

Improving residential standards in Tasmania



Subdivision standards

Why it's important

A well-designed subdivision considers the local landscape, climate and weather conditions, natural features and future urban character. It guides the type and size of homes that will be created, and also how residents move around and enjoy their neighbourhood.

Decisions made at the subdivision stage have long-term effects on the design and performance of a development and can lock in important features such as lot sizes, streets, services, and open space. Improved subdivision standards can ensure that important design decisions are considered early in the design process. They can also maximise the community benefits that a well-designed subdivision can provide.

Current challenges

Business as usual residential subdivisions in Tasmania fall short when it comes to lot diversity, service infrastructure, trees and landscaping, and overall amenity and liveability. Current challenges include limited choice in lot sizes, a lack of landscaping and public open space, and designs that undermine the site's best features or promote car dominance, all which lead to poor outcomes for the community in the long term.

Future improvements

The Final Recommendations Report proposes a range of potential improvements to the existing subdivision standards. These are based around four themes:

- **Lot design**
To enable increased housing choice through diversity in lot sizes
- **Urban greening**
To improve design quality, liveability and climate resilience
- **Movement network**
To design for all modes of transport including more sustainable choices
- **Services**
To improve climate resilience through integrated water management



For more detail on the potential improvements to subdivision standards, see page 41 of the Final Recommendations Report.

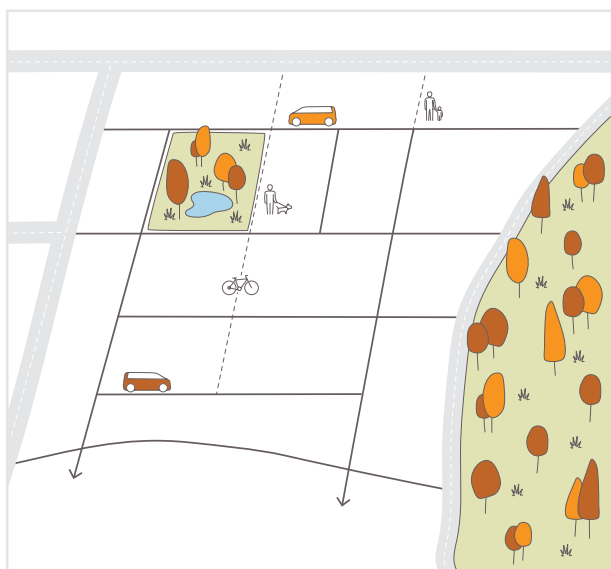
Lot design

Improved housing choice begins at the subdivision stage. By creating diverse lot sizes within a subdivision, we can provide a greater variety of homes for Tasmanians. This is particularly important in areas with good access to transport options, community services and facilities.

The current lot design standards in the State Planning Provisions (SPPs) are effective at delivering subdivision for single dwellings. However, they lack the detail required to enable different housing types, such as small

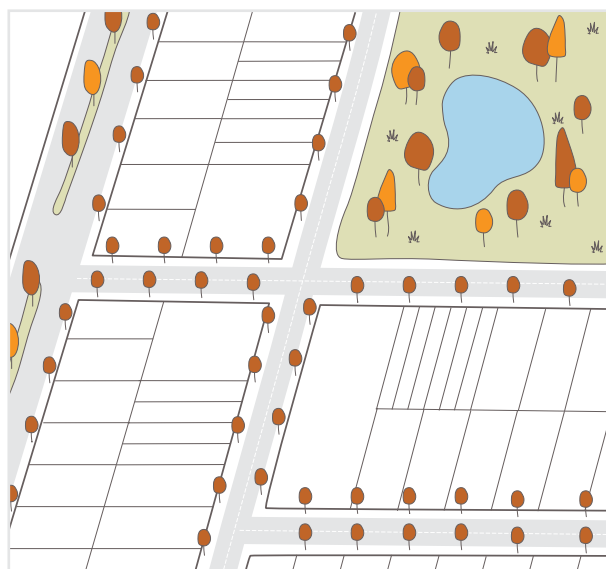
lot housing, grouped dwellings, townhouses, apartments and communal residences. Introducing lot size diversity would bring the SPPs in line with best practice in other Australian states and territories.

Lot size diversity is easier to achieve on bigger development sites where a balance of larger and smaller lot sizes is possible. There is potential to include requirements to deliver lot size diversity (as shown in the table below) for developments of 15 or more lots when within 800 m walking distance of a business zone or high frequency transit corridor.



Subdivision design

with modified grid layout, active transport links, public open space, and permeable street block dimensions.



Lot layout

with variable lot sizes to enable diverse housing types (e.g. large lots for multiple dwellings and small lots for townhouses).

