

## 11.0 Inner Residential Zone

### 11.1 Zone Purpose

#### 11.1.1 Zone Purpose Statements

11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.

11.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

11.1.1.3 To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.

11.1.1.4 To encourage residential development at higher densities in locations that offer good access to services and employment including activity centres and public open spaces.

#### 11.1.2 Local Area Objectives

Local Area Objectives	Implementation Strategy
KINGSTON	

(a) Land will be utilised for residential purposes to the maximum extent and in a manner that optimises high quality design and amenity outcomes	(a) Infill opportunities will be taken up with larger lots being developed at higher residential densities.
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### 11.1.3 Desired Future Character Statements

Desired Future Character Statements	Implementation Strategy
KINGSTON	
(a) Increased inner urban residential living opportunities will be provided that enable residents to have improved access to local services and public facilities.	(a) Further subdivision and/or strata development will be encouraged within this zone in a manner that encourages high quality design outcomes in both the private and public realms.

## 11.2 Use Table

No Permit Required	
Use Class	Qualification
Educational and occasional care	Only if home-based child care in accordance with a licence under the <i>Child Care Act 2001</i>
Natural and cultural values management	
Passive recreation	
Residential	Only if single dwelling. Only if home-based business with no more than 1 non-resident worker/employee, no more than 1 commercial vehicle and a floor area no more than 30 m <sup>2</sup> .
Utilities	Only if minor utilities
Permitted	
Use Class	Qualification
Residential	Except if No Permit Required. Except if home-based business with more than 1 non-resident worker/employee, more than 1 commercial vehicle or a floor area more than 30m <sup>2</sup> .
Visitor accommodation	

<b>Discretionary</b>	
<b>Use Class</b>	<b>Qualification</b>
Business and professional services	Only if a medical centre or consulting rooms
Community meeting and entertainment	Only if church, art and craft centre or public hall
Educational and occasional care	Only if child care centre, day respite facility, employment training centre or kindergarten.
Emergency services	
Food services	Only if not displacing a residential use
General retail and hire	Only if a local shop
Residential	Except if No Permit Required or Permitted.
Sports and recreation	
Utilities	Except if no permit required.
<b>Prohibited</b>	
<b>Use Class</b>	<b>Qualification</b>
All other uses	

## 11.3 Use Standards

### 11.3.1 Non-Residential Use

Objective:	
To ensure that non-residential use does not unreasonably impact residential amenity.	
Acceptable Solutions	Performance Criteria
<b>A1</b> Hours of operation must be within 8.00 am to 6.00 pm, except for office and administrative tasks or visitor accommodation.	<b>P1</b> Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.
<b>A2</b>	<b>P2</b>

<p>Noise emissions measured at the boundary of the site must not exceed the following:</p> <ul style="list-style-type: none"> <li>(a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm;</li> <li>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am;</li> <li>(c) 65dB(A) (LAm<sub>ax</sub>) at any time.</li> </ul> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008 issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<p>Noise emissions measured at the boundary of the site must not cause environmental harm.</p>
<p><b>A3</b></p> <p>External lighting must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) be turned off between 6:00 pm and 8:00 am, except for security lighting;</li> <li>(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.</li> </ul>	<p><b>P3</b></p> <p>External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) level of illumination and duration of lighting;</li> <li>(b) distance to habitable rooms in an adjacent dwelling.</li> </ul>
<p><b>A4</b></p> <p>Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of:</p> <ul style="list-style-type: none"> <li>(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;</li> <li>(b) 9.00 am to 12 noon Saturdays;</li> <li>(c) nil on Sundays and Public Holidays.</li> </ul>	<p><b>P4</b></p> <p>Commercial vehicle movements, (including loading and unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) the time and duration of commercial vehicle movements;</li> <li>(b) the number and frequency of commercial vehicle movements;</li> <li>(c) the size of commercial vehicles involved;</li> </ul>

