <p>(g) the need to avoid internal lots and support medium density housing types;</p> <p>and, if more than 4 adjoining terrace lots in a row or 4 adjoining terrace lots and townhouse lots combined in a row, must have a frontage to a access road.</p>
<p>A4</p> <p>Each lot, or a lot proposed in a plan of subdivision:</p> <p>(a) 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; and</p> <p>(b) if a terrace lot or townhouse lot with a frontage to an access road, must be provided with a vehicular access from an access road.</p>	<p>P4</p> <p>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:</p> <p>(a) the topography of the site;</p> <p>(b) the distance between the lot or building area and the carriageway;</p> <p>(c) the nature of the road and the traffic;</p> <p>(d) the anticipated nature of vehicles likely to access the site; and</p> <p>(e) the ability for emergency services to access the site.</p>
<p>A5</p> <p>Not less than 60 percent of lots in a subdivision with a new road, excluding lots for public open space, a riparian or littoral reserve or Utilities, must have the long axis of the lot between 30</p>	<p>P5</p> <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p>

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<p>degrees west of true north and 30 degrees east of true north.</p>	<ul style="list-style-type: none"> (a) the size, shape and orientation of the lots; (b) the need to provide for private open space and windows at the front or rear of terrace lots and townhouse lots; (c) the topography of the site; (d) the extent of overshadowing from adjoining properties; (e) any development on the site; (f) the location of roads and access to lots; and (g) the existing pattern of subdivision in the area.
<p>A6</p> <p>Excluding lots for public open space, a riparian or littoral reserve or Utilities, the plan of subdivision with more than 14 lots proposed, must have:</p> <ul style="list-style-type: none"> (a) not less than 20 percent of lots proposed are terrace lots, townhouse lots or a general lot of lot size not more than 250m²; and (b) not less than 10 percent of lots proposed are multiple dwelling lots. 	<p>P6</p> <p>Excluding lots for public open space, a riparian or littoral reserve or Utilities, the plan of subdivision with more than 14 lots proposed must provide a variety of lot sizes and dimensions suitable to providing for a diverse range of housing types to support increased density of housing in appropriate locations, , having regard to:</p> <ul style="list-style-type: none"> (a) the available or planned capacity of infrastructure; (b) the relevant requirements for development of buildings on the lots; (c) the intended location of buildings on the lots; (d) the topography of the site; (e) the presence of any natural hazards; (f) adequate provision of private open space; (g) the pattern of development existing on established properties in the area; (h) the need for a variety of lot types and sizes to support development of diverse dwelling types; (i) the need for dwelling development to support the growth management targets and strategies for the area in a relevant regional land use strategy; (j) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and (k) any masterplan for the site or surrounding area endorsed by the planning authority, and must have an average lot size of not more than:

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	<ul style="list-style-type: none"> (i) 400m²; or (ii) if the subdivision site is less than 800m from a high frequency public transport corridor or a business zone in an activity centre in a priority growth area in a relevant regional land use strategy, 325m².
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31.5.2 Movement network

Objective:	<p>That the arrangement of new roads within a subdivision:</p> <ul style="list-style-type: none"> (a) provides for direct, convenient pedestrian links from lots to public transport route. (b) Provides for permeability, legibility, and accessibility of the street network to provide for pedestrian, cycling, public transport and vehicular traffic, (c) responds to natural features and hazards, and (d) provides for a functional road hierarchy with streets designed in accordance with their movement and place function (e) the efficient ultimate subdivision of the entirety of the land and of surrounding land.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The subdivision:</p> <ul style="list-style-type: none"> (a) includes no new roads, or (b) roads must be: <ul style="list-style-type: none"> (i) connected to existing and planned roads in the local area outside the site; (ii) arranged in a grid layout; (iii) streets blocks have: <ul style="list-style-type: none"> a. a length of not less than 120m and not more than 240m, b. a width of not less than 60m and not more than 120m; and c. a street block perimeter length of not more than 600m; d. a mid-block pedestrian link; (iv) more than 3 terrace lots in a row must have a vehicular access from an access road; (v) terrace lots, townhouse lots, and multiple dwelling lots must not have a frontage to a cul-de-sac, unless the townhouse lot or multiple dwelling lot is located on corner of a cul-de-sac with another general road; (vi) not more than 15 percent of lots have a 	<p>P1</p> <p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, and active transport having regard to:</p> <ul style="list-style-type: none"> (a) the requirement for terrace lots or townhouse lots to be provided with a vehicular access from an access road; (b) any road network plan adopted by the council; (c) the existing and proposed road hierarchy; (d) arrangement of lots in a modified grid layout; (e) the legibility of the street arrangement for active transport; (f) the need to minimise the number and length of cul-de-sacs; (g) the need to maximise access for higher density dwellings in proximity to high frequency public transport corridors, activity centres, public open space, schools, local shops, and community services according to growth management targets in a relevant regional land use strategy; (h) the need for connecting roads and pedestrian and cycling paths, to common

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<p>frontage to a cul-de-sac;</p> <p>(vii) a cul-de-sac length of not more than 150m and linked by a pedestrian path to an adjacent road;</p> <p>(viii) 90 percent of lots are 800m walking distance from a road designed to be an existing or future bus route;</p> <p>(ix) designed to contain a footpath width of not less than 1.5m on one side of the road, or if the road is less than 400m walking distance of public open space, a high frequency public transport corridor, or a business zone, designed to contain a shared pedestrian and cycling path width of 1.8m on each side of the road;</p> <p>(x) designed to a road hierarchy plan in accordance with the requirements of the road authority.</p>	<p>boundaries with adjoining land, to facilitate future subdivision potential;</p> <p>(i) maximising direct, convenient pedestrian links with the surrounding road, pedestrian, cycling and public transport networks</p> <p>(j) minimising the travel distance between key destinations such as shops, services, public open space, and public transport routes;</p> <p>(k) maximising the number lots that have 400m walking distance access to public transport;</p> <p>(l) the efficient and safe movement of pedestrians, cyclists and public transport;</p> <p>(m) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling 2016</i>;</p> <p>(n) the topography of the site;</p> <p>(o) any constraints from natural hazards or natural features on the site;</p> <p>(p) the future subdivision potential of any balance lots on adjoining or adjacent land;</p> <p>(q) the design quality of the proposal referring to best practice design guidance in the Subdivision Design Guidelines;</p> <p>(r) any relevant local area objectives;</p> <p>(s) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and</p> <p>(t) any masterplan for the site or surrounding area endorsed by the planning authority.</p>
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31.5.3 Services

<p>Objective:</p>	<p>That the subdivision of land:</p> <p>(a) provides services for the future use and development of the land</p> <p>(b) protects and improves the quality of Tasmania’s waterways, wetlands and estuaries by minimising change to the rate and quantity of stormwater or increase in pollutants entering the water; and</p> <p>(c) supports sustainable water solutions including water sensitive urban design</p> <p>(d) the equitable sharing of costs between developers and the wider community associated with the provision of new, or upgraded, public infrastructure and</p>
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	public open space to service residential growth.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to:</p> <ul style="list-style-type: none"> (a) flow rates; (b) the quality of potable water; (c) any existing or proposed infrastructure to provide the water service and its location; (d) the topography of the site; and (e) any advice from a regulated entity.
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p>P2</p> <p>No Performance Criterion.</p>
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p>P3</p> <p>No Performance Criterion.</p>
<p>A4</p> <p>If the subdivision proposes more than 15 lots, must have or be part of a stormwater drainage system of a size and design that:</p> <ul style="list-style-type: none"> (a) services a stormwater quantity in accordance with the requirements of the permit authority; and (b) has stormwater quality targets of: <ul style="list-style-type: none"> (i) 80 percent reduction in the average annual load of total suspended solids based on typical urban concentrations; and (ii) 45 percent reduction in the average annual load of total phosphorus and nitrogen based on typical urban concentrations; and (c) connects stormwater management into the public stormwater system through water sensitive design features in accordance with the requirements of the permit authority. 	<p>P4</p> <p>Subdivision, must have a stormwater drainage system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"> (a) the design and capacity of any existing stormwater drainage system servicing the land; (b) any watercourse on the land; (c) relevant stormwater system quantity and quality requirements of the permit authority; (d) best practice stormwater design guidance in the Tasmanian Infrastructure Design Guidelines; (e) the need to provide water sensitive design features for stormwater management; and (f) any stormwater strategy or policy adopted by Council that provides for a cash in lieu contribution instead of onsite stormwater treatment.

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31.5.4 Urban greening

Objective:	<p>That subdivision provides for:</p> <ul style="list-style-type: none"> (a) well located public open space that meets the passive and active recreation needs of the local community; (b) supports a strategic public open space network and movement network; (c) landscaping of roads and public open space that contributes to the amenity and liveability of the local area and supports natural ecological functions; and (d) the equitable sharing of costs between developers and the wider community associated with the provision of new, or upgraded, public infrastructure and public open space to service residential growth.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Subdivision must:</p> <ul style="list-style-type: none"> (a) have a public open space lot, or lots, that have a combined area of not less than 10 percent of the subdivision site area and located; <ul style="list-style-type: none"> (i) according to any relevant open space plan for the area adopted by council; (ii) according to a masterplan for the area endorsed by council; (iii) not more than 800m walking distance from existing or proposed lots for residential development; or (iv) not more than 400m walking distance from existing or proposed lots for residential development in a priority growth area or greenfield growth area in a relevant regional land use strategy; or (b) contribute cash in lieu of a public open space lot in accordance with a policy or strategy for cash in lieu of public open space adopted by council or if no such policy exists contribute 10% of the unimproved value of the land proposed to be subdivided (not including the balance of the lot). 	<p>P1</p> <p>Subdivision must contribute to public open space that meets the needs of the local community, having regard to:</p> <ul style="list-style-type: none"> (a) the need for public open space to have sufficient useable area and dimensions suitable for the intended use; (b) pattern of development existing on established properties and accessibility of existing public open space; (c) the proposed pattern and density of residential development on the site and in the area; (d) providing links between existing, planned or proposed areas of open space; (e) any relevant open space plan, strategy or policy adopted by Council; (f) any masterplan for the area endorsed by council; (g) any growth management targets for public open space, liveability, accessibility, and social infrastructure targets in a relevant regional land use strategy; and (h) any relevant local area objectives contained within the relevant Local Provisions Schedule.
<p>A2</p> <p>Subdivision must have a landscaping treatment of public land in a road lot:</p> <ul style="list-style-type: none"> (a) of not less than 1 street tree for every 20 m of road frontage to proposed residential lots and public open space lots; (b) according to a masterplan for the area endorsed by council; or (c) according to a relevant open space plan for 	<p>P2</p> <p>Subdivision must have a landscaping treatment of public land in a road lot that enhances the amenity and appearance of the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the need to support a strategic public open space network and movement network in the area; (b) the need to improve tree canopy cover and

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<p>the area adopted by council.</p>	<p>support natural ecological functions;</p> <ul style="list-style-type: none"> (c) the character of the streetscape and surrounding area; (d) any existing vegetation designated on a plan of subdivision to be retained; (e) any masterplan for the area endorsed by council; and (f) any relevant open space plan for the area adopted by council.
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9.0 Inner Residential Zone – making it easier to develop medium density housing across Tasmania – draft changes March 2026

9.1 Zone Purpose

The purpose of the Inner Residential Zone is:

- 9.1.1 To encourage medium density housing development in suitable locations
- 9.1.2 To provide for a variety of residential use or development that accommodates a range of dwelling types at higher densities.
- 9.1.3 To provide for the efficient utilisation of available social, transport and other service infrastructure.
- 9.1.4 To provide for non-residential use that:
 - (a) primarily serves the local community; and
 - (b) does not cause an unreasonable loss of amenity, through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.
- 9.1.5 to provide for visitor accommodation that is compatible with residential character.

9.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If: (a) for a single dwelling; and (b) not for a single dwelling on a multiple dwelling lot.
Utilities	If not listed as No Permit Required.
Permitted	
Residential	If: (a) not listed as No Permit Required; and (b) not for a single dwelling on a multiple dwelling lot.

Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre.
Education and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a takeaway food premises with a drive through facility.
General Retail and Hire	
Residential	If not listed as No Permit Required or Permitted.
Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

9.3 Use Standards

9.3.1 Discretionary uses

Objective:	That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
Acceptable Solutions		Performance Criteria
A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services		P1 Hours of operation of a use listed as Discretionary, excluding Emergency Services and Residential, must not cause an

<p>and Residential, must be within the hours of:</p> <p>(a) 7:00am to 7:00pm Monday to Friday; and</p> <p>(b) 8:00am to 6pm Saturday and Sunday.</p>	<p>unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the timing, duration or extent of vehicle movements; and</p> <p>(b) noise, lighting or other emissions.</p>
<p>A2</p> <p>External lighting for a use listed as Discretionary, excluding Residential,</p> <p>(a) must not operate within the hours of 8:00pm to 6:00am, excluding any security lighting; and</p> <p>(b) security lighting must be baffled to ensure direct light does not extend into adjoining property.</p>	<p>P2</p> <p>External lighting for a use listed as Discretionary, excluding Residential, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the number of proposed light sources and their intensity;</p> <p>(b) the location of the proposed light sources;</p> <p>(c) the topography of the site; and</p> <p>(d) any existing light sources.</p>
<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services and Residential, must be within the hours of:</p> <p>(a) 7:00am to 7:00pm Monday to Friday;</p> <p>(b) 9:00am to 12 noon Saturday; and</p> <p>(c) Nil on Sunday and public holidays.</p>	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services and Residential, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) The extent and timing of traffic generation;</p> <p>(b) The dispatch of goods and materials; and</p> <p>(c) Existing levels of amenity.</p>
<p>A4</p> <p>A use listed as Discretionary is a Residential use</p>	<p>P4</p> <p>A use listed as Discretionary, excluding Residential use, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) The intensity and scale of the use;</p> <p>(b) The emissions generated by the use;</p> <p>(c) The type and intensity of traffic generated by the use;</p> <p>(d) The impact on character of the area; and</p> <p>The need for the use in that location.</p>
<p>A5</p> <p>No acceptable solution</p>	<p>P5</p> <p>A use listed as a Discretionary Residential use must not prevent the site from being developed to its full potential for medium density dwelling types, having regard to.</p> <p>(a) The topography of the site;</p>

	<ul style="list-style-type: none"> (b) any development constraints from natural hazards or non-residential uses in the vicinity, (c) the location of the single dwelling on the site; and (d) whether the site is conveniently located to public transport.
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9.3.2 Visitor Accommodation

Objective:	That Visitor Accommodation:	
	<ul style="list-style-type: none"> (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way. 	
Acceptable Solutions		Performance Criteria
<p>A1</p> <p>Visitor Accommodation must:</p> <ul style="list-style-type: none"> (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m² per lot. 		<p>P1</p> <p>Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.
<p>A2</p> <p>Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.</p>		<p>P2</p> <p>Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of residents; (b) any likely increase in noise; (c) the residential function of the strata scheme; (d) the location and layout of strata lots; (e) the extent and nature of any other

	non-residential uses; and (f) any impact on shared access and common property.
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9.4 Development Standards for Buildings and Works

9.4.1 Residential density for multiple dwellings

Objective:	That the density of multiple dwellings: <ul style="list-style-type: none"> (a) makes efficient use of land for housing; (b) optimises the use of infrastructure and community services; and (c) encourages medium density housing development in appropriate locations.
Acceptable Solutions	Performance Criteria
A1 Multiple dwellings must have a site area perdwelling of not less than 130m ² .	P1 Multiple dwellings must only have a site area perdwelling less than 130m ² if: <ul style="list-style-type: none"> (a) the development contributes to a range of dwelling types and sizes appropriate to the surrounding area; or (b) the development provides for a specific accommodation need with significant social or community benefit.
A2 Multiple dwellings must have a site area perdwelling of not more than 200m ² .	P2 Multiple dwellings must only have a site area perdwelling of more than 200m ² if the site is reasonably constrained from maximising dwelling potential, having regard to: <ul style="list-style-type: none"> (a) site constraints from nearby non-residential uses; (b) any natural hazards on the site; (c) topography of the site; (d) whether the site is nominated for densification in a relevant regional land use strategy; (e) any dwelling density target contained in a relevant local strategy; (f) location of the site in proximity to public transport; and (g) existing or planned servicing of the site.

9.4.2 Setbacks and building envelope for all dwellings

Objective:	That the siting and scale of dwellings: <ul style="list-style-type: none"> (a) provides for a diversity of single and multiple dwelling types that makes efficient use of land for housing; (b) is appropriate for the existing and planned character of the area; (c) provides for medium density housing types on suitable sites;
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	<ul style="list-style-type: none"> (d) provides reasonably consistent separation between dwellings and their frontage within a street; (e) provides for a transition in the apparent scale, bulk, massing and proportion between dwelling types; and (f) provides reasonable separation between dwellings to allow opportunity for daylight and sunlight to enter habitable rooms and private open space.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage to a general road, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the site to a building height of 9.5m or if for a terrace, townhouse, grouped dwellings, row houses or apartment building to a building height of 11m above existing ground level; (b) if the frontage is not a primary frontage to a general road, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if the frontage is a frontage to an access road: <ul style="list-style-type: none"> (i) if the lot is a general lot or a multiple dwelling lot, 0m or more to a building height of 3.5m, and not less than 3m to a building height of 9.5m or if for grouped dwellings or apartment building to a building height of 11m above existing ground level; or (ii) if the lot is a terrace lot or a townhouse lot, 0m or more to a building height of 11m above existing ground level; (d) if for a vacant site with a frontage to a general road and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage to a general road of the dwellings on the adjoining sites on the same street to a building height of 9.5m, or if for grouped dwellings, row houses or apartment building, to a building height of 11m above existing ground level; or (e) if located above a non-residential use at 	<p>P1</p> <p>A dwelling must have a setback from a frontage that is compatible with the existing and planned streetscape having regard to:</p> <ul style="list-style-type: none"> (a) any topographical constraints; (b) the need to provide for rhythm and diversity of built form at the frontage to a general road; (c) any relevant local area objectives; and (d) any masterplan for the site or surrounding area endorsed by the planning authority.

<p>ground floor level, not less than the setback from the frontage of the ground floor level to a building height of 11m above existing ground level.</p>	
<p>A2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage to a general road of not less than:</p> <ul style="list-style-type: none"> (a) 4m, or alternatively 1m behind the buildingline; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage. 	<p>P2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage to a general road that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>
<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building setback, must:</p> <ul style="list-style-type: none"> (a) if located on a general lot, have a setback from a side boundary of: <ul style="list-style-type: none"> (i) be less than 1.5m for a total length of not more than two thirds the length of the side boundary to a building height of 3.5m above existing ground level; (ii) not less than 1.5m to a building height of 7m above existing ground level; and (iii) not less than 3m to a building height of 9.5m above existing ground level, or, if for grouped dwellings or apartment building, not less than 3.5m to a building height of 11m above existing ground level; (b) if located on a general lot, have a setback from a rear boundary of: <ul style="list-style-type: none"> (i) less than 1.5m for a total length of not more than two thirds the length of the rear boundary to a building height of 3.5m above existing ground level; (ii) not less than 3m to a building height of 9.5m, or, if for grouped dwellings, row houses or apartment building, not less than 3.5m to a building height of 11m above existing ground level; and (c) if located on a multiple dwelling lot, 	<p>P3</p> <p>The setback and siting of a dwelling must provide separation between dwellings on adjoining properties that provides for a transition between the existing and proposed setback of other buildings in the streetscape and not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (b) overshadowing the private open space of a dwelling on an adjoining property; (c) overshadowing of an adjoining vacant property; or (d) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and (e) provide for a diversity of single and multiple dwelling types; (f) provide for terrace, townhouse and other medium density housing types built to side boundaries; (g) the length of any existing wall of a building built to the side or rear boundary on an adjoining lot; (h) any relevant local area objectives contained within the relevant Local Provisions Schedule; (i) any masterplan for the site or surrounding area endorsed by the planning authority.

<p>have a setback from a side and rear boundary of:</p> <ul style="list-style-type: none"> (i) not less than 1.5m to a building height of 9.5m above existing ground level; and (ii) if for row home dwellings or an apartment building, not less than 3m to a building height of 11m above existing ground level; <p>(d) if located on a townhouse lot:</p> <ul style="list-style-type: none"> (i) must be built to one side boundary and any side boundary shared with a terrace lot; and (ii) if built to the side boundary: <ul style="list-style-type: none"> a. is built to a total length of not more than two thirds the length of the side boundary; and b. to a building height of not more than 11m above existing ground level; (iii) if not built to a second side boundary, have a setback of not less than 1.5 m from that side boundary to a building height of not more than 7m above existing ground level, and not less than 3m to a building height of 11m; and (iv) have setback of not less than 1.5m from the rear boundary to a building height of not more than 11m above existing ground level; and <p>(e) if located on a terrace lot:</p> <ul style="list-style-type: none"> (i) must be built to each side boundary to a total length of not more than two thirds the length of the side boundary; and (ii) have a building height of not more than 11m above existing ground level at the side and rear boundary. 	
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9.4.3 Site coverage and private open space for all dwellings

<p>Objective:</p>	<p>That dwellings are compatible with the amenity and character of the area and provide:</p> <ul style="list-style-type: none"> (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>

<p>A1</p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) a site coverage (excluding eaves up to 0.6m wide) of not more than: <ul style="list-style-type: none"> (i) 65 percent if located on a general lot; or (ii) 75 percent if located on a terrace lot or a townhouse lot; and (b) for multiple dwellings, a total area of private open space of not less than 40m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the ground level (excluding a garage, carport or entry foyer). 	<p>P1</p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
<p>A2</p> <p>A dwelling must have private open space that:</p> <ul style="list-style-type: none"> (a) is in one location and is not less than: <ul style="list-style-type: none"> (i) 24m²; or (ii) 12m², if the dwelling: <ul style="list-style-type: none"> a. has 1 or 2 bedrooms and is located on a townhouse lot or a terrace lot; or b. is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of: <ul style="list-style-type: none"> (i) 4m; or (ii) 3m, if the dwelling: <ul style="list-style-type: none"> a. has 1 or 2 bedrooms and is located on a townhouse lot or a terrace lot; or b. is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; (d) has a gradient not steeper than 1 in 10; and 	<p>P2</p> <p>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</p> <ul style="list-style-type: none"> (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.

(e) and is not used for vehicle access or parking.	
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9.4.4 Sunlight to private open space of multiple dwellings

Objective:	That the separation between multiple dwellings provides reasonable opportunity for sunlight to enter private open space for dwellings on the same site.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling, excluding a dwelling that is part of a row home building and 30 percent of dwellings in an apartment building, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 9.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 9.4):</p> <ul style="list-style-type: none"> (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal. <p>(b) the multiple dwelling does not cause 50 percent of the private open space to receive less than 3 hours of sunlight within the hours of 9.00am to 3.00pm on 21st June.</p> <p>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</p> <ul style="list-style-type: none"> (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling. 	<p>P1</p> <p>A multiple dwelling, excluding a dwelling that is part of a row home building and 30 percent of dwellings in an apartment building must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 9.4.3 of this planning scheme.</p>

9.4.5 Width of openings for garages and carports, and vehicle parking areas for all dwellings

Objective:	To reduce the potential for garage or carport openings and vehicle parking areas to dominate the primary frontage.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A garage or carport for a dwelling within 12m of a primary frontage to a general road, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>P1</p> <p>A garage or carport for a dwelling within 12m of a primary frontage to a general road must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>
<p>A2</p>	<p>P2</p>

<p>A vehicle parking area, excluding jockey parking on a driveway in front of a garage or carport for a single dwelling or an existing vehicle parking area, is not located within the setback of a dwelling to the primary frontage to a general road.</p>	<p>Vehicle parking areas must not dominate the primary frontage setback of a dwelling and be designed to be compatible with the existing or intended future streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the area; (b) site characteristics; (c) the design and location of vehicle parking areas on the site; and (d) any relevant masterplan for the site; (e) any relevant local area objectives contained within the relevant Local Provisions Schedule.
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9.4.6 Privacy for all dwellings

Objective:	To provide a reasonable opportunity for privacy for dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A balcony, deck, roof terrace, parking space, window or glazed door to a habitable room, of a building that has a floor level more than 1m above existing ground level, must satisfy the side and rear setback requirements of Clause 9.4.2 A3, and be:</p> <ul style="list-style-type: none"> (a) not less than 5m from a window, glazed door or private open space of another dwelling on the site; (b) offset 1.5 m horizontally from the edge of a window, glazed door and private open space of a dwelling on an adjoining property or another dwelling on the same site; or (c) screened by a fixed structure to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 35 percent. 	<p>P1</p> <p>A balcony, deck, roof terrace, parking space, or window or glazed door to a habitable room, of a building that has a floor level more than 1m above existing ground level, must be sited and designed to minimise overlooking of habitable rooms and private open space of dwellings on adjoining properties and dwellings on the same site, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the area; (b) site characteristics; (c) the angle of view; and (d) any screening proposed, including screening provided by existing or proposed vegetation;

9.4.7 Frontage fences and passive surveillance of public spaces for all dwellings

Objective:	<p>That the placement of windows and the height and transparency of frontage fences:</p> <ul style="list-style-type: none"> (a) provides adequate privacy and security for residents; (b) allows the potential for mutual passive surveillance between dwellings and adjoining public spaces; and (c) contribute positively to the streetscape amenity.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.¹</p>	<p>P1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage, excluding a frontage to an access road, for a dwelling must:</p> <ul style="list-style-type: none"> (a) provide for security and privacy, while

	<p>allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <ul style="list-style-type: none"> (i) the topography of the site; (ii) site characteristics; (iii) the design and location of fencing on the site; and (iv) traffic volumes on the adjoining road.
<p>A2</p> <p>A dwelling setback less than 12m from any boundary adjoining a public road, laneway, cycleway, walkway, or public open space must have a clear window that:</p> <ul style="list-style-type: none"> (a) has an area of not less than 2m²; (b) has a sill height of not more than 1.5m above the floor level; and (c) is located in a wall facing the adjoining public spaces. 	<p>P2</p> <p>A dwelling setback less than 12m from any boundary adjoining a public road, laneway, cycleway, walkway, or public open space must be designed to provide for privacy, while contributing to passive surveillance of public spaces having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the area; (b) site characteristics; (c) the design of all dwellings and access arrangements on the site; (d) the design and location of windows in all dwellings on the site; and (e) any relevant masterplan for the site (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.

9.4.8 Waste storage for multiple dwellings

Objective:	To provide for the storage of waste and recycling bins for multiple dwellings.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of not less than 1.5m² per dwelling and is located:</p> <ul style="list-style-type: none"> (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a common storage area with an impervious surface that: <ul style="list-style-type: none"> (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of not less than 1.2m above the finished 	<p>P1</p> <p>A multiple dwelling must have storage for waste and recycling bins that is:</p> <ul style="list-style-type: none"> (a) capable of storing the number of individual bins or bulk bins required for the site; (b) screened from the frontage and dwellings; and (c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise; <p>having regard to:</p> <ul style="list-style-type: none"> (d) the need for storage bins to be in a convenient and accessible location;

surface level of the storage area.	(e) any advice from the road authority; and (f) any relevant policy for waste management adopted by Council; (g) any relevant masterplan for the area.
<p>A2</p> <p>Each multiple dwelling must be provided with an enclosed, lockable bulky item storage space that has a minimum dimension of 1m and an area of not less than:</p> <p>(a) 6 m³, if for a studio or 1 bedroom dwelling; (b) 8 m³, if for a 2 bedroom dwelling; (c) 10 m³, if for a dwelling with more than 2 bedrooms;</p> <p>and is located in an area for the exclusive use of each dwelling or a common storage area, excluding principal open space areas.</p>	<p>P2</p> <p>Each multiple dwelling must have bulky item storage space of sufficient useable area and dimensions appropriate for the needs of occupants that is:</p> <p>(a) screened or sited to minimise visual impacts; and (b) in a convenient and accessible location that does not unreasonably impact on the amenity of public spaces, the site, and adjoining properties.</p>

9.5 Development Standards for Non-dwellings

9.5.1 Non-dwelling development

Objective:	That all non-dwelling development: <ul style="list-style-type: none"> (a) is compatible with the character, siting, apparent form, scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A building that is not a dwelling, excluding for General Retail and Hire, Food Services, garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage to a general road, not less than 3m, or if the setback from the primary frontage is less than 3.0m, not less than the setback from the primary frontage, of any existing dwelling on the site;</p> <p>(b) if the frontage is not a primary frontage, not less than 2m, or if the setback from the primary frontage is less than 2.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</p> <p>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.</p>	<p>P1</p> <p>A building that is not a dwelling, excluding for General Retail and Hire, or Food Services, must have a setback from a frontage to a general road that is compatible with the streetscape, having regard to any topographical constraints.</p>

<p>A2</p> <p>A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope determined by:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback of 3m, or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 9.5m above existing ground level; and <p>(b) only have a setback within 1.5m of a side or rear boundary if the building:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) for a total length of not more than two thirds the length of the side boundary to a building height of 3.5m above existing ground level. 	<p>P2</p> <p>The siting and scale of a building that is not a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity having regard to:</p> <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and (v) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.
<p>A3</p> <p>A building that is not a dwelling, must have:</p> <p>(a) a site coverage of not more than 65 percent (excluding eaves up to 0.6m); and</p> <p>(b) a site area of which not less than 15 percent is free from impervious surfaces.</p>	<p>P3</p> <p>A building that is not a dwelling must have:</p> <p>(a) site coverage consistent with that on established properties in the area; and</p> <p>(b) a reasonable space for the planting of gardens and landscaping.</p>
<p>A4</p> <p>No Acceptable Solution.²</p>	<p>P4</p> <p>A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:</p> <p>(a) provide for security and privacy, while allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <ul style="list-style-type: none"> (i) the topography of the site; and (ii) traffic volumes on the adjoining road.

<p>A5</p> <p>Outdoor storage areas, including waste storage, for a building that is not adwelling must not:</p> <ul style="list-style-type: none"> (a) be visible from any road or public open space adjoining the site; or (b) encroach upon parking areas, driveways or landscaped areas. 	<p>P5</p> <p>Outdoor storage areas, including waste storage, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the type of goods, materials or waste to be stored; (c) the topography of the site; and (d) any screening proposed.
<p>A6</p> <p>Air conditioning, air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback not less than 10m from a property containing a sensitive use.³</p>	<p>P6</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any mitigation measures proposed.

² An exemption applies for fences in this zone – see Table 4.6.

³ An exemption applies for air conditioners and heat pumps in this zone – see Table 4.6.

9.5.2 Non-residential garages and carports

<p>Objective:</p>	<p>To maintain frontage setbacks compatible with the streetscape and reduce the potential for garage and carport openings to dominate the primary frontage.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage to a general road of not less than:</p> <ul style="list-style-type: none"> (a) 4m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the building gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 	<p>P1</p> <p>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage to a general road that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>

for a distance of 10m from the frontage.	
<p>A2</p> <p>A garage or carport not forming part of a dwelling within 12m of a primary frontage to a general road (whether the garage or carport is free-standing) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>P2</p> <p>A garage or carport not forming part of a dwelling within 12m of a primary frontage to a general road must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>

9.6 Development Standards for Subdivision

9.6.1 Lot design

Objective:	<p>That each lot:</p> <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) contributes to providing diverse lot sizes suitable for development of diverse dwelling types in appropriate locations.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) be marked on a plan of subdivision as a terrace lot, townhouse lot, multiple dwelling lot or access road if the relevant lot type or road is proposed (b) if for a general lot, have an area of not less than 200m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and c. existing buildings are consistent with the setback required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; (c) if for a terrace lot, have an area of not less than 150m² and not more than 200m² and: <ul style="list-style-type: none"> (i) have a maximum width across the 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use and be marked on a plan of subdivision as a terrace lot, townhouse lot, multiple dwelling lot or access road if the relevant lot type or road is proposed, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area; (g) the need for a variety of lot types and sizes to support development of diverse dwelling types; (h) the need for dwelling development to support the

<p>short axis of the lot of not more than 10m, and the lot width across the short axis must vary by not more than 10 percent;</p> <p>(ii) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 15, clear of:</p> <p>a. all setbacks required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; and</p> <p>b. easements or other title restrictions that limit or restrict development;</p> <p>(iii) adjoin not less than:</p> <p>a. 3 other terrace lots in a row;</p> <p>b. a townhouse lot on one side boundary and a terrace lot on the other side boundary;</p> <p>c. a townhouse lot on each side boundary; or</p> <p>d. a lot containing an existing dwelling built to the shared side boundary; and</p> <p>(iv) existing buildings are consistent with the setbacks for terrace lots required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2;</p> <p>(d) if for a townhouse lot, have an area of not less than 200m² and not more than 400m² and:</p> <p>(i) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 15, clear of:</p> <p>a. all setbacks required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; and</p> <p>b. easements or other title restrictions that limit or restrict development;</p> <p>c. at a side boundary, adjoin not less than one other townhouse lot, a terrace lot, or a lot containing an existing dwelling setback not more than 1.5m from the shared side boundary; and</p> <p>(ii) existing buildings are consistent with the setback for townhouse lots required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2;</p> <p>(e) if for a multiple dwelling lot, have an area of</p>	<p>growth management targets and strategies for the area in a relevant regional land use strategy;</p> <p>(i) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and</p> <p>(j) any masterplan for the site or surrounding area endorsed by the planning authority,</p> <p>and must not be for subdivision of a multiple dwelling lot, except if to create a lot:</p> <p>(i) required for public use by the Crown, a council or a State authority;</p> <p>(ii) required for the provision of Utilities; or</p> <p>(iii) for the consolidation of the multiple dwelling lot with another lot provided each lot is within the same zone.</p>
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<p>not less than 1000m² and:</p> <ul style="list-style-type: none"> (i) be able to contain a minimum area of 20m x 30m with a gradient not steeper than 1 in 15, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) must not be an internal lot; and (iii) existing buildings are consistent with the setback required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; <ul style="list-style-type: none"> (f) not be for subdivision of a lot that has previously been approved as a multiple dwelling lot; (g) be required for public use by the Crown, a council or a State authority; (h) be required for the provision of Utilities; or (i) be for the consolidation of a lot with another lot provided each lot is within the same zone. 	
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage of:</p> <ul style="list-style-type: none"> (a) if for a general lot, not less than 3.6m; (b) if for a terrace lot, not less than 6m and must have 2 frontages and 1 frontage to an access road; (c) if for a town house lot, not less than 10m and not more than 15m, and if adjoining a terrace lot must have 2 frontages and 1 of those frontages is a frontage to an access road; and (d) if for a multiple dwelling lot, not less than 15m. 	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, 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:</p> <ul style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; (f) the pattern of development existing on established properties in the area; and (g) the need to avoid internal lots and support medium density housing types, (h) and, if more than 4 adjoining terrace lots in a row or 4 adjoining terrace lots and townhouse lots combined in a

	row, must have a frontage to an access road.
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision:</p> <p>(a) 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; and</p> <p>(b) if a terrace lot or townhouse lot with a frontage to an access road, must be provided with a vehicular access from an access road.</p>	<p>P3</p> <p>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:</p> <p>(a) the topography of the site;</p> <p>(b) the distance between the lot or building area and the carriageway;</p> <p>(c) the nature of the road and the traffic;</p> <p>(d) the anticipated nature of vehicles likely to access the site; and</p> <p>(e) the ability for emergency services to access the site.</p>
<p>A4</p> <p>Not less than 60 percent of lots in a subdivision with a new road, excluding lots for public open space, a riparian or littoral reserve or Utilities, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</p>	<p>P4</p> <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <p>(a) the size, shape and orientation of the lots;</p> <p>(b) the need to provide for private open space and windows at the front or rear of terrace lots and townhouse lots;</p> <p>(c) the topography of the site;</p> <p>(d) the extent of overshadowing from adjoining properties;</p> <p>(e) any development on the site;</p> <p>(f) the location of roads and access to lots; and</p> <p>(g) the existing pattern of subdivision in the area.</p>

9.6.2 Lot size diversity and density

Objective:	<p>That subdivision:</p> <p>(a) provides diverse lot sizes suitable for development of diverse dwelling types in appropriate locations;</p> <p>(b) uses urban land efficiently; and</p> <p>(c) supports the growth management targets and strategies for the area in the relevant regional land use strategy.</p>
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>The plan of subdivision must have:</p> <p>(a) if more than 2 lots and less than 16 lots are proposed, excluding lots for public open space, a riparian or littoral reserve or Utilities:</p> <ul style="list-style-type: none"> (i) not less than 3 terrace lots, 2 townhouse lots, or one multiple dwelling lot; or (ii) an average lot size of not more than 250m²; or <p>(b) if more than 15 lots are proposed, excluding lots for public open space, a riparian or littoral reserve or Utilities:</p> <ul style="list-style-type: none"> (i) if any part of the subdivision site is less than 800m from a high frequency public transport corridor or a business zone in an activity centre in a priority growth area in a relevant regional land use strategy: <ul style="list-style-type: none"> a. not less than 20 percent of lots proposed are terrace lots, townhouse lots or general lots with a lot size of not more than 250m²; and b. not less than 10 percent of lots proposed are multiple dwelling lots; or (ii) an average lot size of not more than 325m² 	<p>P1</p> <p>The plan of subdivisions provides a variety of lot sizes and dimensions suitable to providing for a diverse range of housing types, having regard to:</p> <ul style="list-style-type: none"> (a) the available or planned capacity of infrastructure; (b) the relevant requirements for development of buildings on the lots; (c) the intended location of buildings on the lots; (d) the topography of the site; (e) the presence of any natural hazards; (f) adequate provision of private open space; and (g) the pattern of development existing on established properties in the area; (h) the need for a variety of lot types and sizes to support development of diverse dwelling types; (i) the need for dwelling development to support the growth management targets and strategies for the area in a relevant regional land use strategy; (j) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and (k) any masterplan for the site or surrounding area endorsed by the planning authority; and <p>and must have an average lot size of not more than:</p> <ul style="list-style-type: none"> (i) 400m²; or (ii) if the subdivision site is less than 800m from a high frequency public transport corridor or a business zone in an activity centre in a priority growth area in a relevant regional land use strategy, 325m².
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9.6.3 Roads

Objective:	<p>That the arrangement of new roads and active transport routes within a subdivision provides for:</p> <ul style="list-style-type: none"> (a) safe, convenient and efficient connections to maximise permeability, legibility, accessibility of the road network and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling, active transport and public transport traffic; (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land; and (d) liveability in settlements.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The subdivision includes no new roads.</p>	<p>P1</p> <p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety, convenience and legibility for vehicles, pedestrians, cyclists, and active transport having regard to:</p> <ul style="list-style-type: none"> (a) the requirement for terrace lots or townhouse lots to be provided with a vehicular access from an access road; (b) any relevant road network plan adopted by the council; (c) the existing and proposed road hierarchy; (d) arrangement of lots in a grid layout; (e) the legibility of the street arrangement for active transport; (f) the need to minimise the number and length of cul-de-sacs; (g) the need to maximise access for higher density dwelling development in proximity to high frequency public transport corridors, activity centres, public open space, schools, local shops, and community services according to growth management targets in a relevant regional land use strategy; (h) the need for connecting roads and pedestrian paths to common boundaries with adjoining land, to facilitate future subdivision potential; (i) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (j) minimising the travel distance between key destinations such as shops, services, public open space, and public transport routes; (k) maximising the number lots that have 800m walking distance access to public

	<p>transport;</p> <ul style="list-style-type: none"> (l) the efficient and safe movement of pedestrians, cyclists and public transport; (m) the need to provide for bicycle infrastructure on new arterial and collector roads in accordance with <i>Guide to Road Design Part 6A: Paths for Walking and Cycling 2016</i>; (n) the topography of the site; (o) the future subdivision potential of any balance lots on adjoining or adjacent land; (p) any relevant local area objectives; (q) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and (r) any masterplan for the site or surrounding area endorsed by the planning authority.
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9.6.4 Services

Objective:	<p>That the subdivision of land:</p> <ul style="list-style-type: none"> (a) provides services for future use and development of the land; (b) protects and improves the quality of Tasmania's waterways, wetlands and estuaries by minimising change to the rate and quantity of stormwater or increase in pollutants entering the water; and (c) supports sustainable water solutions including water sensitive urban design.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to:</p> <ul style="list-style-type: none"> (a) flow rates; (b) the quality of potable water; (c) any existing or proposed infrastructure to provide the water service and its location; (d) the topography of the site; and (e) any advice from a regulated entity.

