

# Interim Planning Directive No. 6

## Container Refund Scheme - Exemptions and Special Provisions

This Interim Planning Directive has been issued by the Minister for Planning under section 12A(2)(a) of the former provisions of the *Land Use Planning and Approvals Act 1993* (the Act) and came into effect on 10 May 2023<sup>1</sup>.

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<sup>1</sup> References to provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the **former provisions** of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The **former provisions** apply to a planning scheme that was in force prior to the **commencement day** of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The **commencement day** was 17 December 2015.

## 1.0 Citation

This interim planning directive may be cited as Interim Planning Directive No. 6 – Container Refund Scheme - Exemptions and Special Provisions.

## 2.0 Application

2.1 This interim planning directive applies to the following planning schemes:

- (a) interim planning schemes that have been declared in accordance with section 30F of the Act;
- (b) interim planning schemes made under section 30M of the Act; and
- (c) the *Sullivans Cove Planning Scheme 1997*.

## 3.0 Interpretation

In this interim planning directive, unless the contrary intention appears, a term has the meaning as defined in Table 3.1.

**Table 3.1 Interpretation**

Term	Definition
approved container	means as defined in the <i>Container Refund Scheme Act 2022</i> .
container refund machine	means as defined in the <i>Container Refund Scheme Act 2022</i> .
container refund point	means as defined in the <i>Container Refund Scheme Act 2022</i> .
container refund space	means the area of land required to house a container refund machine or a bag drop refund point on a site plus space for pedestrians to queue at the container refund machine or bag drop refund point.
bag drop refund point	means the use of land for a container refund point to receive and internally store bags of approved containers for later collection.
over the counter refund point	means the use of part of an existing business premises for the container refund point scheme to receive approved containers over the counter and store on-site for later collection.
pop-up refund point	means the temporary use of land for a staffed mobile facility, such as a vehicular trailer or tent, as a container refund point to receive and temporarily store approved containers.

Term	Definition
waste transfer station	Means use of land to receive and temporarily store waste before it is removed elsewhere and includes a container refund point, excluding a bag drop refund point, container refund machine, over-the-counter refund point or pop-up refund point.

#### **4.0 Effect of the interim planning directive – Exemptions**

For all interim planning schemes to which this interim planning directive applies must have the effect that use or development listed in Table 4.1 of Attachment 1 is exempt from requiring a permit provided it meets the corresponding requirements.

#### **5.0 Effect of the interim planning directive – Special Provisions**

For all interim planning schemes to which this interim planning directive applies must have the effect that the provisions in clause 9.1 of Attachment 2 are Special Provisions for the purposes of Part C of the relevant interim planning scheme.

#### **6.0 Effect of the interim planning directive – relevant Car Parking codes**

For all interim planning schemes to which this interim planning directive applies must have the effect that -

- (a) the provision in clause 3.1.1 of Attachment 3 is in substitution for E9.5.1 of the following:
  - (i) Kentish Interim Planning Scheme 2013, and
  - (ii) King Island Interim Planning Scheme 2013,
- (b) the provision in clause 3.2.1 of Attachment 3 is in substitution for E6.6.1 of the George Town Interim Planning Scheme 2013;
- (c) the provision in clause 3.2.2 of Attachment 3 is in substitution for E6.6.1 of the Break O’Day Interim Planning Scheme 2013,
- (d) the provision in clause 3.3.1 of Attachment 3 is in substitution for E6.6.1 of the Kingborough Interim Planning Scheme 2015,
- (e) the provision in clause 3.3.2 of Attachment 3 is in substitution for E6.6.1 of the Hobart Interim Planning Scheme 2015,
- (f) the provision in clause 3.3.3 of Attachment 3 is in substitution for E6.6.1 of the Derwent Valley Interim Planning Scheme 2015,
- (g) the provision in clause 3.3.4 of Attachment 3 is in substitution for E6.6.1 of the Huon Valley Interim Planning Scheme 2015.

## **7.0 Effect of the interim planning directive on the Sullivans Cove Planning Scheme 1997**

For the Sullivans Cove Planning Schemes 1997 to which this interim planning directive applies must have the effect that –

- (a) use or development listed in Table 4.2 of Attachment 1 is exempt from requiring a permit provided it –
  - (i) meets the corresponding requirements in Table 4.2 of Attachment 1, and
  - (ii) is located in the Sullivans Cove Mixed Use area or the Sullivans Cove Gateway – Macquarie Point area, as shown in Figure 4 of the Sullivans Cove Planning Scheme 1997, and
- (b) use or development listed in Table 4.3 of Attachment 1 is exempt from requiring a permit provided it –
  - (i) meets the corresponding requirements in Table 4.3 of Attachment 1, and
  - (ii) is located in the Regatta Point area or the Sullivans Cove Working Port area, as shown in figure 4 of the Sullivans Cove Planning Scheme 1997.