	<ul style="list-style-type: none"> <li>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</li> <li>(e) noise reducing structures between vehicle movement areas and dwellings;</li> <li>(f) the level of traffic on the road;</li> <li>(g) the potential for conflicts with other traffic.</li> </ul>
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### 11.3.2 Visitor Accommodation

Objective:	
To ensure visitor accommodation is of a scale that accords with the residential character and use of the area.	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Visitor accommodation must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) is accommodated in existing buildings;</li> <li>(b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site;</li> <li>(c) has a floor area of no more than 160m<sup>2</sup>.</li> </ul>	<p><b>P1</b></p> <p>Visitor accommodation must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) not adversely impact residential amenity and privacy of adjoining properties;</li> <li>(b) provide for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site;</li> <li>(c) be of an intensity that respects the character of use of the area;</li> <li>(d) not adversely impact the safety and efficiency of the local road network or disadvantage owners and users of private rights of way.</li> </ul>

### 11.3.3 Local Shop

Objective:	
To ensure local shops are of a scale that is subservient to the prevailing residential character and does not displace existing residential use.	
Acceptable Solutions	Performance Criteria

<p><b>A1</b></p> <p>A local shop must comply with both of the following:</p> <p>(a) have a gross floor area no more than 100 m<sup>2</sup>;</p> <p>(b) not displace an existing residential use.</p>	<p><b>P1</b></p> <p>No Performance Criteria.</p>
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## 11.4 Development Standards for Dwellings

### 11.4.1 Residential density for multiple dwellings

Objective:	
That the density of multiple dwellings:	
<p>(a) makes efficient use of land for housing; and</p> <p>(b) optimises the use of infrastructure and community services.</p>	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Multiple dwellings must have a site area per dwelling of not less than 200m<sup>2</sup>.</p>	<p><b>P1</b></p> <p>Multiple dwellings must only have a site area per dwelling less than 200m<sup>2</sup> if:</p> <p>(a) the development contributes to a range of dwelling types and sizes appropriate to the surrounding area; or</p> <p>(b) the development provides for a specific accommodation need with significant social or community benefit.</p>

### 11.4.2 Setbacks and building envelope for all dwellings

Objective:	
That the siting and scale of dwellings:	
<p>(a) provides reasonably consistent separation between dwellings and their frontage within a street;</p> <p>(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; and</p> <p>(c) provides separation between dwellings on adjoining properties to allow a reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</p>	
Acceptable Solutions	Performance Criteria

<p><b>A1</b></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"> <li>(a) if the frontage is a primary frontage, 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;</li> <li>(b) if the frontage is not a primary frontage, 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;</li> <li>(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 sites on the same street; or</li> <li>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</li> </ul>	<p><b>P1</b></p> <p>A dwelling must have a setback from a frontage that is compatible with the streetscape having regard to any topographical constraints.</p>
<p><b>A2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <ul style="list-style-type: none"> <li>(a) 4m, or alternatively 1m behind the building line;</li> <li>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</li> <li>(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.</li> </ul>	<p><b>P2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>

<p><b>A3</b></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:</p> <p>(a) be contained within a building envelope (refer to Figures 11.1, 11.2 and 11.3) determined by:</p> <ul style="list-style-type: none"> <li>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and</li> <li>(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 and rear boundaries to a building height of not more than 9.5m above existing ground level; and</li> </ul> <p>(b) only have a setback within 1.5m of a side or rear boundary if the dwelling:</p> <ul style="list-style-type: none"> <li>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</li> <li>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser)</li> </ul>	<p><b>P3</b></p> <p>The siting and scale of a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> <li>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</li> <li>(ii) overshadowing the private open space of a dwelling on an adjoining property;</li> <li>(iii) overshadowing of an adjoining vacant property; and</li> <li>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and</li> </ul> <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.</p>
<p><b>A4</b></p> <p>No trees of high conservation value will be impacted.</p>	<p><b>P4</b></p> <p>Buildings and works are designed and located to avoid, minimise, mitigate and offset impacts on trees of high conservation value.</p>