<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoralreserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p>P2</p> <p>No Performance Criterion.</p>
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoralreserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p>P3</p> <p>No Performance Criterion.</p>
<p>A4</p> <p>If the subdivision proposes more than 15 lots, must have or be part of a stormwater drainage system of a size and design that:</p> <ul style="list-style-type: none"> (a) services a stormwater quantity in accordance with the requirements of the permit authority; and (b) has stormwater quality targets of: <ul style="list-style-type: none"> (i) 80 percent reduction in the average annual load of total suspended solids based on typical urban concentrations; and (ii) 45 percent reduction in the average annual load of total phosphorus and nitrogen based on typical urban concentrations; and (c) connects stormwater management into the public stormwater system through water sensitive design features in accordance with the requirements of the permit authority. 	<p>P4</p> <p>Subdivision with more than 15 lots, must have a stormwater drainage system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"> (a) the design and capacity of any existing stormwater drainage system servicing the land; (b) any watercourse on the land; (c) relevant stormwater system quantity and quality requirements of the permit authority; (d) best practice stormwater design guidance in the Tasmanian Infrastructure Design Guidelines; (e) the need to provide water sensitive urban design features for stormwater management; and (f) any stormwater strategy or policy adopted by Council that provides for a cash in lieu contribution instead of onsite stormwater treatment.

9.6.5 Urban greening

<p>Objective:</p>	<p>That subdivision provides for:</p> <ul style="list-style-type: none"> (a) well located public open space that meets the passive and active recreation needs of the local community; (b) supports a strategic public open space network and movement network; (c) landscaping of roads and public open space that contributes to the amenity and liveability of the local area and supports natural ecological functions; and (d) the equitable sharing of costs between developers and the wider community associated with the provision of new, or upgraded, public infrastructure and public open space to service residential growth.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>Subdivision must:</p>	<p>P1</p> <p>Subdivision must contribute to public open space</p>

<p>(a) have a public open space lot, or lots, that have a combined area of not less than 10 percent of the subdivision site area and located;</p> <p>(i) according to any relevant open space plan for the area adopted by council;</p> <p>(ii) according to a masterplan for the area endorsed by council;</p> <p>(iii) not more than 800m walking distance from existing or proposed lots for residential development; or</p> <p>(iv) not more than 400m walking distance from existing or proposed lots for residential development in a priority growth area or greenfield growth area in a relevant regional land use strategy; or</p> <p>(b) contribute cash in lieu of a public open space lot in accordance with a policy or strategy for cash in lieu of public open space adopted by council.</p>	<p>that meets the needs of the local community, having regard to:</p> <p>(a) the need for public open space to have sufficient useable area and dimensions suitable for the intended use;</p> <p>(b) pattern of development existing on established properties and accessibility of existing public open space;</p> <p>(c) the proposed pattern and density of residential development on the site and in the area;</p> <p>(d) providing links between existing, planned or proposed areas of open space;</p> <p>(e) any relevant open space plan, strategy or policy adopted by Council;</p> <p>(f) any masterplan for the area endorsed by council;</p> <p>(g) any growth management targets for public open space, liveability, accessibility, and social infrastructure targets in a relevant regional land use strategy;</p> <p>(h) any relevant local area objectives contained within the relevant Local Provisions Schedule</p>
<p>A2</p> <p>Subdivision must have a landscaping treatment of public land in a road lot:</p> <p>(a) of not less than 1 street tree for every 20m of road frontage to proposed residential lots and public open space lots;</p> <p>(b) according to a masterplan for the area endorsed by council; or</p> <p>(c) according to a relevant open space plan for the area adopted by council.</p>	<p>P2</p> <p>Subdivision must have a landscaping treatment of public land in a road lot that enhances the amenity and appearance of the streetscape, having regard to:</p> <p>(a) the need to support a strategic public open space network and movement network in the area;</p> <p>(b) the need to improve tree canopy cover and support natural ecological functions;</p> <p>(c) the character of the streetscape and surrounding area;</p> <p>(d) any existing vegetation designated on a plan of subdivision to be retained;</p> <p>(e) any masterplan for the area endorsed by council; and</p> <p>(f) any relevant open space plan for the area adopted by council.</p>

8.0 General Residential Zone – making it easier to develop medium density housing across Tasmania – draft changes March 2026

8.1 Zone Purpose

The purpose of the General Residential Zone is:

- 8.1.1 To encourage medium density housing development in suitable locations
- 8.1.2 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided
- 8.1.3 To provide for the efficient utilisation of available social, transport and other service infrastructure
- 8.1.4 To provide for non-residential use that:
 - (a) primarily serves the local community; and
 - (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.
- 8.1.5 To provide for Visitor Accommodation that is compatible with residential character.

8.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If: (a) for a single dwelling; and (b) not for a single dwelling on a multiple dwelling lot
Utilities	If for minor utilities
Permitted	
Residential	If: (a) not listed as No Permit Required; and (b) not for a single dwelling on a multiple dwelling lot

Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre.
Education and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a takeaway food premises with a drive through facility.
General Retail and Hire	If for a local shop.
Residential	If not listed as No Permit Required or Permitted.
Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

8.3 Use Standards

8.3.1 Discretionary uses

Objective:	That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
Acceptable Solutions		Performance Criteria
A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services and Residential, must be within the hours of		P1 Hours of operation of a use listed as Discretionary, excluding Emergency Services and Residential, must not cause an

8:00am to 6:00pm.	unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
<p>A2</p> <p>External lighting for a use listed as Discretionary, excluding Residential,</p> <p>(a) must not operate within the hours of 7:00pm to 7:00am, excluding any security lighting; and</p> <p>(b) security lighting must be baffled to ensure direct light does not extend into adjoining property.</p>	<p>P2</p> <p>External lighting for a use listed as Discretionary, excluding Residential, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the number of proposed light sources and their intensity;</p> <p>(b) the location of the proposed light sources;</p> <p>(c) the topography of the site; and</p> <p>(d) any existing light sources.</p>
<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services and Residential, must be within the hours of:</p> <p>(a) 7:00am to 7:00pm Monday to Friday;</p> <p>(b) 9:00am to 12 noon Saturday; and</p> <p>(c) nil on Sunday and public holidays.</p>	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services and Residential, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the time and duration of commercial vehicle movements;</p> <p>(b) the number and frequency of commercial vehicle movements;</p> <p>(c) the size of commercial vehicles involved;</p> <p>(d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;</p> <p>(e) any existing or proposed noise mitigation measures between the vehicle movement areas and sensitive use;</p> <p>(f) potential conflicts with other traffic; and</p> <p>(g) existing levels of amenity.</p>
<p>A4</p> <p>A use listed as Discretionary is a Residential use</p>	<p>P4</p> <p>A use listed as Discretionary, excluding Residential use, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) The intensity and scale of the use;</p> <p>(b) The emissions generated by the use;</p> <p>(c) The type and intensity of traffic generated by the use;</p>

	<ul style="list-style-type: none"> (d) The impact on character of the area; and (e) The need for the use in that location.
<p>A5 No acceptable solution</p>	<p>P5 A use listed as a Discretionary Residential use must not prevent the site from being developed to its full potential for medium density dwelling types, having regard to.</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) any development constraints from natural hazards or non-residential uses in the vicinity; (c) the location of the single dwelling on the site, and (d) whether the site is conveniently located to public transport.

8.3.2 Visitor Accommodation

Objective:	<p>That Visitor Accommodation:</p> <ul style="list-style-type: none"> (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.
Acceptable Solutions	Performance Criteria
<p>A1 Visitor Accommodation must:</p> <ul style="list-style-type: none"> (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m² per lot. 	<p>P1 Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.
<p>A2 Visitor Accommodation is not for a strata lot</p>	<p>P2 Visitor Accommodation within a strata scheme</p>

<p>that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.</p>	<p>must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of residents; (b) any likely increase in noise; (c) the residential function of the strata scheme; (d) the location and layout of strata lots; (e) the extent and nature of any other non-residential uses; and (f) any impact on shared access and common property.
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8.4 Development Standards for Buildings and Works

8.4.1 Residential density for multiple dwellings

<p>Objective:</p>	<p>That the density of multiple dwellings:</p> <ul style="list-style-type: none"> (a) makes efficient use of land for housing; (b) optimises the use of infrastructure and community services; and (c) encourages medium density housing development in appropriate locations.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>Multiple dwellings must have a site area per dwelling of not less than 150m²;</p>	<p>P1</p> <p>Multiple dwellings must only have a site area per dwelling that is less than 150m², if the development will not exceed the capacity of infrastructure services and:</p> <ul style="list-style-type: none"> (a) the development contributes to a range of dwelling types and sizes located within 800m walking distance of a business zone or high frequency public transport corridor in a priority growth area identified in a relevant regional land use strategy; or (b) is compatible with the density of existing development on established properties in the area; or (c) provides for a significant social or community benefit and is: <ul style="list-style-type: none"> (i) wholly or partly within 400m walking distance of a public transport stop; or (ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.

<p>A2</p> <p>Multiple dwellings must have a site area per dwelling of not more than 200m².</p>	<p>P2</p> <p>Multiple dwellings must only have a site area per dwelling of more than 200m² if the site is reasonably constrained from maximising dwelling potential, having regard to:</p> <ul style="list-style-type: none"> (a) site constraints from nearby non-residential uses; (b) any natural hazards on the site; (c) topography of the site; (d) whether the site is nominated for densification in a relevant regional land use strategy; (e) any dwelling density target contained in a relevant local strategy; (f) location of the site in proximity to public transport; and (g) existing or planned servicing of the site.
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8.4.2 Setbacks and building envelope for all dwellings

<p>Objective:</p>	<p>The siting and scale of dwellings:</p> <ul style="list-style-type: none"> (a) provides for a diversity of single and multiple dwelling types that makes efficient use of land for housing; (b) provides for medium density housing types on suitable sites; (c) provides reasonably consistent separation between dwellings and their frontage within a street; (d) provides for a transition in the apparent scale, bulk, massing and proportion between dwelling types; (e) provides reasonable separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (f) provides reasonable access to sunlight for existing solar energy installations.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage to a general road, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage to a 	<p>P1</p> <p>A dwelling must have a setback from a frontage that is compatible with the existing and planned streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) any topographical constraints; (b) the need to provide for rhythm and diversity of built form at the frontage to a general road; (c) any relevant local area objectives; and (d) any masterplan for the site or surrounding area endorsed by the planning authority.

<p>general road, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</p> <p>(c) if the frontage is a frontage to an access road:</p> <p>(i) if the lot is a general lot or a multiple dwelling lot, not less than 1.5m; or</p> <p>(ii) if the lot is a terrace lot or a townhouse lot, 0m or more;</p> <p>(d) if for a vacant site with a frontage to a general road and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage to a general road of the dwellings on the adjoining sites on the same street; or</p> <p>(e) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</p>	
<p>A2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage to a general road of not less than:</p> <p>(a) 5.5m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	<p>P2</p> <p>A garage or carport for a dwelling must have a setback from a primary frontage to a general road that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>
<p>A3</p> <p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must be contained within a building envelope determined by:</p> <p>(a) if located on a general lot:</p> <p>(i) a distance equal to the frontage setback from a general road or an access road or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at</p>	<p>P3</p> <p>The siting and scale of a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>(iii) overshadowing of an adjoining</p>

<p>the side and rear boundaries to a building height above existing ground level of not more than 8.5m; and</p> <p>(iii) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <ul style="list-style-type: none"> a. does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or b. does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser); <p>(b) if located on a multiple dwelling lot:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at a distance of not less than 1.5m from the side and rear boundaries to a building height above existing ground level of not more than 9.5m; <p>(c) if located on a townhouse lot:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback from a general road or an access road; (ii) must be built to one side boundary and any side boundary shared with a terrace lot and, if built to the side boundary, projecting vertically to a building height of not more than 9.5m above existing ground level (iii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at a distance of not less than 1.5m from the rear boundary and, if not built to a second side boundary, at a distance of not less than 1.5m from that side boundary to a building height of not more than 9.5m above existing ground level; and (iv) is built to not more than a total length of two thirds the length of the side boundary; <p>(d) if located on a terrace lot:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback from a general road or an access road; (ii) projecting vertically at the side and 	<p>vacant property; or</p> <ul style="list-style-type: none"> (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</p> <p>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</p> <ul style="list-style-type: none"> (i) an adjoining property; or (ii) another dwelling on the same site.
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<p>rear boundary to a building height of not more than 9.5m above existing ground level; and</p> <p>(iii) must be built to each side boundary not more than a total length of two thirds the length of the side boundary.</p>	
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8.4.3 Site coverage and private open space for all dwellings

<p>Objective:</p>	<p>That dwellings are compatible with the amenity and character of the area and provide:</p> <ul style="list-style-type: none"> (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer). 	<p>P1</p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
<p>A2</p> <p>A dwelling must have private open space that:</p> <ul style="list-style-type: none"> (a) is in one location and is not less than: <ul style="list-style-type: none"> (i) 24m²; or (ii) 12m², if the dwelling: <ul style="list-style-type: none"> a. has 1 or 2 bedrooms and is located on a townhouse lot or a terrace lot; or b. is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of 	<p>P2</p> <p>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</p> <ul style="list-style-type: none"> (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.

<p>notless than:</p> <ul style="list-style-type: none"> (i) 4m; or (ii) 3m, if the dwelling: (iii) has 1 or 2 bedrooms and is located on a townhouse lot or a terrace lot; or (iv) is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	
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8.4.4 Sunlight to private open space of multiple dwellings

<p>Objective:</p>	<p>That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.</p>
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A multiple dwelling, excluding a dwelling that is part of a row home building and 30% of dwellings in an apartment building, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <ul style="list-style-type: none"> (a) the multiple dwelling is contained within a line projecting (see Figure 8.4): <ul style="list-style-type: none"> (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: <ul style="list-style-type: none"> (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling. 	<p>P1</p> <p>A multiple dwelling, excluding a dwelling that is part of a row home building and 30% of dwellings in an apartment building, must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.</p>

8.4.5 Width of openings for garages and carports, and vehicle parking areas for all dwellings

Objective:	To reduce the potential for garage or carport openings to dominate the primary frontage.	
Acceptable Solutions	Performance Criteria	
A1 A garage or carport for a dwelling within 12m of a primary frontage to a general road, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	P1 A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the general road, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.	
A2 A vehicle parking area, excluding jockey parking on a driveway in front of a garage or carport for a single dwelling or an existing vehicle parking area, is not located within the setback of a dwelling to the primary frontage to a general road.	P2 Vehicle parking areas must not dominate the primary frontage setback of a dwelling and be designed to be compatible with the existing or intended future streetscape, having regard to: (a) the topography of the area; (b) site characteristics; (c) the design and location of vehicle parking areas on the site; and (d) any relevant masterplan for the site (e) any relevant local area objectives contained within the relevant Local Provisions Schedule.	

8.4.6 Privacy for all dwellings

Objective:	To provide a reasonable opportunity for privacy for dwellings.	
Acceptable Solutions	Performance Criteria	
A1 A balcony, deck, roof terrace, parking space, window or glazed door to a habitable room, of a building that has a floor level more than 1m above existing ground level, must satisfy the side and rear setback requirements of Clauses 8.4.2 A1.2, A2, and A3, and be: (a) not less than 5m from a window, glazed door or private open space of another dwelling on the site; (b) offset 1.5 m horizontally from the edge of a window, glazed door and private open space of a dwelling on an adjoining property or another dwelling on the same site; or (c) screened by a fixed structure to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 35%.	P1 A balcony, deck, roof terrace, parking space, or window or glazed door to a habitable room, of a building that has a floor level more than 1m above existing ground level, must be sited and designed to minimise overlooking of habitable rooms and private open space of dwellings on adjoining properties and dwellings on the same site, having regard to: (a) the topography of the area; (b) site characteristics; (c) the angle of view; and (d) any screening proposed, including screening provided by existing or proposed vegetation; and	

8.4.7 Frontage fences and passive surveillance of public spaces for all dwellings

Objective:	The placement of windows and height and transparency of frontage fences: (a) provides adequate privacy and security for residents; (b) allows the potential for mutual passive surveillance between dwellings and the road or adjoining public spaces; and (c) contribute positively to the streetscape amenity.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution. ¹	P1 A fence (including a free-standing wall) within 4.5m of a frontage, excluding a frontage to an access road, for a dwelling must: (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: (i) the topography of the site; (ii) site characteristics; (iii) the design and location of fencing on the site; and (iv) traffic volumes on the adjoining road.
A2 A dwelling setback less than 12m from any boundary adjoining a public road, laneway, cycleway, walkway, or public open space must have a clear window that: (a) has an area of not less than 2m ² ; (b) has a sill height of not more than 1.5m above the floor level; and (c) is located in a wall facing the adjoining public spaces.	P2 A dwelling setback less than 12m from any boundary adjoining a public road, laneway, cycleway, walkway, or public open space must be designed to provide for privacy, while contributing to passive surveillance of public spaces having regard to: (a) the topography of the area; (b) site characteristics; (c) the design of all dwellings and access arrangements on the site; (d) the design and location of windows in all dwellings on the site; and (e) any relevant masterplan for the site; (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.

8.4.8 Waste storage for multiple dwellings

Objective:	To provide for the storage of waste and recycling bins for multiple dwellings.
Acceptable Solutions	Performance Criteria
A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than	P1 A multiple dwelling must have storage for

<p>1.5m² per dwelling and is located:</p> <ul style="list-style-type: none"> (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) a common storage area with an impervious surface that: <ul style="list-style-type: none"> (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area. 	<p>waste and recycling bins that is:</p> <ul style="list-style-type: none"> (a) capable of storing the number of individual bins or bulk bins required for the site; (b) screened from the frontage and dwellings; and (c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise, <p>having regard to:</p> <ul style="list-style-type: none"> (d) the need for storage bins to be in a convenient and accessible location; (e) any advice from the road authority; and (f) any relevant policy for waste management adopted by Council; (g) any relevant masterplan for the area.
<p>A2</p> <p>Each multiple dwelling must be provided with an enclosed, lockable bulky item storage space that has a minimum dimension of 1m and an area of not less than:</p> <ul style="list-style-type: none"> (a) 6 m³, if for a studio or 1 bedroom dwelling; (b) 8 m³, if for a 2 bedroom dwelling; (c) 10 m³, if for a dwelling with more than 2 bedrooms, <p>and is located in an area for the exclusive use of each dwelling or a common storage area, excluding principal open space areas.</p>	<p>P2</p> <p>Each multiple dwelling must have bulky item storage space of sufficient useable area and dimensions appropriate for the needs of occupants that is:</p> <ul style="list-style-type: none"> (a) screened or sited to minimise visual impacts; and (b) in a convenient and accessible location that does not unreasonably impact on the amenity of public spaces, the site, and adjoining properties.

8.5 Development Standards for Non-dwellings

8.5.1 Non-dwelling development

<p>Objective:</p>	<p>That all non-dwelling development:</p> <ul style="list-style-type: none"> (a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage to a general road, not less than 4.5m, or if the setback from the primary frontage is less 	<p>P1</p> <p>A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a frontage to a general road that is compatible with the streetscape, having regard to any topographical constraints.</p>

<p>than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</p> <p>(b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</p> <p>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.</p>	
<p>A2</p> <p>A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback less than 1.5m from a side or rear boundary if the building:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) for a total length of not more than two thirds the length of the side boundary to a building height of 3.5m above existing ground level.</p>	<p>P2</p> <p>The siting and scale of a building that is not a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity, having regard to:</p> <p>(i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property;</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>(iii) overshadowing of an adjoining vacant property; or</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and</p> <p>(b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.</p>
<p>A3</p> <p>A building that is not a dwelling, must have:</p> <p>(b) a site coverage of not more than 50% (excluding eaves up to 0.6m); and</p> <p>(c) a site area of which not less than 35% is free from impervious surfaces.</p>	<p>P3</p> <p>A building that is not a dwelling, must have:</p> <p>(a) site coverage consistent with that existing on established properties in the area; and</p> <p>(b) reasonable space for the planting of gardens and landscaping.</p>
<p>A4</p>	<p>P4</p>

<p>No Acceptable Solution.²</p>	<p>A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:</p> <ul style="list-style-type: none"> (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: <ul style="list-style-type: none"> (i) the topography of the site; and (ii) traffic volumes on the adjoining road.
<p>A5</p> <p>Outdoor storage areas, including waste storage, for a building that is not a dwelling, must not:</p> <ul style="list-style-type: none"> (a) be visible from any road or public open space adjoining the site; or (b) encroach upon parking areas, driveways or landscaped areas. 	<p>P5</p> <p>Outdoor storage areas, including waste storage, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the type of goods, materials or waste to be stored; (c) the topography of the site; and (d) any screening proposed.
<p>A6</p> <p>Air conditioning, air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m³.</p>	<p>P6</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any mitigation measures proposed.

² An exemption applies for fences in this zone – see Table 4.6.

³ An exemption applies for air conditioners and heat pumps in this zone – see Table 4.6.

8.5.2 Non-residential garages and carports

<p>Objective:</p>	<p>To maintain frontage setbacks compatible with the streetscape and reduce the potential for garage and carport openings to dominate the primary frontage.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage to a general road of not less than:</p>	<p>P1</p> <p>A garage or carport not forming part of a dwelling, must have a setback from a primary frontage to a general road that is compatible</p>

<ul style="list-style-type: none"> (a) 5.5m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the building gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage. 	<p>with the setbacks of garages or carports in the street, having regard to any topographical constraints.</p>
<p>A2</p> <p>A garage or carport not forming part of a dwelling, within 12m of a primary frontage to a general road (whether the garage or carport is free-standing) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p>P2</p> <p>A garage or carport not forming part of a dwelling, must be designed to minimise the width of its openings that are visible from a general road, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>

8.6 Development Standards for Subdivision

8.6.1 Lot design

<p>Objective:</p>	<p>That each lot:</p> <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) is orientated to provide solar access for future dwellings.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) be marked on a plan of subdivision as a terrace lot, townhouse lot, multiple dwelling lot or access road if the relevant lot type or road is proposed; (b) if for a general lot have an area of not less than 450m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (c) if for a terrace lot, have an area of not less 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use and be marked on a plan of subdivision as a terrace lot, townhouse lot, multiple dwelling lot or access road if the relevant lot type or road is proposed, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; (f) the pattern of development existing on established properties in the area; (g) the need for a variety of lot types and sizes to support development of diverse dwelling types; (h) the need for dwelling development to support the growth

<p>than 150m² and not more than 200m² and:</p> <ul style="list-style-type: none"> (i) have a maximum width across the short axis of the lot of not more than 10m, and the lot width across the short axis must vary by not more than 10%; (ii) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 15, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; (iii) adjoin not less than: <ul style="list-style-type: none"> a. 3 other terrace lots in a row; b. a townhouse lot on one side boundary and a terrace lot on the other side boundary; c. a townhouse lot on each side boundary; or d. a lot containing an existing dwelling built to the shared side boundary; and (iv) existing buildings are consistent with the setbacks for terrace lots required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; <p>(d) if for a townhouse lot, have an area of not less than 200m² and not more than 400m² and:</p> <ul style="list-style-type: none"> (i) be able to contain a minimum area of 8m x 12m with a gradient not steeper than 1 in 15, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; c. at a side boundary, adjoin not less than one other townhouse lot, a terrace lot, or a lot containing an existing dwelling setback not more than 1.5m from the shared side boundary; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; <p>(e) if for a multiple dwelling lot, have an area of</p>	<p>management targets and strategies for the area in a relevant regional land use strategy;</p> <ul style="list-style-type: none"> (i) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and (j) any masterplan for the site or surrounding area endorsed by the planning authority, <p>and must not be for subdivision of a multiple dwelling lot, except if to create a lot:</p> <ul style="list-style-type: none"> (a) required for public use by the Crown, a council or a State authority (b) required for the provision of Utilities; or (c) for the consolidation of the multiple dwelling lot with another lot provided each lot is within the same zone.
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<p>not less than 1500m² and:</p> <ul style="list-style-type: none"> (i) be able to contain a minimum area of 20m x 30m with a gradient not steeper than 1 in 15, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) must not be an internal lot; and (iii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; <ul style="list-style-type: none"> (f) not be for subdivision of a lot that has previously been approved as a multiple dwelling lot; (g) be required for public use by the Crown, a council or a State authority; (h) be required for the provision of Utilities; or (i) be for the consolidation of a lot with another lot provided each lot is within the same zone. 	
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage of:</p> <ul style="list-style-type: none"> (a) if for a general lot, not less than 12m; (b) if for a terrace lot, not less than 6m and must have 2 frontages and 1 frontage to an access road; (c) if for a town house lot, not less than 10m and not more than 15m, and if adjoining a terrace lot must have 2 frontages and 1 of those frontages is a frontage to an access road; and (d) if for a multiple dwelling lot, not less than 15m. 	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, 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:</p> <ul style="list-style-type: none"> (a) the width of frontage proposed, if any; (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) the topography of the site; (d) the functionality and useability of the frontage; (e) the ability to manoeuvre vehicles on the site; and (f) the pattern of development existing on established properties in the area, <p>and:</p> <p>is not less than 3.6m wide</p> <p>and, if more than 4 adjoining terrace lots in a row or 4 adjoining terrace lots and townhouse lots combined in a row, must have a frontage to an access road.</p>

<p>A3</p> <p>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:</p> <ul style="list-style-type: none"> (a) a road in accordance with the requirements of the road authority; and (b) if a terrace lot or townhouse lot with a frontage to an access road, must be provided with a vehicular access from an access road. 	<p>P3</p> <p>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:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the anticipated nature of vehicles likely to access the site; and (e) the ability for emergency services to access the site.
<p>A4</p> <p>Not less than 60 percent of lots in a subdivision with a new road, excluding lots for public open space, a riparian or littoral reserve or Utilities, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.</p>	<p>P4</p> <p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and orientation of the lots; (b) the need to provide for private open space and windows at the front or rear of terrace lots and townhouse lots; (c) the topography of the site; (d) the extent of overshadowing from adjoining properties; (e) any development on the site; (f) the location of roads and access to lots; and (g) the existing pattern of subdivision in the area.

8.6.2 Lot size diversity and density

<p>Objective:</p>	<p>That subdivision:</p> <ul style="list-style-type: none"> (a) provides range of lot sizes suitable for development of diverse dwelling types in appropriate locations; (b) uses urban land efficiently; and (c) supports the growth management targets and strategies for the area in the relevant regional land use strategy.
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>The plan of subdivision,</p> <ul style="list-style-type: none"> (a) if more than 15 lots are proposed, excluding lots for public open space, a riparian or littoral reserve or Utilities, must have: <ul style="list-style-type: none"> (i) not less than 20 percent of lots proposed are terrace lots or townhouse lots and 10 percent of lots 	<p>P1</p> <p>The plan of subdivision, must have a variety of lot sizes with area and dimensions suitable for its intended use, and if any part of the subdivision site is less than 800m from a high frequency public transport corridor or a business zone in a priority growth area in an activity centre in a relevant regional land use strategy, must have lot sizes and types suitable for medium density housing types,</p>

<p>proposed are multiple dwelling lots; or</p> <p>(ii) an average lot size of not less than 400m² and not more than 500m².</p> <p>(b) if any part of the subdivision site is less than 800m from a high frequency public transport corridor or a business zone in a priority growth area in an activity centre in a relevant regional land use strategy, must have:</p> <p>(i) if more than 2 lots and less than 16 lots are proposed, excluding lots for public open space, a riparian or littoral reserve or Utilities:</p> <p style="margin-left: 40px;">a. not less than 3 terrace lots, 2 townhouse lots, or one multiple dwelling lot; or</p> <p style="margin-left: 40px;">b. an average lot size of not more than 325m²; or</p> <p>(ii) if more than 15 lots are proposed, excluding lots for public open space, a riparian or littoral reserve or Utilities:</p> <p style="margin-left: 40px;">a. not less than 20 percent of lots proposed are terrace lots or townhouse lots with a lot size of not more than 250m²; and</p> <p style="margin-left: 40px;">b. not less than 10 percent of lots proposed are multiple dwelling lots; or</p> <p style="margin-left: 40px;">c. an average lot size of not less than 325m² and not more than 400m²</p>	<p>having regard to:</p> <p>(a) the available or planned capacity of infrastructure;</p> <p>(b) the relevant requirements for development of buildings on the lots;</p> <p>(c) the intended location of buildings on the lots;</p> <p>(d) the topography of the site;</p> <p>(e) the presence of any natural hazards;</p> <p>(f) adequate provision of private open space;</p> <p>(g) the need for a variety of lot types and sizes to support development of diverse dwelling types in appropriate locations;</p> <p>(h) the need for dwelling development to support the growth management targets and strategies for the area in a relevant regional land use strategy;</p> <p>(i) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and</p> <p>(j) any masterplan for the site or surrounding area endorsed by the planning authority,</p> <p>and must have an average lot size of not more than 550m².</p>
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8.6.3 Roads

<p>Objective:</p>	<p>That the arrangement of new roads and active transport routes within a subdivision provides for:</p> <p>(a) safe, convenient and efficient connections to maximise permeability, legibility, accessibility of the road network and mobility of the community;</p> <p>(b) the adequate accommodation of vehicular, pedestrian, cycling, active transport and public transport traffic; and</p> <p>(c) the efficient ultimate subdivision of the entirety of the land and of surrounding land; and</p> <p>(d) liveability in settlements.</p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>

<p>A1</p> <p>The subdivision:</p> <p>(a) if less than 61 lots are proposed, includes no new roads, or</p> <p>(b) if more than 60 lots are proposed, roads must be:</p> <p>(i) connected to existing and planned roads in the local area outside the site;</p> <p>(ii) arranged in a grid layout;</p> <p>(iii) streets blocks have:</p> <p>a. a length of not less than 120m and not more than 240m,</p> <p>b. a width of not less than 60m and not more than 120m; and</p> <p>c. a street block perimeter length of not more than 600m;</p> <p>(iv) terrace lots must have a vehicular access from an access road;</p> <p>(v) not more than 15 percent of lots have a frontage to a cul-de-sac;</p> <p>(vi) a cul-de-sac length of not more than 150m and linked by a pedestrian path to an adjacent road;</p> <p>(vii) 90 percent of lots are 800m walking distance from a road designed to be an existing or future bus route;</p> <p>(viii) designed to contain a footpath width of not less than 1.5m on one side of the road, or if the road is less than 400m walking distance of public open space, a high frequency public transport corridor, or a business zone, designed to contain a shared pedestrian and cycling path width of 1.8m on each side of the road;</p> <p>(ix) designed to a road type design in a road hierarchy plan in accordance with the requirements of the road authority</p>	<p>P1</p> <p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, and active transport having regard to:</p> <p>(a) the requirement for terrace lots or townhouse lots to be provided with a vehicular access from an access road;</p> <p>(b) any road network plan adopted by the council;</p> <p>(c) the existing and proposed road hierarchy;</p> <p>(d) arrangement of lots in a modified grid layout;</p> <p>(e) the legibility of the street arrangement for active transport;</p> <p>(f) the need to minimise the number and length of cul-de-sacs;</p> <p>(g) the need to maximise access for higher density dwelling development in proximity to high frequency public transport corridors, activity centres, public open space, schools, local shops, and community services according to growth management targets in a relevant regional land use strategy;</p> <p>(h) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;</p> <p>(i) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;</p> <p>(j) minimising the travel distance between key destinations such as shops, services, public open space, and public transport routes;</p> <p>(k) maximising the number lots that have 800m walking distance access to public transport;</p> <p>(l) the efficient and safe movement of pedestrians, cyclists and public transport;</p> <p>(m) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling 2016</i>;</p> <p>(n) the topography of the site; and</p> <p>(o) the future subdivision potential of any balance lots on adjoining or adjacent land;</p>
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	<p>(p) any relevant local area objectives;</p> <p>(q) any relevant structure plan for growth management and activity centres prepared in accordance with a relevant regional land use strategy; and</p> <p>(r) any masterplan for the site or surrounding area endorsed by the planning authority.</p>
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8.6.4 Services

Objective:	That the subdivision of land: <ul style="list-style-type: none"> (a) provides services for the future use and development of the land (b) protects and improves the quality of Tasmania's waterways, wetlands and estuaries by minimising change to the rate and quantity of stormwater or increase in pollutants entering the water; and (c) supports sustainable water solutions including water sensitive urban design.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoralreserve or Utilities, must have a connection to a full water supply service.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoralreserve or Utilities, must have a connection to a limited water supply service, having regard to:</p> <ul style="list-style-type: none"> (a) flow rates; (b) the quality of potable water; (c) any existing or proposed infrastructure to provide the water service and its location; (d) the topography of the site; and (e) any advice from a regulated entity.
<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoralreserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p>P2</p> <p>No Performance Criterion.</p>
<p>A3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoralreserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p>P3</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding 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 developmentof the land, having regard to:</p> <ul style="list-style-type: none"> (a) the size of the lot;

	<ul style="list-style-type: none"> (b) topography of the site; (c) soil conditions; (d) any existing buildings on the site; (e) any area of the site covered by impervious surfaces; and (f) any watercourse on the land.
<p>A4</p> <p>If the subdivision proposes more than 15 lots, must have or be part of a stormwater drainage system of a size and design that:</p> <ul style="list-style-type: none"> (a) services a stormwater quantity in accordance with the requirements of the permit authority; and (b) has stormwater quality targets of: <ul style="list-style-type: none"> (i) 80 percent reduction in the average annual load of total suspended solids based on typical urban concentrations; and (ii) 45 percent reduction in the average annual load of total phosphorus and nitrogen based on typical urban concentrations; and (c) connects stormwater management into the public stormwater system through water sensitive design features in accordance with the requirements of the permit authority. 	<p>P4</p> <p>Subdivision, must have a stormwater drainage system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"> (a) the design and capacity of any existing stormwater drainage system servicing the land; (b) any watercourse on the land; (c) relevant stormwater system quantity and quality requirements of the permit authority; (d) best practice stormwater design guidance in the Tasmanian Infrastructure Design Guidelines; (e) the need to provide water sensitive urban design features for stormwater management; and (f) any stormwater strategy or policy adopted by Council that provides for a cash in lieu contribution instead of onsite stormwater treatment. (g) topography of the site; (h) soil conditions; (i) any existing buildings on the site; (j) any area of the site covered by impervious surfaces; and (k) any watercourse on the land.

8.6.5 Urban greening

Objective:	<p>That subdivision provides for:</p> <ul style="list-style-type: none"> (a) well located public open space that meets the passive and active recreation needs of the local community; (b) supports a strategic public open space network and movement network; (c) landscaping of roads and public open space that contributes to the amenity and liveability of the local area and supports natural ecological functions; and (d) the equitable sharing of costs between developers and the wider community associated with the provision of new, or upgraded, public infrastructure and public open space to service residential growth.
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>A plan of Subdivision must:</p> <ul style="list-style-type: none"> (a) have a public open space lot, or lots, that have a combined area of not less than 10 percent of the subdivision site area and located; <ul style="list-style-type: none"> (i) according to any relevant open space plan for the area adopted by council; (ii) according to a masterplan for the area endorsed by council; (iii) not more than 800m walking distance from existing or proposed lots for residential development; or (iv) not more than 400m walking distance from existing or proposed lots for residential development in a priority growth area or greenfield growth area in a relevant regional land use strategy; or (b) contribute cash in lieu of a public open space lot in accordance with a policy or strategy for cash in lieu of public open space adopted by council. 	<p>P1</p> <p>A plan of Subdivision must contribute to public open space that meets the needs of the local community, having regard to:</p> <ul style="list-style-type: none"> (a) the need for public open space to have sufficient useable area and dimensions suitable for the intended use; (b) pattern of development existing on established properties and accessibility of existing public open space; (c) the proposed pattern and density of residential development on the site and in the area; (d) providing links between existing, planned or proposed areas of open space; (e) any relevant open space plan, strategy or policy adopted by Council; (f) any masterplan for the area endorsed by council; (g) any growth management targets for public open space, liveability, accessibility, and social infrastructure targets in a relevant regional land use strategy; and (h) any relevant local area objectives contained within the relevant Local Provisions Schedule.
<p>A2</p> <p>A plan of Subdivision must have a landscaping treatment of public land in a road lot:</p> <ul style="list-style-type: none"> (a) of not less than 1 street tree for every 20m of road frontage to proposed residential lots and public open space lots; (b) according to a masterplan for the area endorsed by council; or (c) according to a relevant open space plan for the area adopted by council. 	<p>P2</p> <p>A plan of Subdivision must have a landscaping treatment of public land in a road lot that enhances the amenity and appearance of the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the need to support a strategic public open space network and movement network in the area; (b) the need to improve tree canopy cover and support natural ecological functions; (c) the character of the streetscape and surrounding area; (d) any existing vegetation designated on a plan of subdivision to be retained; (e) any masterplan for the area endorsed by council; and (f) any relevant open space plan for the area adopted by council.

Appendix - Consequential changes to SPPs (definitions, parking requirements, frontage fence exemptions, application requirements, incorporated documents)

In order to give the intended effect of the proposed New Residential Zone, new Apartment Code and the revised residential zones (General and Inner), there are consequential changes needed to introduce definitions, additional incorporated documents, to provide additional guidance with application requirements and to clarify the intent for exempt front fences.

Additional to the above, that the ERA report has recommended reducing carparking requirements for medium density housing types.

These complementary changes to the SPP Table 3.1 Definitions, C2.0 Parking and Sustainable Transport Code, Table 4.6 Miscellaneous exemptions, clause 6.1.3 application requirements and AA&I Documents of the SPPs are set out below.

Table 3.1 Planning Terms and Definitions

The table below includes the proposed definitions, which are mostly new. There are some changes proposed to existing definitions and these are shown as 'track' changes underlined in blue below.

Proposed new definitions and modifications to existing definitions		Where is a definition is used?			
Terms	Definition	New Z	IRZ	GRZ	AC
access road Note: - new definition	Means a road shown on a plan of subdivision as an access road with a maximum reserve width of 8m.	Yes	Yes	Yes	No
apartment Note: - new definition	Means a dwelling in an apartment building, where laundry facilities may be provided as shared facilities on the site.	Yes	Yes	Yes	Yes
apartment building Note: - new definition	Means a building containing two or more apartments where apartments are located above the ceiling level or	Yes	Yes	Yes	Yes

Proposed new definitions and modifications to existing definitions		Where is a definition is used?			
Terms	Definition	New Z	IRZ	GRZ	AC
	below the floor level of another apartment. An apartment building may also contain a non-residential use.				
common open space Note: - new definition	Means an outdoor area on a site for the shared use of residents, excluding car parking areas, driveways, and waste storage areas. This may include a rooftop, podium, or courtyard.	Yes	Yes	Yes	Yes
communal residence Note – alteration to existing definition	Means use of land for a building to accommodate persons who are unrelated to one another and who share some parts of the building such as a boarding house, residential college, residential care facility, retirement village , respite centre , and assisted housing .	Yes	No	No	No
deep soil area Note: - new definition	Means an area of land that is not impeded above or below the ground and is adequately dimensioned to allow for the growth of healthy tree. The deep soil area can form part of the common open space or private open space for the site.	Yes	No	No	Yes
dwelling diversity bonus Note: - new definition	Means social housing dwellings, terrace dwellings, townhouse dwellings, or apartments type	Yes	No	No	No
general road Note: - new definition	Means a road that is not an access road.	Yes	Yes	Yes	No

Proposed new definitions and modifications to existing definitions		Where is a definition is used?			
Terms	Definition	New Z	IRZ	GRZ	AC
grouped dwelling Note: - new definition	Means two or more detached or semi-detached multiple dwellings on a lot, where one or more dwellings has a façade that is not directly to a frontage. Excludes apartments, row home building and retirement village units.	Yes	Yes	No	No
high frequency public transport corridor Note: - new definition	Means part of an existing or proposed public transport network where existing or future service levels reach a service frequency of 10-to-15-minute intervals during the day, mapped in a relevant regional land use strategy.	Yes	Yes	Yes	No
landscaping area Note: - new definition	Means an area of a site for landscaping treatment and non-plant elements in landscape design, excluding paved areas for driveways and vehicle parking.	Yes	No	No	Yes
large tree Note: - new definition	Means a tree with a predicted mature height of more than 12m.	Yes	No	No	Yes
liveable housing bonus Note: - new definition	Means a multiple dwelling development in which not less than half (50%) of all dwellings are designed and built to <i>Liveable Housing Guideline</i> gold level or platinum level universal design features.	Yes	No	No	Yes
medium density housing type Note: - new definition	Means a townhouse dwelling, terrace dwelling, apartment building, communal residence.	Yes	Yes	Yes	No

Proposed new definitions and modifications to existing definitions		Where is a definition is used?			
Terms	Definition	New Z	IRZ	GRZ	AC
medium tree Note: - new definition	Means a tree with a predicted mature height of more than 8m and not more than 12m.	Yes	No	No	Yes
multiple dwelling lot Note: - new definition	Means a lot that: (a) has an area of not less than 1000m ² ; (b) is marked as a 'multiple dwelling lot on a plan of subdivision approved by the planning authority, and (c) has a frontage to a general road of not less than 10m.	Yes	Yes	Yes	No
multiple dwellings Note – alteration to existing definition	Means 2 or more dwellings on a site, includes grouped dwellings, row house dwellings, and apartment dwellings.	Yes	Yes	Yes	No
plot ratio Note: - new definition	Means the gross floor area of all buildings on a site, divided by the area of a site.	Yes	No	No	check
priority growth area Note: - new definition	Means a priority growth area referred to in a relevant regional land use strategy.	Yes	Yes	Yes	Yes
retirement village unit Note: - new definition	Means a dwelling in a retirement village.	Yes	Yes	No	No

Proposed new definitions and modifications to existing definitions		Where is a definition is used?			
Terms	Definition	New Z	IRZ	GRZ	AC
row home building Note: - new definition	Means a row of multiple dwellings comprising one of two or more adjoining dwellings erected side by side, with at least one side wall built as a shared side wall.	Yes	Yes	Yes	No
Single dwelling Note – alteration to existing definition	Means a dwelling on a lot on which no other dwelling, other than a secondary residence, is situated, includes terrace dwellings and townhouse dwellings.	Yes	Yes	Yes	Yes
small tree Note: - new definition	Means a tree with a predicted mature height of not less than 3m and not more than 8m.	Yes	No	No	Yes
Social housing Note: - new definition Term used in new definition for 'dwelling diversity bonus'	Housing provided by the government or a non-government community housing provider by a rental agreement with people on low incomes, subsidised by government funds, includes community housing and public housing.	Yes	No	No	Yes
terrace dwelling Note: - new definition	Means a single dwelling with a façade directly to a frontage and comprising one of three or more adjoining dwellings erected side by side, with both side walls of the terrace dwelling built to the side boundary.	Yes	No	No	No
terrace lot Note: - new definition	Means a lot is marked on a plan of subdivision as a "terrace lot" that:	Yes	Yes	Yes	No

Proposed new definitions and modifications to existing definitions		Where is a definition is used?			
Terms	Definition	New Z	IRZ	GRZ	AC
	<ul style="list-style-type: none"> (a) has a frontage to a general road and a frontage to an access road; (b) has a maximum width across the short axis of the lot of not more than 10m and the lot width across the short axis does not vary by more than 10%; (c) has an area of not more than 200m²; and (d) is not an internal lot. 				
townhouse dwelling Note: - new definition	Means a single dwelling with a façade directly to a frontage and comprising one of two or more adjoining dwellings erected side by side, with at least one side wall built to the side boundary.	Yes	No	No	No
townhouse lot Note: - new definition	Means a lot is marked on a plan of subdivision as a "townhouse lot" that: <ul style="list-style-type: none"> (a) has a single frontage to a general road of not less than 10m and not more than 15m and may have a frontage to an access road; (b) has an area of not less than 200m² and not more than 400m². (c) Is not an internal lot; and (d) Adjoins another townhouse lot or a terrace lot or a lot with an existing building built to an adjoining boundary with the townhouse lot 	Yes	Yes	Yes	No

Proposed new definitions and modifications to existing definitions		Where is a definition is used?			
Terms	Definition	New Z	IRZ	GRZ	AC
water sensitive urban design Note: - new definition	Means the integration of urban planning with the management, protection and conservation of the urban water cycle that ensures urban water management is sensitive to the natural hydrological and ecological cycles.	Yes	Yes	Yes	No

Revisions to C2.0 Parking and Sustainable Transport Code

It is proposed to amend Table C2.1 (car parking requirements) by adding additional lines in the Residential section to acknowledge a lower parking requirement for apartments, terrace dwellings or townhouse dwellings, as set out with additions shown in blue underlined below.