## **8.0 Commencement**

This Interim Planning Directive takes effect on 10 May 2023.

## Attachment 1 – Exemptions

**Table 4.1 Exempt use and development**

	Use	Requirements	Suspended PD1 clause
4.1.1	Container refund point	<p>By, or on behalf of the Crown, if for –</p> <ul style="list-style-type: none"> <li>a) an over-the-counter refund point with external storage located to the side or rear of the business premises if: <ul style="list-style-type: none"> <li>i. it operates within the normal hours of operation of that business;</li> <li>ii. external storage of the returned approved containers is an area of not more than 15m<sup>2</sup> and a height of not more than 3m or is provided in a shipping container; and</li> <li>iii. the external storage is not visible from any road or public space adjoining the site; or</li> </ul> </li> <li>b) a container refund machine or bag drop refund point if: <ul style="list-style-type: none"> <li>i. co-located on a site with an existing business;</li> <li>ii. the structure has a base area of not more than 4m<sup>2</sup> and a height of not more than 2.2m; and</li> <li>iii. the returned approved containers are stored inside the structure or the bags are stored in a relocatable bin that is not visible from any road or public space adjoining the site,</li> </ul> </li> </ul> <p>unless the local historic heritage code applies and requires a permit for the use or development.</p>	N/a
4.1.2	Temporary container refund point	<p>By, or on behalf of the Crown, if for:</p> <ul style="list-style-type: none"> <li>a) a pop-up refund point on public land and used: <ul style="list-style-type: none"> <li>i. for a period not longer than 2 days; or</li> <li>ii. in association with a market, sporting, social or cultural event; or</li> </ul> </li> <li>b) a container refund machine or a bag drop refund point on a registered trailer and used: <ul style="list-style-type: none"> <li>i. for a period of not longer than 2 days;</li> <li>ii. in association with a market, sporting, social or cultural event; or</li> <li>iii. during the months from November to April if needed to provide additional capacity for demand from tourists as endorsed by the Crown; and</li> </ul> </li> </ul>	N/a

	Use	Requirements	Suspended PD1 clause
		c) the temporary container refund point is removed after its use.	

**Table 4.2 Exempt use and development – Sullivans Cove Mixed Use area or the Sullivans Cove Gateway**

	Use	Requirements	Suspended PD1 clause
4.2.1	Container refund point	<p>By, or on behalf of the Crown, if for -</p> <ul style="list-style-type: none"> <li>a) an over-the-counter refund point with external storage located in the side or rear of the business premises if: <ul style="list-style-type: none"> <li>i. it operates within the normal hours of operation of that business;</li> <li>ii. external storage of the returned approved containers is an area of not more than 15m<sup>2</sup> and a height of not more than 3m or is provided in a shipping container; and</li> <li>iii. the external storage is not visible from any road or public space adjoining the site; or</li> </ul> </li> <li>b) a container refund machine or bag drop refund point if: <ul style="list-style-type: none"> <li>i. co-located on a site with an existing business;</li> <li>ii. the structure has a base area of not more than 4m<sup>2</sup> and a height of not more than 2.2m; and</li> <li>iii. the returned approved containers are stored inside the structure.</li> </ul> </li> </ul>	N/a
4.2.2	Temporary Container refund point	<p>By, or on behalf of the Crown, if for -</p> <ul style="list-style-type: none"> <li>a) a pop-up refund point on public land and used; <ul style="list-style-type: none"> <li>i. for period not longer than 2 days; or</li> <li>ii. in association with a market, sporting, social or cultural event; or</li> </ul> </li> <li>b) a container refund machine or a bag drop refund point on a registered trailer and used: <ul style="list-style-type: none"> <li>i. for a period of not longer than 2 days;</li> <li>ii. in association with a market, sporting, social or cultural event; or</li> <li>iii. during the months from November to April if needed to provide additional capacity for</li> </ul> </li> </ul>	N/a

	Use	Requirements	Suspended PD1 clause
		<p>demand from tourists as endorsed by the Crown; and</p> <p>c) the temporary container refund point is removed after its use.</p>	