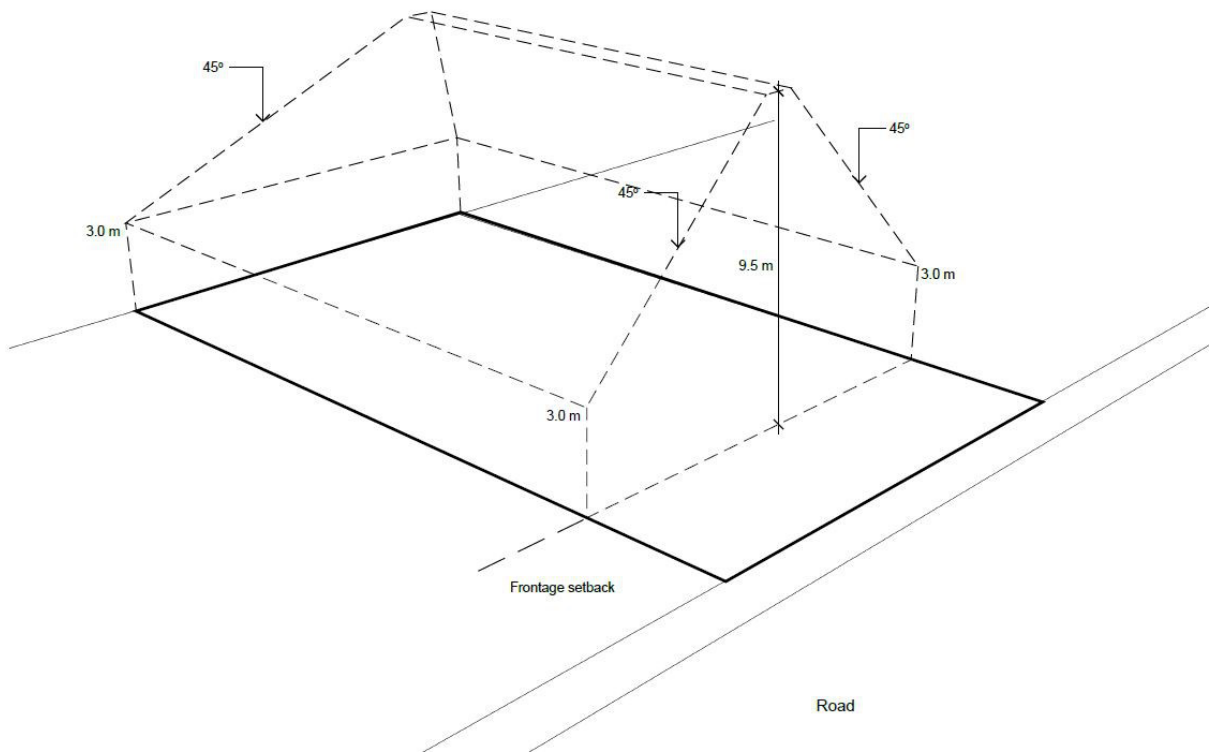


Figure 11.1 Building envelope as required by clause 11.4.2 A3(a)