Use		Parking Space Requirements	
		Car	Bicycle
Residential	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom),	1 space per dwelling	No requirement
	<u>If an apartment, terrace dwelling or townhouse dwelling in the General Residential Zone that is located within 800m of a high frequency public transport corridor.</u>	<u>1 space per dwelling</u>	<u>No requirement</u>
	If 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom), <u>except for an apartment, terrace dwelling or townhouse dwelling that is</u>	2 spaces per dwelling	No requirement

Use		Parking Space Requirements	
		Car	Bicycle
	located within 800m of a high frequency public transport corridor.		
	Visitor Parking for multiple dwellings in the General Residential Zone, except for an apartment, terrace dwelling or townhouse dwelling that is located within 800m of a high frequency public transport corridor.	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone, except for an apartment, terrace dwelling or townhouse dwelling that is located within a business zone or within 800m of a high frequency public transport corridor.	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	A Residential use in any other zone if for an apartment, terrace dwelling or townhouse dwelling that is located within a business zone or	1 space per dwelling	No requirement

Use	Parking Space Requirements	
	Car	Bicycle
	within 800m of a high frequency public transport corridor.	

Revisions to **Table 4.6 Miscellaneous exemptions**

Clause 4.6.3 fences within 4.5m of a frontage exempts fences in certain residential zones if solid up to 1.2 m height and 30% transparent up to 1.8 m height. A consequential revision is needed in Clause 4.6.3 and Clause 4.6.4 to acknowledge the 31.0 New Residential Zone

It is also considered reasonable if additional exemptions are provided for a frontage fence adjacent to an access road. Where these can be solid fences up to 1.8m, giving more privacy to residents on these lots.

	Use or Development	Requirements
4.6.3	fences within 4.5m of a frontage	<p>Fences (including free-standing walls) within 4.5m of a frontage, if located in:</p> <p>(a) the General Residential Zone, Inner Residential Zone, New Residential Zone, Low Density Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone, Commercial Zone or any particular purpose zone, and if not more than a height of:</p> <ul style="list-style-type: none"> (i) 1.2m above existing ground level if the fence is solid; or (ii) 1.8m above existing ground level, if the fence has openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights); or (iii) 1.8m above existing ground level if the frontage is to an access road. <p>(b) the Utilities Zone and adjoining a property in the General Residential Zone, Inner Residential Zone, New Residential Zone, Low Density Residential Zone or Village Zone and if not more than a height of:</p> <ul style="list-style-type: none"> (i) 1.2m above existing ground level if the fence is solid; or (ii) 1.8m above existing ground level, if the fence has openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights); or

		<p>(c) any other zone, or if located in the Utilities Zone and not adjoining a property in the General Residential Zone, Inner Residential Zone, New Residential Zone, Low Density Residential Zone or Village Zone and if not more than a height of:</p> <p>(i) 1.8m above existing ground level if adjoining public land; or</p> <p>(ii) 2.1m above existing ground level if not adjoining public land,</p> <p>unless the Local Historic Heritage Code applies and requires a permit for the use or development.</p>
4.6.4	fences not within 4.5m of a frontage	<p>Fences not within 4.5m of a frontage, if located in:</p> <p>(a) the Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone, or Commercial Zone and:</p> <p>(i) it is not more than a height of 1.8m above existing ground level if adjoining public land; or</p> <p>(ii) it is not more than a height of 2.1m above existing ground level if not adjoining public land; and</p> <p>it does not contain barbed wire if on a common boundary with a property in the General Residential Zone, Inner Residential Zone, New Residential Zone, Low Density Residential Zone, or Rural Living Zone; or</p> <p>(b) any other zone and it is</p> <p>(i) not more than a height of 1.8m above existing ground level if adjoining public land; or</p> <p>(ii) not more than a height of 2.1m above existing ground level if not adjoining public land,</p> <p>unless the Local Historic Heritage Code applies and requires a permit for the use or development.</p>

Revisions to 6.1 Application Requirements

The additional provisions in the zones relating to common open space and landscaping will require additional information to be submitted with the application (if not already provided). To guide this change, clause 6.1.3 is proposed to include additional matters as set out below.

In 6.1.3(c) after (iv), insert a reference to common open space on the site, the landscaping area, the deep soil area, location of existing and proposed trees and any vertical garden areas, and renumber subsequent subclauses accordingly.

The revised clause 6.1.3(c) appears as follows –

- (c) where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 as required by the planning authority showing, where applicable:

- (i) the internal layout of each building on the site;
- (ii) the private open space for each dwelling;
- (iii) external storage spaces;
- (iv) parking space location and layout;
- (v) [common open space on the site](#);
- (vi) [Landscaping area, deep soil area, location of existing and proposed trees and vertical garden area](#);
- (vii) major elevations of every building to be erected;
- (viii) the relationship of the elevations to existing ground level, showing any proposed cut or fill
- (ix) shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites; and
- (x) materials and colours to be used on roofs and external walls.

State Planning Provisions - Applied, Adopted or Incorporated Documents

The following documents are referred to in the proposed suite of revised SPP provisions.

Document Title	Publication Details	Relevant Clause in State Planning Provision
Liveable Housing Guideline		Table 3.1 C17.1.3
<i>Australian Standard AS 1726:2017 Geotechnical site investigations</i>		C10.3.1 C15.3.1
Tasmanian Infrastructure Design Guidelines November 2025		8.6.4 9.6.4 31.5.3

Appendix 10

Summary table of measures in new and revised zones and code

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
Implementation					<ol style="list-style-type: none"> SPPs amendment to include new zone Strategic planning at regional, local, precinct, or site level LPS rezoning amendment, mapped application area 	<ol style="list-style-type: none"> SPPs amendment to existing IRZ option to increase area via LPS rezoning amendment 	<ol style="list-style-type: none"> SPPs amendment to existing GRZ option to increase area via LPS rezoning amendment 	<ol style="list-style-type: none"> SPPs amendment to include new code applied to apartment building development applications in specified zones option to apply to mapped areas via LPS code overlay amendment 	<p>Strategic application of NC to mapped areas in Commercial zone, IRZ, GRZ, PPZ</p> <p>Broad text based application to New Zone or IRZ will need to be balanced with the zone provisions as there is currently some overlap in development standards.</p> <p>NZ Expected to be applied in priority growth areas and locations 800m from business zones or 1200m from high frequency public transport corridors identified in regional strategy</p>
Consequential changes to other parts of SPPs									<p>To implement new zone and code standards:</p> <ul style="list-style-type: none"> definitions

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
									<ul style="list-style-type: none"> 1 car space for terrace, townhouse and apartment frontage fence exemptions application requirements incorporated documents
Zone / Code Purpose					new	Existing IRZ added Encourage med density housing in suitable locations	Existing GRZ added Encourage med density housing in suitable locations	new	
Code application				UMUZ, LBZ, GBZ, CBZ, a mapped area				UMUZ, LBZ, GBZ, CBZ, a mapped area	
Code exemptions				Less than 5 apartments in an apartment building					
Use Table	Based on IRZ Single dwelling discretionary on multiple dwelling lot	Single dwelling discretionary on multiple dwelling lot	Single dwelling discretionary on multiple dwelling lot	N/a	Based on IRZ Changes for multiple dwelling lot where single dwelling becomes discretionary			N/a	multiple dwelling lot defined, created through subdivision
Use standards	<ul style="list-style-type: none"> Discretionary uses, including single dwelling 	<ul style="list-style-type: none"> Discretionary uses, including single dwelling on 	<ul style="list-style-type: none"> Discretionary uses, including single dwelling on 	N/a	Based on IRZ and adjusted for discretionary single dwelling on	Existing IRZ adjusted for discretionary single dwelling	Existing GRZ adjusted for discretionary single dwelling	N/a	Review existing IRZ for NZ – also consider UMUZ

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
	on multiple dwelling lot • Visitor accommodation	multiple dwelling lot • Visitor accommodation	multiple dwelling lot • Visitor accommodation		multiple dwelling lot	on multiple dwelling lot	on multiple dwelling lot		
Development standards									
Plot ratio (site area to gross floor area)	1.0			N/a	New re ERA report	N/a	N/a	N/a	Alternative to dwelling density controls. Works with other built form controls. Sometimes development will not reach the maximum allowable plot ratio due to other built form controls and site constraints
• liveable housing bonus	1.1								
• dwelling diversity bonus	1.2								
• combined bonus	1.3								
Dwelling Density for multiple dwellings (and apartments) Site area per dwelling	N/a – uses plot ratio instead	1/130m ² and 1/200m ² for multiple dwelling lots	1/150m ² and 1/200m ² for multiple dwellings lots	N/a	NZ uses Plot Ratio instead	Minimum reduced from 200m ² to 130m ² Objective and PC encourages medium density	Minimum reduced from 325m ² to 150m ² Objective and PC encourages medium density	N/a	IRZ and GRZ reduces cap on density

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
						housing development in appropriate locations	housing development in appropriate locations		
Setbacks and building envelope	no	yes	yes	N/a	NZ uses Plot Ratio and separate standards for height and setbacks instead of building envelope	New objectives Stepped height with setback instead of 45-degree angled envelope	New objectives	N/a	
Building Height	9.5m or 11m for a terrace or townhouse 15m for apartment	9.5m or 11m for terrace, townhouse, all multiple dwellings	8.5m or 9.5m for terrace lot or townhouse lot	N/a		Increased from 9.5m to 11m for terrace, townhouse, all multiple dwellings	Existing GRZ Changed from 8.5m to 9.5m for terrace and townhouse, all multiple dwellings	NC relies on zone heights and includes height bonus based on design parameters	bonuses for apartment buildings
Front setback	3m	3m	4.5m	N/a			Existing GRZ no change	N/a	
• general road primary									
• other frontage	2m	2m	3m	N/a			Existing GRZ no change	N/a	
• access road	0m to 3.5m high, or 3m for general lot or multiple dwelling lot 0m on terrace lot or townhouse lot	0m to 3.5m high or 0m to a terrace lot or townhouse lot	1.5m or 0m on terrace lot or townhouse lot	N/a			New Provides for new terrace and townhouse types with a rear lane access road	N/a	Access road defined – intended to be provided for rear laneway access to terraces and townhouses
Side setback	General lot = 0m for 2/3 boundary to 3.5m height, 1.5m to 7m height,	General lot = 0m for 2/3 boundary to 3.5m height,	General lot = 1.5m or 0m for 9m or 1/3 boundary length	N/a		Existing IRZ built to boundary length changed from 9m or 1/3	Existing GRZ 1.5m changed to cater for building to	N/a	IRZ/GRZ varies for lot type

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
	<p>3m to 9.5m height, 3.5 to 11m height</p> <p>Multiple dwelling lot = 1.5m to 9.5m high 3m to 11m height for row homes or apartment building</p> <p>Townhouse lot or general lot up to 325m²= 0m one side boundary and at shared boundary with terrace lot, 1.5m to 7m height, 3m to max height</p> <p>Terrace lot or general lot up to 250m² = 0m for max 2/3 side boundary to max height</p>	<p>1.5m to 7m height, 3m to 9.5m height, 3.5 to 11m height</p> <p>Multiple dwelling lot = 1.5m to 9.5m high 3m to 11m height for row homes or apartment building</p> <p>Townhouse lot = 0m for max 2/3 side boundary to 11m high at shared boundary with terrace lot, 1.5m to 7m height and 3m to 11m high at other side boundary</p> <p>Terrace lot = 0m for max 2/3 both side boundaries to 11m high</p>	<p>Multiple dwelling lot = 1.5m</p> <p>Townhouse lot = 1.5m or 0m for max 2/3 side boundary to 9.5m high at shared boundary with terrace lot, Terrace lot = 0m for max 2/3 side boundary to 9.5m high at both sides</p>			<p>boundary to 2/3 boundary without alternate calculations</p> <p>Setback stepped in for height instead of 45 degree angled building envelope</p>	<p>one side boundary on townhouse lots or both on terrace lots</p>		
Rear setback	<p>General lot = 0m for 2/3 boundary to 3.5m height, 3m to 9.5m height, 3m to 11m height for grouped dwelling or apartment building</p>	<p>General lot = 0m for 2/3 boundary to 3.5m height, 3m to 9.5m height, 3.5 to 11m height for multiple dwellings</p>	<p>1.5m on general lot, multiple dwelling lot, and townhouse lot or 0m to 9.5m high on terrace lot</p>	N/a		<p>Setback stepped in for height instead of 45-degree angled building envelope</p>		N/a	IRZ/GRZ varies for lot type

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
	Multiple dwelling lot = 1.5m to 9.5m high 3m to 11m height for row homes or apartment building Townhouse lot or general lot up to 325m ² = 1.5m to max height Terrace lot or general lot up to 250m ² = 1.5m to max height	Multiple dwelling lot = 1.5m to 9.5m high 3m to 11m height for row homes or apartment building Townhouse lot = 1.5m to 11m high Terrace lot = 0m to 11m high							
Garage setback	4m or 1m for sloping sites	4m, 1m behind building line, or 1m for sloping sites	5.5m, 1m behind building line, or 1m for sloping sites	N/a			Existing GRZ no change	N/a	
Apartment building configuration / dwelling diversity				10+ apartments = 20%+ apartments have different sizes, mix of 1, 2, 3+ bedrooms					
Height bonus				3m + 3m building height (1 storey equivalent)					Can have both bonuses for additional 6m
• Liveable housing bonus				30%+ apartments achieve gold or platinum liveable housing elements					
• Social housing bonus				10+ apartments and building					

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
				setback 10m from GRZ or LDRZ = 20%+ apartments for social housing					
Site coverage	N/a	65% on General lot 75% on terrace lot or townhouse lot	50% all dwellings	N/a		Existing IRZ increased from 65% to 75% for terrace and townhouse lots	Existing GRZ no change	N/a	NZ uses Plot Ratio
Private open space total area for single dwelling	terrace or a townhouse up to 2br = 12m ² , 3m min dimension 1 or 2 bedroom Other single dwelling = 40m ² 4m min dimension								
Private open space total area for each multiple dwelling		40m ²	60m ²			Existing IRZ no change	Existing GRZ no change		Query townhouse/terrace lot
• 1 bedroom or studio	8m ² , 2m min dimension for apartment	24m ² , 4m min dimension or 12m ² , 3m min dimension for terrace, townhouse, apartment above ground floor	24m ² , 4m min dimension or 12m ² , 3m min dimension for terrace, townhouse, apartment above ground floor	8m ² , 2m min dimension					
• 2 bedroom	10m ² 2.5 min dimension for apartment	24m ² , 4m min dimension or	24m ² , 4m min dimension or	10m ² 2.5 min dimension					

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
		12m2, 3m min dimension for terrace, townhouse, apartment above ground floor	12m2, 3m min dimension for terrace, townhouse, apartment above ground floor						
<ul style="list-style-type: none"> 3+ bedroom 	12m2, 3m min dimension for apartment	24m2, 4m min dimension or 12m2, 3m min dimension for terrace, townhouse, apartment above ground floor	24m2 and 4m min dimension	12m2 3m min dimension					
<ul style="list-style-type: none"> group dwelling or a row home 	24m2, 3m min dimension								
<ul style="list-style-type: none"> retirement village unit <ul style="list-style-type: none"> - 1br - 2br - 3br 	8m2, 2m min dimension 10m2 2.5 min dimension 12m2, 3m min dimension								
<ul style="list-style-type: none"> communal residence 	40m2, 4m min dimension								
Common open space	10+ dwellings = 5m ² /dwelling up to 300m ²	No	No	10+ apartments = 5m ² /dwelling up to 300m ²	new				
Landscaping area	20% of site area 10% deep soil area accommodates Tree numbers	No	No	20% of site area in UMUZ or LBZ 15% of site area in GBZ or CBZ					Zones - All dwellings and non-dwellings. Apartments can substitute vertical

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
				10% deep soil area or 7% if retaining large or medium tree in UMUZ or LBZ 5% deep soil area, 3m min dimension in GBZ or CBZ					gardens up to 10% site area. NC exception if apartment building entirely on top of existing building where requirement is
	Vertical garden wall area = up to 10% of site area, in proportion to reduced landscaping area			Vertical garden wall area 5% of site area in GBZ and CBZ, and 10% of site area in UMUZ and LBZ					
Sunlight to private open space of multiple dwellings Excludes row homes and 30% of apartments		Min 50% sunlight another dwelling pos at midwinter Or 3m and 45 degrees from north edge of another dwelling pos	Min 50% sunlight another dwelling pos at midwinter Or 3m and 45 degrees from north edge of another dwelling pos			Existing IRZ changed to exclude row homes and 30% of apartments	Existing GRZ changed to exclude row homes and 30% of apartments		
Solar access									
• sunlight to habitable room window	70%+ apartments, 2hrs midwinter			60%+ apartments, 2hrs midwinter					
• Sunlight to private open space	70%+ apartments, 2hrs to 50% of private open space midwinter			60%+ apartments, 2hrs to 50% of private open space midwinter					
Common open space				2hrs to 50% of common open space midwinter					

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
Waste storage area	1.5m2 per apartment	1.5m2 per apartment	1.5m2 per apartment	1.5m2 per apartment	new	Existing IRZ no change	Existing GRZ no change	new	
Bulky item area:									
• studio / 1br	6m3	6m3	6m3	6m3	new	new	new	new	1m min dimension
• 2br	8m3	8m3	8m3	8m3	new	new	new	new	1m min dimension
• 3+ br	10m3	10m3	10m3	10m3	new	new	new	new	1m min dimension
Building entrance	-	-	-	5+ apartments = Common building entrance to street					
Frontage fences	Fence exempt or PC test for passive surveillance	Fence exempt or PC test for passive surveillance	Fence exempt or PC test for passive surveillance	N/a	Based on existing IRZ PC changed so does not apply to an access road frontage	Existing IRZ PC changed so does not apply to an access road frontage	Existing GRZ PC changed so does not apply to an access road frontage	N/a	
Passive surveillance	Window 2m2 less than 1.5 high facing public spaces	Window 2m2 less than 1.5 high facing public spaces	Window 2m2 less than 1.5 high facing public spaces	N/a	new	new	new	N/a	
• For dwelling up to 12m from public spaces									
Width of openings for garages and carports	based on IRZ existing	IRZ existing	GRZ existing	N/a	New based on IRZ existing changed so only applies to general road (not access road)	Existing IRZ changed so only applies to general road (not access road)	Existing GRZ changed so only applies to general road (not access road)	N/a	
vehicle parking areas (excluding jockey parking in front of garage)	Not located in primary frontage setback to general road	Not located in primary frontage setback to general road	Not located in primary frontage setback to general road	N/a	new	new	new	N/a	

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
Development standards for non-dwellings	N/a	IRZ existing	GRZ existing	N/a	N/a	IRZ existing Added option to be built to two thirds the length of side or rear boundary to 3.5m height And clarification	GRZ existing Added option to be built to two thirds the length of side or rear boundary to 3.5m height	N/a	
Non-residential garages and carports	N/a	IRZ existing	GRZ existing	N/a	N/a	IRZ existing Changed to clarify applies only to general road primary frontage (not access road frontage)	GRZ existing Changed to clarify applies only to general road primary frontage (not access road frontage)	N/a	
Subdivision standards									
Lot design:									
Lot Diversity:	Yes 15+lots = 20% are general lot <250m2, terrace lot, or townhouse lot and 10% are multiple dwelling lots (>1000m2)	Yes <15 lots = 3 terrace, 2 townhouse, or 1 multiple dwelling lot 15+lots = 20% are general lot <250m2, terrace lot, or townhouse lot and 10% are multiple dwelling lots (>1000m2)	Yes 15+lots = 20% are terrace lot, or townhouse lot and 10% are multiple dwelling lots (>1000m2) Or average lot size 400m2- 500m2 800m from HFPTC or business zone= 3-15 lots = 3 terrace, 2 townhouse, or 1 multiple dwelling lot or average lot size max 325m2	N/a	new	new	new	N/a	Zones - Based on number of lots in subdivision and in IRZ and GRZ 800m location GRZ range based on exhibited STRULS priority growth area target dwelling densities/ha

SPP issue/concept	Parameters							Explanation of changes to standard				Notes
	New Residential Zone (NZ)		Revised Inner Residential Zone		Revised General Residential Zone		New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
						or 15+lots = 20% are terrace lot, or townhouse lot and lot size max 250m ² and 10% are multiple dwelling lots (>1000m ²) Or average lot size 325m ² - 400m ²						
<ul style="list-style-type: none"> 2-15 lots max average lot size 	N/a		max 250m ²			800m from centre/HFPTC max 325m ²	N/a	-	new	new	N/a	
<ul style="list-style-type: none"> 15+ lots average lot size (max or min-max) 	N/a		max 325m ²			400m ² - 500m ² or 800m from centre/HFPTC 325m ² - 400m ²	N/a	-	new	new	N/a	
Lot size by lot type:	Min	Max	Min	Max	Min	Max	N/a				N/a	
<ul style="list-style-type: none"> Terrace 	150m ²	200m ²	150m ²	200m ²	150m ²	200m ²	N/a	new	new	new	N/a	N/a - Covered by definition
<ul style="list-style-type: none"> Townhouse 	200m ²	400m ²	200m ²	400m ²	200m ²	400m ²	N/a	new	new	new	N/a	
<ul style="list-style-type: none"> General 	200m ²	No	200m ²	No	450m ²	No	N/a	new	existing	existing	N/a	
<ul style="list-style-type: none"> Multiple Dwelling 	1000m ²	No	1000m ²	No	1500m ²	No	N/a	new	new	new	N/a	Definition = 1000m ² min
Usable area by lot type:												
<ul style="list-style-type: none"> Terrace 	8m x 12m		8m x 12m		8m x 12m		N/a	new	new	new	N/a	
<ul style="list-style-type: none"> Townhouse 	8m x 12m		8m x 12m		8m x 12m		N/a	new	new	new	N/a	
<ul style="list-style-type: none"> General 			8m x 12m		10m x 15m		N/a		Reduced from 10m x 12m	existing	N/a	

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
• Multiple Dwelling		20m x 30m	20m x 30m	N/a				N/a	
Lot frontage min	3.6m general lot 6m terrace 10-15m townhouse 15 multi-dwelling	3.6 general lot 6m terrace 10-15m townhouse 15m multi-dwelling	12m general lot 6m terrace 10-15m townhouse 15m multi-dwelling	N/a	new	existing IRZ = general lot, others for new lot types	existing GRZ = general lot, others for new lot types	N/a	IRZ lot size variation
Vehicular access	Existing + from access road for terrace and townhouse	Existing + from access road for terrace and townhouse	Existing + from access road for terrace and townhouse	N/a	Existing + from access road for terrace and townhouse	Existing + from access road for terrace and townhouse	Existing + from access road for terrace and townhouse	N/a	
Solar axis	60% lots have Lot long axis 30 degrees of north	No	60% lots have Lot long axis 30 degrees of north	N/a	new	N/a	Existing GRZ lot design reduced from all lots to 60% of lots	N/a	
Subdivision movement network / Road layout	Yes	No AS, Yes PC	Yes	N/a	new	Existing	new	N/a	Recommended AS not considered workable in existing IRZ, PC only
Subdivision landscaping	Yes	Yes	Yes	N/a	new	new	new	N/a	
Services:								N/a	
• Water supply	Yes	Yes	Yes	N/a	Existing all zone	Existing all zone	Existing all zone		
• Sewerage connection	Yes	Yes	Yes	N/a	Existing all zone	Existing all zone	Existing all zone		
• stormwater connection	Yes	Yes	Yes	N/a	Existing all zone	Existing all zone	Existing all zone		
• stormwater design	Yes	Yes	Yes	N/a	New Quality, quantity, WSUD	New Quality, quantity, WSUD	New Quality, quantity, WSUD		

SPP issue/concept	Parameters				Explanation of changes to standard				Notes
	New Residential Zone (NZ)	Revised Inner Residential Zone	Revised General Residential Zone	New Apartment Code (NC)	New Residential Zone (NZ)	Revised Inner Residential Zone (IRZ)	Revised General Residential Zone (GRZ)	New Apartment Code (NC)	
Urban greening:									
• Public Open Space contribution	Yes – 10% subdivision site area, cash in lieu option	Yes – 10% subdivision site area, cash in lieu option	Yes – 10% subdivision site area, cash in lieu option	N/a	New re ERA	New re ERA	New re ERA	N/a	Increases LGBMP 5% up to 10% Will need LGBMP change
• Landscaping road frontage	1 tree per 20m frontage	1 tree per 20m frontage	1 tree per 20m frontage	N/a	New re ERA	New re ERA	New re ERA	N/a	
Apartments allowed?	Yes	Yes – but no specific provision	Yes – but no specific provision	yes	new	existing	existing	new	Some standards overlap with NC standards, potential to rationalise if NC application broadened
Special consideration for proximity to high frequency public transport corridor?	Yes	Yes	Yes	N/a	new	new	new	N/a	NZ intended to apply in proximity to HFPTC and other appropriate locations so no test needed in standards

Appendix 7 - Consultation questions list

New Apartment Code:

1. Will the new draft Apartment Code make it easier to develop apartments in the Local Business, General Business, Central Business, and Urban Mixed-Use Zones?
2. Is it reasonable to exempt a building containing less than 5 apartments from the new draft Apartment Code?
3. Given that some zones contain similar provisions to those in the new draft Apartment Code, would consolidating all of the zone and code considerations for apartments in a code simplify the planning scheme operation?
4. The new draft Apartment Code adds to the business zones by allowing for increased building heights for apartments under certain circumstances. Is this a reasonable approach, or is it preferable to adjust the allowable building height for apartments in each zone instead?
5. Are the additional heights allowed for apartment buildings economically viable?
6. The standards for landscaping areas include deep soil areas for tree planting and allow for a substitute vertical garden space or the use of existing landscaped areas on the site. Do these requirements provide reasonable options?
7. Are the proposed privacy separation distances between apartments in the same building appropriate?

New Residential Zone:

8. Is the New Residential Zone suitable for application to areas where local strategic planning has prioritised medium density housing, such as a easy walking distance (e.g. 800m) of a high frequency public transport corridor and or business zones in higher order activity centres?
9. Are there advantages of having a New Residential Zone, instead of the revised Inner Residential Zone, with a clear purpose of delivering medium density housing?
10. The New Residential Zone uses plot ratio (calculated by dividing gross floor area by site area) instead of the existing dwelling density controls and the three-dimensional building envelope used in the Inner Residential Zone. Plot ratio is a common and well-established measure in other jurisdictions. Do you agree that separate plot ratio, height and setback standards provide more flexibility for designing buildings in response to the site conditions?

11. The New Residential Zone is intended to promote medium density residential housing, such as multiple dwellings and terrace and townhouse single dwelling types on smaller lots, rather than larger single dwellings. Should single dwellings, other than terraces and townhouses, have a no permit required or discretionary status in the New Residential Zone Use Table?
12. Should more non-residential uses be allowed in the New Residential Zone Use Table?

Revised Inner Residential Zone:

13. Are the revised parameters in the development standards and subdivision standards appropriate for the characteristics of existing Inner Residential zoned land and for infill development?
14. Would the revised Inner Residential Zone make it more suitable for application to more land in Tasmania?
15. Is the subdivision standard at proposed clause 9.6.1 A4 and P4 for orientation of lots for solar access suitable for the Inner Residential Zone?

Revised General Residential Zone:

16. Will the revised General Residential Zone make it easier to develop medium density housing in more locations across Tasmania?
17. Will the tests on appropriate locations for medium density housing development safeguard against medium density housing occurring in poorly serviced and disconnected locations?
18. Are there advantages to revising the General Residential Zone in addition to the revised Inner Residential Zone and New Residential Zone?

Other changes to SPPs:

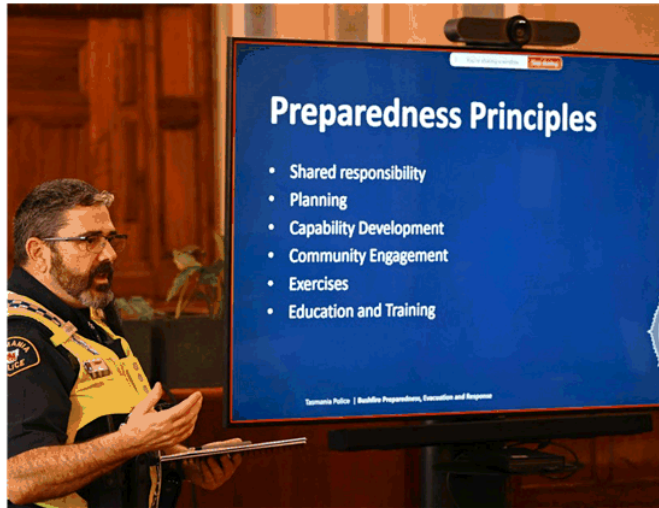
19. Are the definitions clear and complete?
20. Do the definitions match with the relevant technical terms and requirements in the National Construction Code (NCC)?
21. Is the suggested definition for 'social housing' appropriate for operating in the planning scheme?
22. Should reduced parking numbers for apartments, terraces, and townhouses apply beyond 800m of a business zone or high frequency public transport corridor?

General questions:

23. The New Residential Zone, revised Inner Residential Zone, and revised General Residential Zone show different approaches to managing the scale bulk, height and setbacks of buildings on a lot through plot ratio, stepped setbacks with increasing height, and the existing angled building envelope linked to height. Which is preferred and why?
24. Diagrams and figures have not been included in the proposed changes. Explanatory figures and diagrams could be included in future draft amendments. What material would help interpret the draft requirements?
25. Do the Acceptable Solutions provide certainty about assessment and approval, particularly those that require endorsement by council or another approval body?
26. The proposed increase for public open space contributions from 5% to 10%, was informed by the ERA Report recommendations. If progressed, it would be coordinated with anticipated changes to the *Local Government (Building and Miscellaneous Provisions) Act 1993*. Would the increased public open space contributions affect the viability of medium density housing development?
27. Do the proposed changes provide a clear hierarchy of residential zones in the SPPs?
28. Are terraces or townhouses on a single lot viable single dwelling development options to produce more affordable housing?
29. Local and interstate examples such as NSW medium density pattern books show that multiple dwelling types, including row house, grouped dwellings and up to 13 apartments, can be achieved on 1000m² lots. Are there any limits to their viability in Tasmania?
30. Overall, will the new and revised zones and code make it easier to develop medium density housing? What improvements could be made?

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Hobart Municipal Emergency Management Committee

Insights from the Los Angeles Fires for Hobart

30 April 2025

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EXECUTIVE SUMMARY

The Special Meeting of the Hobart Municipal Emergency Management Committee (HMEMC) on 30 April 2025 was convened to examine the catastrophic January 2025 Los Angeles (LA) Fires and identify insights to reduce Hobart's bushfire risk.

Recognising the parallels between Hobart's bushfire risk profile and the conditions that led to the LA Fires disaster, the session brought together 33 stakeholders from across government, emergency services, academia, and community organisations.

The report is based on participant perspectives rather than exhaustive technical analysis, and is intended to capture discussion themes and opportunities for improvement – not to provide a definitive or comprehensive assessment.

Key findings include:

- **Preparedness:** While Hobart benefits from strong interagency collaboration and community engagement programs, participants noted issues of investment, scale and sustained reach with ongoing needs in public education, household-level mitigation, and support for vulnerable groups. Ideas raised included enhancing public education, incentivising private risk reduction, and continuing to align coordination and pre-planned triggers for catastrophic fire days across established forums.
- **Evacuation:** Established evacuation centre arrangements and interagency cooperation were seen as strengths. Participants raised challenges such as limited evacuation route options, and perceived gaps in planning for animals and vulnerable populations. Ideas included simulating traffic scenarios, communicating evacuation and catastrophic fire weather scenarios to the

community, considering evacuation centre safety, and treating vegetation along key routes.

- Response: Tasmania's governance structures and collaborative culture were praised, while concerns were raised about sustaining government resources during extended and concurrent events, infrastructure vulnerabilities and public expectations of emergency services during catastrophic events. Ideas included strengthening infrastructure redundancy, expanding training for support agencies, and supporting public understanding of shared responsibility.

The full report was adopted by the HMEMC in October 2025. This is a summarised version.

1. INTRODUCTION

The City of Hobart, like many bushfire-prone jurisdictions, recognises that the catastrophic Los Angeles (LA) Fires of January 2025 could plausibly occur in Southern Tasmania under similar conditions. While Hobart's experience of the 1967 Black Tuesday bushfires remains a pivotal historical event, the city's population, urban footprint, and risk profile have changed significantly since then¹.

The HMEMC convened a special meeting on 30 April 2025 to reflect on lessons from the LA Fires, consider current capabilities and constraints across preparedness, evacuation and response, and capture observations to inform continued improvement.

As climate projections indicate an increase in the frequency of dangerous fire weather in Tasmania², and specifically Hobart³, and with Hobart's complex peri-urban landscape, constrained road networks, and legacy planning issues, this forum used the LA Fires as a catalyst to better understand local bushfire risk and readiness.

¹ [bushfire-management-strategy-2022.pdf](#)

² [Report_CFT_Future-Fire-Technical-Report_2015_web.pdf](#)

³ [climate-change-information-for-decision-making-hobart_2020.pdf](#)

2. BACKGROUND

2.1 LA Fires



Figure 1: Beachfront properties destroyed by the Palisades Fire⁴

From 7 to 31 January, 14 major fires affected the greater Los Angeles metropolitan area and San Diego County, with the Palisades and Eaton Fires the two most destructive. They burned in the Northern Hemisphere's winter, which while surprising is not uncommon⁵.

Key impacts of the LA fires included:

- 31 direct fatalities⁶

⁴ [California wildfires in photos: Images show the catastrophic scale in Los Angeles and the Palisades](#)

⁵ <https://pmc.ncbi.nlm.nih.gov/articles/PMC8411922/>

⁶ <https://file.lacounty.gov/SDSInter/bos/supdocs/207915.pdf>

- 440 indirect deaths due to factors such as poor air quality, stress, disruption to health systems and mental health impacts⁷
- Over 250,000 placed under evacuation warnings or orders⁸
- 18,189 homes and structures destroyed⁹
- More than 57,000 acres burned¹⁰
- Estimated insured losses of US\$40 billion and broader economic losses of US\$57 billion¹¹
- A 0.48% decline in county-level GDP, equivalent to approximately US\$4.6 billion¹²
- US\$297 million in total wage losses for local businesses and workers¹³.

The LA fires were driven by a combination of prolonged drought conditions, low humidity, a buildup of vegetation from the previous winter, and extreme Santa Ana winds, which in some places reached 160 km/h. The winds grounded aircraft during critical periods and reduced real-time situational awareness, and overwhelmed suppression¹⁴. Additionally, research shows Californian properties exposed to wildfire risk increased by 40% between 1990 and 2020¹⁵. Urban conflagration in dense suburbs via “connective fuels” such as decks and fences enabled rapid structure-to-structure fires in older, closely spaced housing¹⁶.

⁷ [Excess Deaths Attributable to the Los Angeles Wildfires From January 5 to February 1, 2025 | Research, Methods, Statistics | JAMA | JAMA Network](#)

⁸ <https://file.lacounty.gov/SDSInter/bos/supdocs/207915.pdf>

⁹ [Resilient Power Systems Against Wildfire Risks: Towards a Human-centric and Secure Future](#)

¹⁰ [Resilient Power Systems Against Wildfire Risks: Towards a Human-centric and Secure Future](#)

¹¹ [1H-2025-Global-Catastrophe-Recap.pdf](#)

¹² [Economic Impact of the Los Angeles Wildfires | UCLA Anderson School of Management](#)

¹³ [Economic Impact of the Los Angeles Wildfires | UCLA Anderson School of Management](#)

¹⁴ <https://file.lacounty.gov/SDSInter/bos/supdocs/207915.pdf>

¹⁵ [Forest Service Research Data Archive](#)

¹⁶ <https://ibhs1.wpenginepowered.com/wp-content/uploads/2025-LAFires-EarlyFieldObservations.pdf>

In the After-Action Review of Alert and Notification Systems and Evacuation Policies for the Eaton and Palisades Fires, the McChrystal Group¹⁷ identified five key focus areas:

1. Policies, protocols, standard operating procedures and authority: Unclear and sometimes inconsistent rules about who had authority to make evacuation decisions and issue warnings slowed responses during rapidly changing conditions.
2. Training and planning coordination: Agencies and communities across Los Angeles were not equally prepared or trained for a large, fast-moving urban fire.
3. Resource management: Staffing and equipment were stretched by multiple simultaneous fires, compounded by existing staffing gaps and aging or limited equipment.
4. Situational awareness and interoperability: Responders lacked a shared, real-time picture of fire behaviour due to grounded aircraft, limited surveillance, and systems that did not integrate well across agencies.
5. Community engagement and public information: Many residents found warnings confusing, inconsistent, inaccessible or too late, exacerbated by power outages and mobile-network failures.