Potential lot design parameters (permitted pathway)

	Inner Residential Zone	General Residential Zone
LOT SIZE MINIMUM	200 m ² (160 m ² for a townhouse)	450 m ² (250 m ² for a townhouse)
FRONTAGE WIDTH	3.6 m	12 m (8 m for a townhouse)
BUILDING AREA	8x12 m	10x15 m (8x15 m for a townhouse)
SOLAR ORIENTATION	More than 60% of lots with long axis facing north	
LOT SIZE DIVERSITY	20% of lots meet the minimum lot size, and 10% of lots are a minimum of 1000 m ²	

Urban greening


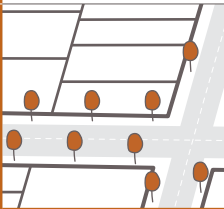
Providing residents with access to green spaces improves health, wellbeing and biodiversity outcomes. Green space should be well-distributed, multi-functional and cost effective. They may include regional or local parks, tracks and trails, and places to play, socialise and access nature.

Planning and delivery of public open space in residential subdivisions has been haphazard and inconsistent across Tasmania. There is no current mechanism in the SPPs to require

the provision of public open space or landscaping in a subdivision proposal. A new residential subdivision standard is therefore required for urban greening.

The overarching objective of the urban greening standard is to provide public open space for active and passive recreation and ensure that the public realm of streets and open space features suitable hard and soft landscaping for the intended function.

Potential urban greening parameters (permitted pathway)

Applicable to all urban residential zones		
PUBLIC OPEN SPACE		10% contribution as land and/or cash in lieu, in accordance with a relevant Council policy or strategy
		Lots within 800 m walking distance of existing, planned or proposed public open space
LANDSCAPING		1 street tree for every 20m of road frontage
		Landscape design of public realm meets the requirements of the approval authority



Movement network

Residential subdivision influences how a community will be connected to local amenities by a range of mobility options. Well-designed movement networks are people-focused and consider things like:

- permeability
- accessibility
- functionality
- the road hierarchy
- the comfort and safety of those moving through the network.

Beyond access and mobility, the movement network also provides space for utilities infrastructure and can improve ecological

outcomes, including biodiversity and integrated water management.

The current road standards in the SPPs offer little guidance as to what an acceptable movement network may look like for a subdivision. Specifically, there is no permitted pathway for new roads in a subdivision, and road design through a performance-based solution is heavily influenced by engineering requirements.

The potential improvements to subdivision standards provide more direction on how to design for best practice road hierarchy, street block dimensions, and active and public transport needs.

Potential movement network parameters (permitted pathway)

Applicable to all urban residential zones	
LAYOUT	Rectilinear, modified or radiant grid preferred.
STREET BLOCKS	120-240 m long x 60-120 m wide; 600 m maximum street block perimeter (larger street blocks to be provided with mid-block pedestrian links)
CONNECTIVITY	Subdivision roads connect to existing and planned external roads
CUL DE SACS	Maximum 15% of lots front a cul-de-sac. Maximum cul-de-sac length of 150 m. Cul-de-sac heads to include pedestrian links where relevant.
LEGIBILITY	Lay out street blocks with direct and straight streets or use topography to improve opportunities for active travel.
ACTIVE TRAVEL	1.5 m min footpaths on all streets. 1.8 m wide shared pedestrian and cycling paths on both sides of streets in 400 m walking distance of public open space, high frequency transit corridors, and business zones. Safe crossing points for busy roads.
PUBLIC TRANSPORT	90% of lots in 800 m walking distance of an existing or potential public transport route. Provide direct, convenient pedestrian links from lots to public transport route.
ROAD HIERARCHY	Street design is based on a designated road type articulated through a road hierarchy plan in accordance with the requirements of the road authority or Tasmanian Standard Drawings.

Services

The current services standards for residential subdivision are clear and concise but limited in scope. While detailed servicing requirements for water and sewer are managed through the TasWater referral process, there is no mechanism in the SPPs to formally assess stormwater management issues. All other Australian states and territories include stormwater in planning assessment.

Currently these are resolved informally at the planning permit stage with councils falling back on the requirements of the *Urban Drainage Act 2013* at final plan stage. Including stormwater requirements in the SPPs at the subdivision stage has potential to better integrate meaningful water sensitive design in subdivision design.

Potential services parameters (permitted pathway)

Applicable to all urban residential zones

WATER, SEWER AND STORMWATER CONNECTIONS

Unchanged across all zones.

STORMWATER QUALITY AND QUANTITY (FOR SUBDIVISIONS CREATING 15+ LOTS)

Stormwater meets quality and quantity targets, including:

- 80% reduction in the average annual load of total suspended solids based on typical urban concentrations
- 45% reduction in the average annual load of total phosphorus and nitrogen based on typical urban concentrations
- Stormwater quantity in accordance with the requirements of local authority.

Subdivision integrates stormwater management into the public realm through water sensitive design features.