**Table 4.3 Limited Exempt use and development – Regatta Point area or the Sullivans Cove Working Port**

	Use	Requirements	Suspended PD1 clause
4.3.1	Container refund point	<p>By, or on behalf of the Crown, if for a container refund machine if:</p> <p>a) co-located on a site with an existing business;</p> <p>b) the structure has a base area of not more than 4m<sup>2</sup> and a height of not more than 2.2m; and</p> <p>c) the returned approved containers are stored inside the structure.</p>	N/a
4.3.2	Temporary container refund point	<p>By, or on behalf of the Crown, if for:</p> <p>a) a pop-up refund point on public land and used:</p> <p>i. for period not longer than 2 days; or</p> <p>ii. in association with a market, sporting, social or cultural event, and</p> <p>b) the pop-up refund point is removed after its use.</p>	N/a

## Attachment 2 – Special Provisions

### 9.1 Container Refund Points

9.1.1 Use and development for an over-the-counter refund point, pop-up refund point, bag drop refund point or a container refund machine is Discretionary and in determining an application the planning authority must have regard to:

- a) the purpose and provisions of the zone;
- b) the purpose and provisions of any applicable code, except the following provisions in interim planning schemes:
  - i. E9.5.1 - E9 Traffic Generating Use and Parking Code – Kentish, King Island, Latrobe and Waratah-Wynyard Interim Planning Schemes;
  - ii. E6.6.1 – E6 Parking and Sustainable Transport Code – Break O’Day, and George Town Interim Planning Schemes; and
  - iii. E6.6.1 – E6 Parking and Access Code – Central Highlands, Derwent Valley, Hobart, Huon Valley and Kingborough Interim Planning Schemes;
- c) any relevant local area objectives;

- d) the purpose and provisions of any applicable specific area plan;
  - e) pedestrian safety on the site;
  - f) potential conflicts with movement of traffic on the site; and
  - g) use of an over the counter refund point, pop-up refund point, bag drop refund point or a container refund machine within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone must not cause an unreasonable loss of residential amenity having regard to:
    - iv. the timing, duration or extent of vehicle movements, including the amount of reversing and associated warning noise from service vehicles;
    - v. noise levels generated at the container refund point above background noise levels;
    - vi. any noise mitigation measures between the container refund point and the residential zone; and
    - vii. lighting duration or light spill.
- 9.1.2 Notwithstanding subclause 9.1.1, use and development for a bag drop refund point or a container refund machine on a site in the Local Business Zone, General Business Zone, Central Business Zone, Urban Mixed-Use Zone, Village Zone, Commercial Zone, Community Purpose Zone or Recreation Zone, is Permitted and a permit must be granted if:
- a) co-located on a site with an existing place of business;
  - b) there are not more than 2 signs for the bag drop refund point or container refund machine that are not attached to the bag drop point or container refund machine structure and the signs are not:
    - i. less than 2m from the boundary of a property in a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone;
    - ii. illuminated;
    - iii. more than 2m<sup>2</sup> combined total area; and
    - iv. on a separate site to the bag drop refund point or container refund machine;
  - c) a sign that is attached to a bag drop point or the container refund machine structure must not be illuminated and must:
    - i. be for the following sign types, as defined by the relevant interim planning scheme:
      - a. an awning fascia sign that does not project above or below the fascia of the awning to which it is attached, and has a height of not less than 2m above ground level;
      - b. a wall sign that does not project above the top of the wall to which it is attached; or
      - c. a wall mural sign; or
    - ii. comply with E7.4 or E7.6 A1 of the Signs Code in the relevant Kentish, King Island, Latrobe and Waratah-Wynyard Interim Planning Scheme;
  - d) in the Local Business Zone, General Business Zone or Central Business Zone the setback from a frontage is:
    - i. equal to or more than the relevant Acceptable Solution frontage setback for the relevant zone; and