¹⁷ <https://file.lacounty.gov/SDSInter/bos/supdocs/207915.pdf>

2.2 Hobart bushfire risk

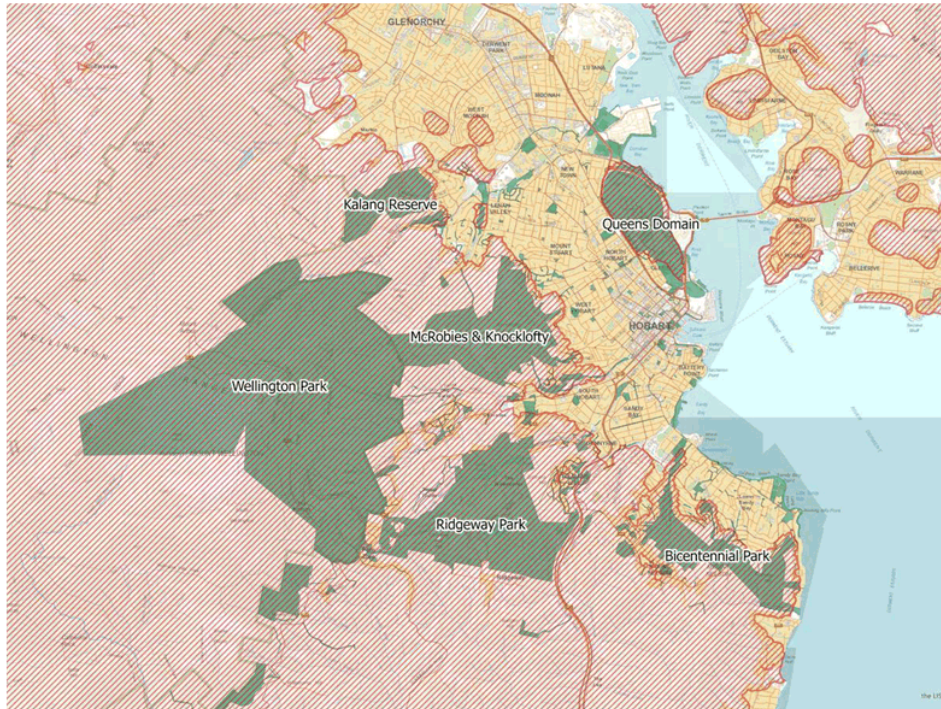


Figure 2: Hobart bushfire overlay¹⁸.

Bushfire is Hobart's most significant natural hazard. Its high exposure to bushfire risk is shaped by a combination of biophysical, climatic, and urban development factors:

- The city is surrounded by fire-adapted eucalypt forests and other native vegetation types that support high fuel loads.
- The steep, dissected landscape of kunanyi/Mt Wellington and the surrounding ridgelines accelerates fire spread and complicates access for firefighting.

¹⁸ [LISTmap - Land Information System Tasmania](#)

- Climatic systems, which can bring adverse fire weather to Southeast Tasmania, such as strong north-westerly winds, creates conditions that can support high intensity fires.
- Residential expansion into the bushland fringe, particularly in areas like Tolmans Hill, Ridgeway, Fern Tree, and Mt Nelson have increased exposure. Research shows that about 85% of homes lost in bushfires are located within 100 metres of nearby bushland¹⁹.
- The risk of ember attack extends beyond the immediate fire front, with embers potentially reaching the City under severe fire weather conditions. Fuel management reduces but does not eliminate this risk²⁰.

Key areas of high bushfire risk identified in the Hobart Bushfire Risk Management Plan in the Hobart local government area include²¹:

- the Wellington Range, particularly the eastern slopes of kunanyi/Mt Wellington - including Fern Tree, Strickland Avenue & Old Farm Road
- Mt Nelson/Tolmans Hill areas
- Ridgeway and Summerleas Road areas.

Consistent with the City's Bushfire Management Strategy (2022), the City undertakes a suite of activities across its areas of responsibility to reduce bushfire risk, including land management, building community resilience, statutory planning, regulatory responsibilities, and emergency management. In land management, this includes a rolling program of prescribed burning, mechanical vegetation thinning, fuel break maintenance, and fire-trail and roadside vegetation management. However, with

¹⁹ <https://www.naturalhazards.com.au/crc-collection/downloads/bushfire-penetration-urban-areas.pdf>

²⁰ [Bushfire Management Strategy - City of Hobart, Tasmania Australia](#)

²¹ [bushfire-management-strategy-2022.pdf](#)

climate change prescribed burn windows are becoming shorter and treatments may have limited effect on fire spread and intensity under extreme or catastrophic conditions.

Hobart's Eucalypt forests are fire adapted, suggesting that bushfires have been a regular occurrence in and around Hobart. A defining bushfire for Hobart was on 7 February 1967, when multiple fires burned approximately 264,000 ha across southern Tasmania in a matter of hours, claiming 62 lives and destroying over 1,200 homes, with extensive infrastructure damage. While resourcing and capability have grown significantly since 1967, including the professionalisation of firefighting, aerial support and modern detection, the event illustrates that a catastrophic bushfire could still happen here.



Figure 3. Fire progression map of the 1967 Hobart bushfire.

3. METHODOLOGY

The workshop used structured small-group discussions around the three themes of preparedness, evacuation, and response. 33 participants from across councils, Tasmania Fire Service (TFS), State Emergency Service (SES), Tasmania Police (TasPol), Department of Premier and Cabinet (DPAC), TasWater, Bureau of Meteorology, Red Cross, Resilient Building Council, University of Tasmania (UTAS) and RACT contributed to the workshop. Speakers at the beginning of the workshop included presentations from Margaret Moreton, CEO of Gender and Disaster Australia and previous executive director of the Australian Institute for Disaster Resilience; Danny Jackson, Senior Sergeant, TasPol; and, Melanie Gent, Fire and Biodiversity Program Officer with the City of Hobart.

An observation–insight–lessons identified–lessons learned (OILL) approach was used to thematically analyse the workshop discussions and clarify observations through follow-up conversations with member agencies. Please see the workshop agenda at **Appendix A** and workshop questions at **Table 2**.

Table 2

*Workshop questions***Preparation:**

What are our Strengths in preparation for a catastrophic fire event in Hobart?

What are the Gaps in our preparedness?

What are our Priority Actions to improve our preparation? What is your top priority action for improving Preparedness?

Evacuation:

What are our Strengths in evacuation for a catastrophic fire event in Hobart?

What are the Gaps in our evacuation approach?

What are our Priority Actions to improve our evacuation approach? What is your top priority action for improving our approach to Evacuation?

Response:

What are our Strengths in our response to a catastrophic fire event in Hobart?

What are the Gaps in our response?

What are our Priority Actions to improve our response? What is your top priority action for improving Hobart's Response?

4. RESULTS

This chapter presents the observations from the Special Hobart Municipal Emergency Management Committee (HMEMC) workshop. The following sections discuss these insights, reflecting the collective perspectives of workshop participants and highlighting opportunities to enhance Hobart's bushfire resilience. As the workshop included a diverse mix of community, academic, government and other stakeholders, some observations reflect personal or professional perceptions and should not be interpreted as definitive technical analyses or official positions of participating agencies.

4.1 Preparedness

4.1.1 Collaboration

Collaboration and networks was raised as a key strength of emergency preparedness, with many having good working relationships with agencies, other stakeholders such as the UTAS Fire Centre and between councils across the Greater Hobart area.

4.1.2 Community

Participants described close-knit and engaged communities, particularly in peri-urban area, the small scale of the City of Hobart and proximity of services which together enabling quick responses and support community trust in government. At the same time, some participants noted a lack of community awareness of risk and mitigating actions, limited awareness of plans and available resources, and community understanding of traffic management issues if required to evacuate.

4.1.3 Governance

The Tasmanian emergency management structure, including interagency communications and general governance arrangements was viewed positively. Participants highlighted challenges, including poor compliance by landowners with Bushfire Hazard Management Plans (BHMP); lack of clarity over responsibilities during evacuation; and a policy-to-practice gap in the operation of Municipal Emergency Management Committees (MEMCs).

4.1.4 Households and incentives

Participants observed that many private properties are not adequately maintained, including vegetation clearance around buildings, and that there is a limited understanding and maintenance of BHMPs. They also raised that renters often have limited capacity to implement risk reduction strategies and property level vegetation management can be difficult to coordinate. Regulatory and capacity barriers to reduce risk on private land, people buying properties unaware of its hazard exposure, and ambiguity around rules for managing fire bunkers were also identified.

4.1.5 Planning and research

Participants emphasised improved predictability of catastrophic bushfire conditions, strong research capacity and data availability, and understanding of long-term climate and mitigation planning. However, they also described poor use of available data, limited understanding of residual risks, and limited visibility of infrastructure interdependencies and cascading risk.

4.1.6 Public information, education and warnings

Participants identified TasAlert, online resources such as bushfire.tas.gov.au, proactive education campaigns, community engagement programs (e.g. Sparking Conversations, Igniting Action (SCIA), Bushfire Ready Neighbourhoods (BRN)) as strengths.

They also noted limited resources to continue these community engagement programs and undertake ongoing community resilience building, limited reach to disengaged community members, inconsistent or complex language, overreliance on emergency responders, and limited public understanding of how to prepare and enact household emergency plans.

4.1.7 Resources and capabilities

Dedicated staff resources in state government and some councils, strong preparedness resourcing, and the proactive role of the City of Hobart's Fire and Biodiversity Team were raised as strengths. Participants also identified inadequate funding for community education; lack of resources for door-to-door evacuations; and vulnerability due to single-point dependencies in staffing.

4.1.8 Training and exercises

Regular exercises, including evacuation and shelter scenarios were noted as a preparedness strength. Participants also highlighted the absence of community level training and exercises.

4.1.9 Vulnerable groups

SES-led person-centred preparedness programs were identified positively. Participants also described lack of engagement with those vulnerable to bushfires,

poor identification of at-risk individuals, and limited data sharing and clarity of responsibilities.

4.2 Evacuation

4.2.1 Animals

Participants raised the need for clearer plans regarding animals during evacuations, both in messaging and evacuation centre accommodation.

4.2.2 Collaboration

Interagency and cross-sector collaboration was consistently raised as a strength, including sharing of resources across councils and agencies, government coordination across layers, and strong industry relationships supporting evacuation centres.

However, gaps remain in assumed knowledge between agencies and the need for improved information sharing, particularly traffic modelling and evacuation coordination.

4.2.3 Community

Hobart's small municipal size was raised as a strength, making route planning more feasible. However, gaps in community preparedness and uncertainty about how public would respond during evacuation events were also flagged as concerns.

4.2.4 Evacuation centres

The evacuation centre network was described as a strength, including Hobart-specific planning for equipment and resources for the operation of Hobart centres. However, capacity limitations and coordination challenges were also raised, including managing multiple centres simultaneously due to the limited number of

trained staff and issues around safety and conflict within centres, particularly for children, people with gender-specific needs, and people affected by family violence.

4.2.5 Evacuation routes

Multiple and diverse evacuation routes were seen as a strength, including identified routes and natural firebreaks. However, a larger number of weaknesses were raised including single-road dependencies, limited route options in some locations, and lack of public familiarity with available routes.

4.2.6 Governance

Strong legislative and policy frameworks, as well as clearly defined roles, were identified as strengths. Gaps included the need for transparency of specific evacuation plans and more detailed scenario planning and vertical information-sharing across levels of government.

4.2.7 Infrastructure and assets

The importance of dual-purpose community buildings, such as community halls and fire stations was raised. Participants suggested that if they were retrofitted to be able to resist extreme fire conditions, these facilities could function as places of last resort in emergencies.

4.2.8 Public Information, education and warnings

TasAlert and communication strategies were frequently cited as strengths, along with public engagement through the Bushfire Ready Neighbourhoods and Sparking Conversations, Igniting Action programs, and proactive messaging.

Gaps raised included insufficient consideration of diverse audiences (e.g. people with disability or culturally and linguistically diverse communities), and a need for

communication to be clear and repeated across formats and communication channels.

4.2.9 Training and exercises

Training and simulation activities were seen as strengths, including the integration of real-life scenarios and multi-stakeholder exercises. However, uncertainty remained about how well these plans would perform under real stress.

4.2.10 Vegetation and landscape management

Proactive prescribed burning, fuel management agility, and fire trail upgrades were listed as strengths. Vegetation management along evacuation routes was highlighted as a significant need.

4.2.11 Vulnerable groups

Participants identified gaps in support for vulnerable populations, including people with disability, the elderly, and people experiencing homelessness. Concerns were also raised about data availability, resources for accessible evacuation, and keeping information up to date.

4.3 Response

4.3.1 Collaboration

Collaboration was consistently raised as a core strength during response including good working relationships, resource-sharing practices across councils, and effective coordination during non-routine operations. The smaller scale of Tasmania was also considered beneficial for fostering collaborative relationships across agencies.

4.3.2 Community

Community readiness remains a contested area. Some participants described parts of the community as ready, others noted poor engagement, capability gaps, and unrealistic expectations. Cultural factors, including a tendency to blame authorities rather than take individual preparedness actions, were also raised.

4.3.3 Governance

Governance structures such as Tasmanian Emergency Management Arrangements (TEMA), the use of Australasian Inter-service Incident Management System (AIIIMS), and clarity of accountability were noted as key strengths of effective response. Interagency systems are well understood and government processes provide a clear framework for emergency response coordination.

4.3.4 Infrastructure and assets

Critical infrastructure vulnerabilities, particularly telecommunications outages and evacuation centre exhaustion, were raised as risks to response effectiveness.

4.3.5 Planning and research

Local knowledge was viewed as an asset, while limitations were noted in strategic planning by whole-of-government for large-scale and cascading events, including lack of transparent multi-agency plans, and about the implementation of learnings from past reviews.

4.3.6 Public information, education and warnings

Public communication was seen as a relative strength, with timely advice to the community and improved alert systems noted. However, challenges persist in ensuring public understanding of the severity of catastrophic events, countering

misinformation, and maintaining consistent messaging across different platforms and audience needs.

4.3.7 Resources and capabilities

Resource availability was the most frequently cited gap. Concerns included longer-duration events, budget limitations, personnel capacity, and the ability to manage multiple complex events. Equipment, technology, and training were mentioned as existing strengths, though the sustainability of these strengths was questioned under stress.

4.3.8 Training and exercises

Participants acknowledged strong practice of interagency exercises and IMT shift planning. Training was seen as a major strength at the government level. However, a need for more scenario-based training at community and intra-agency levels was flagged as needed.

5. FOCUS AREAS

The preceding chapters outlined the strengths and gaps identified through the workshop. The observations from the workshop led to 36 focus areas for the City of Hobart or partner agencies to explore further. Table 1 outlines the six focus areas within the City of Hobart's control or influence.

Table 2 lists actions which are relevant and within the scope of other organisations' responsibilities. Following consultation on this report, we acknowledge that many of these focus areas are already underway across agencies, and that some are not supported for further action.

Table 1

Suggested City of Hobart focus areas on Hobart bushfire preparedness from observations raised at the workshop on 30 April 2025

#	Focus areas
1	Consider mechanisms and opportunities to provide financial and logistical support to help vulnerable households – especially renters and individuals with limited capacity due to age, disability, illness, or low income – prepare their properties for bushfires, with a focus on vegetation management.
2	Consider opportunities for greater public education and regulation on the maintenance of residential bushfire hazard management plans.
3	Explore the use of incentives such as reduced council rates and/or insurance premiums to encourage private mitigation.

4	Advocate for increased funding for public education and community resilience building, building on the lessons learned from the Sparking Conversations, Igniting Action project and Bushfire-Ready Neighbours program.
5	Consider safety and community inclusion challenges in evacuation centre planning.
6	Explore opportunities to treat vegetation to enhance the safety of evacuation routes.

Table 2

Suggested focus areas for other organisations on Hobart bushfire preparedness from observations raised at the workshop on 30 April 2025

#	Suggested focus area	Relevant organisations
3	Explore the use of incentives such as reduced council rates and/or insurance premiums to encourage private mitigation	City of Hobart / LGAT / Insurers / DPAC
5	Consider safety and inclusion challenges in evacuation centre planning.	City of Hobart / DPAC
7	Consider if additional education for the public on water usage during bushfires is required.	TFS, TasWater

8	Consider if alignment and coordination of MEMCs across Tasmania is sufficient to achieve practical outcomes.	Southern Municipal Coordinators Liaison Forum / Southern Regional Emergency Management Committee (SREMC)
9	Investigate options for mandatory disclosure of property risk at point of sale.	DPAC / LGAT / Councils
10	Research regulatory, financial and institutional barriers that hinder risk reduction efforts on private property.	TFS / DPAC
11	Continue to review governance and resource coordination arrangements for catastrophic fire days to ensure they remain fit for purpose	TFS
12	Improve hazard mapping and critical infrastructure data, particularly to understand critical lifelines and potential for functional isolation.	DPAC
13	Continue to review preparedness messaging for extreme and catastrophic days, ensuring people understand the importance of evacuating ahead of time in the face of such high risk.	TFS

14	Ensure ongoing community education on evacuation plans and risk mitigation activities.	TFS
15	Continue with targeted and inclusive communication strategies to reach disengaged, diverse and vulnerable populations.	TFS
16	Consider the need to diversify roles and reduce staffing dependencies across the emergency management sector.	All
17	Explore the need for simulation exercises involving community participation.	TFS
18	Explore if there is a need for a register of people vulnerable to bushfires in Tasmania	All
19	Continue to ensure evacuation centre logistics are prepared and well-coordinated, particularly for large-scale evacuations.	DPAC / City of Hobart
20	Simulate traffic management scenarios across Hobart to inform evacuation planning and mitigation works on key evacuation routes.	TasPol / Department of State Growth
21	Continue with the development of evacuation plans and consider the need for greater public education and transparency on them	TFS / TasPol

22	Explore if there is a need for dual-purpose community safe spaces	TFS
23	Continue to review preparedness messaging around where to go and what to take during evacuation	TasPol / TFS / SES
24	Continue public guidance initiatives (e.g. QR codes, pet preparedness)	All
25	Consider testing evacuation plans at a larger scale	TasPol
26	Consider the need to conduct more regular, interagency, and realistic simulation exercises, pushing them to test extreme, large-scale, multi-hazard and complex scenarios	SREMC / TFS / SES
27	Empower communities to develop and rehearse their own response plans.	TFS
28	Continue to review interoperability through MoUs and strategic planning.	All
29	Explore the need to strengthen redundancy and backup systems across critical infrastructure.	Utilities
30	Consider the need for multi-agency planning for large-scale and multi-hazard events.	SREMC

31	Continue to review outcomes from past events to ensure that learnings are institutionalised.	All
32	Share community-relevant storytelling (e.g. how events unfold, ignition pathways).	TFS
33	Continue to educate and shift public expectations around the role and limitations of emergency services during a catastrophic bushfire.	All
34	Continue to ensure resource planning meets the needs of extended events and includes contingencies.	TFS / SES / TasPol
35	Leverage and grow Tasmania's volunteer network, and plan how to better leverage spontaneous volunteers during relief and recovery.	DPAC
36	State government agencies to continue to deliver AIIMS and other related trainings, accessible by other agencies and councils.	TFS

6. CONCLUSION

The January 2025 LA Fires underscored the scale, speed, and complexity of catastrophic fire events in urban interface environments, prompting a timely reflection on Hobart's own bushfire risk profile.

Through the expert input of HMEMC members and guests, the analysis highlights both the strengths on which Hobart can build and the gaps that require coordinated action. Strengths include interagency collaboration, established governance structures, and proactive community engagement. Key gaps include limitations in evacuation route safety, maintenance of bushfire hazard management plans, and challenges in supporting vulnerable groups.

The HMEMC endorsed the full report from the workshop at its meeting in October 2025 and will aim to discuss and respond to the focus areas at future meetings.

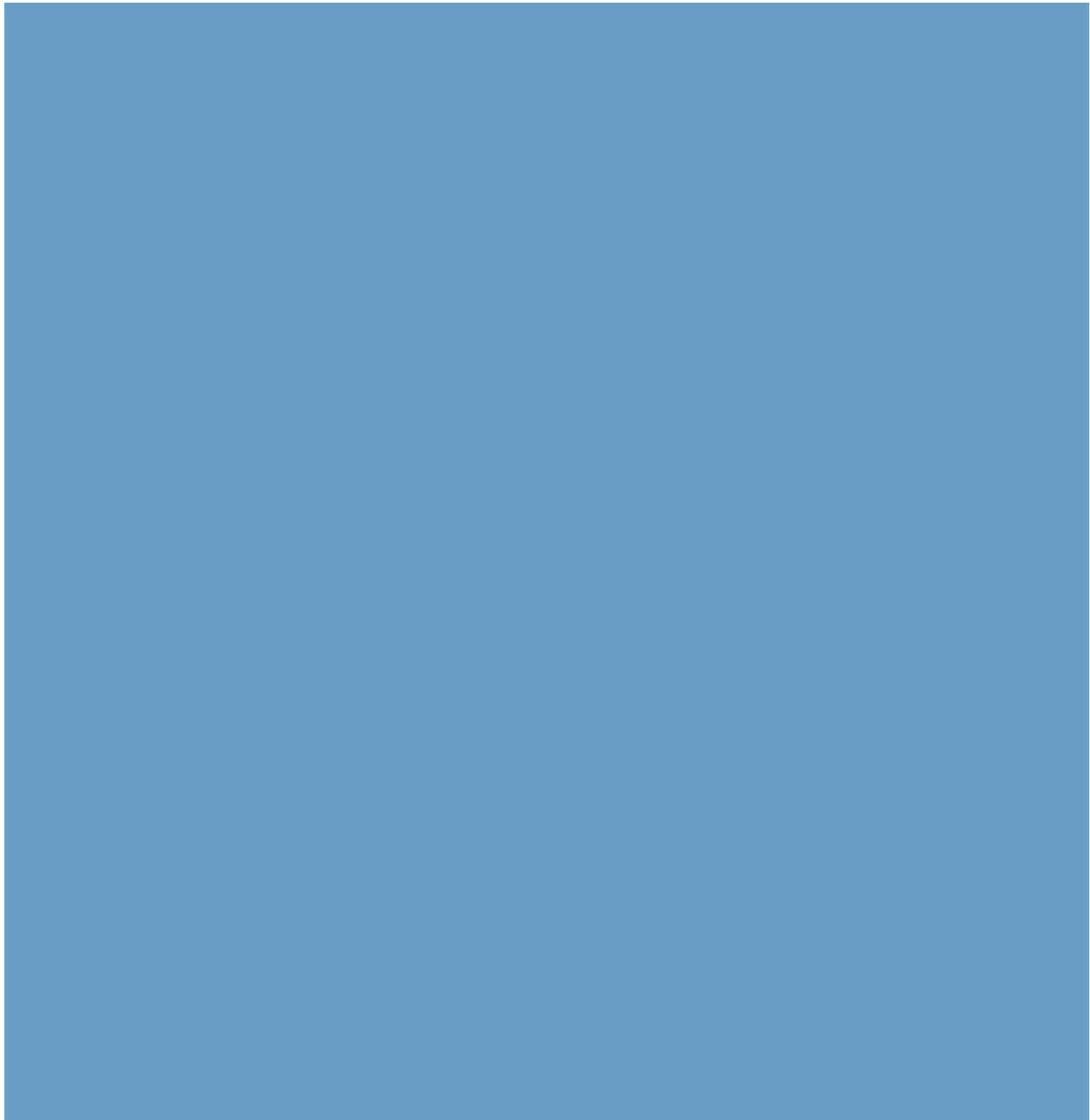
7. APPENDIX

Appendix A – Agenda



Agenda items

Item no.	Item	Speaker	Time
1.	Arrival and lunch	-	12:30pm – 1:00pm
2.	Welcome and overview of meeting objectives	Chair (Cr Anna Reynolds)	1:00pm – 1:10pm
3.	Presentations – Lessons from the Los Angeles fires and relevant to Hobart (10 minutes per presentation) a. Dr Margaret Moreton b. Jason Elmer APM c. Melanie Gent	Guest speakers	1:10pm – 2:00pm
4.	Break	-	2:00pm – 2:10pm
5.	Group dialogue – preparedness	Facilitator	2:10pm – 2:40pm
6.	Group dialogue – evacuation	Facilitator	2:40pm – 3:10pm
7.	Group dialogue – response	Facilitator	3:10pm – 3:40pm
8.	Group dialogue – any other items not covered	Facilitator	3:40pm – 3:50pm
9.	Summary of outcomes and next steps	Facilitator/Chair	3:50pm – 4:00pm
10.	Date of next meeting Tuesday 14 October 2:00pm – 3:30pm	Chair	
11.	Meeting close	Chair	4:00pm



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Attachment A
Proposed City of Hobart Contribution
RACT Community Bushfire Resilience Project.

The City's contribution of \$350,000 to the proposed 2-year RACT community bushfire resilience project consists of the following specific items.

- Provision of personnel, time, expertise, facilities, equipment, administrative support, or other non-monetary resources as mutually agreed.
- Support Community Engagement and Outreach.
- Nominate a suitably experienced Project Liaison Officer for household level virtual bushfire assessments and associated activities.
- Coordinate relevant internal departments (e.g., waste, community development, communications, emergency management) to provide inputs to the project.
- Cohost initial launch events (e.g. BBQ/town hall), including venue provision.
- Promote the Pilot through council communication channels.
- Facilitate delivery of Bushfire Attack Level aligned assessments.
- Provide relevant planning, hazard mapping, or emergency management input.
- Support scheduling and liaison for follow up verification assessments.
- Contribute technical staff time or agreed financial contribution toward assessment support.
- Verge Clearance and Green Waste Removal (number of locations/ streets TBD).
- Coordinate operational support including provision of waste skip bins or expanded curb side green waste collection during designated Street Clean Up Weekends.
- Deliver a coordinated Green Waste Week for participating streets.
- Schedule priority verge and council managed vegetation maintenance in participating streets prior to peak fire season.
- Manage contractor coordination and operational oversight consistent with council procedures.
- Waiving or subsidizing green waste disposal fees during designated periods.
- Governance Participation including quarterly Steering Committee meetings.

Attachment A

Proposed City of Hobart Contribution
RACT Community Bushfire Resilience Project.

- Support public reporting of aggregated results.



City of Hobart

Rating and Valuation Strategy 2024–28



City of **HOBART**



Acknowledgement of Country

In recognition of the deep history and culture of our city, we acknowledge the Tasmanian Aboriginal People as the Traditional Custodians of this land. We acknowledge the determination and resilience of the Palawa People of Tasmania who have survived invasion and dispossession and continue to maintain their identity, culture, and rights. We recognise that we have much to learn from Aboriginal People today, who represent the world's oldest continuing culture. We recognise the value of continuing Aboriginal knowledge and cultural practice. We pay our sincere respects to Elders past and present and to all Aboriginal People living in and around Hobart.

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1. Introduction

As Tasmania's capital city, the City of Hobart is at the forefront of shaping a contemporary capital city that is future-ready, working within our strategic objectives while embracing change and evolving to stay relevant to our social, economic, and environmental context. To ensure the City provides efficient and effective infrastructure, programs and services of value to our growing community it is important that the City's rating practices are aligned with the City's Capital City Strategic Plan 2023.

In local government, rating is governed by a legislative framework which includes the Local Government Act 1993 (Tas) (LG Act) and the Valuation of Land Act 2001 (Tas). The Council has approved a Rates and Charges Policy, which is available from its website and has adopted various rating policies, procedures and processes.

A rating strategy is important to both Council and its community because rates and charges are the main revenue source for local government, comprising approximately 65% of the Council's annual income. In setting rates, Council gives consideration to its strategic directions, budget considerations, the current economic climate, other external factors and likely impacts upon the community.

In setting its rates and charges Council has the challenge of balancing the need to fund existing services, the continual demand for increased services, the need to maintain and renew essential infrastructure required of a Capital City and the desire to keep increases to rates and charges to a minimum.

A rating strategy is also important to ensure the City's future financial, services and infrastructure sustainability. It's important that revenue decisions support the City's financial strategies for the delivery of future infrastructure and services identified in the City's Long-term Financial Management Plan and Strategic Asset Management Plan.

All councils are different and have characteristics specific to locality. As a result, it is dependent upon the individual council to determine the most appropriate rating strategy for its own municipal area.

This inaugural City of Hobart Rating and Valuation Strategy 2024-28 (the Strategy) has been developed following a 12-month review of the City's rating and valuation practices and complements the City's Rates and Charges Policy. An integral part of the review has been community consultation. The Strategy reflects the feedback and key themes important for the community.

2. Purpose

The purpose of the Strategy is to determine how the City of Hobart will raise rate revenue from properties within the municipal area using the rating options available to it under the LG Act.

The Strategy does not influence the amount of money to be raised by Council, which is considered in the City's Long Term Financial Management Plan and annual budget. It instead determines how rates and charges will be equitably distributed amongst the City's ratepayers and what portion of rates different types of properties should pay. The Strategy a council adopts impacts the share of total rates revenue contributions received from each ratepayer.

Through the adoption of its inaugural Rating and Valuation Strategy, the City aims to:

- Focus on sustainable, responsible, equitable rating to support the City's strategic outcomes outlined in its Capital City Strategic Plan 2023.
- Be clear and transparent in how rates are set and what portion of the rates different property types pay.
- Outline the City's system for distributing the rates burden fairly and equitably.
- Enhance ratepayer understanding of the City's rating system.
- Support those ratepayers with least capacity to pay with their rate payment obligations.
- Be sustainable and produce the required revenue to ensure that programs, services and infrastructure needs of the community are met now but also into the future, as Hobart's population continues to grow.
- Avoid burdening future generations of ratepayers with large rate increases.
- Manage the impacts of change to property values through revaluation and indexation including where necessary phasing in changes to reduce its impact.
- Ensure the City has stable and predictable rate increases for all ratepayers including local businesses.

3. Rating Outcomes

The outcomes the City wants to achieve through the adoption of this Strategy are:

1. Rating using the capital value of property owned within the municipal area given the benefits of capital value and that of all the three valuation bases, it demonstrates the strongest performance of the three bases against the principles of taxation. It is easiest to understand, most equitable (particularly in terms of capacity to pay) and allows Council the flexibility to levy differential rates.
2. A simple, easy to understand and cost-effective rating system. This can often be difficult given the legislative framework council's work within and the fact that equitable and efficient rating outcomes can conflict with simplicity outcomes.
3. A differential rating system to provide a more equitable way of distributing the rate burden than a uniform rating system. Differential rating is required as the City cannot revert to a uniform rating system given the impacts from the 2021 municipal area revaluation and have predictable rate increases.
4. A rating system that focuses on retaining housing stock and developing vacant land for housing purposes. To that end Council's rating system will include:
 - a. a higher differential rate for residential properties used for the commercial purpose of short stay visitor accommodation to ensure housing stock is retained and ensure owners of residential land used for the commercial purpose of short stay visitor accommodation contribute to the provision of Council services and facilities that are associated with that commercial use e.g., economic development, tourism, communications and marketing. The differential rate brings the level of rates levied on average to approximately the same level as a property with a similar use but rated with a commercial land use; and
 - b. a higher differential rate for vacant residential land to encourage development of vacant land for housing and other purposes, promote the development of all properties to their full potential thereby stimulating economic growth and development in all areas of the municipal area, to discourage the holding of land and to ensure vacant landowners contribute an equitable share of the rate burden compared to other types of landowners.

5. A sustainable rating system that ensures programs, services and infrastructure needs of the community are met now and also in the future as Hobart's population continues to grow, avoiding the need to burden future generations of ratepayers with large rate increases.
 - b. will not offer discounts for early or full payment by the first instalment of rates as Council considers these to only benefit the financially advantaged and not meet the fairness, equity and capacity to pay principles of taxation.
6. Predictable and stable rate increases that give certainty to ratepayers where possible, including in a move from Assessed Annual Value to Capital Value rating.
7. Growth in the City's rate base arising from development in the City captured in the City's budget and used to fund programs, services and infrastructure required to support population and development growth in the City.
8. Changes arising from property value changes from municipal property revaluations and indexation effectively communicated and managed.
9. An equitable rating system focused on capacity to pay. To that end the Council will not:
 - a. implement a municipal charge or a minimum general rate as part of its rating strategy, as both are regressive in nature in that they proportionally reduce the burden on higher value properties and increase the burden on lower value properties. Modelling shows that the municipal charge or minimum general rate would impact households with lesser financial capacity as they generally reside in lower valued residences, so the application of the municipal charge or minimum general rate runs counter to the equity and capacity to pay principles.
10. Waste collection and stormwater removal services funded on a full cost recovery basis through a service charge and a service rate respectively.
11. Infrastructure, services or programs that provide a special benefit for a specific group of ratepayers funded using separate rates or charges where required and only following consultation with the affected ratepayers.
12. To support those ratepayers with least capacity to pay rates, through:
 - a. Financial hardship assistance, including deferred rates payments, payment arrangements and late payment penalty and interest remissions.
 - b. Pensioner discounts.
 - c. A compassionate approach to debt management.



4. Rating Strategy Link to Corporate Strategies

This Strategy aligns to and supports the Council's strategic priorities and values. Rating has an important role to both Council and its community to ensure the City's future financial, service and infrastructure sustainability and funding of the City's strategic priorities.

The community benefit is consistent with strategy 8.2.5 in the Capital City Strategic Plan 2023, maintain a rating system that supports fairness, capacity to pay and effectiveness.

This Strategy is a supporting strategic document to the City of Hobart Capital City Strategic Plan 2023 in the City's Integrated Planning and Reporting Framework.

4.1 City of Hobart Vision and Capital City Strategic Plan 2023

The Council has worked with the community to develop a community vision for the City, set out in the document Hobart: A community vision for our island capital, to guide the City's strategic planning.

The Capital City Strategic Plan 2023 puts the community vision into action. The plan is built around eight pillars from the community vision and will guide the City's work over the next 10 years. Each pillar has outcomes that detail what the City is trying to achieve and the strategy it will use to get there.

Pillar 1 – Sense of place

- Hobart keeps a strong sense of place and identity, even as the city changes.
- Hobart's cityscape reflects the heritage, culture and natural environment that make it special.

Pillar 2 – Community inclusion, participation and belonging

- Hobart is a place that recognises and celebrates Tasmanian Aboriginal people, history and culture, working together towards shared goals.
- Hobart is a place where diversity is celebrated and everyone can belong, and where people have opportunities to learn about one another and participate in city life.
- Hobart communities are active, have good health and wellbeing and are engaged in lifelong learning.
- Hobart communities are safe and resilient, ensuring people can support one another and flourish in times of hardship.

Pillar 3 – Creativity and culture

- Hobart is a creative and cultural capital where creativity is a way of life.
- Creativity serves as a platform for raising awareness and promoting understanding of diverse cultures and issues.
- Everyone in Hobart can participate in a diverse and thriving creative community.
- Civic and heritage spaces support creativity, resulting in a vibrant public realm.

Pillar 4 – City economies

- Hobart's economy reflects its unique environment, culture and identity.
- Diverse connections give people opportunities to participate in the economic life of the city and help the economy, businesses and workers thrive.
- Hobart is a place where entrepreneurs and businesses can grow and flourish.
- Hobart's economy is strong, diverse and resilient.

Pillar 5 – Movement and connectivity

- An accessible and connected city environment helps maintain Hobart's pace of life.
- Hobart has effective and environmentally sustainable transport systems.
- Technology serves Hobart communities and visitors and enhances quality of life.
- Data informs decision-making.

Pillar 6 – Natural environment

- The natural environment is part of the city and biodiversity is conserved, secure and flourishing.
- Education, participation, leadership and partnerships all contribute to Hobart's strong environmental performance and healthy ecosystems.
- Hobart is a city supported by ecologically sustainable waste and water systems.
- Hobart is a leader on climate change.

moving toward a zero-emissions and climate-resilient city.

- Hobart's bushland, parks and reserves are places for sport, recreation and play.

Pillar 7 – Built environment

- Hobart has a diverse supply of housing and affordable homes.
- Development enhances Hobart's unique identity, human scale and built heritage.
- Infrastructure and services are planned, managed and maintained to provide for community wellbeing.
- Community involvement and an understanding of future needs help guide changes to Hobart's built environment.

Pillar 8 – Governance and civic involvement

- Hobart is a city that is well governed that recognises the community as an active partner that informs decisions.
- Hobart is a city that delivers public value and excellence by being a financially responsible, high performing and accountable organisation that is responsive to the needs of the community.

5. Council Rates

Council rates are a form of property tax rather than a fee for service, with the amount each ratepayer pays based on the value of the property they own. Councils collect rates from property owners to fund programs, services and infrastructure that benefit the whole community. Property values are not calculated by Council; they are provided to Council by the Office of the Valuer-General.

Using property values as the basis for calculating how much each property owner pays in rates, achieves the following outcomes:

- Similar types of ratepayers with similar property values are treated similarly.
- Ratepayers who own higher valued properties pay relatively more in rates than ratepayers who own lower valued properties.

The amount of rates to be collected each year is calculated during the City's budget process. After identifying how much it needs to collect in rates and charges in its budget, the City calculates the total amount required to fund waste management services, food organics and garden organics collection services,

stormwater removal services, the State Government fire levy and landfill rehabilitation services leaving the balance required from General Rates.

Generally, the rate in the dollar is calculated by dividing the total amount of money the City needs to raise from each land use to provide infrastructure, programs and services by the total capital value of all rateable properties in the Hobart municipal area by land use.

The rate in the dollar for each land use is then multiplied by the value of a property, using the capital value, to establish the amount to be paid by each property owner plus service rates and charges.

The formula for calculating General Rates, excluding service rates and charges, arrears or additional supplementary rates is therefore:

*Valuation (Capital Value) x Rate in the Dollar
(Differential Rate Type)*

The rate in the dollar for each rating differential category is included in Council's annual Rating Resolution.

5.1 What are Council Rates Used For?

Revenue from rates funds a range of programs, infrastructure and services for the community.

KEEPING OUR CITY MOVING	SUPPORTING OUR COMMUNITY
 Roads & footpaths	 Supporting community events
 Cycling infrastructure	 Community, creative & sustainability grants
KEEPING OUR CITY CLEAN	 Community programs
 Household waste/recycling/FOGO collections	inc:  Creative programs
 City cleaning	 Positive Ageing programs
 Public bin waste collection	 Youth programs
PROTECTING OUR COMMUNITY	FOSTERING AN ACTIVE LIFESTYLE
 Stormwater	 Maintain and manage parks/reserves/sports facilities
 Bushfire management	 Bushland management & infrastructure
 Fire trail maintenance & upgrades	 Aquatic Centre infrastructure
GROWING OUR ECONOMY	 Sportsground infrastructure
 Economic development	 Public toilets & amenities
 Tourism services	
 Summer waterfront activation	

6. The Legislative Rating Framework



The legislative framework for the setting of rates and charges is set out in the LG Act. Part 9 of the LG Act gives councils choices for how rates can be distributed amongst ratepayers. The legislative framework provides a range of rating tools and approaches that provide councils with the flexibility to develop a rating strategy that is tailored to the needs of their municipal area while promoting key taxation (rating) principles.

6.1 Rates – A Property Tax

As set out in section 5 above, the LG Act says that council rates are a form of taxation rather than a fee for service. Section 86A of the LG Act states that:

(a) rates constitute taxation for the purposes of local government, rather than a fee for a service; and

(b) the value of rateable land is an indicator of the capacity of the ratepayer...to pay rates.

Generally, the LG Act expects that the higher the value of the property the higher the rates to be paid.

6.2 Rating Principles

As council rates are a form of taxation, the Strategy is aligned with the following principles of taxation:

- **Equity** – the rating system creates a fair and equitable distribution of rates. There are a number of different aspects to rating equity, including the following considerations:
 - » where appropriate, rates levied should reflect the benefits ratepayers receive.
 - » ratepayers with similar property values should be treated similarly.
 - » ratepayers with a higher 'ability to pay' (based on property values) should contribute relatively more rates.
 - » ratepayers who are financially disadvantaged should be supported.
- **Wealth Tax** - the "wealth tax" principle implies that the rates paid are dependent upon the value of a ratepayer's property and have no correlation to the individual ratepayer's consumption of services or the

perceived benefits derived by individual ratepayers from the expenditures funded from rates.

- **Benefit** – this Strategy recognises that Council services benefit the community as a whole.
- **Simplicity** – the rating system is as simple, practical and cost effective to administer as practicable. This can often be difficult given the legislative framework council's work within and the fact that equitable and efficient rating outcomes can conflict with simplicity outcomes.
- **Sustainability** – the rating system supports the City's financial strategies for the delivery of infrastructure, programs and services in Council's Long-term Financial Management Plan and Strategic Asset Management Plan.
- **Efficiency** – the Strategy supports the financial, social, economic and environmental, and other strategic objectives outlined in Council's Capital City Strategic Plan 2023.
- **Transparency** – the City is open in the processes involved in the making of rates and charges as set out in this Strategy and the City's Rates and Charges Policy and associated rating policies available from its website.
- **Timeliness** – all ratepayers are given adequate notice of their liability to pay rates and charges.
- **Flexibility** – by responding where possible to unforeseen changes in the economy. This Strategy remains flexible to take account of changes in the local economy, extraordinary circumstances and their impacts.
- **Compliance** – by complying with the requirements and intent of relevant legislation. This Strategy has been based on the rating requirements in the LG Act.
- **Capacity to pay** - As rates are levied on the value of their property, ratepayers may be asset rich but cash poor or vice versa. This Strategy includes mechanisms to support those with least capacity to pay including the City's Financial Hardship Assistance Policy, pensioner discounts and its approach to debt management.
- **Diversity** – The capacity of ratepayers within a group of ratepayers is determined by their income. It is acknowledged that there is considerable diversity in the economic circumstances of households and businesses relative to their income. Businesses range from small businesses with owner operators and few employees to corporations employing many thousands of people.