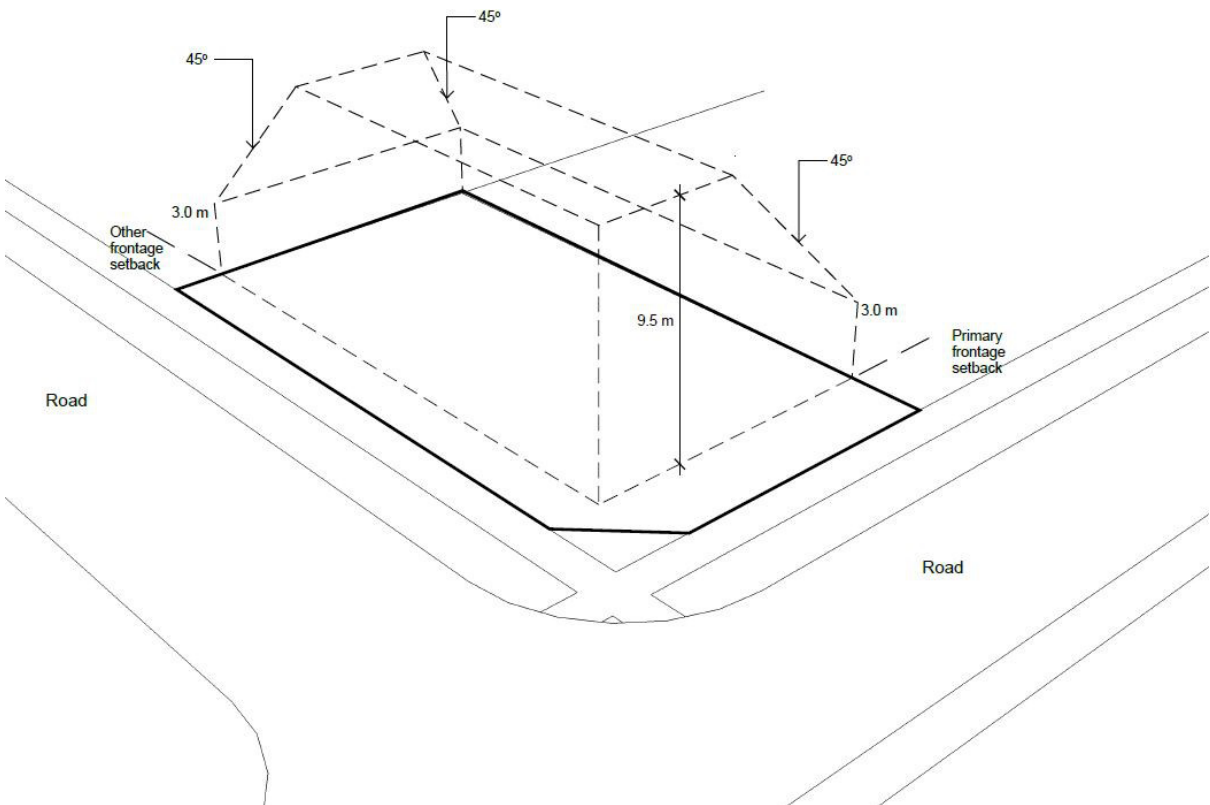


Figure 11.2 Building envelope for corner lots as required by clause 11.4.2 A3(a)