- ii. not less than that the relevant Acceptable Solution frontage setback of any applicable specific area plan;
  - e) in the Village Zone, Urban Mixed-Use Zone, Commercial Zone, Community Purpose Zone or Recreation Zone the setback from a frontage is:
    - i. not less than the relevant Acceptable Solution frontage setback for the relevant zone; and
    - ii. not less than the Acceptable Solution frontage setback of any applicable specific area plan;
  - f) the side and rear setback is not less than the relevant Acceptable Solution side or rear setback for the relevant zone or any applicable specific area plan;
  - g) the height of the structure for a bag drop refund point or container refund machine is not more than 5m;
  - h) the area of each structure is not more than:
    - i. 20m<sup>2</sup> for the bag drop refund point; or
    - ii. 60m<sup>2</sup> for the container refund machine;
  - i) the container refund machine operates within the same hours of operation as the existing business on the site, unless 9.1.2 (l) is applicable;
  - j) the placement of the container refund point satisfies the requirements in the acceptable solutions for the relevant code that relates to the provision of car parking on the site, as follows:
    - i) E9.5.2 and E9.6.1 in the E9 Traffic Generating Use and Parking Code in the relevant Kentish, King Island, Latrobe and Waratah-Wynyard Interim Planning Scheme;
    - ii) E6.7 in the E6 Parking and Sustainable Transport Code in the relevant Break O'Day and George Town Interim Planning Scheme; and
    - iii) E6.7, except for E6.7.8, E6.7.9, E6.7.10, E6.7.11, E6.7.12 in the E6 Parking and Access Code in the relevant Central Highlands, Derwent Valley, Hobart, Huon Valley and Kingborough Interim Planning Scheme;
  - k) the Local Historic Heritage Code does not require a permit for use or development; and
  - l) use of a bag drop refund point or a container refund machine within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone must have:
    - i. hours of operation: within the hours of:
      - a. 7.00am to 9.00pm Monday to Saturday; and
      - b. 8.00am to 9.00pm on Sundays and public holidays; or
      - c. operation of the co-located business, whichever is the lesser;
    - ii. external lighting that does not operate within the hours 11.00pm to 6.00am, excluding any security lighting; and
    - iii. service vehicles for the container refund point that operate within the hours of:
      - a. 7.00am to 9.00pm Monday to Saturday; and
      - b. 8.00am to 9.00pm Sunday and public holidays.
- 9.1.3 No other provisions in the relevant planning scheme apply to a use or development in accordance with sub clause 9.1.2.
- 9.1.4 There is no requirement for providing car parking spaces for container refund points approved under subclauses 9.1.1 or 9.1.2.

- 9.1.5 A container refund point granted a permit under clauses 9.1.1 or 9.1.2 can include a condition relating to maintaining the tidiness of the container refund point and pedestrian safety.

## Attachment 3 – Car Parking Provisions

### 3.1 Cradle Coast Region – E9 Traffic Generating Use and Parking Code

#### 3.1.1 E9.5.1 Provision for parking (Kentish and King Island Interim Planning Schemes)

<b>Objective:</b>	
Provision is to be made for convenient, accessible, and usable vehicle parking to satisfy requirements for use or development without impact for use or development of other land or for the safety and operation of any road.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>  Provision for parking must be: <ul style="list-style-type: none"><li>(a) the minimum number of on-site vehicle parking spaces must be in accordance with the application standard for the use class as shown in the Table to this Code, minus the number of car parking spaces that cannot be provided due to the site including container refund scheme space.</li></ul>	<b>P1</b>  <ul style="list-style-type: none"><li>(a) It must be necessary or unreasonable to require arrangements for the provision of vehicle parking; or</li><li>(b) Adequate and appropriate provision must be made for vehicle parking to meet:<ul style="list-style-type: none"><li>(i) Anticipated requirement for the type, scale, and intensity of the use;</li><li>(ii) Likely needs and requirements of site users; and</li><li>(iii) Likely type, number, frequency, and duration of vehicle parking demand.</li></ul></li></ul>

### 3.2 Northern Tasmania Region – E6.0 Parking and Sustainable Transport Code

#### 3.2.1 E6.6.1 Car parking numbers (George Town Interim Planning Scheme)

<b>Objective:</b>	
To ensure that an appropriate level of car parking is provided to service the use.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>  The number of car parking spaces will not: <ul style="list-style-type: none"><li>(a) If for dwellings in the General Residential Zone, be less than 100% of the requirements of Table E6.1; or</li><li>(b) be less than 90% of the requirements of Table E6.1, minus the number of car parking spaces that cannot be provided due to the site including container refund scheme space, and not exceed the requirements of Table E6.1 by more</li></ul>	<b>P1</b>  The number of car parking spaces provided must have regard to: <ul style="list-style-type: none"><li>(a) The provisions of any relevant location specific car parking plan; and</li><li>(b) The availability of public car parking spaces within reasonable walking distance; and</li><li>(c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak</li></ul>