How the rating principles apply are discussed further in the following sections.

7. Capital Value as the City's Valuation Base

Council is required to use the valuation of a property to raise rates, which is determined by the Office of the Valuer-General and provided to Council for the purpose of calculating rates.

Under section 89A of the LG Act Council has the choice of three bases of value of land:

- Land Value (LV) – the value of the property excluding all visible improvements such as buildings, structure, fixtures, roads, etc;
- Capital Value (CV) - the total value of the property, excluding plant and machinery and includes the land value; or
- Assessed Annual Value (AAV) - the estimated yearly rental value of the property, excluding GST, council rates and land tax, but is not to be less than 4% of the capital value of the property.

Council will use CV as the basis for calculating rates, recognising the benefits of CV and that of all the three valuation bases, it demonstrates the strongest performance of the three bases against the principles of taxation. It is easiest to understand, most equitable (particularly in terms of capacity to pay) and allows Council the flexibility to levy differential rates.

CV better reflect capacity to pay rather than the other two bases as it incorporates the developed value of properties i.e., the total value, and therefore most closely aligns with the wealth tax principle in determining the distribution of rates. The CV valuation method takes into account the full development value of the property and hence better meets the equity principle than LV and AAV.

The City will raise rates using the CV of properties in the municipal area and use the rating system to manage the outcomes in moving to CV rating.

7.1 Property Valuations

The Valuer-General determines the land value, capital value and assessed annual value of each property in the Hobart municipal area and provide this information to Council for rating. Council adopts the valuations made by the Valuer-General as provided to the Council and uses the valuation of each property as the basis for calculating the rates on that property.

Properties are revalued every six-years by the Valuer-General. When this happens the value of individual properties change and sometimes not uniformly causing what's known as a shift in the rate burden.

Property values are indexed every two years according to adjustment factors published by the Valuer-General to smooth large property increases that can occur with six-yearly municipal property revaluations. This can also cause a shift in the rate burden.

There is a common misconception that as property values increase, Council receives a "windfall gain" of additional rates revenue. This is not the case as the revaluation process results in a redistribution of the rate burden across all properties in the municipal area, depending on each property's change in valuation. Total income from rates is determined by the Council during the budget process. In simple terms, as property values increase, to generate the same amount of rate revenue, the rate in the dollar is decreased.



7.2 Supplementary Valuations

Supplementary rates are typically charged when a property owner undertakes a significant improvement or development on their land, such as building a new structure or subdividing the land. They can also be levied when the valuation of property changes due to a change of use of the land, objection to a property valuation or an error in the previous valuation.

Council receives supplementary property valuations from the Valuer-General to calculate supplementary rates.

Growth in the City's rate base arising from development in the City will be captured in the City's budget and used to fund programs, services and infrastructure required to support population and development growth in the City.



8. Sharing the Rate Burden Equitably

There are alternative rating options available under the LG Act for Tasmanian councils including a differential rate, fixed charge, separate rates and charges and minimum rates. All rating options provide different ways to distribute the cost of providing Council programs and services among ratepayers. As all municipal areas are different, individual councils need to determine the method that distributes the rates tax burden in the most appropriate way for their community.

In distributing the rating burden across the different categories of ratepayers in the Hobart municipal area, Council is looking to achieve the following objectives:

- Having a rating structure that provides fairness and equity for the whole City of Hobart.
- Having a rating structure that is sustainable for Council and affordable for the community.
- Having a rating structure that supports ratepayers capacity to pay.
- Having a rating structure that is simple to understand and easy/cost effective to administer.

The Council will not implement a municipal charge or a minimum general rate, as both are regressive in nature in that they proportionally reduce the burden on higher value properties and increase the burden on lower value properties. Modelling shows that the municipal charge or minimum general rate would impact households with lesser financial capacity as they generally reside in lower valued residences, so the application of the municipal charge or minimum general rate runs counter to the capacity to pay principle.

As there are no homogenous areas in the Hobart municipal area, the Council will not seek to implement averaged area rating as part of its Strategy.

9. Rating System

Council has considered whether it should use a uniform or a differential rating system. A uniform rating system means using the same rate in the dollar that all properties pay. A differential rating system is where the general rate, service rates or service charges are varied under Section 107 of the LG Act on the basis of the use or predominant use of the land, the non-use of the land, the locality of the land, any planning zone or type of property.

Council will apply a differential rating system as it believes that it contributes to the equitable distribution of the rates burden amongst property owners. Furthermore, given the impacts from the 2021 municipal property revaluation by the Valuer-General, it would not be possible for the City to revert to a uniform rating system, given the very large shift in the rate burden that occurred, and at the same time continue to provide stable and predictable rate increases. The 2021 municipal revaluation resulted in a shift in the rate burden, where residential properties would have had to pay \$8.3 million more of total council rates and commercial properties \$4.4 million less, had Council not adopted an interim differential rating strategy.

9.1 Differential Rates

Differential rates and other rating tools allow councils to address strategic objectives for funding and service delivery and provide flexibility for local rating issues, as well as manage property value fluctuations between different categories of land. A differential rate is generally levied where a council determines it would be inequitable and unfair to levy a single general rate on all land in a council's area.

Differential rating allows Council to shift part of the rate burden from some groups of ratepayers to others, through different "rates in the dollar" for each class of property.

Council has chosen to distribute the rate burden through a differential rating system for the following reasons:

- To ensure all ratepayers make a fair contribution towards the ongoing maintenance and provision of services, programs and facilities throughout the municipal area, irrespective of property value.
- Land zoned and used for commercial and industrial purposes has higher costs of ongoing maintenance and provision of services, programs and facilities located in these zones as well as additional costs not attributed to other land uses such as economic development initiatives, tourism and marketing.
- To encourage the development of vacant land in the best interests of the community and discourage land holding, particularly where there are housing shortages or homelessness.
- To ensure the owners of residential land used for commercial purposes contribute to the provision of services and facilities that may be associated with such commercial use e.g., short stay visitor accommodation.
- It provides greater flexibility to distribute the rate burden between all classes of property and therefore to link rates with the capacity to pay, including reflecting the tax deductibility of rates for Commercial and Industrial Land.

- Allows a council to reflect the investment required to establish infrastructure to meet the needs of specific groups of ratepayers e.g., services to support commercial and industrial sectors.
- As outlined above, it enables a council to encourage or discourage particular types of development e.g., development of vacant land, discourage conversion of residential housing to short stay visitor accommodation.
- Allows councils to consider the specifics of certain land uses where a single rate in the dollar would not result in a fair outcome.

are indicative of the relativities only. The differentials (rates in the dollar) will be set as part of the annual budget process each year and included in the rating resolution.

The differential rates have been calculated to ensure the percentage contribution of the rate burden between all land use categories remains the same as they were when Council used Assessed Annual Value as its valuation base. Council has made this decision in order to ensure predictability and stability in rate increases in a move to Capital Value as its valuation base.

9.2 The Differential Rating Categories

Residential and Primary Production

Council has seven differential rating categories under the provisions of s107 of the LG Act. Details of the definition, types/classes of land, objectives and the level of rate applicable to each differential is set out in this section. The differential rates have been designed to meet the rating principles.

Applies to all rateable properties in the municipal area with a primary land use category of Residential and Primary Production.

The objective is to ensure owners of residential and primary production land make an equitable contribution to the cost of providing infrastructure, programs and services for the community.

The following table sets out the seven differential rating categories used in the Strategy including the differential rates. It should be noted that the different rates

Property types include dwellings, flats, units, rural residential and institution residential accommodation and farming. The differential rate is set at 100%.

Land use	Rate burden current %	Differential
Residential and Primary Production	57	100
Commercial and Industrial	32	221
Public Enterprise	9	164
Short Stay Visitor Accommodation	1	200
Sporting and Recreation	*	140
Vacant Land Other	*	116
Vacant Residential Land	1	232

*Less than 1%

Rating System (Continued)

Commercial and Industrial

Applies to all rateable properties in the municipal area with a primary land use category of Commercial and Industrial. Commercial and Industrial properties have the same differential rate reflecting the similarity in property types and their receipt of similar services from Council.

The objective is to ensure that commercial and industrial properties pay the same portion of rates they did when Council rated using Assessed Annual Value as its valuation base. The higher differential is also based on the premise that commercial and industrial properties generally place greater demands on certain Council services. Council considers that a higher differential compared to the residential general rate will ensure that Council's commitment to economic development and tourism is financially supported by those who receive direct benefits. This higher differential reflects an objective to maintain fairness and relative consistency in the distribution of rates between property classes and reflects that Businesses that occupy commercial and industrial properties are able to claim property rates as an income tax expense and generally have higher rental yield benefits.

The City will limit the increase on the General Rate using a maximum percentage increase cap to help mitigate significant rate increases in the move to CV for land used or predominately used for commercial and industrial purposes. The maximum percentage increase cap will not apply to a supplementary valuation used by the Valuer-General.

Incorporating the income taxation effect of property rates into the setting of differential rating category relativities ensures an equitable distribution of the rate burden.

Property types include retail business, office space, commercial services, licensed premises, tourism, day care centres, media, marine services, service industry, warehouses and manufacturing.

The differential rate will be a higher differential of greater than 200%.

Public Enterprise

Applies to all rateable properties in the municipal area with a primary land use category of Public Service / Institution / Utility.

The objective is to ensure owners of public services / institution / utility land make an equitable contribution to the cost of providing infrastructure, programs and services for the community.

A higher differential rate for public services / institution / utility land is required to ensure these type of properties pay the same portion of rates they did when Council rated using Assessed Annual Value as its valuation base.

Property types include government services, education, transport, cultural, places of assembly and medical services.

Short Stay Visitor Accommodation

Applies to all rateable residential properties in the municipal area used for the commercial purpose of short stay visitor accommodation with a permit from Council and a land use code of R7.

The objective for properties used for short stay visitor accommodation is to ensure housing stock is retained and ensure owners of residential land used for the commercial purpose of short stay visitor accommodation contribute to the provision of Council services

and facilities that are associated with that commercial use e.g. economic development, tourism, communications and marketing. The differential rate brings the level of rates levied on average to approximately the same level as a property with a similar use but rated with a commercial land use.

The differential rate is set at 200%, being double the differential set for Residential land.

Sporting and Recreation

Applies to all rateable properties in the municipal area with a primary land use category of Sporting Facility / Recreation.

The objective is to ensure owners of sporting facilities and recreation land make an equitable contribution to the cost of providing infrastructure, programs and services for the community.

A higher differential rate for sporting facilities and recreation land is required to ensure these types of properties pay the same portion of rates they did when Council rated using Assessed Annual Value as its valuation base.

Property types include parks, recreation areas, outdoor sport, indoor sport, water sport, domestic slipway/jetty, indoor/outdoor sporting facility and showgrounds.

Vacant Land

Applies to all rateable properties in the municipal area with the following land use:

- V2 – Vacant Commercial
- V3 – Vacant Industrial
- V4 – Vacant Englobo/Broad Hectares
- V5 – Vacant Rural Residential

The objective is to ensure owners of vacant land make an equitable contribution to the cost of providing infrastructure, programs and services for the community.

A higher differential rate for vacant land is required to ensure these types of properties pay the same portion of rates they did when Council rated using Assessed Annual Value as its valuation base.

Vacant Land - Residential

Applies to all rateable residential vacant land properties in the municipal area with a land use code of V1.

The objective is to encourage development of vacant land for housing and other purposes, promote the development of all properties to their full potential thereby stimulating economic growth and development in all areas of the municipal area, to discourage the holding of land; and to ensure vacant landowners contribute an equitable share of the rate burden compared to other types of landowners.

The differential rate is set at double the differential set for Vacant land.

Rating System (Continued)

9.3 Service Rates and Charges

Council will continue to apply a Waste Management Service Charge, Food Organics Garden Organics (FOGO) Collection Service Charge and Stormwater Removal Service Rate as part of its Strategy based on full cost recovery of the waste collection and disposal, FOGO collection and stormwater removal functions rather than combining the revenue required for these services into the General Rate.

A service rate is valuation based. The Council calculates a rate in the dollar and the amount of rates paid by a property is calculated by multiplying the rate in the dollar by a properties property value. A service charge is a fixed \$amount charge that all properties pay.

As outlined in the LG Act, waste management and stormwater removal are considered discreet services that can be funded using a service charge or a service rate as part of a councils rating system. It is considered to be more transparent to have a service charge / rate for these services rather than fund these services from the General Rate. It also allows Council to implement its rates remissions policy for service rates / charges to ensure that only those properties that are capable of receiving the service from Council pays for it.

The advantage of the service charge for waste and FOGO is that it is transparent, simple, easy to understand, doesn't fluctuate when property values change and is accepted by ratepayers as a fee for a direct service that they receive. It provides equity in the rating system in that all ratepayers who receive exactly the same service level pay an equivalent amount. The Waste Management Service Charges is varied by land use to reflect that residential properties have a 120ltr bin and non-residential

properties have a 240ltr bin. Non-residential properties pay double the service charge as residential properties reflecting that Council removes double the waste from non-residential properties.

The direct benefit to the ratepayer from stormwater removal services is largely invisible unlike the waste service, which is a tangible service provided to all ratepayers in the same way. Also, different property types receive a different level of stormwater removal service from the City and adopting a service rate better reflects the taxation principles.

Combining the revenue required for stormwater removal services into the General Rate, will in the same way as for waste services, mean that funding for stormwater removal services will be less transparent and those properties who don't receive a stormwater removal service from Council would ultimately pay for it through their General Rates.

More information about the service rates and charges that Council applies in its rating system, including those that Council is required to collect on behalf of the State Government, is as follows:

Waste Management Service Charge

Pursuant to section 94 of the LG Act, the Waste Management Service Charge is levied on all rateable properties within the Hobart municipal area.

In addition to the standard kerbside waste and recycling collections, the waste management service charge provides revenue that covers a number of activities with a more general benefit such as solid waste minimisation initiatives and contributions to a range of recycling initiatives, which have a public and community-wide benefit.

Non-residential properties pay double the waste management service charge of residential properties reflecting that a standard garbage collection service means:

- In the case of a residential property, 120 litres of solid waste per week; or
- In the case of a non-residential property, 240 litres of solid waste per week.

The Waste Management Service Charge includes revenue to fund the rehabilitation of the McRobies Gully Waste Management Centre.

Council applies a waste management service charge as part of its Strategy based on full cost recovery of the waste function.

Food Organics Garden Organics Collection Service Charge

Pursuant to section 94 of the LG Act, a Waste Management Service Charge for food organics garden organics collection is levied on all rateable properties within the Hobart municipal area to which Council supplies or makes available a food organics garden organics collection service utilising a food organics garden organics collection bin. The Council offers a standard fortnightly collection and a weekly collection at an additional charge.

Service is provided to residential properties:

- With three or less tenancies.
- A land area between 400m² and 4000m².
- Located outside Sullivans Cove, the CBD and Fern Tree.

Properties outside the above are able to opt-in to the service.

Waste Management Levy Offset Service Charge

The State Government has introduced a state-wide landfill levy pursuant to the Waste and Resource Recovery Act 2022 on waste disposed to landfill both as a disincentive to landfilling and as a mechanism to fund strategic investment into Tasmania's waste and resource recovery sectors. The Council is required to collect this levy and pass it onto the State Government.

Stormwater Removal Service Rate

Pursuant to section 93 of the LG Act, Council will apply a Stormwater Removal Service Rate on all rateable properties within the Hobart municipal area that receive or are capable of receiving a stormwater removal service from Council. It provides revenue that covers the following:

- the operation and maintenance of the piped and non-piped stormwater systems and the waterways, which includes major rivulets and a host of minor watercourses.
- Council's flood management activities and provides for the replacement of elements of the stormwater and waterways asset base. This includes the kerb and guttering and underground stormwater pipes along the City's roads and the general maintenance of the City's rivulets and their tributaries. As such these services have a public and community-wide benefit.
- contributes towards stormwater works in all roads, which allows residents to travel along those roads safely during rainfall.
- litter traps within stormwater systems and waterways to limit the amount of pollution entering the Derwent Estuary.

Rating System (Continued)

Council will apply a stormwater removal service rate as part of its Strategy based on full cost recovery of the stormwater removal function.

The Council will vary the stormwater removal service rate based on the use or predominant use of the land to continue to help mitigate disparity in the distribution of rate collections resulting from the 2021 municipal revaluation and a move to capital value rating.

Fire Service Rate

Pursuant to the Fire Services Act 1979, local government acts as a collection agent for this State Government tax, which is paid directly to the State Fire Commission.

Council has no control over the level of the Fire Service Rate. It is required to collect this revenue on behalf of the State Government which is then passed onto the Tasmanian Fire Service.

The State Fire Commission identifies 3 districts for the Hobart municipality, being:

- Fern Tree Volunteer Brigade Rating District.
- Permanent Brigade Rating District.
- General Land.

There is a different fire service rate for each district and a minimum fire service contribution. The Council will vary the rate for the permanent brigade rating district based on the use or predominant use of the land to continue to help mitigate disparity in the distribution of rate collections resulting from the 2021 municipal revaluation and a move to capital value rating.

9.4 Separate Rates and Charges

Council will adopt a separate rate or charge as part of its rating system where Council determines that the separate rate or charge should be used to fund the cost of providing services 'of special benefit' to the people



paying the special rate or charge and only following consultation with affected ratepayers in accordance with the LG Act.

Some councils use a separate rate or charge to fund works in the municipal area that are of specific benefit to owners in that part of the municipal area. The separate rate or charge can be made for purpose of planning, carrying out, making available, maintaining or improving anything that in the council's opinion is or is intended to be, of particularly benefit to the land (e.g., to cover the costs of urban renewal in a particular area).

Council would consider adopting a separate rate or charge for the following purposes:

- Funding of defined capital projects (e.g., streetscape works) where special benefit can be shown to exist for a particular group of property owners.
- Raising funds for a particular purpose where the use of CV is not the most equitable method of calculating property owner contributions.

9.5 Rates Rebates

Under section 87 of the LG Act, certain land is exempt from the General Rate (and Separate Rates and Averaged Area Rates) where they are held or owned for specific purposes outlined in the LG Act e.g.: charitable purposes, Aboriginal land, certain land owned by the Crown, council owned, etc.

Non-rateable properties including charities will continue to be required to contribute to services provided by the Council through the payment of service rates and charges at full cost.

Charitable Rate Exemptions

Council will continue to provide a charitable rates exemption to those properties that meet the eligibility requirements set out in section 87(1)(d) of the LG Act as outlined in the Council Policy – Charitable Rate Exemptions, available from the City's website at: hobartcity.com.au/Council/About-Council/Council-Policies





10. Support for Ratepayers with Least Capacity to Pay

The City will support those ratepayers with least capacity to pay through a range of support measures, as follows:

Pensioner Rates Discounts

Council will provide a discount to eligible pensioner concession card holders for their principal place of residence as follows:

- 30% of rates and charges (maximum limits apply, which are indexed each year).
- 20% of the Fire Service Rate.

Financial Hardship Assistance

Council will provide assistance to community members who are suffering financial hardship by providing an appropriate level of relief from Local Government rates.

This will include:

- Temporary deferral of rate payments;
- Payment arrangements; or
- Remission of late payment penalty and interest.

More information, including how to apply for assistance, is available from the City's website at: hobartcity.com.au/rates-assistance.

Approach to Debt Management

The principles that will apply to the management of and recovery of rates arrears are as follows:

- **Simplicity** – by making the processes used to recover rates arrears straight forward as well as easy and cost effective to administer.
- **Transparency** - by making clear the obligations of the ratepayer to pay rates and the consequences of failing to pay rates.
- **Responsibility** – making clear the obligations of ratepayers to pay rates.
- **Equity** – applying the same treatment and processes for ratepayers with the same circumstances.
- **Flexibility** by responding where necessary to changes in the local economy.
- **Capacity to pay** – having regards to the financial hardship of individual ratepayers and negotiating support under the City's Financial Hardship Assistance Policy on application.

More information is included in the Council Policy – Collection of Rate Arrears, available from the City's website at: hobartcity.com.au/Council/About-Council/Council-Policies

11. Rate Payment Options

Council will continue to encourage paperless receipt of rate notices to reduce the City's impact on the environment, offering receipt of rate notices via email or BPAY View. Print notices will remain an option for those preferring to receive their rate notices via Australia Post.

Payment Due Dates

Acknowledging cost of living pressures, Council will continue to offer payment by instalment spread throughout the year. Rates can continue to be paid in full by the first instalment due date, or by two equal amounts on the first and third instalment due date or paid in four equal amounts on the instalment due dates as follows:

- 15 August
- 15 November
- 15 February
- 15 April

Keeping the due dates the same reinforces the City's commitment to stable and predictable rating.

Rate Payments

The City will continue to offer a range of convenient and flexible payment options for the payment of rates and a free SMS rates instalment reminder notification service that ratepayers can opt in to use. The City will investigate new and emerging payment

methods to ensure ratepayers continue to have access to a range of flexible and convenient payment options.

Discount for Early Payment of Rates

Council will not offer a discount for paying rates early or in full by the first instalment as Council considers this to only benefit the financially advantaged and not meet the fairness, equity and capacity to pay principles of taxation. If Council did adopt a discount system, the estimated discount amount would need to be included in the budget to ensure that the City collected the right amount of rates to meet what is required in its budget. This would need to be funded from General Rates meaning that those ratepayers who don't have capacity to pay their rates in full by the first instalment due date would effectively be subsidising those that can.

It is therefore considered that offering a discount for those that can afford to pay their rates in full is contrary to the capacity to pay and equity taxation principles and Council should not offer a discount as part of its rating strategy.

Late Payment Fees

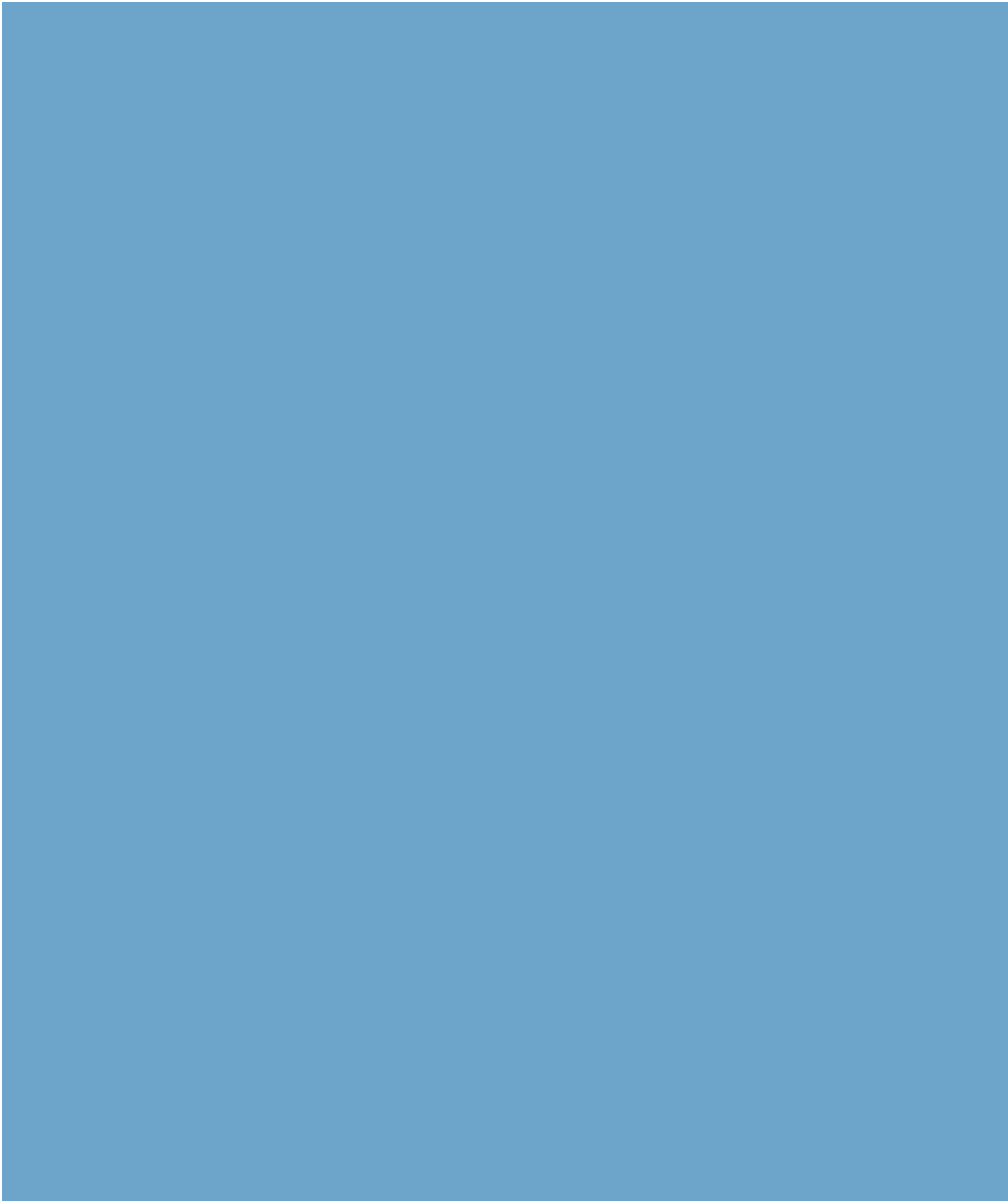
Council will apply a late payment penalty of 3% of the instalment amount and interest at the prescribed rate set out in section 128(2) of the LG Act.

Late payment penalty and interest is set at these amounts to recover Council's costs of rates debt management.

12. Review of Rating and Valuation Strategy

The City's Rating and Valuation Strategy 2024-28 will be reviewed in 2026 as a mid-term review.





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Mid-term Review of the City of Hobart Rating and Valuation Strategy 2024-28

Discussion Paper

April 2026



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1. About this Paper

1.1 Purpose of the Discussion Paper

This Discussion Paper has been prepared to support the mid-term review of the City of Hobart Rating and Valuation Strategy 2024–28 (the Strategy). The purpose of the mid-term review is to assess whether the Strategy is operating as intended and remains fit for purpose in light of valuation movements, policy settings and economic conditions since the Strategy took effect on 1 July 2024.

The Strategy was adopted following a comprehensive review and community consultation process and established the framework for how rates are distributed across properties in the Hobart municipal area, including the adoption of Capital Value as the valuation base. Council also resolved that a mid-term review be undertaken in 2026, following the first two years of operation of the Strategy, to provide an opportunity to reflect on its practical operation.

This Discussion Paper is not intended to reopen or revisit the fundamental policy decisions underpinning the Strategy. Instead, it focuses on matters within the approved scope of the mid-term review, including the impact of 2026 State Government Property Valuation Adjustment Factors (indexation), the application and effectiveness of differential rates, service rates and charges, and the interaction between property valuation changes from indexation and existing mitigation measures such as differential rates and the maximum percentage increase cap.

The paper is designed to provide background information, outline key issues and themes to be discussed at the Hobart Workshop Committee meeting. Feedback received from the Hobart Workshop Committee will inform any proposed refinements to the Strategy, and the development of the City's Rates Resolution for the 2026–27 rating year.

1.2 Purpose of the Mid-Term Review

The purpose of the mid-term review is to assess how the City of Hobart Rating and Valuation Strategy 2024–28 is operating in practice and to confirm that it continues to deliver fair, transparent and sustainable rating outcomes consistent with the principles of taxation.

The review considers the effects of State Government indexation and evaluates whether the existing rating system including differentials and the maximum percentage increase cap remain appropriate, while ensuring the Strategy remains fit-for-purpose, aligned with Council's strategic objectives, legislative requirements, policy, community expectations and consistent with the principles of taxation ahead of the development of the City's Rates Resolution for the 2026–27 rating year.

1.3 Scope of the Mid-Term Review

The review considers matters within the scope approved by Council, including:

- Alignment with strategic objectives and taxation principles, including equity, capacity to pay, transparency and long-term sustainability.
- The effectiveness and equity of the current rating framework, particularly in supporting housing affordability and economic development.
- The application, effectiveness and fairness of existing differential rates, including:
 - short stay visitor accommodation (R7); and
 - vacant residential land (V1).
- Service rates and charges, including:
 - the permanent fire levy; and
 - the stormwater removal service rate.
- The impact of State Government indexation, including capital value adjustment factors, and how valuation changes interact with:
 - the City's rating settings and differentials; and
 - the application of maximum percentage increase caps.
- Audit and compliance processes for differential rating categories, including V1 and R7, to ensure the integrity and accuracy of the rating system.
- Identification of improvement opportunities, where refinements may be required to ensure the Strategy continues to operate as intended.

The mid-term review has not reconsidered matters outside the rating and valuation framework, such as Council's overall budget-setting decisions.

2. Background – The Importance of Rates

2.1 Rates Funding of City Programs, Services and Infrastructure

The Strategy was developed to ensure that the way rates are raised and distributed is fair, transparent, and aligned with both legislative requirements, the principles of taxation and the City's strategic objectives.

Rates and charges are the City's primary source of revenue, comprising approximately 65% of annual income, and are fundamental to funding essential programs, services, and infrastructure for the Capital City. The Strategy was established following a comprehensive review and community consultation, reflecting the taxation principles of fairness, equity, simplicity, capacity to pay, and long-term sustainability.

2.2 Rates as Property Taxation

It's important to note that council rates are a form of taxation rather than a fee for service. Section 86A of the *Local Government Act 1993* (Tas) (LG Act) states that:

- (a) rates constitute taxation for the purposes of local government, rather than a fee for a service; and
- (b) the value of rateable land is an indicator of the capacity of the ratepayer...to pay rates.

The LG Act inherently contemplates that the higher the value of the property the higher the rates are to be paid. This means rates are based on the value of property owned, rather than the level of services used by an individual ratepayer. Property values are determined independently by the Office of the Valuer-General (OVG), and Council uses those valuations to distribute the total amount of rates required to fund its adopted budget. Changes in property values do not increase the amount of revenue Council collects; they change how the existing rate burden is shared between properties.

2.3 The Role of a Rating and Valuation Strategy

The City's Rating and Valuation Strategy sets the framework for how rates are distributed across different property types and locations within the municipal

area. The Strategy is designed to ensure rates are shared fairly and equitably, reflect capacity to pay, comply with legislative requirements, and support the City's long-term financial sustainability. It also provides transparency and predictability for ratepayers by clearly outlining the rating tools and policies Council applies.

Regular review of the Strategy is important to ensure it continues to operate as intended, particularly as property markets, valuations and community expectations change over time.

3. How We Got Here – The Rating Journey To Date

3.1 Former Rating Approach – A Single Rate in the Dollar AAV

Up until 2022-23 the City had a simple rating structure where it applied the same rate in the dollar to all properties no matter what the land was used for or where it was located and unlike some other Tasmanian councils, had not sought to utilise most rating tools available in the LG Act. The City used Assessed Annual Value as the valuation base.

3.2 The 2021 Municipal Revaluation – What Changed

The municipal property revaluation for Hobart undertaken by the Valuer-General in 2021, which took effect for rating purposes from 1 July 2022 for the 2022–23 rating year, resulted in unprecedented and significant and uneven changes to property values across the Hobart municipal area. Residential property values increased substantially more than commercial and industrial values (46% on average vs 3% on average), driven by population growth, COVID impacts, strong housing demand, low rental vacancy rates and constrained supply.

Modelling at the time showed that, if Council had continued to apply a single rate in the dollar without any intervention, residential properties would have been required to contribute approximately \$8.3 million more in total rates, while commercial properties would have contributed around \$4.4 million less, compared to the previous year. Many residential ratepayers would have experienced large and sudden increases in rates from one year to the next. The scale and distribution of these impacts highlighted limitations in the existing rating approach and were a key catalyst for Council's decision to review its rating and valuation framework.

3.3 Why Change Was Required

The scale and uneven impact of the 2021 municipal revaluation highlighted limitations in the City's former rating approach. While the single rate in the dollar had worked well when property values changed gradually and relatively evenly, it provided limited flexibility to manage large shifts in the rate burden arising from significant valuation movements.

Council considered that such outcomes would undermine key taxation principles, particularly fairness, equity and capacity to pay, and would create instability and uncertainty for ratepayers and place financial pressure on parts of the community. As a result, Council determined that a review of its rating and valuation framework was necessary.

4. Key Council Decisions

4.1 Adoption of Capital Value as the Valuation Base

As part of the review of the City's rating and valuation framework, Council resolved to adopt Capital Value as the valuation base for raising rates from 1 July 2024. Council considered the strengths and limitations of all three valuation bases available under the LG Act. Capital Value was assessed as performing strongest against the key taxation principles, particularly equity, capacity to pay and transparency. It was also considered less volatile than Assessed Annual Value in a property market where capital values and rental values can move at different rates.

Capital Value represents the total value of a property, including both land and improvements, and is generally easier for ratepayers to understand than other valuation bases. It more closely reflects the overall wealth held in a property and therefore aligns well with the principle that rates are a form of property taxation, where owners of higher-valued properties contribute a larger share of the rate burden.

4.2 Introduction of Differential Rating

Council introduced differential rating in 2022–23 in response to the impacts of the 2021 municipal revaluation and the transition to capital value rating. As outlined above, a single rate in the dollar was no longer able to deliver fair, stable

and predictable outcomes given significant and uneven changes in property values across the municipal area.

Differential rating allows Council to distribute the rate burden more equitably between property categories based on land use, capacity to pay and the demands placed on services and infrastructure, without increasing the total amount of rates collected.

4.3 Mitigation and Transition Measures

As part of the transition to capital value rating, Council introduced a maximum percentage increase cap for commercial and industrial properties to manage the change. Rates modelling undertaken during review showed that, even with differential rates, some commercial and industrial properties would have experienced very large increases or decreases in rates in a single year (= \pm 60 per cent) due to differences between rental values and capital values. The cap was therefore introduced as a temporary transition tool to smooth these impacts over time and avoid sudden rate "shocks", while maintaining the agreed overall distribution of the rate burden.

The maximum percentage increase cap limits the year-on-year increase in general rates for commercial and industrial properties, with any deferred amount redistributed within the same land-use category. Importantly, the cap does not compound and is intended to progressively unwind over time as properties transition to rates based on their full capital value. The long-term objective remains a pure capital value differential rating model once transitional impacts have been sufficiently managed.

5. The Current Rating and Valuation Strategy

5.1 Valuation Base and Indexation

The City of Hobart uses property valuations provided by the Office of the Valuer-General to calculate rates. These valuations are determined independently of Council and are applied consistently across the municipal area. Council does not set property values but uses them as the basis for distributing the total amount of rates required to fund its budgeted programs, services and infrastructure.

Properties in Tasmania are subject to a full municipal revaluation by the Valuer-General every six years. Because Tasmania has the longest revaluation cycle in Australia, property valuation adjustment factors (commonly referred to as indexation) are applied between revaluations by the State Government OVG to ensure property values broadly reflect changes in the property market over time. Indexation is applied by the Valuer-General by land use and locality and does not involve individual property value reassessments.

Indexation does not increase the amount of rates collected by Council. Instead, it adjusts property values to reflect relative market movements, which can change how the existing rate burden is shared between properties. Where property values increase or decrease at different rates across land uses or locations, indexation can result in a redistribution of rates between ratepayers, even where Council's overall rating income remains unchanged.

Understanding the effects of indexation under the capital value framework is an important element of the mid-term review.

5.2 Differential Rates

As outlined in section 4.2 above Council adopted a differential rating system to provide a more flexible and equitable way of distributing the rate burden across different types of properties. Differential rating allows Council to apply different rates in the dollar to defined categories of property, based on land use and policy objectives, while still raising the same total amount of rates.

Under its Strategy the City currently applies seven differential rating categories, each established under section 107 of the LG Act and supported by clear policy intent. These include:

- **Residential and Primary Production**, which applies to the majority of properties and forms the base differential at 100%.
The objective is to ensure owners of residential and primary production land make an equitable contribution to the cost of providing infrastructure, programs and services for the community.
- **Commercial and Industrial**
The objective of the commercial and industrial differential is to ensure that commercial and industrial properties pay the same portion of rates they did when Council rated using Assessed Annual Value as its valuation base. The

higher differential is also based on the premise that commercial and industrial properties generally place greater demands on certain Council services. Council considers that a higher differential compared to the residential general rate will ensure that Council's commitment to economic development and tourism is financially supported by those who receive direct benefits. This higher differential reflects an objective to maintain fairness and relative consistency in the distribution of rates between property classes and reflects that Businesses that occupy commercial and industrial properties are able to claim property rates as an income tax expense and generally have higher rental yield benefits.

- **Public Enterprise**, including institutional and utility uses, to ensure these properties contribute an equitable share of rates.
- **Sporting and Recreation**, reflecting the type of land use and its relationship to Council services and infrastructure.
- **Vacant Land (non-residential)**, applying to vacant commercial, industrial and broad-hectare land.
- **Vacant Residential Land (V1)** applies to all rateable residential vacant land properties in the municipal area with a land use code of V1. The objective is to encourage development of vacant land for housing and other purposes, promote the development of all properties to their full potential thereby stimulating economic growth and development in all areas of the municipal area, to discourage the holding of land; and to ensure vacant landowners contribute an equitable share of the rate burden compared to other types of landowners.

The differential rate is set at double the differential set for Vacant land.

- **Short Stay Visitor Accommodation (SSVA)** applies to all rateable residential properties in the municipal area used for the commercial purpose of short stay visitor accommodation with a permit from Council and a land use code of R7. The objective for properties used for short stay visitor accommodation is to ensure housing stock is retained and ensure owners of residential land used for the commercial purpose of short stay visitor accommodation contribute to the provision of Council services and facilities that are associated with that

commercial use e.g. economic development, tourism, communications and marketing. The differential rate brings the level of rates levied on average to approximately the same level as a property with a similar use but rated with a commercial land use.

The differential rate is set at 200%, being double the differential set for Residential land.

5.3 Service Rates and Charges

In addition to General Rates, the City applies a number of service rates and service charges as part of its overall rating framework. Service rates and charges are used to fund specific services where it is considered more appropriate, transparent and equitable to recover costs directly from the properties that receive, or are capable of receiving, those services.

Service rates are calculated using a property's valuation and apply a rate in the dollar in a similar way to General Rates. Service charges, by contrast, are set as a fixed dollar amount per property. Both mechanisms are provided under the LG Act and are widely used across local government.

The City currently applies service rates for stormwater removal and the State Government Fire Service Rate collected on behalf of the State. The City currently applies a service charge for waste management, food organics and garden organics (FOGO) collection and the waste management Levy Offset service paid to the State Government. These services are funded on a full cost recovery basis, meaning the revenue collected is used to meet the direct costs of providing the service rather than being absorbed into General Rates.

Using service rates and charges helps ensure that the cost of providing these services is more closely linked to use or benefit and improves transparency for ratepayers. It also avoids situations where properties that do not receive a service contribute to its cost through General Rates. For example, properties that do not have access to a stormwater removal service are not charged the stormwater service rate.

Service rates and charges interact with the broader rating framework, including differential rates and form an important part of how the overall rate burden is distributed across the municipal area. The application and equity of service rates

and charges, including how they operate alongside indexation are therefore within the scope of the mid-term review.

6. What Has Changed Since the Strategy Took Effect

Since the Strategy took effect, the City has undertaken a comprehensive review of the maximum percentage increase cap. Hobart's economic and property market conditions have shifted from a period of exceptionally strong post-COVID growth to a more moderated but still constrained housing environment, property valuation adjustment factors have been released by the OVG, which will apply from 1 July 2026 and supplementary valuations arising from development activity in the City have occurred. These changes provide important context for the mid-term review are detailed further in this section.

6.1 Maximum Percentage Increase Cap

A review of the maximum percentage increase cap has already been undertaken – refer Attachment A and the level of the cap reduced to 5 per cent. The following information is provided as a summary of the review background and outcomes:

Since the Strategy took effect on 1 July 2024, the maximum percentage increase cap has operated as a transitional measure for commercial and industrial properties. For the 2024–25 rating year, the cap was initially set at 10 per cent to manage the significant redistribution of rates that would otherwise have occurred for individual commercial and industrial properties under a direct move to capital value rating, despite the use of differential rates. Rates modelling demonstrated that a lower cap in the first year would not have been sufficient to both smooth large valuation-driven changes and generate the required rates revenue for the City under its budget.

Following the first year of transition and informed by further modelling and feedback from commercial ratepayers, Council reduced the cap to 5 per cent for the 2025–26 rating year. This reduction reflects the transition already achieved under the initial maximum percentage increase cap, allows for a more gradual progression towards rates based on full capital value, and responds to concerns about predictability and affordability while maintaining the overall distribution of the rate burden between property classes.

6.2 State Government Property Valuation Adjustment Factors (Indexation)

Hobart’s last full municipal revaluation took effect on 1 July 2022. Since then, adjustment factors have resulted in overall growth in property capital values across the municipality, although the size of that growth has varied by property type and suburb.