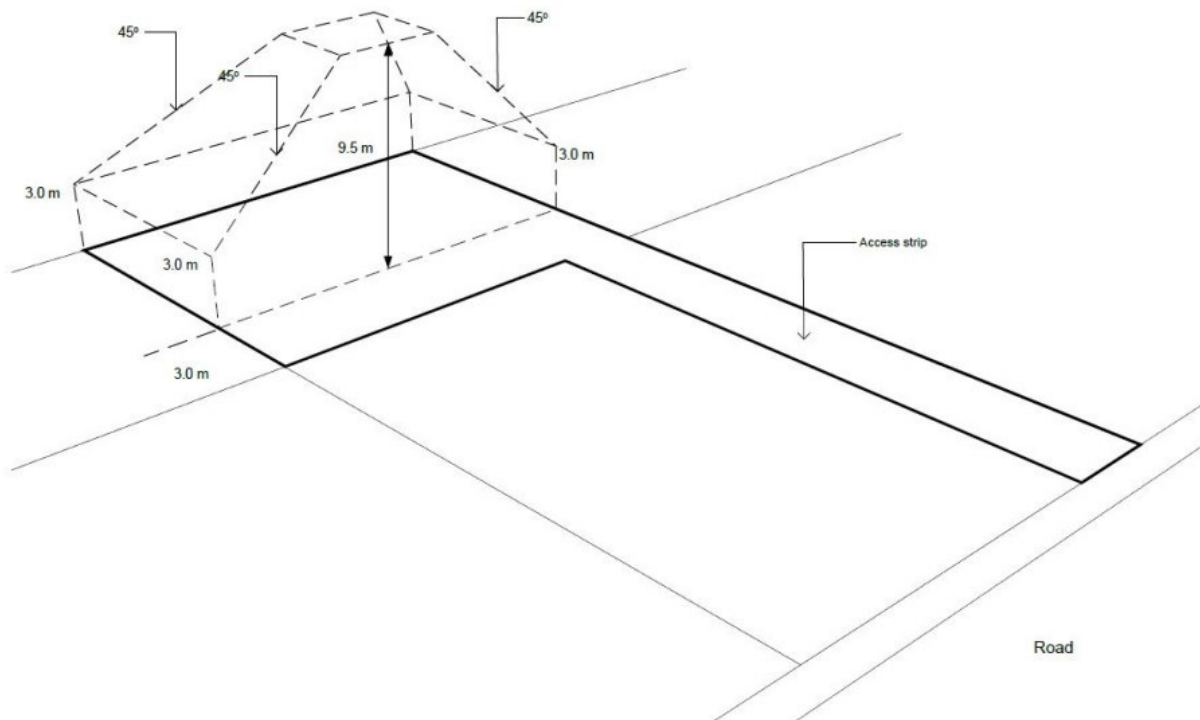


Figure 11.3 Building envelope for internal lots as required by clause 11.4.2 A3(a)

### 11.4.3 Site coverage and private open space for all dwellings

Objective:	
That dwellings are compatible with the amenity and character of the area and provide:	
<ul style="list-style-type: none"> <li>(a) for outdoor recreation and the operational needs of the residents;</li> <li>(b) opportunities for the planting of gardens and landscaping; and</li> <li>(c) private open space that is conveniently located and has access to sunlight</li> </ul>	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and</li> <li>(b) for multiple dwellings, a total area of private open space of not less than 40m<sup>2</sup> 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).</li> </ul>	<p><b>P1</b></p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) site coverage consistent with that existing on established properties in the area;</li> </ul>

	<ul style="list-style-type: none"> <li>(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"> <li>(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</li> <li>(ii) operational needs, such as clothes drying and storage; and</li> </ul> </li> <li>(c) reasonable space for the planting of gardens and landscaping.</li> </ul>
<p><b>A2</b></p> <p>A dwelling must have private open space that:</p> <ul style="list-style-type: none"> <li>(a) is in one location and is not less than: <ul style="list-style-type: none"> <li>(i) 24m<sup>2</sup>; or</li> <li>(ii) 12m<sup>2</sup>, if the dwelling 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);</li> </ul> </li> <li>(b) has a minimum horizontal dimension of: <ul style="list-style-type: none"> <li>(i) 4m; or</li> <li>(ii) 2m, if the dwelling 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);</li> </ul> </li> <li>(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;</li> <li>(d) has a gradient not steeper than 1 in 10; and</li> <li>(e) is not used for vehicle access or parking</li> </ul>	<p><b>P2</b></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"> <li>(a) conveniently located in relation to a living area of the dwelling; and</li> <li>(b) orientated to take advantage of sunlight.</li> </ul>

#### 11.4.4 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><b>A1</b></p> <p>A multiple dwelling 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 11.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 11.4):</p> <ul style="list-style-type: none"> <li>(i) at a distance of 3m from the northern edge of the private open space; and</li> <li>(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal.</li> </ul> <p>(b) the multiple dwelling does not cause 50% 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"> <li>(i) an outbuilding with a building height not more than 2.4m; or</li> <li>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</li> </ul>	<p><b>P1</b></p> <p>A multiple dwelling 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 11.4.3 of this planning scheme.</p>