than 2 spaces or 5% whichever is the greater (except for dwellings in the General Residential Zone);	<p>demand or by efficiencies gained by consolidation; and</p> <p>(d) The availability and frequency of public transport within reasonable walking distance of the site; and</p> <p>(e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</p> <p>(f) The availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and</p> <p>(g) An empirical assessment of the car parking demand; and</p> <p>(h) The effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</p> <p>(i) The recommendations of a traffic impact assessment prepared for the proposal; and</p> <p>(j) Any heritage values of the site; and</p> <p>(k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p>(i) The size of the dwelling and the number of bedrooms; and</p> <p>(ii) The pattern of parking in the locality; and</p> <p>(iii) Any existing structure on the land.</p>
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### 3.2.2 E6.6.1 Car parking numbers (Break O’Day Interim Planning Scheme)

<b>Objective:</b>	
To ensure that an appropriate level of car parking is provided to service the use.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>The number of car parking spaces must not be less than the requirements of:</p> <p>(a) Table E6.1; minus the number of car parking spaces that cannot be provided due to the site including container refund scheme space, or</p> <p>(b) A parking precinct plan contained in Table E6.6: Precinct Parking Plans</p>	<p><b>P1</b></p> <p>The number of car parking spaces provided must have regard to:</p> <p>(a) The provisions of any relevant location specific car parking plan; and</p> <p>(b) The availability of public car parking spaces within reasonable walking distance; and</p>

(except for dwellings in the General Residential Zone)	<ul style="list-style-type: none"> <li>(c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and</li> <li>(d) The availability and frequency of public transport within reasonable walking distance of the site; and</li> <li>(e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</li> <li>(f) The availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and</li> <li>(g) An empirical assessment of the car parking demand; and</li> <li>(h) The effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</li> <li>(i) The recommendations of a traffic impact assessment prepared for the proposal; and</li> <li>(j) Any heritage values of the site; and</li> <li>(k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: <ul style="list-style-type: none"> <li>(i) The size of the dwelling and the number of bedrooms; and</li> <li>(ii) The pattern of parking in the locality; and</li> <li>(iii) Any existing structure on the land.</li> </ul> </li> </ul>
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### 3.3 Southern Tasmania Region – E6 Parking and Access Code

#### 3.3.1 E6.6.1 Number of Car Parking Spaces (Kingborough Interim Planning Scheme)

<b>Objective:</b>	
<p>To ensure that:</p> <ul style="list-style-type: none"> <li>(a) There is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.</li> <li>(b) A use or development does not detract from the amenity of users or the locality by: <ul style="list-style-type: none"> <li>(i) Preventing regular parking overspill;</li> <li>(ii) Minimising the impact of car parking on heritage and local character.</li> </ul> </li> </ul>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> <li>(a) No less than the number specified in Table E6.1, minus the number of car parking spaces that cannot be provided due to the site including container refund scheme space</li> </ul> <p>Except if:</p> <ul style="list-style-type: none"> <li>(a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan.</li> </ul>	<p><b>P1</b></p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) Car parking demand;</li> <li>(b) The availability of on-street and public car parking in the locality;</li> <li>(c) The availability and frequency of public transport within a 400m walking distance of the site;</li> <li>(d) The availability and likely use of other modes of transport;</li> <li>(e) The availability and suitability of alternative arrangements for car parking provision;</li> <li>(f) Any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</li> <li>(g) Any car parking deficiency or surplus associated with the existing use of the land;</li> <li>(h) Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirements, except in the case of substantial redevelopment of a site;</li> </ul>

	<ul style="list-style-type: none"> <li>(i) The appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</li> <li>(j) Any verified prior payment of a financial contribution in lieu of parking for the land;</li> <li>(k) Any relevant parking plan for the area adopted by Council;</li> <li>(l) The impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;</li> <li>(m) Whether provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.</li> </ul>
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### 3.3.2 E6.6.1 Number of Car Parking Spaces (Hobart Interim Planning Scheme)