In 2024, capital values for residential properties across Hobart did not change, while commercial properties experienced a 10 per cent increase. All other land uses stayed the same, as outlined in table 1 below. This was reflected in the first year of the Strategy.

HOBART						
LOCALITY	CLASS					
	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	PRIMARY PRODUCTION	COMMUNITY SERVICES	OTHER
GENERAL	1.00	1.10	1.00	1.00	1.00	1.00

Table 1: Property Valuation Adjustment Factors 2024

For 2026, the adjustment factors reflect more variation across the City. Commercial properties will rise to a 15 per cent increase and industrial property values will increase by 10 per cent. Primary production, community services and other non-residential property types will increase by 5 per cent. Residential property values will experience different outcomes depending on location, with no increase applying in Battery Point, Dynnryne, Kingston, Sandy Bay and West Hobart, and a 5 per cent increase applying in other Hobart suburbs, as outlined in table 2 below.

HOBART						
LOCALITY	CLASS					
	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	PRIMARY PRODUCTION	COMMUNITY SERVICES	OTHER
GENERAL	1.05	1.15	1.10	1.05	1.05	1.05
BATTERY POINT	1.00	1.15	1.10	1.05	1.05	1.05
DYNNRYNE	1.00	1.15	1.10	1.05	1.05	1.05
KINGSTON	1.00	1.15	1.10	1.05	1.05	1.05
SANDY BAY	1.00	1.15	1.10	1.05	1.05	1.05
WEST HOBART	1.00	1.15	1.10	1.05	1.05	1.05

Table 2: Property Valuation Adjustment Factors 2026

Overall, the adjustment factors applied since the 2022 revaluation show that property capital values in the Hobart municipal area have increased more

strongly in non-residential sectors than in residential areas, and that residential capital value growth has not been uniform across the City. These valuation movements affect how rates are shared between different property types and locations, but they do not increase the total amount of rates collected by Council.

6.1 Residential Property Values

In 2022 and early 2023, Hobart was coming off one of the strongest periods of residential property value growth of any Australian capital city, driven by sustained demand, limited housing supply, lifestyle-led interstate migration and historically low interest rates during the COVID-19 period.

From late 2023 and through 2024, rising interest rates and broader economic conditions contributed to a moderation in price growth, with detached housing experiencing some easing and unit prices showing more varied outcomes depending on location and type. Despite this softening, residential property values in Hobart remain well above pre-COVID levels, reflecting the cumulative gains of the previous growth period. Market data indicates that, while growth slowed or was mildly negative for parts of 2024, demand has remained relatively resilient compared to larger mainland capital cities, supported by ongoing supply constraints and strong underlying housing demand.

6.2 Housing Supply and Construction

Across the last three years, housing supply has remained a key constraint. New dwelling construction has not kept pace with underlying demand, due to a number of factors.

While governments have announced reforms and land-release initiatives to increase future housing supply, these measures are expected to take time to flow through to completed dwellings. As a result, supply constraints have remained a structural feature of the Hobart market over the period examined.

6.3 Rental Market Conditions

Rental market conditions in Hobart have remained persistently tight over the past three years. Vacancy rates have generally remained well below levels considered indicative of a balanced rental market, often under 1 per cent.

While rental price growth slowed slightly in parts of 2024, rents continued to rise overall, with Hobart recording some of the strongest rental growth among Australian capital cities during this period. The combination of strong demand, limited supply and reduced mobility within the housing system has continued to place pressure on renters and has contributed to broader affordability challenges.

6.4 Population Growth

Population growth patterns have also changed over the last three years. Interstate migration, which accelerated during the COVID-19 pandemic, slowed as international borders reopened and economic conditions normalised nationally. At the same time, international migration resumed and became a more significant contributor to population growth, including in southern Tasmania, increasing demand for both rental and owner-occupied housing.

These population dynamics have continued to underpin housing demand, even as higher interest rates have reduced borrowing capacity for some purchasers.

In summary, while market conditions have moderated, the key drivers that led to the adoption of the Strategy remain present. The focus areas in chapter 8 therefore test how refinements can improve fairness, transparency and predictability without altering the core framework.

7 Current Distribution of the Rate Burden

This section describes how the rate burden is currently distributed across property types following the adoption of the Rating and Valuation Strategy 2024–28 and the move to capital value rating. It is intended to provide context for the mid-term review and to support an understanding of how recent valuation movements and existing policy settings are interacting in practice.

7.1 Intended Distribution at the Time of Adoption

The table overleaf sets out the seven differential rating categories used in the Strategy at the time including the differential rates. It should be noted that the differential rates are indicative of the relatives only. The differentials (rates in the dollar) are set each year as part of the annual budget process and included in the Council's Rates Resolution.

Land use	Rate burden current %	Differential
Residential and Primary Production	57	100
Commercial and Industrial	32	221
Public Enterprise	9	164
Short Stay Visitor Accommodation	1	200
Sporting and Recreation	*	140
Vacant Land Other	*	116
Vacant Residential Land	1	232

*Less than 1%

7.2 Current Distribution of Rates

For 2025-26 the rate burden across residential and non-residential property classes remains aligned with the intent of the Strategy, notwithstanding valuation movements from supplementary valuations and 2024 indexation applied by the Valuer-General as shown in the table below.

Land use	Rate burden current %	Differential
Residential and Primary Production	56.15	100
Commercial and Industrial	32.06	210
Public Enterprise	8.25	168
Short Stay Visitor Accommodation	2.22	200
Sporting and Recreation	0.17	134
Vacant Land Other	0.12	126
Vacant Residential Land	1.03	252

The percentage of the rate burden has increased for short stay visitor accommodation due to the increased number of properties that have had their land use changed to R7 – short stay visitor accommodation by the Office of the Valuer-General since the adoption of the Strategy.

Differential rates increase or decrease as a result of valuation changes. For commercial this was due to 10 percent valuation increases arising from 2024 indexation. There was no change made to the portion of the rate burden paid by commercial and industrial properties as a result of the 10 per cent increase in property values for the 2025-26 rating year given growth in the residential rate base.

8 Focus Areas for the Mid-term Review

The focus areas below are intended to test the operation of the existing framework, rather than revisit the foundational policy decisions adopted by Council in April 2024.

8.1 Alignment with Strategic Objectives and Principles of Taxation

The Strategy is meeting the City's strategic objectives and is aligned with the principles of taxation, noting that rates are a form of taxation, a property tax.

The Strategy is operating consistently with the City's strategic objectives set out in the Strategy and the principles of taxation by providing a fair, transparent and sustainable framework for distributing the rate burden. The use of capital value as the valuation base, determined under the rating review, most strongly aligns with the equity and capacity-to-pay principles, ensuring that ratepayers with similar property values are treated similarly and that higher-value properties contribute proportionately more.

The application of differential rates supports key strategic outcomes, including retaining housing stock, encouraging development of vacant land, supporting economic activity, and ensuring that properties used for commercial purposes contribute appropriately to the services and infrastructure they rely on. The Strategy deliberately avoids regressive rating tools such as minimum rates and municipal charges and it provides targeted support for ratepayers with least capacity to pay. It also funds discrete services such as waste and stormwater on a transparent, cost-recovery basis. Together, these elements contribute to a rating system that is equitable, predictable and understandable, while supporting long-term financial sustainability and the City's broader social, economic and infrastructure objectives.

8.2 Effectiveness and Equity of the Current Rating Framework

One of the agreed outcomes from the Strategy was to ensure predictable and stable rate increases that give certainty to ratepayers where possible.

Overall, the current rating framework is operating largely as intended, delivering a fair, consistent and transparent distribution of the rate burden and supporting Council's strategic and financial objectives through the use of capital value,

differential rates and clear rating structures. However, the temporary application of a maximum percentage increase cap for commercial and industrial properties, while necessary to manage the transition to capital value rating and avoid significant rate shock, qualifies this assessment from an equity perspective.

The cap has been and is effective as a transitional tool, smoothing large valuation-driven movements and providing ratepayer certainty during the initial years of implementation. At the same time, its continued use results in a high proportion of properties being capped, meaning that rates outcomes for many properties are driven by historical rates rather than current capital values. This creates equity challenges, as properties with similar values may pay materially different rates, and some properties pay more or less than would occur under a pure capital value differential model.

Over the longer term, reliance on the cap risks diluting the core equity principle underpinning the Strategy that rates should broadly reflect relative property values and capacity to pay reinforcing the desirability of progressively moving away from the cap as a transitional measure to restore alignment between rates paid and capital value.

8.3 Differential Rates: Application, Effectiveness and Fairness

The Strategy applies seven differential rating categories, which together provide a coherent and effective framework for distributing the rate burden in a way that reflects differences in land use, capacity to pay, policy decisions and service impacts across the municipal area.

The differential categories ensure that properties with similar characteristics are treated consistently (e.g. commercial and industrial properties), while allowing targeted adjustments where policy objectives justify differentiation (e.g. vacant residential land or short stay visitor accommodation). Overall, the current structure of seven differential categories is operating as intended and provides a sound foundation for equitable, value-based rating outcomes.

In considering the differential rates applied to each category, it should be noted that while Council has broad discretion under the LG Act to determine when differential rates apply and the level at which they are set, each differential should be based on a clear attribute of the land, such as its use or non-use. While there is no prescribed limit on the size of a differential rate, it is important that each

differential has a clearly articulated policy purpose and that the level of the rate is reasonably connected to that purpose. In practice, this means Council should be able to explain why a differential exists, what outcome it is intended to achieve, and how the quantum chosen is proportionate to that objective.

Vacant Land – Residential: it is considered that the current differential rate being 2 x the vacant land rate is meeting the Council's desired policy intention to encourage the development of vacant land.

The number of vacant residential land has decreased from 488 to 449 from 1 July 2023 to 1 July 2025. As at April 2026 the number of properties has decreased further to 430. A number of these properties are currently in receipt of a remission as their vacant land is in process of being developed and they have all the required permits from Council in place.

Short Stay Visitor Accommodation: as outlined in section 5.2 above, the current differential for short stay visitor accommodation (R7) is 2x the residential general rate.

The objective or policy position for this differential rate is to ensure housing stock is retained and ensure owners of residential land used for the commercial purpose of short stay visitor accommodation contribute to the provision of Council services and facilities that are associated with that commercial use e.g. economic development, tourism, communications and marketing.

The differential rate brings the level of rates levied on average to approximately the same level as a property with a similar use but rated with a commercial land use.

In considering whether the R7 differential rate is set at an appropriate level, a number of factors need to be considered, including:

- The purpose and policy intent of the differential rate, whether it remains valid.
- Trends in short stay visitor accommodation permits and approvals.
- Trends in remission approvals for those no longer using their property for short stay visitor accommodation.
- Evidence that short stay visitor accommodation dwellings intersect with the long-term rental market.
- Response to the differential rate from ratepayers
- Housing market conditions including vacancy rates.

While more information to consider the differential rate for short stay visitor accommodation will be presented at the Hobart Workshop Committee meeting. The following information is provided for background and context.

A snapshot of visitor accommodation use in Hobart is attached, refer Attachment 1. Since 2022/23 the number of short stay visitor accommodation permits approved by Council has been decreasing as outlined in the table below.



In terms of Council rates and remissions granted because the property is not being used as short stay visitor accommodation, as at 1 July 2025, the City had 536 properties with a land use of R7 – short stay visitor accommodation. Of those 100 were in receipt of the 50% remission because the property was not used as short term visitor accommodation and was either owner occupied or a long term rental, being 19%. As of April 2026, there were 600 properties with a R7 land use and 138 properties in receipt of the remission, being 23%. The current differential is 2 x the residential rate.

Professor Phibbs has done an analysis of the impacts of visitor accommodation on behalf of Shelter Tasmania: *Monitoring the Impact of Short-Term Rentals on Tasmanian Housing Markets - 5th Update Since the Baseline Report*, a copy of which is at attachment 2.

8.4 Service Rates and Charges

As outlined in the Strategy Council levies waste collection and stormwater removal services on a full cost recovery basis through a service charge and a service rate respectively.

As outlined in the Strategy, Council currently funds waste collection and stormwater removal services on a full cost recovery basis through a combination of service charges and a service rate, rather than through General Rates. A service rate is valuation-based, applying a rate in the dollar to a property's valuation, while a service charge is a fixed dollar amount that may vary by property type, such as residential and non-residential.

Council currently raises revenue through a combination of General Rates and discrete service rates and charges. These include a Stormwater Removal Service Rate applied uniformly by valuation, a Waste Management Service Charge (including landfill rehabilitation costs), a Food Organics and Garden Organics (FOGO) Collection Service Charge, a Fire Service Levy collected on behalf of the State through a service rate, and a State-wide landfill levy collected as a service charge. The Fire Service Levy and landfill levy are not Council charges, with revenue passed directly to the State Government.

No change is proposed resulting from the mid-term review. It is proposed that Council continues to apply separate service charges for waste management and FOGO collection, and a service rate for stormwater removal, rather than incorporating these costs into General Rates. This approach improves transparency, supports full cost recovery, and ensures only those properties that receive or are capable of receiving a service are required to contribute to its cost. Council's rate remission policy further supports this approach by allowing remissions where a property does not receive, and is not capable of receiving, a waste or stormwater service.

The use of service charges for waste management and FOGO collection is considered appropriate because these are tangible, standardised services provided directly to properties in a consistent manner. Service charges are simple, easy to understand and broadly accepted by ratepayers as payment for a clearly identifiable service. The waste management charge is varied by land use to reflect different service levels, with non-residential properties paying a higher charge to reflect larger bin sizes and higher volumes of waste collected.

It is proposed that the Stormwater Removal Service Rate continues to be applied as a valuation-based service rate, rather than being converted to a service charge. Stormwater removal is not a discrete or uniform service: the level of benefit and cost varies significantly depending on property characteristics, location, impervious surfaces and connection to Council's stormwater infrastructure. A valuation-based service rate better aligns with taxation principles by reflecting differences in property value, scale and impact on the stormwater system.

Converting the stormwater service rate to a fixed service charge would result in a significant redistribution of the rate burden, with lower-valued properties paying materially more and higher-valued properties paying materially less for stormwater services. Similarly, funding stormwater through General Rates would reduce transparency and require properties that do not receive, or are not capable of receiving, a stormwater service to subsidise those that do. For these reasons, retaining stormwater removal as a separate service rate is considered the most equitable and appropriate approach.

Review of Eligibility for the Stormwater Removal Service Rate Rebate

Currently, 547 properties within the Hobart municipal area receive a rebate from the stormwater removal service rate, amounting to a total of \$95,539.86 for 2025-26. The rebate has historically been granted to properties that, while technically within 30 meters of a City "public stormwater system" (as defined by the *Urban Drainage Act 2013*), are practically not able to connect to the City's stormwater system often because connection would require pumping stormwater uphill or overcoming other significant barriers. The City's current position is that, although these properties are technically eligible for the service, they do not receive practical benefit, and therefore the stormwater removal service rate should not apply.

The Council's Rate Remissions – Service Rates/Charges Policy states that a remission is only granted if a property does not receive and is not capable of receiving a stormwater removal service from Council whatsoever, and any request for such a service would be denied.

The properties currently receiving the rebate are diverse in both type and location. The majority are residential dwellings, including houses, cottages, and rural residential properties, often located in areas such as Fern Tree, Ridgeway,

Mount Nelson, South Hobart, and Kingston. These are typically situated on the urban fringe or in semi-rural settings, where practical connection to the City's stormwater infrastructure is limited by topography or distance.

In addition to residential and vacant land, the rebate applies to a range of other property types such as 169 separately titled carparks in the Hobart municipal area. These properties are separately titled and not attached to a residential property.

The LG Act states that rates are a form of taxation, a form of property tax, not a direct fee for service. The amount each ratepayer contributes is based on the value of their property, and rates revenue is used to fund a wide range of community services and infrastructure, including stormwater management.

A central issue in this review is the distinction between public and private benefit. While some properties may not receive a direct stormwater removal service to their boundary (aka Stormwater Connection), they nonetheless benefit from the City's broader stormwater management activities. These activities such as maintaining stormwater infrastructure, managing flood risks, and ensuring roads and footpaths remain passable during rainfall provide significant public benefit.

It is proposed that separately titled carparks, which are not attached to a residential or other type of property, should pay the stormwater removal service rate as they directly benefit from stormwater removal services from the City.

8.5 Impacts of State Government Indexation

Commercial and industrial properties will, as a result of 2026 indexation, experience a higher increase in property value than residential and other land uses since the 2022 municipal area revaluation. The actual increases since 2024, taking supplementary valuations also into consideration are as follows:

Land Use	Valuation \$Inc	Valuation %Inc
Residential	599,432,200	2.89%
Primary Production	177,500	5.00%
Short Stay Visitor Accommodation	20,555,900	3.89%
Public Enterprise	159,263,500	4.65%
Commercial	291,964,400	4.76%
Industrial	19,207,700	10.48%
Sport and Recreation	5,790,400	4.83%
Vacant Land	891,500	2.09%
Vacant Land - Residential	910,000	0.45%

In considering whether changes should be made to the differential rate for commercial and industrial properties, historical movements in property values have also been considered. In 2015 commercial properties contributed 32 per cent of the rates burden and industrial properties contributed 1.4% of the rate burden or 33.4 per cent in total. An analysis of valuation movements over the 10 years prior to the Strategy implementation showed that commercial and industrial properties contribute 32 percent of the rates revenue:

Land use	Rate burden current %
Residential and Primary Production	57
Commercial and Industrial	32
Public Enterprise	9
Short Stay Visitor Accommodation	1
Sporting and Recreation	*
Vacant Land Other	*
Vacant Residential Land	1

*Less than 1%

Preliminary modelling for 2026-27 shows that commercial and industrial properties will contribute 32.18% of the rates burden and subject to further modelling changes to the differential would not be proposed.

8.6 Are Mitigation Measures Still Appropriate?

An important focus of the mid-term review is the ongoing role and appropriate level of the maximum percentage increase cap for commercial and industrial properties.

At this stage, the continued use of the cap remains appropriate, as the City has not yet completed the transition to a pure capital value differential rating model. Maintaining the cap at 5 per cent provides ongoing protection against sudden and significant rate impacts while allowing the transition to continue in a managed and predictable way. If the cap were removed at present, the full effects of the transition to capital value rating would be realised by commercial and industrial properties, resulting in substantial increases and decreases in rates for some properties based on differences between historic rates and current capital values.

It is therefore considered appropriate that the cap continues to apply, at least until the next municipal area revaluation, when the City will receive updated property values for all properties across the municipal area. In the year prior to that revaluation, it is proposed that the City undertake a comprehensive review of its rating strategy, including the ongoing use and design of mitigation measures such as the maximum percentage increase cap.

As outlined in the capping review, the preferred approach would be to progressively increase the level of the cap, where appropriate, to accelerate the transition towards a pure capital value differential rating model, while balancing equity, predictability and stability for ratepayers.

8.7 Audit and Compliance

It is proposed that the existing grounds for a remission of 50% of the short stay visitor accommodation differential rate be included in the City's Rates and Charges policy. This information is on the City's website and for completeness and visibility should be included in the City's Rates and Charges policy.

9 Improvement Opportunities

Stormwater Removal Service Rate Rebate

As part of the mid-term review, the City has undertaken a targeted review of eligibility for the stormwater removal service rate rebate to ensure it is applied fairly, consistently and in line with Council policy and legislative requirements.

The eligibility review has identified that a number of separately titled carparks currently receive a stormwater removal service rate rebate, despite benefiting from Council's stormwater infrastructure and broader stormwater management activities.

Unlike properties where stormwater connection is genuinely impractical, these carparks are generally located in urban areas where stormwater services are clearly provided and where runoff from hard-stand surfaces contributes to demand on the City's stormwater system. On this basis, it is proposed that separately titled carparks should pay the stormwater removal service rate to better align the rate with benefit received and improve equity and consistency across property types.

Expanding Stormwater Remission Guidance and Decision

Update the City's service rate/charge remissions policy by including decision-making guidance for stormwater removal service rate remissions, including clearer articulation of what constitutes practical inability to connect and how public versus private benefit is assessed. This would strengthen consistency, transparency and administrative efficiency.

Pathway for Unwinding the Maximum Percentage Increase Cap

Consider a forward pathway for the progressive unwinding of the maximum percentage increase cap, including review points tied to future valuation cycles. This will improve transparency for ratepayers and provide greater certainty about the transition to a pure capital value differential model, while retaining Council's ability to respond to market conditions.

Review the Scale and Proportion of Differentials Over Time

Continue to test the proportionality of differential rates against their stated policy objectives, to confirm that each differential remains appropriately calibrated over time as property valuations and land-use distributions change.

Additions to the Rates and Charges Policy

Strengthen alignment and cross-referencing between the Rating and Valuation Strategy, Rates and Charges Policy and remission guidelines, to improve clarity



for both ratepayers and Council officers and support consistent implementation of rating decisions. In particular, include the remission guidelines for short stay visitor accommodation in the City's Rates and Charges Policy.

Appendix A

The Hobart Municipal Area

Hobart has eight land use categories being: commercial, industrial, primary production (farming), public enterprise, quarry & mining, residential, sport & recreation and vacant land. Table 1 shows examples of the types of properties that have a land use category of commercial, industrial, public enterprise and sport & recreation. The other land use categories are as the title describes.

Commercial	Industrial	Public Enterprise	Sport & Recreation
Carpark	Oil Depot	Aged Care Facility	Jetty
Hotel	Workshop	Ambulance Depot	Slipway
Bakery	Factory	School	Boatyard
Bank	Cascade Brewery	Anglesea Barracks	Recreation Area
Cafe	Bus Depot	Botanical Gardens	Reserve
Cinema	Warehouse	Cathedral	Park
Dental Surgery	Garage	Church	Sportsground
Office	Princes Wharf No. 1	Post Office	Playground
Shop	Transport Depot	Magistrates Court	Tennis Court
Bed & Breakfast	Car Yard	Museum	Pavilion
Motel	Shed	Police Station	Grandstand
Laundrette	Foundry	Government House	Swimming Pool
ATM	Joinery	Hospital	Toilet Block

Table 2 below shows the number of properties within each land use category and what portion of the current Capital Value rate burden each land use category pays. Most properties in the Hobart municipality are residential.

Land Use	No. of Properties	% Total Properties	Total CV \$	% Municipal CV	Total Rates \$	% Rates Burden
Residential	21402	85.94%	20,735,903,000	66.08%	67,542,805	56.14%
Primary Production	2	0.01%	3,550,000	0.01%	10,352	0.01%
Short Stay Visitor Accommodation	600	2.41%	528,685,000	1.68%	2,665,279	2.22%
Public Enterprise	261	1.05%	3,424,871,500	10.91%	9,931,729	8.25%
Commercial	1928	7.74%	6,137,291,000	19.56%	37,462,637	31.14%
Industrial	129	0.52%	183,277,500	0.58%	1,110,698	0.92%
Sport and Recreation	101	0.41%	119,912,700	0.38%	208,647	0.17%
Vacant Land	53	0.21%	42,632,000	0.14%	142,703	0.12%
Vacant Land - Residential	428	1.72%	202,590,300	0.65%	1,242,588	1.03%
	24904		31,378,713,000		120,317,437	

*Excludes properties that don't pay rates e.g., Council owned

Appendix B

How Rates and Charges are Calculated

Rates and charges are calculated each year during Council's budget process. The budget process involves Council setting its priorities and expenditure levels to enable the key strategic objectives outlined in Council's Annual Plan to be implemented.

Through the budget process Council also specifies its capital requirements to renew infrastructure assets, plant and equipment and create new essential infrastructure for the City; as well as the community programs and services it will provide in the next financial year; and how much these will cost.



A Council budget also estimates the revenue to be collected from other sources such as parking fines, Commonwealth and State grants, distributions from Council's ownership interest in TasWater, rents, interest income and parking and other fees and charges. Using these estimates Council determines the amount of revenue it needs to collect in rates revenue to meet its financial responsibilities for the coming year.

Council uses property values as the basis for calculating how much each property owner pays in rates. Property values are not calculated by Council; they are provided to Council by the Office of the Valuer-General.

After identifying how much it needs to collect in rates and charges, Council calculates the total amount required to fund waste management services, food organics and garden organics collection services, stormwater removal services, the State Government fire levy and the State Government landfill levy, leaving the balance required from General Rates.

Generally, the rate in the dollar is calculated by dividing the total amount of money the City needs to raise from each land use to provide infrastructure, programs and services by the total capital value of all rateable properties in the Hobart municipal area by land use.

Council varies the rates by applying a higher rate in the dollar to specific land uses to maintain an equitable distribution of the rate burden in the move to Capital Value rating.



The rate in the dollar for each land use is then multiplied by the value of a property, using the capital value, to establish the amount to be paid by each property owner plus service rates and charges.

The formula for calculating General Rates, excluding service rates and charges, arrears or additional supplementary rates is therefore:

$$\text{Valuation (Capital Value)} \times \text{Rate in the Dollar (Differential Rate Type)}$$

The rate in the dollar for each rating differential category is included in Council's annual Rating Resolution.

Council sets its budget annually to ensure it raises the budgeted amount required. Valuations do not determine the rates income of a Council, and as a result, Councils do not gain windfalls from valuation increases and an increase in property values does not cause a rate rise.

Appendix C

Support for Customers and Ratepayers with Least Capacity to Pay

The City provides a number support measures for those in the community with least capacity to pay. These include the following:

Charitable Rates Exemptions

Under section 87 of the LG Act, certain land is exempt from the General Rate (and Separate Rates and Averaged Area Rates) where they are held or owned for specific purposes outlined in the LG Act e.g.: charitable purposes, Aboriginal land, certain land owned by the Crown, council owned, etc.

Further information on charitable rates exemptions will be presented at the Hobart Workshop Committee.

Pensioner Discounts

Pensioners eligible for assistance under the *Local Government (Rates and Charges Remission) Act 1991* may receive a rebate as follows, noting that limits apply:

- State Government - 30% (maximum limits apply, for 2025-26 capped at \$385.00 for pensioners also a customer of TasWater \$566.00 for pensioners not a customer of TasWater)
- State Fire Commission - 20% (off the Fire Service Rate)

Rate Remissions

Pursuant to section 129 of the LG Act, a ratepayer may apply to the Council for remission of all or part of any rates paid or payable or any penalty imposed or interest charged under section 128 of the LG Act.

Financial Hardship Assistance

The City has a Financial Hardship Assistance Policy to provide support meeting rate payment obligations for those ratepayers experiencing financial hardship. The Policy provides a range of support measures including the deferral of rates, payment arrangements and penalty and interest remissions.

Quarterly Updates | October 2025

VISITOR ACCOMMODATION SNAPSHOT

COUNCIL APPROVED VISITOR ACCOMMODATION

Total Number of Permits:

849

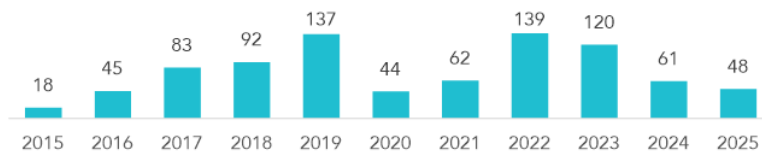
Percentage Advertised:

50%

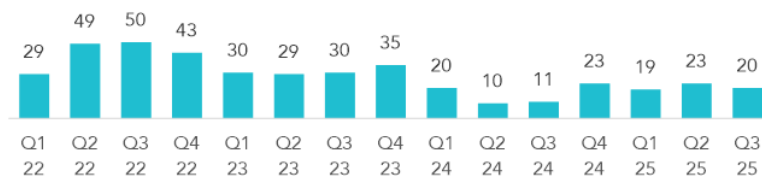
Top Ten Suburb:

SANDY BAY	226
HOBART	157
WEST HOBART	96
NORTH HOBART	90
SOUTH HOBART	60
BATTERY POINT	57
NEW TOWN	53
LENAH VALLEY	29
DYNNYRNE	20
MOUNT STUART	19
MOUNT NELSON	18
GLEBE	13
FERN TREE	6
RIDGEWAY	3
TOLMANS HILL	2

Permits by Year:



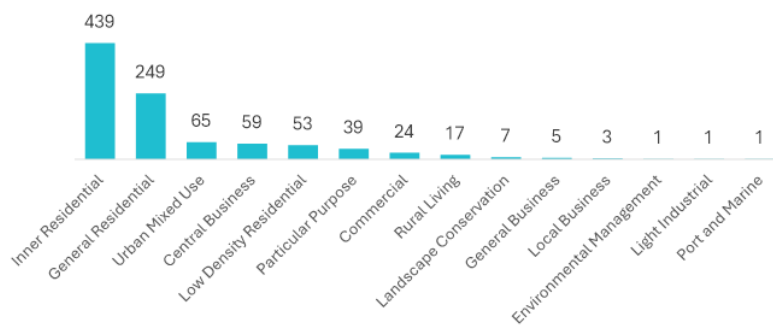
Lodgement by Quarterly:



VISITOR ACCOMMODATION WITH ACTIVE LISTINGS

Active Listing with Verified Address 963	Active Listing No Rentals 12 Months 100	Homestay 166	Holiday Exemption 17
--	---	------------------------	--------------------------------

Active Listing by Zoning:



Enforcement Update:

Referred to Rates to Review Rating	67
Further Information Letter Sent	44
Notice of Intention	5
Infringement Issued	4
Active Listings Unidentified (Property Address Unknown)	241



MONITORING THE IMPACT OF SHORT-TERM RENTALS ON TASMANIAN HOUSING MARKETS

5th UPDATE SINCE THE BASELINE REPORT

Professor Peter Phibbs, for Shelter Tasmania



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This independently funded report was prepared for Shelter Tas by Prof Peter Phibbs of EPIC DOT GOV P/L.



Shelter Tasmania acknowledges the Traditional Owners of country throughout lutruwita/Tasmania and their continuing connection to the land, sea and community. We pay our respects to them and their cultures, and to elders past and present.



Shelter Tas welcomes and supports people of diverse genders and sexual orientations.

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Glossary

ABS: The Australian Bureau of Statistics is the Australian Government agency responsible for providing information on a wide range of economic, social, population, and environmental matters. They conduct the Australian Census of Population and Housing every five (5) years. The last Census was conducted in 2021.

ATO: The Australian Tax Office is the Australian Government agency whose purpose is to collect national taxes and charges.

CBOS: Consumer, Building and Occupational Services is a Tasmanian Government Division (part of the Department of Justice) responsible for administering rental bonds and monitoring Short-Term Rentals.

CHPs: Community Housing Providers are not-for-profit organisations who supply and manage social and affordable housing in Tasmania. Over the last 10 years the Tasmanian Government has transferred the management of significant tracts of public housing to CHPs.

Homes Tasmania: Homes Tasmania is Tasmania's housing and homelessness system manager. Their role includes delivery of social and affordable housing, giving priority to Tasmanians most in need.

LGA: Local Government Authority.

MyHome: MyHome is Homes Tasmania's shared equity program that helps people purchase their own home sooner. With MyHome the cost of buying a home is shared with Homes Tasmania.

MOU: A Memorandum of Understanding is a type of agreement between two or more parties. It expresses a convergence of will between the parties, indicating an intended common line of action.

Pandemic: In this Report 'pandemic' refers to the COVID-19 pandemic of 2020-23, an internationally declared health emergency.

RAI: The Rental Affordability Index is calculated annually by SGS Economics & Planning, a consulting firm, in collaboration with National Shelter. Households who pay 30% of income on rent have a score of 100, indicating that these households are at the critical threshold for housing stress. A score of 100 or less indicates that households would pay more than 30% of income to access a rental dwelling, meaning they are at risk of experiencing housing stress (see Unaffordable Housing). <https://www.sgsep.com.au/projects/rental-affordability-index>

REIT: The Real Estate Institute of Tasmania is the peak body for Tasmanian Real Estate Agents. They provide a variety of statistical data collected from their members (see www.reit.com.au).

Shelter Tasmania: Shelter Tasmania (Shelter Tas) is an independent not-for-profit housing and homelessness peak organisation funded via membership fees and a grant from Homes Tasmania (previously the Department of Communities Tasmania). Shelter Tas represents the interests of low to moderate income housing consumers, not-for-profit Community Housing Providers and Specialist Homelessness Services across Lutruwita/Tasmania. www.shelbertas.org.au

Short Stay Accommodation Act 2019: An Act to assist in enabling the enforcement of certain permits under the Land Use Planning and Approvals Act 1993, and the collection and use of information, in relation to short-stay premises, and for related purposes.

Short-Term Rentals/Short Stay Accommodation: Properties rented for short periods of time, outside of the Tasmanian Residential Tenancy Act, usually through a short-term rental platform such as:

- AirBnB
- Stayz
- Hometime.

The term "Short-Term Rentals" will be abbreviated to STRs throughout this Report.

SHSs: Specialist Homelessness Services are not-for-profit organisations providing both crisis and short-term accommodation, together with support, to those experiencing homelessness.

SQM: SQM Research is an investment research house which specialises in providing research and data to financial institutions, investment professionals and investors (see www.sqmresearch.com.au).

TUTAS: The Tenants Union of Tasmania is a specialist Community Legal Centre for residential tenants. Their aim is to secure the rights of all tenants by providing free legal advice, representation and education, as well as advocating for the improvement of tenants' rights. They compile quarterly data on Tasmanian Rents (*Tas Rents*).

Unaffordable Housing: Housing is regarded as unaffordable when people on the lowest 40% of incomes are paying more than 30% of their income in rent (see RAI). These households are at risk of experiencing housing stress.

Vacancy Rate: The rental vacancy rate is the number of vacant properties divided by the total number of properties in a rental market, usually expressed as a percentage.

1. Introduction

The effect of short-stay accommodation on local markets

Airbnb and other short-term renting platforms¹ have disrupted housing markets across the globe. Cities, towns and regions attractive to interstate and international tourists are particularly vulnerable, with large differences between the potential rental returns from short-term accommodation offered on platforms such as Airbnb and from long-term rentals. Hobart and many other places across Tasmania have seen their long-term rental markets substantially disrupted by short-term rentals (STRs).

The extent of the impact of STRs on private housing markets is fiercely contested. STR hosts and STR platform owners contend that since STRs are only a small percentage of the total housing market they could not possibly have much impact on market outcomes. They also argue that housing markets are complex, that there are many factors causing high housing prices, and STRs are just one of many factors.

The central aim of this study is to interrogate claims on both sides of this debate to better understand specifically the impact of STRs on Tasmanian housing markets. Whilst there has been a great deal of Australian and international research on the impact of STRs on housing markets, the vast majority of these studies have been one-off impact studies usually focused on one city. Where this study is different is that it is a 3-year monitoring project on STRs across Tasmania.

This report: 'Monitoring the Impact of Short-Term Rentals on Tasmanian Housing Markets'

In 2021 Shelter Tasmania (refer to *Glossary*) commissioned Professor Peter Phibbs to conduct a study into the impact of short-term rentals on the Tasmania housing markets and how it affects the availability of housing (particularly long-term rentals) for Tasmanian residents.

The **Reporting Methodology** is:

- **The Baseline Report** (the initial report, published in June 2022²), is followed by:
- **Progress Reports** at approximately six-monthly intervals.

This will make seven reports overall (the Baseline Report plus six 6-monthly reports). This is the **fifth** of the Progress reports (**Progress Report No. 5**).

The Baseline Report

The Baseline Report:

- Described the history of STRs in Tasmania, including the regulatory settings
- Examined what causes rents to change
- Undertook a brief literature review of the impact of STRs on housing markets
- Examined the relationship between STRs and changes in the size of the private rental market
- Described the variables that will be examined in each of the six monitoring reports.

¹ AirBnB dominates the Tasmanian shared housing market so they will be the main focus of the study.

² https://shelertas.org.au/wp-content/uploads/2022/01/STR-Baseline-Report-June-2022_FINAL-combined-files.pdf

The Baseline Report made several initial findings and recommendations about the current STR market and its implications for the Tasmanian housing market. The report recognised through its initial analyses the unique nature of STRs in Greater Hobart (in particular) and in Tasmania in general. The Baseline Report also:

- Provided an ongoing methodology for calculating the impact of STRs on overall housing supply (and especially on long-term rentals) to be used in producing the ongoing six-monthly reports to test the initial analyses of the Baseline Report.
- Identified a monitoring process for measuring the validity of that methodology, and for creating an ongoing 'real time' snapshot of STRs and their impact on housing markets.
- Made observations about the potential implications for future Tasmanian housing policy.

The Progress Reports

Each Progress Report provides updates on the following variables (identified in section 6 of the Baseline Report as being relevant for best creating a periodical snapshot of the housing market in Tasmania and how it is impacted by the short-stay market):

- Demand variables (refer *Chapter 2*)
- Supply variables (refer *Chapter 3*)
- Outcome variables (refer *Chapter 4*).

Each Progress Report could also look at a discreet area of interest, helping to expand an understanding of the Tasmanian Housing market and STRs. The Progress Reports so far:

Progress Report 1

As well as studying the three variables of *Demand*, *Supply* and *Outcome*, Progress Report 1 also specifically examined the potential crossover between the short-term and long-term rental market in Launceston (the second largest city in Tasmania) over recent years, asking "Where do short-term rental listings come from?" and showing that a link can be seen between an increase in short-term stays and a decrease in the number of properties available for long-term rentals.

Progress Report 2

As well as studying the three variables of *Demand*, *Supply* and *Outcome*, Progress Report 2 also specifically revisited the analysis undertaken in the Baseline Report on the crossover between the short- and long-term rental market in six suburbs of Hobart City.

Progress Report 3

This report found that while Tasmania's population growth rate had slowed - now being the lowest of all Australian states, with a growth rate of 1,600 people (0.28%) over the previous 12 months - the number of applications on the social housing waiting list and the length of time to house priority applicants on the social housing waiting list had increased. At the same time as Tasmania experienced these trends, the number of short-term rental listings had increased in many parts of Tasmania.

Progress Report 4

As well as studying the three variables of *Demand*, *Supply* and *Outcome*, Progress Report 4 also examined the range of STR regulations across Australian jurisdictions. It was found that the number of non-hosted STRs in major Tasmanian urban centres continued to increase.

Progress Report 5

As well as studying the three variables of *Demand*, *Supply* and *Outcome*, Progress Report 5 also:

1. Examines the attempts of one Tasmanian LGA to respond to the pressure on the long-term rental stock situated within their precinct.
2. Notes the slowing population growth, the decrease in international student numbers and the uplift in building approvals without a corresponding improvement in housing access and/or affordability.
3. Identifies the continuing housing stress in which Tasmanians find themselves, with reference to the most recent Rental Affordability Index (RAI).

2. Demand Variables

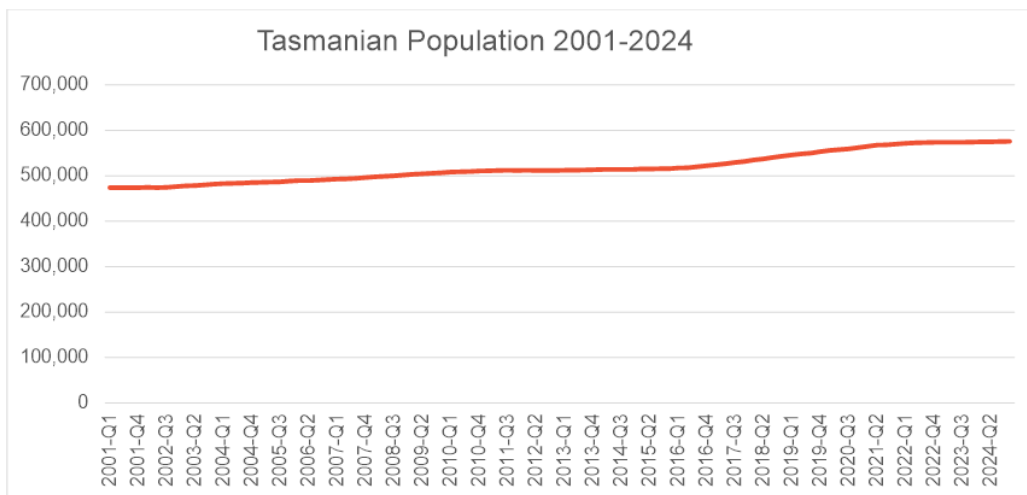
Population change

The first demand variable being examined is 'population'. There is a lag in the reporting of ABS population data. The most recent available regional population estimate provided (ABS, 2025a) is for 30 June 2024, whilst Tasmania's population estimates are released every quarter, with the latest available data being for the end of December 2024. State population figures are shown in Figure 1.

Population estimates for post-2022 show a much weaker growth rate than in earlier years. The most recent ABS data release estimated that Tasmania's population increased by 1,600 persons (0.28%) to 575,800 persons in the 12 months to 31 December 2024. Tasmania's annual growth was the lowest of all states and territories (national growth was 1.7%). A major reason for the change since before COVID-19 has been the change in net interstate migration. Whilst the COVID-19 period saw an increase in people coming to Tasmania from other states this trend has reversed, with figures showing Net Interstate Migration in the 12 months to 31 December 2024 at -2,447.