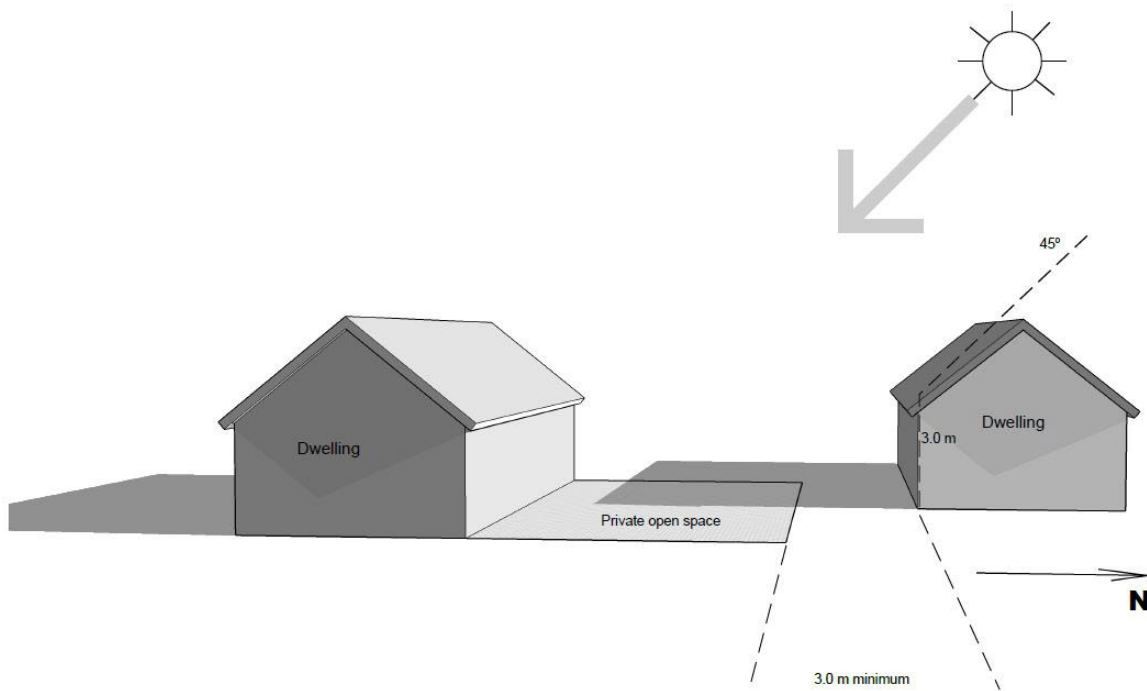


Figure 11.4 Separation from the private open space of another dwelling on the same site as required by clause 11.4.4 A1(a)

11.4.5 Width of openings for garages and carports for all dwellings

Objective:	
To reduce the potential for garage or carport openings to dominate the primary frontage	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>A garage or carport for a dwelling within 12m of a primary frontage, 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><b>P1</b></p> <p>A garage or carport for a dwelling 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>

## 11.4.6 Privacy for all dwellings

Objective:	
To provide a reasonable opportunity for privacy for dwellings.	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</p> <p>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</p> <p>(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.</p>	<p><b>P1</b></p> <p>A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:</p> <p>(a) a dwelling on an adjoining property or its private open space; or</p> <p>(b) another dwelling on the same site or its private open space.</p>
<p><b>A2</b></p> <p>A window or glazed door, to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <p>(a) the window or glazed door:</p>	<p><b>P2</b></p> <p>A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p>

<ul style="list-style-type: none"> <li>(i) is to have a setback of not less than 3m from a side boundary;</li> <li>(ii) is to have a setback of not less than 4m from a rear boundary;</li> <li>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</li> <li>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</li> </ul> <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"> <li>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</li> <li>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of at least 1.7m above the floor level; or</li> <li>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</li> </ul>	<ul style="list-style-type: none"> <li>(a) a window or glazed door, to a habitable room of another dwelling; and</li> <li>(b) the private open space of another dwelling.</li> </ul>
<p><b>A3</b></p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <ul style="list-style-type: none"> <li>(a) 2.5m; or</li> <li>(b) 1m if: <ul style="list-style-type: none"> <li>(i) it is separated by a screen of not less than 1.7m in height; or</li> </ul> </li> </ul>	<p><b>P3</b></p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>

<p>(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	
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#### 11.4.7 Frontage fences for all dwellings