<b>Objective:</b>	
<p>To ensure that:</p> <ul style="list-style-type: none"> <li>(a) There is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.</li> <li>(b) A use or development does not detract from the amenity of users or the locality by: <ul style="list-style-type: none"> <li>(iii) Preventing regular parking overspill;</li> <li>(iv) Minimising the impact of car parking on heritage and local character</li> </ul> </li> </ul>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> <li>(a) No less than the number specified in Table E6.1, minus the number of car parking spaces that cannot be provided due to the site including container refund scheme space</li> </ul> <p>Except if:</p> <ul style="list-style-type: none"> <li>(i) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan.</li> </ul>	<p><b>P1</b></p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) Car parking demand;</li> <li>(b) The availability of on-street and public car parking in the locality;</li> <li>(c) The availability and frequency of public transport within a 400m walking distance of the site;</li> <li>(d) The availability and likely use of other modes of transport;</li> <li>(e) The availability and suitability of alternative arrangements for car parking provision;</li> </ul>

<p>(ii) The site is subject to clauses E6.6.5, E6.6.6, E6.6.7, E6.6.8, E6.6.9 or E6.6.10 of this planning scheme.</p>	<p>(f) Any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</p> <p>(g) Any car parking deficiency or surplus associated with the existing use of the land;</p> <p>(h) Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirements, except in the case of substantial redevelopment of a site;</p> <p>(i) The appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</p> <p>(j) Any verified prior payment of a financial contribution in lieu of parking for the land;</p> <p>(k) Any relevant parking plan for the area adopted by Council;</p> <p>(l) The impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;</p> <p>(m) Whether provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.</p>
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### 3.3.3 E6.6.1 Number of Car Parking Spaces (Derwent Valley Interim Planning Scheme)

<b>Objective:</b>	
<p>To ensure that:</p> <p>(c) There is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.</p> <p>(d) A use or development does not detract from the amenity of users or the locality by:</p> <p>(v) Preventing regular parking overspill;</p> <p>(vi) Minimising the impact of car parking on heritage and local character</p>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>



<p><b>A1</b></p> <p>The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> <li>(a) No less than the number specified in Table E6.1, minus the number of car parking spaces that cannot be provided due to the site including container refund scheme space</li> </ul> <p>Except if:</p> <ul style="list-style-type: none"> <li>(b) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan.</li> </ul>	<p><b>P1</b></p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) Car parking demand;</li> <li>(b) The availability of on-street and public car parking in the locality;</li> <li>(c) The availability and frequency of public transport within a 400m walking distance of the site;</li> <li>(d) The availability and likely use of other modes of transport;</li> <li>(e) The availability and suitability of alternative arrangements for car parking provision;</li> <li>(f) Any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</li> <li>(g) Any car parking deficiency or surplus associated with the existing use of the land;</li> <li>(h) Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirements, except in the case of substantial redevelopment of a site;</li> <li>(i) The appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</li> <li>(j) Any verified prior payment of a financial contribution in lieu of parking for the land;</li> <li>(k) Any relevant parking plan for the area adopted by Council;</li> <li>(l) The impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code.</li> </ul>
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### 3.3.4 E6.6.1 Number of Car Parking Spaces (Huon Valley Interim Planning Scheme)

<b>Objective:</b>	
<p>To ensure that:</p> <ul style="list-style-type: none"> <li>(e) There is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.</li> <li>(f) A use or development does not detract from the amenity of users or the locality by: <ul style="list-style-type: none"> <li>(vii) Preventing regular parking overspill;</li> <li>(viii) Minimising the impact of car parking on heritage and local character</li> </ul> </li> </ul>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> <li>(a) No less than the number specified in Table E6.1, minus the number of car parking spaces that cannot be provided due to the site including container refund scheme space</li> </ul> <p>Except if:</p> <ul style="list-style-type: none"> <li>(b) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan.</li> </ul>	<p><b>P1</b></p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) Car parking demand;</li> <li>(b) The availability of on-street and public car parking in the locality;</li> <li>(c) The availability and frequency of public transport within a 400m walking distance of the site;</li> <li>(d) The availability and likely use of other modes of transport;</li> <li>(e) The availability and suitability of alternative arrangements for car parking provision;</li> <li>(f) Any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</li> <li>(g) Any car parking deficiency or surplus associated with the existing use of the land;</li> <li>(h) Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirements, except in the case of substantial redevelopment of a site;</li> <li>(i) The appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other</li> </ul>

	<p>transport facilities, where such facilities exist or are planned in the vicinity;</p> <p>(j) Any verified prior payment of a financial contribution in lieu of parking for the land;</p> <p>(k) Any relevant parking plan for the area adopted by Council;</p> <p>(l) The impact on the heritage and character values of Franklin if subject to the Franklin Heritage Specific Area Plan.</p>
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