A positive change for Tasmania was Net Overseas Migration, which grew by net 3,856 for the same period. Natural increase, at 171 persons, was the smallest absolute increase of all Australian states.

Figure 1. Population of Tasmania 2001 to 2024

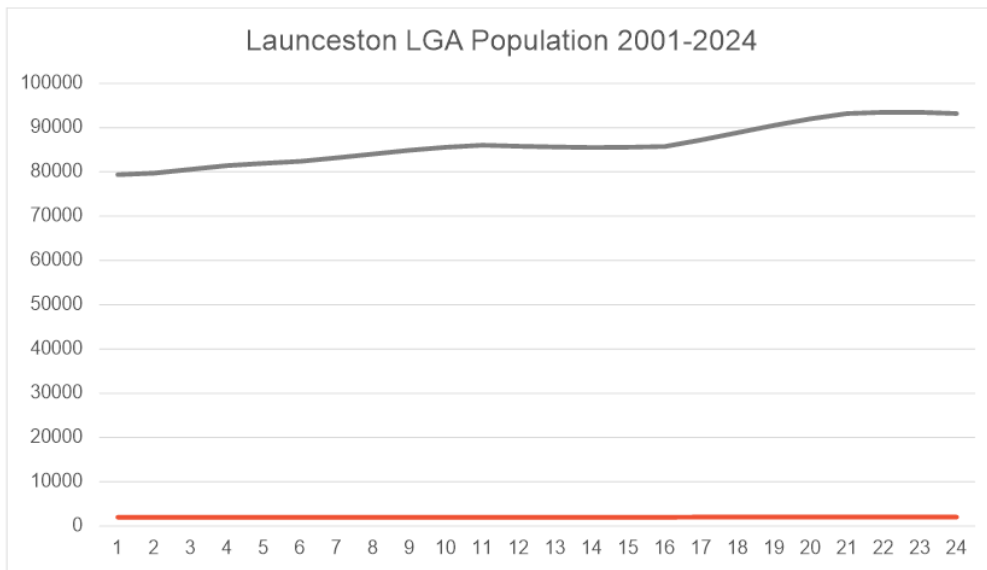


Source: ABS (2025c)

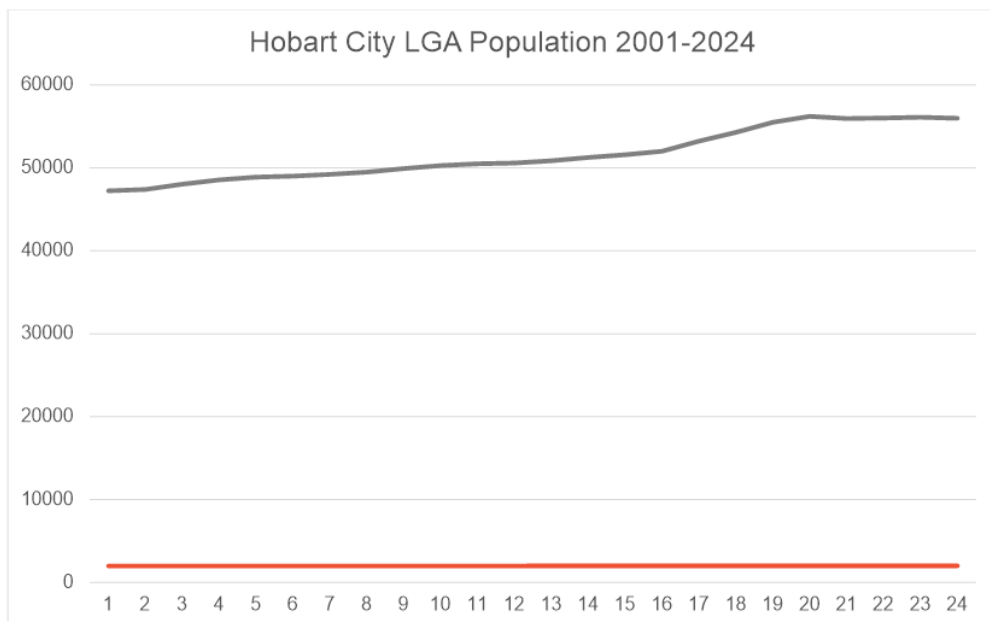
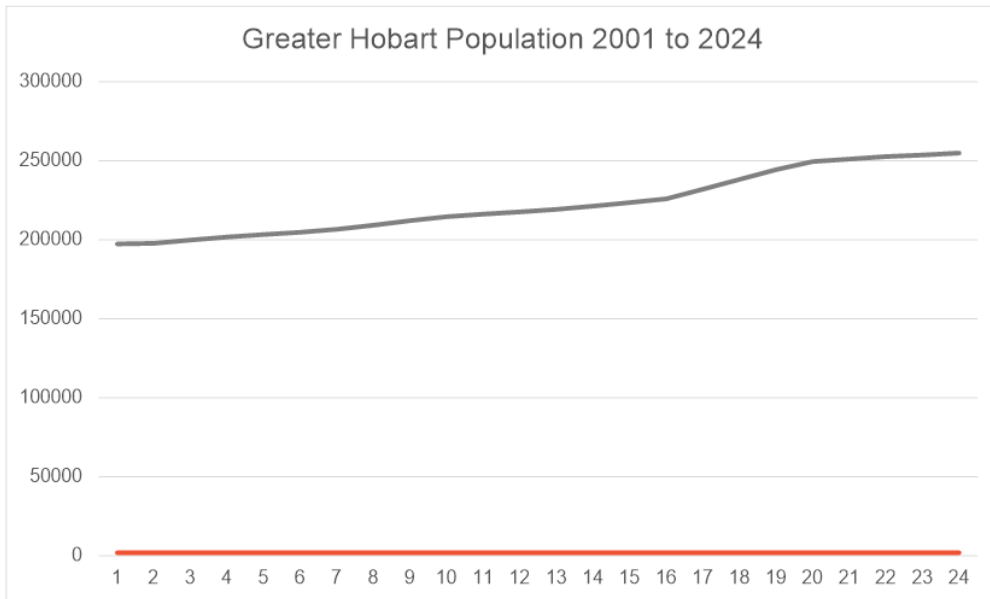
Greater Hobart, Hobart City, Launceston and Devonport population trends for 2001-24 are shown in Figure 2³. Some interesting differences emerge between southern and northern Tasmania. Greater Hobart and Hobart LGA have had reasonably steady long-term growth, with the exception of a short period after 2010, when growth slowed, and after 2020.

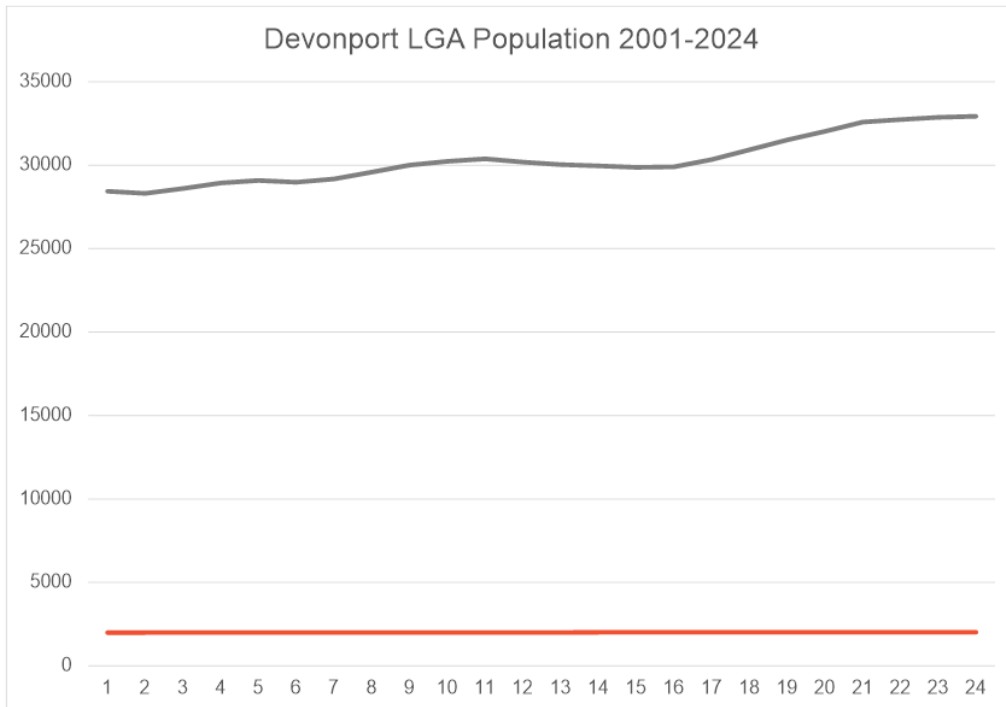
Growth accelerated after 2015 but after the first year of the pandemic growth slowed considerably with Hobart LGA actually losing population. Greater Hobart grew by only 0.5% in 2022-23, the slowest of any Australian capital city. In Launceston and Devonport growth was faster pre-2010, but both places lost population from about 2011 until 2016, after which growth again accelerated quickly but slowed considerably after 2020.

Figure 2. Population Trends in Tasmania 2001-2024



³ Regional population data has not been updated by the ABS since the last Progress Report. It is based on the latest release of ABS (2025a)





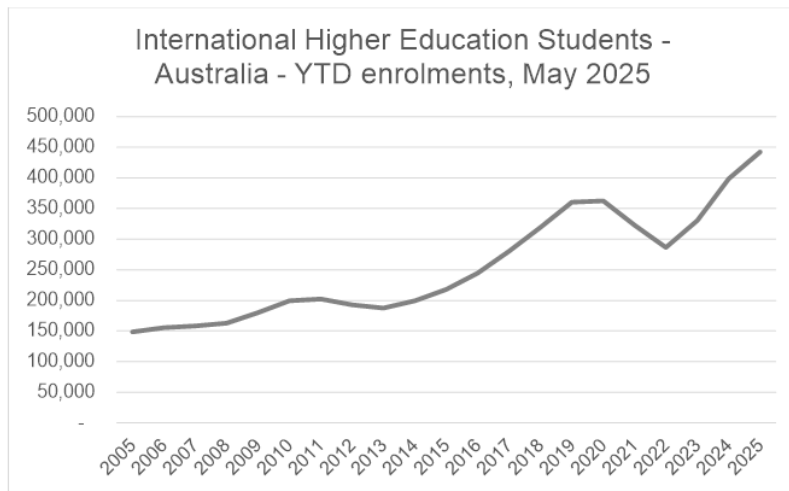
These broad trends matched the situation in the State of Tasmania (Figure 1). As discussed in the Baseline Report, this acceleration of population growth pre-COVID-19 occurred at the same time as the short-term rental market took off in Tasmania, making it harder for households to find rental accommodation.

One of the significant generators of this changing demographic picture is the decrease in international students studying in Tasmania. Tasmania, like all states, suffered from a decline in international students with the onset of COVID-19. These trends mirror trends across the country (see Figure 3)⁴. This has been due to a number of factors but most obviously the closing of international borders, the lack of financial support for international students during the pandemic, and a larger number of students studying online from their country of origin. Australian enrolments recovered strongly once the borders were opened.

However, when we look at higher education students in Tasmania – using the same dataset – a very different pattern emerges (see Figure 4). The post-2022 recovery was very small and very short lived, and the number of students hasn't approached the 2020 peak. Indeed, the 2025 higher education enrolments are only 45% of the peak enrolments that were achieved in 2020 (2,631 students in 2025 compared to 5,853 in 2020).

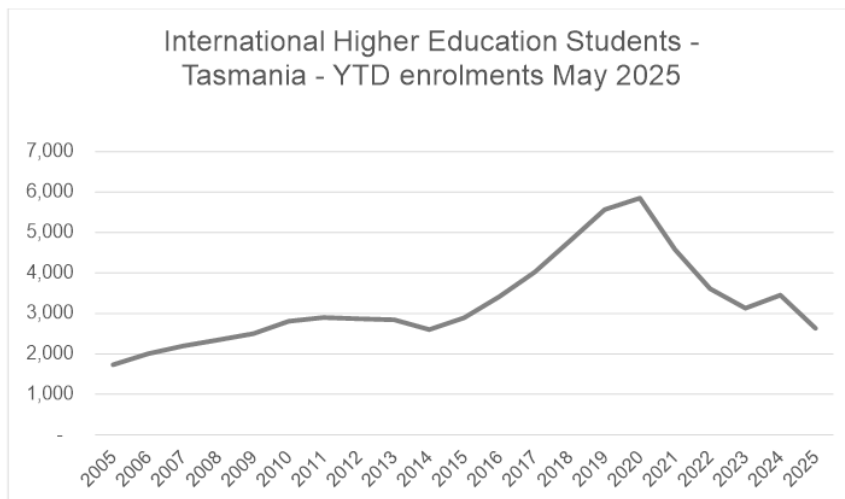
⁴ Austrade data is available from <https://www.austrade.gov.au/australian/education/education-data/current-data/pivot-tables>

Figure 3. Higher Education Students in Australia



Source: Australian Department of Education (2025)

Figure 4. Higher Education Students in Tasmania



Source: Australian Department of Education (2025)

3. Supply variables

Changes in the dwelling supply - Census results

The 2021 Census results provide estimates of dwelling numbers. The table below compares the number of private dwellings in 2016 and 2021 for Hobart LGA and Greater Hobart, and its percentage change against that of the population change.

Table 1. Census estimates of private dwellings

	2016 Private Dwellings	2021 Private Dwellings	% change in dwellings	% change in population
HOBART LGA	23,681	24,748	5%	9%
GREATER HOBART	99,009	106,298	7%	11%

Source: ABS Census Quickstats – 2016, 2021

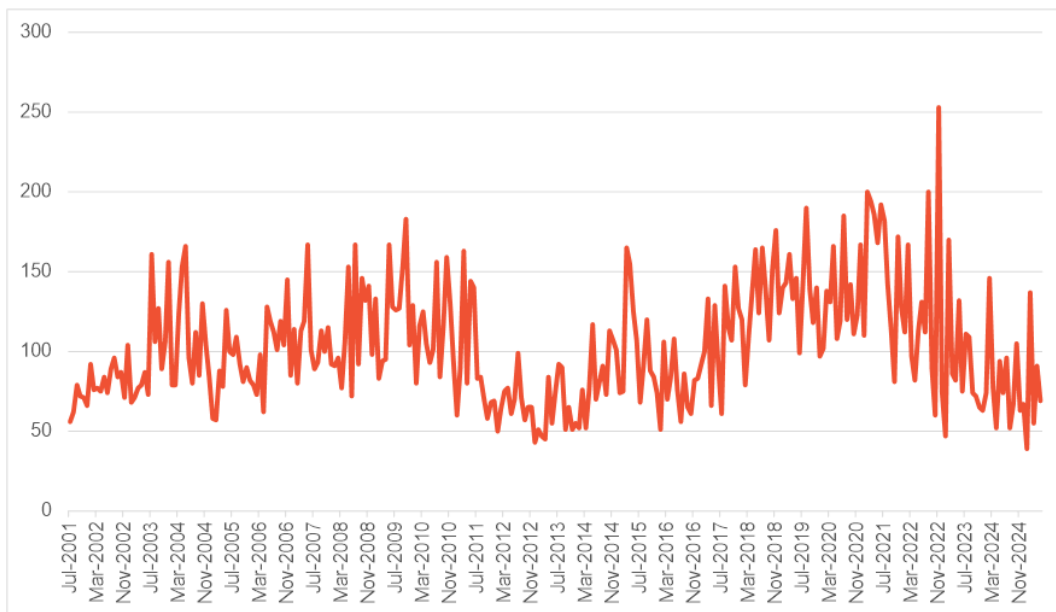
Whilst there has been steady growth in the number of dwellings over the five-year period shown, dwelling growth has not kept up with population growth in either the Hobart LGA or Greater Hobart.

Two issues need to be considered when assessing the degree to which this difference has put pressure on dwelling rents and prices. The first is the extent to which additional dwelling capacity was provided by renovations. This is often a pathway to cater for growth through natural increase (e.g. an extra bedroom is added to cater for a growing family). The second is to consider the growth in special purpose student housing built over this period to cater for the growing student population in Hobart. Since much of this stock involves sharing kitchen facilities, this housing is not included in the above figures (ABS does not count premises with shared kitchens as dwellings).

Given the reduced levels of population growth since the Census, and the surge in dwelling approvals prior to December 2022 associated with the Commonwealth HomeBuilder Program and the activity of CHPs in delivering contracted social housing dwellings (e.g. in Greater Hobart total dwelling approvals were 1,884 in 2021-2022, the highest total for over twenty years), one could assume this balance between dwelling growth and population growth would have improved in subsequent years. It is important to note, however, that for various reasons dwelling approvals do not always translate into completions.

Furthermore, after the above mentioned very sharp COVID-19 spike, the dwelling approvals have been trending downwards. This potentially reflects both the slower growth in building approvals sought by CHPs and the sharp increases in interest rates over the last two years. The current Reserve Bank of Australia (RBA) cycle of reducing interest rates may potentially lead to an increase in dwelling approvals over the next 12 months. Figure 5 shows the recent trends in building approvals for Greater Hobart.

Figure 5. Dwelling approvals (building) for Greater Hobart 2001-2025



Source: ABS (2025b) Building Approvals by Greater Capital Cities Statistical Area (GCCSA) and above

Social housing

The Productivity Commission reports annually on major trends in social housing in Australia. They reported that in January 2025 a total of 15,205 households lived in social housing in Tasmania. This is an increase of 693 households compared to June 2023.⁵ Of the 15,205 households, 5,066 lived in public housing, 10,139 rented from a community housing provider, and 260 lived in public or community indigenous housing.⁶ However, a more detailed and timelier source of data is the state-based Housing Dashboard, which is released monthly by Homes Tasmania. The Dashboard reports on a variety of social, affordable and market housing data. A key task of the Dashboard is to report on the progress of Homes Tasmania towards reaching the State Government's housing target of building 10,000 social and affordable homes in the ten years to June 2032.

The latest Dashboard (May 2025) reports that, to date, 4,448 dwellings/lots have been completed, and there are 628 dwellings/lots in the pipeline (i.e. contracted to be delivered). These figures appear to suggest that Government is ahead of their target. Importantly, the numbers counted in these figures include:

- land lots sold but not yet developed;
- crisis accommodation units; and
- existing homes sold under *MyHome*.

⁵ <https://www.pc.gov.au/ongoing/report-on-government-services/2024/housing-and-homelessness/housing>, table 18A.4 (accessed 13 February 2024)

⁶ Ibid.

This increase in social housing supply is welcome and is likely to be responsible for the relatively stable social housing waiting list in comparison to other states. Although the comparison of wait lists appears favourable, the numbers relating to both applicants and wait times is still on the increase.

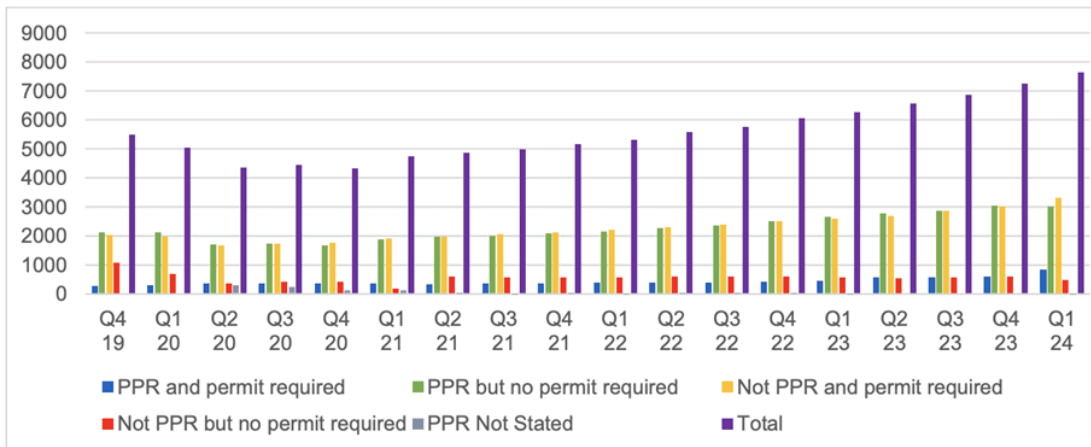
The Dashboard also reports that the number of applications on the social housing waiting list increased from 4,634 in September 2023 to 5,097 in May 2025 (a 10 % increase) and that the time to house priority applicants has decreased from 81.7 months in September 2023 to 81.3 months in May 2025 (using a 12-month rolling average).

Short-term rental listings

The trends in recent listings are captured from the CBOS data series on Short Term Rentals, established through the *Short Stay Accommodation Act 2019*. The Act requires the Government to collect data on the number of properties listed on short-term rental websites in Tasmanian residential zones. CBOS provides quarterly reports on the data.⁷

Figure 6 below is taken from the most recent CBOS report and tracks the trends in total quarterly listings since the series commenced in Quarter 4 of 2019. The figure shows a pattern of decreasing listings as tourist activity reduced during the pandemic, slowly increasing as national and international travel restrictions were eased. Total listings in the latest data are significantly higher than in 2019. Listings in the first quarter of 2024 increased by 5.4% compared to the previous quarter. Note, however, it is likely that the data from the first two quarters of the survey might have been impacted by some data quality issues whilst data systems were being developed, so the actual number of short-term rentals might be overestimated. For this reason, the trend data reported in Table 2 will only provide data from Quarter 2, 2020 through to the most recent quarterly data.

Figure 6. Trends in Short Term Rentals, Tasmania 2019-2024



Source: CBOS Reports on Data collection – Short Stay Accommodation Act. (Note PPR = Place of Primary Residence)

⁷ <https://cbos.tas.gov.au/topics/housing/short-and-medium-term-visitor-accommodation>

Whilst data for all forms of STRs are presented, the focus of this series of Reports is those STRs that fall within the category of Not Primary Place of Residence (*not PPR*) with or without Permits. This recognises that the letting of bedrooms etc. within an owner's family home does not impact on the availability of housing within the private rental market, whereas the letting of whole homes impacts considerably.

Table 2 dissects this information in more detail, showing data for four Tasmanian areas: Greater Hobart and Greater Launceston and the LGAs of Devonport and Hobart City.

The Table shows a similar trend to Figure 6, with the number of STRs decreasing in 2020 and then increasing. In the case of total STRs, however, the numbers bottomed out in all locations in Quarter 4, 2020 (when Sydney and Melbourne were experiencing lockdowns) while STRs which weren't the primary residence of the owner (*not PPR*) bottomed out in Quarter 2, 2020.

The table also shows that the growth in STRs is increasing. Over the previous 12 months total STRs have grown significantly:

- Hobart City - 16% growth
- Greater Hobart - 20% growth
- Devonport - 29% growth
- Greater Launceston - 31% growth

In the case of non-primary residence (*not PPR*) STRs growth has been at a lesser, but still significant, scale:

- Hobart City - 13% growth
- Greater Hobart - 15% growth
- Devonport - 23% growth
- Greater Launceston - 28% growth

These sizeable increases are likely to have an impact on vacancy rates in long-term rental markets.

**Table 2. Trends in Short-Term Rentals 2020-2024
(Tasmanian CBOS Data Collection)**

	Total STRs				Non-Primary Residence STRs				
	Hobart City	G. Hobart	Devonport	G. Launceston		Hobart City	G. Hobart	Devonport	G. Launceston
Q2 2020	1023	2000	89	682	Q2 2020	343	706	38	327
Q3 2020	1030	2037	90	687	Q3 2020	350	722	40	356
Q4 2020	974	1937	88	670	Q4 2020	350	732	38	355
Q1 2021	1084	2146	92	733	Q1 2021	375	768	40	384
Q2 2021	1105	2195	95	769	Q2 2021	410	824	44	416
Q3 2021	1128	2239	99	783	Q3 2021	420	846	46	423
Q4 2021	1157	2314	104	811	Q4 2021	430	861	47	438
Q1 2022	1179	2378	106	851	Q1 2022	436	887	46	461
Q2 2022	1229	2986	109	898	Q2 2022	449	914	45	483
Q3 2022	1258	2560	114	934	Q3 2022	462	932	47	507
Q4 2022	1333	2728	129	957	Q4 2022	485	987	53	512
Q1 2023	1372	2837	139	994	Q1 2023	497	1018	60	525
Q2 2023	1415	2963	150	1078	Q2 2023	486	1008	64	574
Q3 2023	1458	3082	158	1135	Q3 2023	510	1063	66	609
Q4 2023	1548	3278	167	1210	Q4 2023	629	1296	66	701
Q1 2024	1596	3406	179	1306	Q1 2024	563	1170	74	671
% inc. last 12 months	16%	20%	29%	31%	% inc. last 12 months	13%	15%	23%	28%

Note: G. is Greater

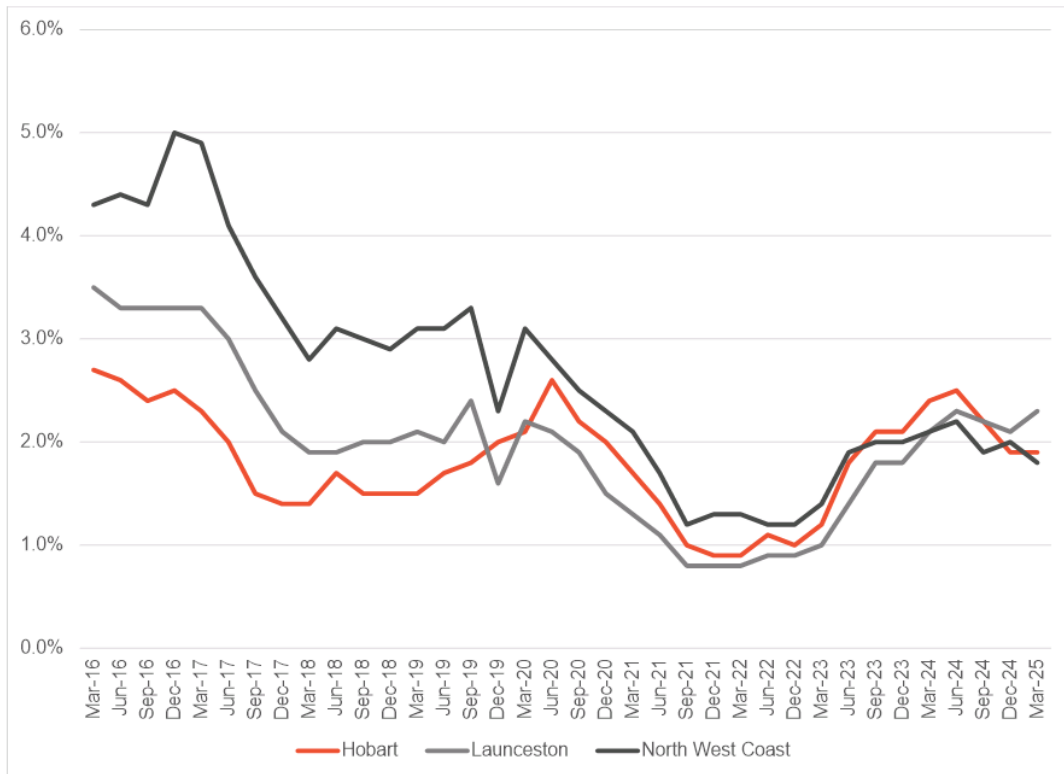
Source: CBOS reports on data collections from the Short Stay Accommodation Act, 2019

4. Outcome Variables

Vacancy rates

Two sets of vacancy rates are available to monitor the Tasmanian rental market: one published by SQM Research (a company collating and analysing data for financial institutions, investment professionals and investors); the other by the Real Estate Institute of Tasmania (REIT) - the peak body of Real Estate Agencies in Tasmania. Historically, the vacancy rates published by SQM are lower than REIT rates, which is likely attributable to the different data sources each organisation utilises⁸. Trends are, however, reasonably similar. In this report, we will focus on the REIT rates shown in Figure 7.

Figure 7. REIT Vacancy Rates, Tasmania



Source: Real Estate Institute of Tasmania (2025)

The vacancy rates shown in Figure 7 display an increase in the vacancy rates in Hobart, Launceston, and the North West Coast region in late 2023. Hobart, despite historically having the most competitive rental market (highest rents, lower vacancy rate), had the highest vacancy rate by a significant margin in the most recent available data from REIT. The REIT data shows that the increasing vacancy rates have continued into 2024 but turned down in the middle of 2024, especially for Hobart.

⁸ See the discussion in the Baseline Report on this issue

Rent levels

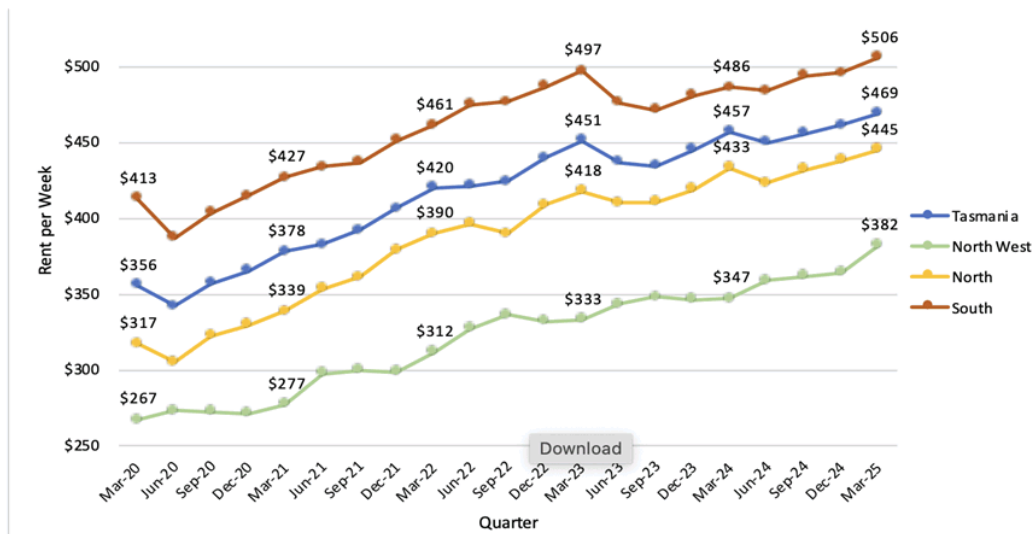
Rents⁹ across Tasmania were showing signs of parting from the previous historical trends and starting to moderate, albeit at an alarmingly high level. This picture reflected both the reduction in the population growth across the state, as well as the increases in the vacancy rates noted above.

However, the moderating rent trends seen in the last Progress Report have not continued, despite rent increases not returning to the levels we saw when Tasmanian populations were growing rapidly (see Figure 8).

In particular, rents in Greater Hobart have begun to rise again, with weighted median rents up 2.9% in the March 2025 quarter and increasing by 5% for the year. Rent increases in Greater Launceston were more moderate, with rent increasing by 1.5% for the March quarter of 2025 and up by 3% for the year. By way of contrast, the North West Region seems to be resisting the slight trend to more stable rents, experiencing a 4.3% increase in rents in the March 2025 quarter and 8.3% for the year.

The slower increases in rent reported in the last Progress Report might indicate a return to more seasonal pattern of rent growth that was prevalent in Tasmania (especially in Hobart) before the COVID-19 pandemic, where rental increase slowed during the colder months of the year and accelerated over summer. *Further data will be needed to conclude whether moderating rents are seasonal trends or whether Tasmania has moved past a cycle of rents increasing significantly faster than household incomes.*

Figure 8. Weighted median rents in Tasmanian Centres



Source: Tenants Union of Tasmania (2025)

⁹ Source: Tasmanian Rents March 2025 (Tenants' Union of Tasmania), based on <https://data.gov.au/dataset/ds-dga-9d3716ca-3064-4aa2-874d-4c4cae9083af/details?q=bond%20tasmania>

Whilst it is good news that rental levels appear to be stabilising, it is important to examine the relationship between rents and incomes to understand the affordability outcomes for Tasmania.

National Shelter, the Brotherhood of St. Laurence, and SGS Economics and Planning have developed a specialised Rental Affordability Index (RAI) which was first published in 2015. The most recent edition was released in November 2024. The RAI is a price index for housing rental markets, and is a clear and concise indicator of rental affordability relative to household incomes, applied to geographic areas across Australia.

Below is the summary relating to Greater Hobart from its 2024 report (p87):

Contrary to most capital cities, median rents in Greater Hobart have remained stable over the past year (increasing only 2.1 per cent), making Greater Hobart one of only two regions to see improved affordability in 2024 (the other being the ACT).

While this is an encouraging sign, rents increased rapidly over the previous few years (21.5 per cent from June 2020 to 2022), which has only been partially offset by the improvement in affordability in the years since. With a RAI score of 108, the average rental household still faces paying 28 per cent of their income if renting at the median rate, which is considered Moderately Unaffordable.

Since 2016, the median rental rate in Hobart has grown by over 60 per cent (consistent across dwelling sizes). Rents are now only 10 per cent lower than the Melbourne median, despite the average rental household income being over 18 per cent lower. However, this is an improvement relative to 2022, when median rents in Hobart were in fact 11 per cent higher than those in Melbourne.

A more recent report on rental affordability released by Anglicare earlier this year really highlights the problems for low income households in the Tasmanian rental market. In this report, affordability was tested by taking a snapshot of the thousands of rental listings on realestate.com.au over a weekend to estimate weekly rents. This report uses listings captured on a weekend in March 2025. Listings were assessed for affordability and suitability against 14 household types. In their Tasmanian summary (2025, p5) they note:

The number of affordable rentals has declined with a 25% drop in listings and record low vacancy rates in all regions. For people on the lowest incomes there are no affordable private rentals and the gap between advertised rents and what they can afford is growing. The lack of affordable rental properties is pushing Tasmanians into financial stress or homelessness.

They find that **no** rental properties listed were affordable for:

- Single Tasmanians receiving JobSeeker
- Tasmanian families relying on Single Parenting Payment
- Tasmanians relying on Disability Support Pension
- Tasmanians receiving Youth Allowance
- Single Tasmanians relying on the Age Pension wanting a place of their own.

5. Discussion

Renters in Tasmania are still under pressure. This is despite the relatively lower levels of population growth being experienced in the last 24 months. In response to the slowing population growth, REIT vacancy rate data shows that vacancy rates have significantly improved since their lows of 2022 but over the last year have begun to decrease again in Hobart and the North West. But as the Rental Affordability Index and the Anglicare Rental Affordability Snapshot Report show, rents have remained at a level that is not matched by Tasmanian incomes, leading to high levels of rental stress.

A key piece of missing data is the total size of the rental market in Tasmania. In other states it is possible to see whether reductions in vacancy rates are due to demand or supply side pressures (or both) but this is not possible in Tasmania due to limitations in CBOS reporting of the rental deposit (bond) information.

Looking at rents, we can see how the reasonably modest reduction in STR renting at the start of the pandemic was associated with a decrease in rents. The concern is that the significant growth of STRs might place renewed pressure on long-term rental markets. The pattern of increasing STRs, first reported in Progress Report 3, is accelerating. Non-primary residence STRs in many regions of the state are tracking up to 30% annual growth (see Table 2), which if sustained could have significant negative impacts on long-term rental markets.

It is interesting to track the attempts of one Tasmanian LGA to respond to the pressure on their long-term rental stock. Hobart City LGA has tried to respond to the increase in short term rentals using several measures which are summarised in Box 1.

Box 1. Case Study - Attempt to Regulate STRs

<p>December 2020 Council resolved that a report be prepared on possible amendments, and their merits, to the planning regulations to more appropriately control the number of private properties being converted to whole home short-stay accommodation.</p>
<p>February 2021 Council resolved that a report be prepared on possible amendments to their planning scheme, their merits and potential consequences.</p>
<p>August 2021 Council resolved to pursue inserting one or more Specific Area Plans (SAPs) into the Hobart Local Provisions Schedule that prohibit entire home short-stay accommodation use (excluding for 'secondary residences').</p>
<p>November 2021 Pursuant to the above resolution the Council's Lord Mayor, Councillor Anna Reynolds, wrote to the then Planning Minister requesting prohibitions for new entire home short-term accommodation permits within the Hobart LGA and more broadly.</p>

<p>December 2021 In response to the Lord Mayor's letter the then Planning Minister, Honourable Roger Jaensch MP, suggested (inter alia) that Council:</p> <p>"... seek an amendment to its Interim Planning Scheme, and if supported by the Commission, a Planning Purposes Notice can be issued to 'relieve' the Scheme from the mandatory application of [Planning Directive No. 6]" (PD6"); or</p> <p>"... seek variations to the [SAPs] through the development of its draft Local Planning Scheme (LPS), which could place controls on [short-stay accommodation] in the broader Hobart LGA in a manner similar to those introduced for the Battery Point and Wapping Areas through PD6."</p>
<p>March 2022 Council sought to amend its interim planning scheme in accordance with the Minister's recommendations of 20 December 2021, by inserting a qualification for the Visitor Accommodation use in substantially the same terms as the SAP. That draft amendment was subsequently identified as Planning Scheme Amendment (PSA)-22-1 when the proposed amendments were forwarded to the Tasmanian Planning Commission (TPC), who are responsible for changing Council planning schemes.</p>
<p>17 February 2023. The TPC determined it would not proceed with an assessment of the draft amendment on the basis it would be inconsistent with the requirements of PD6. The Commission noted this was based on "its understanding of the operation ... of planning directives ... , rather than consideration of a contemporary planning policy issue in which there is considerable apparent interest."</p>
<p>2024 When Council applied in 2024 to update their planning scheme to the new Tasmanian Planning Scheme (TPS), the Council sought to introduce a SAP to prohibit short-stay accommodation within residential zones of the city.</p>
<p>The TPC advised Council that for the TPC to observe the rules of natural justice and achieve procedural fairness it would be inappropriate to consider this SAP as part of the finalisation of the LPS. Council would therefore need to await finalisation of the LPS before it could formally seek to introduce this SAP as an amendment to the LPS. This will delay the change to residential zones until at least mid-2026.</p>

* A state-wide planning framework designed to standardise land use and development controls across the state.

The history of the Council's measures suggests a number of issues:

1. Using planning schemes to regulate STRs is problematic because the long implementation periods are likely to lead to an increase in the rate of dwellings applying for STR permits to counteract the future regulation (once a dwelling obtains a permit it is not impacted by future regulations);
2. The low level of co-operation between State and Local Government on STR regulation; and
3. A situation whereby contradictory advice was provided to a Local Council on the operation of the State Planning system.

If STR regulation is to be effective there needs to be a different approach, with the ability of LGAs to shut down the permitting process (potentially with the support of the State Government).

6. Conclusion *

* NB: In this context, "Conclusion" references several initial assumptions leading to a suite of conclusions supported through the evidence of the Baseline Report. In this report and all the other Progress Reports, those initial assumptions have been tested, and the "conclusions" remain fundamentally the same.

The June 2022 Baseline Report concluded that whilst it is too early in the project to suggest in detail potential policy changes for STRs in Tasmania, it is important to describe some principles that could be used in designing a new approach that attempts to balance the competing needs of the tourism industry, STR owners and Tasmanian renters.

It is reasonable to conclude so far that since releasing the initial Baseline Report, and over the ensuing Progress Reports, the situation in relation to STRs and their impact has not changed and nor have any meaningful policy decisions been implemented to address said impact.

Over the intervening period, it is clear that the original principles identified that may assist in fashioning an overarching STR management framework that is fair, reasonable and in the best interests of the majority of the Tasmanian population remain the same. That is:

We need to closely monitor STRs and their interactions with the long-term rental market

Whilst Tasmania led the country with the introduction of the *Short Stay Accommodation Act 2019*, it has failed to provide effective housing market monitoring. Monitoring the number of STRs at points in time is important, which the State Government does through quarterly reports (reporting could be improved by distinguishing STRs that are based on sharing a room inside a home from an "entire dwelling" located on a lot). However, it is also important to understand the interactions between STRs and the long-term private rental market and whether the overall private rental market is growing or shrinking.

Designing a data matching system that records whether STRs were previously rented in the long-term rental market would be reasonably straightforward, given the data is held inside the one government agency and properties could be matched by address. In addition, it is important that the MyBond system starts reporting total bond lodgments by LGA and/or region so that the size of the long-term rental market can be monitored.

The STR sector should pay for the costs they impose on government

At the moment the STR sector is imposing costs on both levels of government, particularly local government. Their impact on rents is also increasing demand for subsidised housing. Monitoring and enforcement are expensive activities for local councils (LGAs), who only receive a one-off payment to assess the application for a permit.¹⁰ It would not be unreasonable to impose an annual charge on STRs to cover these ongoing additional costs.¹¹

Different regulatory responses are required in different markets

The current regulatory system for STRs in Tasmania applies the same approach in Hobart, where the long-term rental market is under considerable stress and there is ample supply of hotel accommodation,

¹⁰ In economic terms, the STR sector is imposing negative externalities both on government but also on the Tasmanian community through issues such as the loss of neighbours.

¹¹ Note the Hobart City Council policy of charging higher rates for STR properties.

to areas with well performing long-term rental markets, shrinking local populations and few commercial accommodation providers. Other Australian States have recognized that this 'one size fits all' approach is not efficient¹².

There will be a need to limit the growth of STRs

Experiences of housing markets in attractive tourist areas of NSW show that the growth of STRs can continue unabated. For example, in Byron Bay Airbnb densities are approaching 50% (compared to an equivalent figure in Hobart of 9.3%).

Support initiatives to expand the size of the private rental market

If we could grow the long-term rental sector, we would be able to improve the housing outcomes for renters. For example, this could be achieved by increasing the number of apartments completed in the City of Hobart (given that apartments are more likely to be rentals than detached houses). In addition, large redevelopment sites could be encouraged to deliver housing products for investors as well as owner-occupiers.

CBOS Data Reporting

To enable better monitoring of private rental markets, it is important that CBOS develops the capacity to provide data on total active bonds by location to enable the private rental market to be effectively monitored (as is available in most other states in Australia).

The Proposed Tax on STRs

During the 2024 election campaign the Tasmanian Liberals announced a new tax on STRs¹³. The tax would be set at 5% (compared to a recent tax of 7.5% announced by the Victorian Government). In their policy they state:

“there is no doubt that the increasing number of houses on the short stay market has reduced the availability of long stay rentals, and contributed to higher rents”.

A concern with the policy is that the Government stated that they will use the funds collected to pay for the First Home Owners Grant. Given their acknowledgement that STRs increase rent it would seem more appropriate to direct the levy to support the building of more social housing rental stock, which is the strategy of the Victorian Government (see Progress Report Number 4). It is also strange that no details of the policy were revealed by the State Government over the last 15 months.

¹² For example, in NSW it is possible for LGAs with stressed rental markets to apply for a shorter cap than the NSW standard of 180 nights per annum. Byron Shire is currently implementing a 60 day cap.

¹³ <https://tas.liberal.org.au/making-it-easier-tasmanians-own-their-own-home-5-short-stay-levy>

7. Summary of Findings from Progress Reports

Progress Report #1

The findings of this report (December 2022) highlighted the need for effective monitoring of rental markets and interactions between short-term and long-term rental markets. They underlined the policy suggestions in the Baseline Report, where it was highlighted that whilst Tasmania led the country with the introduction of the *Short Stay Accommodation Act* in 2019 it had failed to provide effective housing market monitoring. Monitoring the number of STRs at points in time is important, which the State Government does through its quarterly reports. It is also important, however, to understand the interactions between STRs and the long-term private rental market and whether the overall private rental market is growing or shrinking.

Progress Report #2

In August 2023, the Progress Report showed that the conversion of stock from the long-term rental market in the Hobart LGA continued to be a problem, with the proportion of STR's with a long-term rental history increasing significantly over the previous 3 years. These findings supported attempts by Hobart City Council to stabilise the number of STR permits by banning the issue of new permits in residential zones. Whilst this was a slow process for the Council, with the initial planning pathway suggested by the Minister of Planning rejected by the Tasmanian Planning Commission, in light of the trends identified, an alternative pathway needs to be found to support planning system changes.

Progress Report #3

This report found that while Tasmania's population growth rate had slowed - being the lowest of all the Australian states, with a growth rate of 0.3% (or 1,600 people) over the previous 12 months - the number of applications on the social housing waiting list and the length of time to house priority applicants on the social housing waiting list had increased.

The number of applications on the social housing waiting list increased from 4,569 in December 2022 to 4,685 in December 2023, and the average time taken to house priority applicants had risen from 77.5 weeks in December 2022 to 82.4 weeks in December 2023 (using a 12-month rolling average).

At the same time as Tasmania experienced those alarming trends, the number of short-term rental listings increased in many parts of Tasmania, further limiting access to affordable private rentals and applying pressure to the social housing waiting list.

Progress Report #4

Progress Report Number 4 found that since Tasmania first introduced regulations in 2017, other states had increased their efforts to regulate the sector in order to protect their long-term rental market and to have greater control over the STR sector.

Each state jurisdiction has a different approach to the regulation of STRs: however, no significant analysis had been undertaken in relation to the relative effectiveness of these approaches. Importantly, there appears to remain much contention around the impact of STRs on the housing market. In Tasmania some key statistics prevail and can be found in Progress Report #4.

Whilst Tasmania has made good advances in understanding the extent of the STR market, the interaction between that and the private rental market is less clear. The Report reiterated that whilst Tasmania is well-served in data capture at specific points in time, improvements in reporting and analysis of impacts would be beneficial.

Progress Report #5

This Report largely focused on an update to recent statistics, pointing to an apparent “easing” of the market from the previous report. It could be argued that, with the current data sets, this was potentially just a hiatus given the further:

- Increase in rental prices
- Increase in Social Housing Wait List applications
- Increase in average wait times before being housed
- Decrease in options for lower income households; and
- Decrease in vacancy rates.

Furthermore, in respect of the findings of Progress Report 1, it is apparent that mechanisms for data capture and monitoring are increasingly urgent should we wish to fully understand and therefore mitigate the impacts of STRs on the private rental market.

Although trends are evident that long-term rental availability is not keeping up with population increases, and the move to short-stay accommodation marketing is significantly affecting this, to support evidence-based policy and understand and manage the long-term and short-term rental markets in Tasmania, better data is needed.

Suggested approach to data analysis

Designing a data matching system that records whether STRs were previously rented in the long-term rental market would be reasonably straightforward, given the data is held inside the one government agency and properties could be matched by address. In addition, it is important that the MyBond system starts reporting total bond lodgments by LGA and/or region so that the size of the long-term rental market can be monitored regularly, e.g. monthly, as is best practice interstate.

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CITY OF HOBART

COMMERCIAL & INDUSTRIAL MAXIMUM PERCENTAGE RATES INCREASE CAP - REVIEW

February 2025





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1. Introduction

The purpose of this paper is to review the ongoing usage of a maximum percentage increase cap (rates cap) for commercial and industrial land uses as part of the City's rating and valuation strategy and propose the level of the rates cap for 2025-26.

The City introduced a rates cap for commercial and industrial properties as part of its rating strategy 2024-28 following an extensive review, to smooth the transition to capital value rating from 1 July 2024. The City has received feedback in relation to the rates cap from a delegation of commercial property owners concerned about the level of the cap, how it works over time and a perceived shift in the rates burden towards commercial properties. The City has therefore committed to review the level of the rates cap.

This paper does not replicate or detail all of the background information and rationale for the Officer recommendations and Council decisions relating to the City's rating and valuation strategy 2024-28. This information is included in the Elected Member workshop papers and the Council reports at the time.

2. Background

Prior to 2022-23, the City had a simple rating and valuation strategy, it used Assessed Annual Value as its valuation base and a single rate in the dollar that all properties irrespective of land use paid. However, significant valuation changes in the Hobart municipal area predominately from macro-economic conditions and the COVID-19 pandemic resulted in the City needing to reconsider its rating strategy.

The usage of the rates cap in the move to capital value (CV) rating needs to be considered in this context.

Outcomes from 2021 (Last) Municipal Area Property Revaluation

In 2021 the Valuer-General completed a revaluation of all properties in the Hobart municipal area. The changes to property valuations was unprecedented with large increases for all land uses except commercial, which only increased on average by 3%. This was driven by population growth, private rental vacancy rates being low, COVID impacts and limited housing supply. (It was noted that within land uses there were diverse outcomes with some properties increasing much more than the average and some decreasing).

This caused a significant shift in the rate burden from commercial to residential properties (residential +\$8.3M; commercial -\$4.4M). Council approved, for the first time in its history, the introduction of a differential rating system to maintain the level of the rate burden across ratepayer groups from 1 July 2022. While this was a necessary shift, the use of differentials is utilised by the majority of councils in Australia. The Council also limited rate increases through a maximum percentage increase cap to avoid disparity in the distribution of rate collections resulting from the municipal revaluation and a rates bill 'shock' for those impacted by high valuation increases. The use of the cap was temporary to give ratepayers time to object to the Valuer-General about their new property value should they consider it incorrect given the lateness it was received before Council had to issue the rate notices for that year.

Rating and Valuation Strategy Review

In January 2023 Council approved a proposal to undertake a review of the City's rating and valuation practices (the Review) for the purpose of developing a rating and valuation strategy for the City in the context of the 2021 property revaluation. While Officers proposed this be

done with a Community Advisory Group, Council resolved that it be undertaken through a series of Elected Member workshops.

Council considered it important for the City to have a rating and valuation strategy consistent with taxation principles of fairness, equity, simplicity, capacity pay, sustainable for the future thereby avoiding intergenerational equity issues and to ensure the City has sufficient rates revenue to meet the City's Community Vision and strategic objectives. This is particularly important because Rates comprise 65% of the City's revenue.

The Review considered every aspect of the City's rating and valuation practices including consideration of rating principles, which rating system the City should use e.g. pure rating with a single rate in the dollar or differential rating, what rating categories should be used and what differential rates (if any) apply to those categories and at what level they should be applied. The Review also considered the valuation base the City should use from the three available, the tools available to councils to distribute the rate burden, whether a fixed municipal charge or minimums should be adopted, a number of options for the City's rating system to seek community feedback on and every Council rating policy.

As part of the Review, Council approved a change to the City's property valuation base for the purpose of rating from Assessed Annual Value to Capital Value to take effect from 1 July 2024 for the 2024-25 rating year. The change was made following a review of the three valuation bases available for council's use, which included and took into consideration:

- The pros and cons of each valuation base in the context of the Hobart municipal area, noting that all councils/municipal areas are different.
- Consideration of each valuation base against the City's rating principles, being the principles of taxation.
- Feedback from ratepayers over an extended period.
- Extensive rates modelling on the impacts to ratepayers, and the rates they would need to pay, if they move to the different valuation bases.
- The outcomes from the earlier State and Local Government Review of valuation and local government rating, which recommended Capital Value as the best option for Tasmania.
- Benchmarking exercise with other capital city and similar sized councils.
- Information on how properties are valued in Tasmania.

The Review found that CV performed best of all the valuation bases, and better in comparison to Assessed Annual Value (AAV), against the principles of taxation, is easier to understand, simpler, more sustainable, most equitable particularly in terms of capacity to pay, is the least volatile in a property market where property values are growing at a different rate to rental values and rates modelling showed that Council could move to Capital Value using the rating tools available under the LG Act.

An inaugural Strategy for the City for the four-year period 2024-28 was approved by Council at its April 2024 meeting and took effect from 1 July 2024. It is used as a guide the rate raising practices of the City for the four-year period. The current strategy concludes prior to the next municipal area revaluation, which will be conducted by the Valuer-General.

New Rating and Valuation Strategy

As a result of the Review the City's current rating and valuation strategy is based on the CV of properties as the valuation base and includes a differential rating system to maintain the current distribution of the rate burden and a maximum percentage increase cap at 10% to smooth the transition to capital value rating for commercial and industrial properties.

Outcome

The move away from rating using AAV (market rental) has been welcomed by many ratepayers. For most properties, the term 'AAV' no longer referred to the rental value of the property, but rather confusingly referred to an arbitrary measure of 4% of the CV of the property. The legislative requirement that AAV cannot be less than 4% of the CV resulted in a significant number of properties across the municipal area where the deemed AAV was higher than it would otherwise be. The majority of the City's ratepayers were 'on' the 4% rule, including 99.9% of residential, vacant land, sport & recreation and primary production, and hence the move to CV was seamless and those properties didn't experience any extra increases in rates as a result.

It is also noted that rates are tax deductible for businesses and therefore it was considered that commercial properties had a higher capacity to pay rates than other ratepayers.

Feedback

The City initially received no negative feedback from any ratepayer or ratepayer group in the municipal area. The City received fewer enquiries about the 2024-25 rate notices than any other previous year.

However, the City received a letter from three commercial ratepayers and subsequently met with a delegation of seven commercial property owners and managers on 23 October 2024 regarding their concerns with the move to CV rating and the 10% cap imposed. The issues as outlined by the delegation related to a perceived shift in the rate burden to commercial, the level of the cap and usage of CV rating for leased properties. There has been some confusion regarding a perceived shift in the rate burden towards commercial and confusion regarding why the cap was introduced, how it works, its level and that it will compound resulting in permanent 10% year on year rate increases for all C&I properties moving forward. This is not the case as outlined in the latter sections of this report.

The City is therefore committed to consider the usage and level of the maximum increase rates cap for 2025-26 and committed to actively considering opportunities to improve its financial sustainability and operational efficiency to reduce costs. This includes service reviews, resource planning and organisational alignment.

3. Why the City Needed to Use Capping

Moving to CV Rating – Implications

As outlined above, during the Review extensive rates modelling was undertaken to analyse the impact of the move to CV rating on individual ratepayers and also the effectiveness of rating strategy options to manage the distribution of the rates burden that resulted. Every rating tool available to Council under the LG Act was modelled.

A move from using AAV (existing differential model for 2023-24) as the valuation base to CV was modelled using a differential General Rate to mitigate the shift in the rate burden, calculated by assuming each land use category would contribute the same proportion of rate revenue that they did under AAV for the 2023-24 rating year.

Rates modelling found that if Council continues with a differential rating strategy and charged each land use a similar amount of rates it did under AAV for the 2023-24 that most ratepayers will only experience a minor change to their rates in the move to CV rating. However for commercial and industrial (C&I) properties that impact was more diverse with some properties experiencing an increase or decrease + / - 60%. Modelling showed that the use of a differential and a rates cap would smooth the transition to CV rating for C&I properties.

The rates modelling analysis is outlined in Appendix 1 and can be summarised as follows:

- Under AAV rating, commercial paid 31% of the rate burden and residential paid 57%. Despite increases and decreases across the last ten years, analysis showed these percentages were consistent on average over time.
- Moving to CV using differential rating to reflect the current distribution of the rate burden was successful in managing the transition with all land uses paying the same proportion of rates than before under AAV. This is because a regression analysis conducted found that there is a close linear relationship between AAV and CV meaning that rates based on CV or AAV will produce a relatively similar outcome in terms of the distribution of the rates burden across the community. This reflects that a differential rate based on CV is likely to deliver similar rate to those based on AAV for a large proportion of properties, particularly those on the 4% rule and a benefit for others.
- Moving to CV using a differential rating model alone was less successful for C&I properties given their wide disparity in AAV:CV outcomes with the range of properties AAV as a percentage of CV being 4% - 9%.. The analysis found that properties with a higher market rental value would pay less rates in a move to CV rating and vice versa. The range was + / - 60% in terms of property increases and decreases. The only rating tool that effectively smoothed the transition was the use of the maximum percentage increase cap.

If the rates cap was not used some properties would have experienced a rates increase of up to 60% and some properties would have received a rates decrease up to 60%. The City could simply have moved to a pure CV differential rating system in the one year and not smoothed the impacts. This would have realised the benefits of a pure valuation-based rating system immediately and avoid usage of the rates cap. However, recognising the impacts on property owners the rates cap was introduced to enable a transition over time, smoothing the impacts for all C&I properties.

During the review, the City did consider, instead of accepting the rate burden that CV produced or indeed accepting the rate burden that was produced under AAV (the 2023-24 differential rates burden), the optimal rate burden for the City. This involved the City considering what properties or land uses should pay what for Council services and applying a differential rate accordingly. The differential rate would then effectively be a set a price for each land use category that Council determines that land use category should pay in rates. This would depend on what benefit Council considers each land use to derive from its services.

In distributing the rating burden across the different categories of ratepayers in the Hobart municipal area, the City sought to achieve the following objectives:

- Having a rating structure that provides fairness and equity for the whole City of Hobart.

- Having a rating structure that is sustainable for Council and affordable for the community.

However, ultimately the City determined that the shift in the rate burden to residential experienced under a move to CV, which mean that commercial properties would pay considerably less in rates than present, was unfair and it would be appropriate for commercial properties to pay more, and similar to what portion of the rate burden they paid in rates under the AAV differential model.

Therefore, the differential rates for 2024-25 were set as follows:

Commercial & Industrial	215
Residential & Primary Production	100
Short Stay Visitor Accommodation	200
Public Enterprise	141
Sport & Recreation	133
Vacant Land	124
Vacant Land – Residential	248

The rate in the dollar for C&I properties was higher than the differential above in 2024-25. This is due to how the cap works and is calculated. It does not mean that C&I properties paid more of the rates in 2024-25 (i.e. there was not a redistribution of the rates burden towards C&I). More information on that calculation is in section 4 below.

4. Capping – What it is and How it Works

The maximum percentage increase cap was introduced by the State Government during its review of Local Government Rating and Valuation Strategy conducted from 2008-2013 as part of its suite of reforms. (It is noted that while not mandated, the outcome from the State Government review was that Capital Value performed best of the three valuation bases and recommended that Tasmanian council's move to using capital value as their valuation base for rating.)

The *Local Government Amendment Act 2011* provided councils with this optional tool to cap rate increases for 'any or all' ratepayers across all or part of rates and charges payable. It is open to councils, by absolute majority, to determine if or how they will apply any rate cap. Rate caps limit the maximum proportional increase in rates that any single ratepayer, or class of ratepayers, may experience in a given year.

It is used by many councils as an effective rating tool. As an example, the City of Launceston and Clarence City Council currently use it as part of their rating strategy.

Capping ensures that no ratepayer experiences a rate increase from the prior year greater than the cap. It is designed to smooth the impact of a redistribution in the rate burden, which can occur from valuation changes.

The City set the rates cap at 10% for 2024-25 for commercial and industrial (C&I) properties. As we know from the rates modelling undertaken during the Review, moving to CV rating resulted in a large redistribution of the rate burden **within** the commercial and industrial land use and applying a differential rate alone didn't manage the distribution for individual C&I properties, resulting in some commercial and industrial properties experiencing a rate increase and decrease +/- 60%. The 10% cap smoothed the impact.

The 2024-25 rate in the dollar calculation was as follows:



\$28,920,641 was required in rates revenue from commercial and industrial properties (based on the agreed amount of rates aka differential to be raised)

\$8,688,739 was the total amount of revenue from properties that would have had a rate increase more than 10% needing to be redistributed to properties that experienced an increase less than 10%.

Rates revenue + cap = \$38,485,825

Calculation for the rate in the dollar was therefore:

$\$38,485,825$ (total rates revenue) / $6,305,017,200$ (total CV for all C&I properties) =
= General Rate of 0.6104 cents in the dollar of Capital Value

It should be noted that the differential rate for C&I properties did not increase per se, each land use contributes the same portion of rates as it did in 2023-24. The higher rate in the dollar as outlined above is what is required for the rates cap calculation.

For an individual property capped during 2024-25. The calculation for their general rates was therefore as follows:

CV x 0.6104 cents in the dollar = \$rates
Compare \$rates to 2023-24 \$rates
If difference is over 10%, minus \$rates over 10%
= rates payable

Example \$1.595M Commercial Property in Augusta Road, Lenah Valley

General Rates – Commercial	$0.006104 \times \text{CV } \$1,595,000 = \$9,735.88$
2023-24 General Rates	\$6,440
Capped 2024-25 General Rates	$\$6,440 + \$644 = \$7,084$
Cap	$\$9,735.88 - \$7,084 = \$2,651.88$

From the example above, if there was no cap this property would have paid \$9,735.88 in general rates for 2024-25 or a 41% increase from 2023-24 levels. However, the 10% cap prevented them paying more than \$7,084. \$2,651.88 was therefore 'capped' and redistributed to other C&I properties that would, without the cap, have paid less than a 10% increase or even a decrease in rates under a pure CV differential rating model.

Benefits and Drawbacks

Capping is a very effective tool to limit rate increases for individual ratepayers to a certain level, thereby maintaining stable and predictable rate increases in times of valuation changes.

However, as can be seen from the example above, capping ignores the valuation of the property in that rates are calculated with reference to what was paid in the prior year plus a percentage increase rather than with reference to the value of the property. This can give rise to properties with the same valuation paying a different amount of rates.

Furthermore, those C&I properties that would have received an increase of less than 10% or a rates decrease under a move to CV are experiencing higher rates due to the cap.

The long term or permanent use of a rates maximum percentage increase cap is therefore not desirable.

However, if the cap was removed for 2025-26 the transitional impacts from the move to CV rating for C&I properties would be realised, albeit to a lesser extent than it would have been for 2024-25 since the cap has already achieved a 10% transition to pure CV rating for C&I properties that in 2024-25 would have experienced an increase >10% and <20%.

Transitional Tool

As outlined above, rates capping is a transitional tool if used as part of a longer-term rating strategy. Capping doesn't compound. Each year the City uses the cap fewer and fewer properties would be capped because the prior year's cap has successfully shifted the rate burden within the land use for those properties that experienced a rate increase just above the level of the cap. As an example, if the cap is retained for 2025-26 and 2026-27 at 10% the cap will have achieved a 30% transition to pure CV rating for C&I properties that in 2024-25 would have experienced an increase >10% and <30% in a move to CV rating.

Using the property in the example above and assuming a 3.5% increase in each year and keeping the cap at 10%, the outcome for this property is:

2024-25	\$7,084 (\$2,651.88 General Rates capped)
2025-26	\$7,792 (\$825.56 General Rates capped and 10% increase)
2026-27	\$8,548.31 (not subject to the cap, \$756.31 or 9.7% increase)
2027-28	\$8,677.23 (not subject to the cap, \$128.92 or 1.51% increase)

5. Level of the Cap

For 2024-25 the maximum percentage increase cap was set at 10%. This meant that no property with a commercial or industrial land use would experience a general rates increase of more than 10% from 2023-24 levels. However, conversely it meant that those C&I properties subject to the cap experienced an increase in rates of 10%, 5% higher than the average increase for other properties in 2024-25. As outlined above, overall the C&I land uses did not pay a greater share of the rate burden than they did in 2023-24.

From the perspective of aiding a faster/more timely transition to pure capital value rating for all commercial and industrial properties and in fairness to those properties who are paying higher rates during the transition (albeit not higher than prior year's levels but higher than a pure CV rating outcome would be), a higher cap would have been preferable. However, feedback during the Review calling for stable and predictable rate increases was taken into consideration when the level of the cap was determined.

Practically, the rates cap could not have been lower than 10% in Year 1 (2024-25) given the disparity in the outcome for individual commercial and industrial properties. Rates modelling demonstrated that a lower %cap would not have resulted in enough rates revenue being raised from C&I properties, resulting in a budget shortfall for the City; and the rate in the dollar would have been too high to be workable for supplementary valuations during the year.

6. Capping Long-term Strategy

Long-term Goal – Pure CV Differential Rating Model

The long-term goal is to achieve a pure CV differential rating model where all C&I properties pay rates based on their property valuation and there is no rates capping.

As outlined in section 5 above, a 10% cap was used for 2024-25. Given the cap is transitional as outlined in section 4 above, it has resulted in those properties that would have experienced a rate increase greater than 10% and less than 20% not requiring to be capped for future years. That is if the cap remains at 10%. In the following year that increases to 30% and so on. Ultimately the cap and supplementary valuations will successfully migrate all C&I ratepayers to a pure CV differential rating model over time.

As an example, rates modelling of the continued use of the cap for the years 2025-26, 2026-27 and 2027-28 shows the following:

Table 1: Capping Transition

Year	\$revenue Capped @ 10%	# & % Properties Capped	Rate-in-the-dollar
2024-25	-\$8,354,780	2,015 or 97%	0.6104
2025-26	-\$3,230,001	1,554 or 75%	0.5403
2026-27	-\$1,975,144	1,020 or 49%	0.5359
2027-28	-\$1,412,868	770 or 37%	0.5440

As shown in table 1 above, over time the number of properties and amount capped reduces as more properties don't need to be capped anymore. Four years isn't enough time at a 10% cap to fully migrate to a pure CV differential rating model for all properties. This is because, as shown in the initial rates modelling, some individual properties experienced a + / - 60% increase in rates transitioning to CV even with a differential rate.

It is noted that if a property experiences a supplementary valuation in a given year, it will not again be subject to the rates cap because it will be rated on its pure CV moving forward.

It is also noted that the modelling outcomes above assume no changes in property valuations. However, property valuations are subject to indexation every two years and a municipal revaluation every six. Also supplementary valuations occur each year due to development activity in the municipal area. Therefore, change is inevitable and may present an opportunity to transition to a pure CV differential rating model earlier than six years and during the next municipal area revaluation in 2028.

Reducing the Level of the Rates Cap

Reducing the cap from 10% **will not** result in a revenue loss for the City per se as long as the cap is set at a level that allows enough rates revenue to be raised. Given the transition already achieved from the 10% cap in 2024-25, a lower cap in 2025-26 will generate the required amount of rates revenue as long as it is set at a level to successfully raise the required amount of revenue from C&I properties and achieve a useable rate-in-the dollar for supplementary valuations..

It will take much longer to fully transition to a pure CV differential rates model using lower cap. However, movements in property valuations and any resultant distribution of the rates burden resulting from next year's property value adjustment factors (indexation) and the next municipal area revaluation are unknown and may assist with aiding the transition.

7. Proposal

Feedback in relation to the 10% rates cap for C&I properties is acknowledged. Officers have undertaken extensive rates modelling on a range of options for 2025-26 in relation to the cap. The following is proposed for the 2025-26 rating year.

Reduce the Cap to 5% for 2025-26

It is proposed to reduce the cap for C&I properties from 10% to 5%. Reducing the cap from 10% to 5% will not result in a revenue loss for the City. Given the transition already achieved from the 10% cap in 2024-25, a 5% cap in 2025-26 will generate the required amount of rates revenue from C&I properties.

Using an assumption of a 3.5% rates revenue increase for 2025-26, a 5% cap will mean that 90% of C&I properties will experience an increase in general rates of 5% from 2024-25 levels in 2025-26. The remaining properties will experience an increase less than 5%. All other properties will receive a 3.5% increase.

Year	\$revenue Capped	# & % Properties Capped	Rate-in-the-dollar
2024-25	-\$8,354,780 (@10%)	2,015 or 97%	0.6104
2025-26	-\$5,983,820 (@5%)	1,873 or 90%	0.5829

The impact of reducing the cap is that it will take much longer (approx. twice as long) to fully transition to a pure CV differential rates model using a 5% cap all else being equal. This means twice as long for those ratepayers who benefit in reduced rates from CV rating to wait for this to be realised and twice as long for ratepayers in the same land use with the same property value being rated differently.

However, a 5% cap reduces general rate increases for many C&I ratepayers to a maximum of 5% in 2025-26, easing rate increase pressure from the prior level of 10%.

It should be noted that the length of time the cap will be required for is unknown as movements in property valuations and any resultant distribution of the rates burden resulting from next year's property value adjustment factors (indexation) and the next municipal area revaluation are unknown.

8. Conclusions

Through its rating review the City determined that CV rating is the preferred valuation base for the City from the three available under the LG Act. Pure CV rating, which is calculating rates based on the CV of the property is the desired long-term rating model, realising the benefits of CV rating – already realised by the majority of Australian councils. For all properties except C&I this was achieved in 2024-25.

However, the disparity in the move to CV for C&I properties was diverse and required usage of a rates cap to smooth the transition over time and avoid a rates 'bill shock' in 2024-25. The rates cap is transitional, doesn't compound and means that overtime fewer and fewer properties will be 'capped' and more properties will be rating using pure CV.

The level of the cap at 10% for 2024-25 was the lowest it could be and still generate the required amount of revenue in the City's budget from C&I properties (based on the agreed differential, unchanged from that under AAV) and a workable rate-in-the-dollar for supplementary valuations. However, it did mean that 97% of C&I properties experienced a 10% increase in general rates from 2023-24 levels.

Modelling changing levels of the rates cap and/or reducing the differential for C&I (the amount of total rates to be paid) has been undertaken and reducing the rates cap to 5% for 2025-26 is proposed. It is noted that the outcome from the next municipal area revaluation is unknown and may present the opportunity to transition to a pure CV rating model in the revaluation year.

7. Appendix 1 – Background Rating Review Rates Modelling

7.1 Outcome – Prior AAV Rating and Valuation Strategy

The distribution of the rate burden under the prior rating and valuation strategy (AAV and single RID) was as follows:

Table 2: AAV Outcome for Hobart

Land Use Category	No of Properties	Total AAV \$	Total Rates \$	% of Properties	% Municipal AAV	% Rates Burden
Commercial	1966	362,347,400	33,429,496	7.9%	25.4%	30.6%
Industrial	134	12,307,068	991,801	0.5%	0.9%	0.9%
Primary Production	2	142,000	9,897	0.0%	0.0%	0.0%
Public Enterprise	261	178,277,744	9,374,605	1.1%	12.5%	8.6%
Residential	21489	848,256,420	62,719,578	86.8%	59.4%	57.3%
Short Stay Visitor Accom.	263	9,924,844	1,262,376	1.1%	0.7%	1.2%
Sport & Recreation	98	5,078,282	194,306	0.4%	0.4%	0.2%
Vacant - Other	60	2,312,980	168,213	0.2%	0.2%	0.2%
Vacant - Residential	488	9,379,572	1,267,879	2.0%	0.7%	1.2%

Commercial, industrial and public enterprise paid proportionally more of the rate burden than the other land uses. This was because their combined property AAVs were higher and rental returns for these properties exceeded the 4% minimum return of a residential property. In some cases the rental returns of commercial and industrial properties were 7%, 8%, 9% or more.

It is notable that the residential sector comprised 87% of municipal properties but paid 57% of the rate burden and contributed 59% of total municipal AAV.

7.2 Outcome - Unmanaged Move to Capital Value Rating

An unmanaged shift from using AAV as the rate base to CV had the effect of shifting the rate burden between land use categories. As shown in table 3 overleaf, the impacts of an unmanaged shift to CV as a base for rating would vary across land use categories.

As an example, commercial would decrease, from paying 31% of the rate burden to 18% of the rate burden (a \$13.2M decrease in total rates paid).

Conversely, residential would increase, from paying 57% of the rate burden to paying 72% (a \$16.3M increase in total rates paid).

There would be a modest change for the other land use categories.

Table 3: Shift in Rate Burden from move from AAV to CV

Land Use Category	% Rates Burden	% Rates Burden	Shift in Rate Burden
	AAV	CV	
Commercial	30.6%	18.5%	-13,230,234
Industrial	0.9%	0.7%	-267,022
Primary Production	0.0%	0.0%	2,422
Public Enterprise	8.6%	6.7%	-2,047,393
Residential	57.3%	72.2%	16,284,716
Short Stay Visitor Accom	1.2%	0.9%	-318,523
Sport & Recreation	0.2%	0.2%	9,884
Vacant - Other	0.2%	0.2%	27,528
Vacant - Residential	1.2%	0.7%	-461,378

Current Rates Burden vs CV Shift Rates Burden

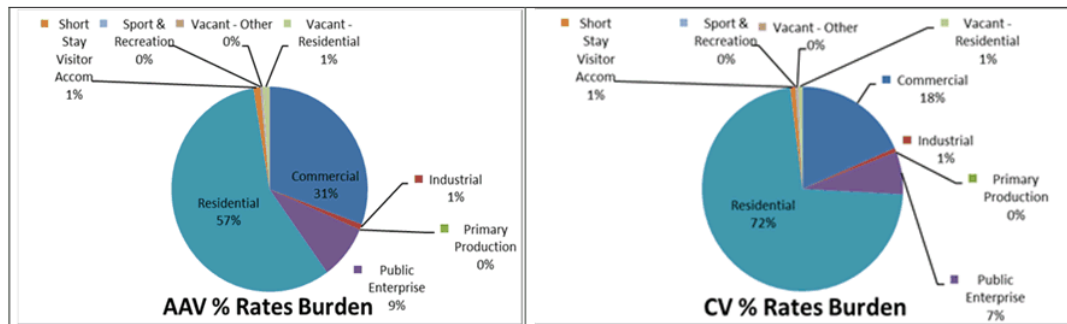


Table 4: AAV to CV Unmitigated Shift % Impact – All Land Use Categories

Rates and Charges % Variance	Commercial	Industrial	Primary Production	Public Enterprise	Residential	Short Stay Visitor Accom	Sport & Recreation	Vacant Land - Other	Vacant Land - Residential
-70% to -60%	2	0	0	0	0	0	0	0	0
-60% to -50%	61	0	0	1	0	0	0	0	0
-50% to -40%	470	2	0	17	0	0	0	0	2
-40% to -30%	647	46	0	27	4	6	0	0	480
-30% to -20%	258	46	0	20	4	257	3	0	0
-20% to -10%	65	15	0	34	28	0	2	0	3
-10% to 0%	463	12	0	36	78	0	0	0	0
0% to 10%	0	7	0	120	199	0	70	1	1
10% to 20%	0	6	0	5	490	0	13	42	1
20% to 30%	0	0	2	0	19981	0	2	16	1
30% to 40%	0	0	0	1	551	0	4	1	0
40% to 50%	0	0	0	0	154	0	2	0	0
Over 50%	0	0	0	0	0	0	2	0	0

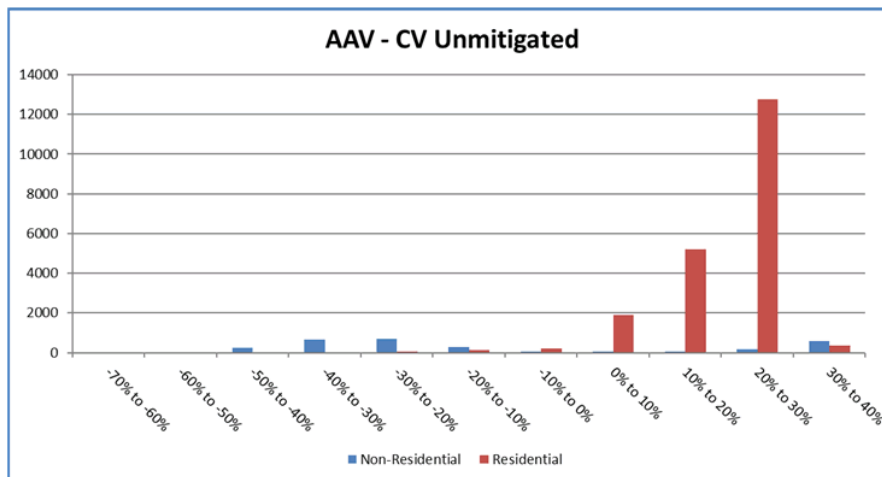
Under an unmanaged shift from AAV to CV all but two properties would pay no more than 40% more in rates than current. The 'winners' and 'losers' are overleaf:

Winners under Unmitigated CV	Losers under Unmitigated CV
<p><i>Commercial</i></p> <ul style="list-style-type: none"> • 100% would experience a rate decrease. • 73% would experience a rate decrease > 20%. <p><i>Industrial</i></p> <ul style="list-style-type: none"> • 90% would experience a rate decrease. • 81% would experience a rate decrease > 20% 	<p><i>Residential</i></p> <ul style="list-style-type: none"> • 99% would experience a rate increase. • 92% would pay between 20% and 30% more in rates <p><i>Sport & Recreation</i></p> <ul style="list-style-type: none"> • 95% would experience a rate increase. <p><i>Vacant Land</i></p> <ul style="list-style-type: none"> • 100% would experience a rate increase with the majority between 10% and 30% <p><i>Primary Production (Farming)</i></p> <ul style="list-style-type: none"> • 100% would experience a rate increase of >20%

The effect on Public Enterprise is more varied; however, 52% would pay more in rates.

Generally, if Council were to rate using CV but not mitigate the impacts on ratepayers, commercial, industrial and some public enterprise properties would pay significantly less in rates and residential, vacant land, primary production and sport & recreation would pay more. Chart 2 below shows the effect of the shift on residential and non-residential properties. Generally, residential properties would pay more in rates and non-residential properties would pay less.

Chart 2: AAV to CV Unmitigated Shift % Impact – Non-Residential vs. Residential Properties





Although the effect does vary across low, medium and high valued residential properties, some general observations can be drawn from the modelling data based on the following:

- The majority of lower valued residential properties with a CV of \$450,000 or less experiencing a rate increase of less than 25% under model 7.2.
- Properties receiving a decrease in rates are those with a very high CV.

7.3 Outcome – Managed Move to Capital Value Rating

By using a differential General Rate the land use categories would pay the same proportion of general rate burden than they currently do under the current AAV differential rating model.

The rate in the dollar (RID) for each land use category would be different, as shown in table 5 below. As can be seen the CV RID for commercial would need to be higher than the CV RID for residential. Similarly, the RID for industrial and public enterprise would need to be higher than for residential. This supports the outcomes of model 7.2, which shows that an unmanaged shift from AAV to CV has the effect of shifting the rate burden from commercial, industrial and public enterprise to residential, primary production, sport & recreation and vacant land. So, to retain the AAV rate burden the RIDs for these land uses would need to be higher.

It should be noted that even though each land use category would have its own RID, within each land use category the capital value of the property would determine the rates paid by individual property owners. Table 5 below shows the difference between the current RIDs under the 2023-24 AAV differential rating model and this CV model.

Table 5: CV Differential Rate in Dollar by Land Use Category

Land Use Category	General Rates AAV Rate in \$	General Rates CV Rate in \$
Commercial	0.0736	0.00470
Industrial	0.0603	0.00390
Primary Production	0.055	0.00220
Public Enterprise	0.0632	0.00347
Residential	0.0521	0.00211
Short Stay Visitor Accom	0.1042	0.00420
Sport & Recreation	0.0665	0.00291
Vacant - Other	0.0614	0.00246
Vacant - Residential	0.1228	0.00491

Impact on Rates Paid

Using a differential General Rate has an impact on the rates paid by individual ratepayers. Table 6 overleaf shows the impact of moving from AAV to CV but mitigating the impact of that shift by using a differential General Rate.

Table 6: AAV to CV Mitigated Shift % Impact – All Land Use Categories

Rates and Charges % Variance	Commercial	Industrial	Primary Production	Public Enterprise	Residential	Short Stay Visitor Accom	Sport & Recreation	Vacant Land - Other	Vacant Land - Res
-70% to -60%	0	0	0	0	0	0	0	0	0
-60% to -50%	0	0	0	0	1	0	0	0	0
-50% to -40%	0	0	0	1	4	0	0	0	0
-40% to -30%	3	0	0	2	26	0	1	0	0
-30% to -20%	57	0	0	13	82	0	4	0	0
-20% to -10%	272	19	0	32	275	6	0	0	0
-10% to 0%	402	58	0	20	675	11	0	0	1
0% to 10%	460	28	2	31	20426	246	2	60	486
10% to 20%	142	7	0	59	0	0	87	0	1
20% to 30%	128	10	0	51	0	0	4	0	0
30% to 40%	192	6	0	52	0	0	0	0	0
40% to 50%	91	2	0	0	0	0	0	0	0
50% to 60%	219	4	0	0	0	0	0	0	0
60% to 70%	0	0	0	0	0	0	0	0	0
70% to 80%	0	0	0	0	0	0	0	0	0
80% to 90%	0	0	0	0	0	0	0	0	0
90% to 100%	0	0	0	0	0	0	0	0	0
>100%	0	0	0	0	0	0	0	0	0

Under model 7.2 the most significant impact of a move from using AAV to CV as the rate base for Council would be the impact on residential and vacant land with 99% of residential properties experiencing an increase in rates up to 30% from the prior year and 100% of vacant land experiencing a rate increase. Primary production and sport & recreation would also be impacted. However, table 6 above shows that by using a differential rate to mitigate the impact of a move to CV, the impact on these properties can be mitigated considerably.

99.8% of all residential properties would experience an increase in rates less than 2.5%.

99.9% of vacant land would experience an increase less than 1.05%. 99.9% of vacant residential land would experience an increase less than 0.6%.

However, the results are varied for properties with a commercial, industrial and public enterprise land use.

Table 11 overleaf shows the comparison between an unmanaged shift to CV and mitigating the impacts of a shift using differential rating.

Table 7: Comparison Mitigated vs. Unmitigated Move to CV – All Properties

Rates and Charges % Variance	CV Unmitigated 'Pure"	CV Mitigated
-100% to -90%	0	0
-90% to -80%	0	0
-80% to -70%	0	0
-70% to -60%	2	0
-60% to -50%	62	1
-50% to -40%	491	5
-40% to -30%	1210	32
-30% to -20%	588	156
-20% to -10%	147	604
-10% to 0%	589	1167
0% to 10%	398	21741
10% to 20%	557	296
20% to 30%	20002	193
30% to 40%	557	250
40% to 50%	156	93
50% to 60%	2	223

As can be seen from tables 6 and 7 above, using a differential rate does not mitigate the impact entirely for commercial, industrial and public enterprise properties. However, a moderate change in the rate burden would assist with this or the use of a maximum percentage increase cap.