Objective:	
<p>The height and transparency of frontage fences:</p> <p>(a) provides adequate privacy and security for residents;</p> <p>(b) allows the potential for mutual passive surveillance between the road and the dwelling; and</p> <p>(c) is reasonably consistent with that on adjoining properties.</p>	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>No Acceptable Solution<sup>2</sup>.</p>	<p><b>P1</b></p> <p>A fence (including a free-standing wall) for 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> <p>(i) the topography of the site; and</p> <p>(ii) traffic volumes on the adjoining road.</p>

<sup>2</sup>An exemption applies for fences in this zone – see Table 5.6 in Exemptions

#### 11.4.8 Waste storage for multiple dwellings

Objective:	
To provide for the storage of waste and recycling bins for multiple dwellings.	
Acceptable Solutions	Performance Criteria
<b>A1</b>	<b>P1</b>



<p>A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m<sup>2</sup> per dwelling and is within one of the following locations:</p> <p>(a) in an area for the exclusive use of each 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; and</p> <p>(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>	<p>A multiple dwelling must have storage for waste and recycling bins that is:</p> <p>(a) capable of storing the number of 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.</p>
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#### 11.4.9 Non-dwelling development

Objective:	
To ensure that all non-dwelling development is sympathetic to the form and scale of residential development and does not significantly affect the amenity of nearby residential properties.	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Non-dwelling development must comply with all of the following acceptable solutions as if it were a dwelling:</p> <p>(a) 11.4.2 A1 and A3;</p> <p>(b) 11.4.3 A1 (a) and (c);</p> <p>(c) 11.4.7 A1.</p>	<p><b>P1</b></p> <p>Non-dwelling development must comply with the related performance criteria as if it were a dwelling.</p>
<p><b>A2</b></p> <p>Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to a dwelling:</p> <p>(a) 11.4.2 A2;</p>	<p><b>P2</b></p> <p>Non-residential garages and carports must comply with the related performance criteria as if they were ancillary to a dwelling.</p>

(b) 11.4.5 A1.	
<p><b>A3</b></p> <p>Outdoor storage areas must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) be located behind the building line;</li> <li>(b) all goods and materials stored must be screened from public view;</li> <li>(c) not encroach upon car parking areas, driveways or landscaped areas.</li> </ul>	<p><b>P3</b></p> <p>Outdoor storage areas must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) be located, treated or screened to avoid unreasonable adverse impact on the visual amenity of the locality;</li> <li>(b) not encroach upon car parking areas, driveways or landscaped areas.</li> </ul>

## 11.5 Development Standards for Subdivision

### 11.5.1 Lot Design

Objective:	
To provide for new lots that:	
<ul style="list-style-type: none"> <li>(a) have appropriate area and dimensions to accommodate development consistent with the Zone Purpose and any relevant Local Area Objectives or Desired Future Character Statements;</li> <li>(b) contain building areas suitable for residential development at densities higher than that for the General Residential Zone and located to avoid hazards and other site restrictions;</li> <li>(c) result in a mix of lot sizes within the zone to enable a variety of dwelling and household types;</li> <li>(d) are capable of providing for a high level of residential amenity including privacy, good solar access; and passive surveillance of public spaces;</li> <li>(e) ensure an average net density for new suburban areas no less than 25 dwellings per hectare with higher densities close to services, facilities and public transport corridors;</li> <li>(f) are provided in a manner that provides for the efficient and ordered provision of infrastructure.</li> </ul>	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>The size of each lot must comply with the minimum and maximum lot sizes specified in Table 11.1, except if for public open space, a riparian or littoral reserve or utilities.</p>	<p><b>P1</b></p> <p>The size of each lot must satisfy all of the following:</p>

	<ul style="list-style-type: none"> <li>(a) variance above the maximum lot size in Table 11.1 by no more than 15% and only to the extent necessary due to site constraints, unless for terrace housing development;</li> <li>(b) be consistent with any applicable Local Area Objectives or Desired Future Character Statements for the area.</li> </ul>
<p><b>A2</b></p> <p>No Acceptable Solution.</p>	<p><b>P2</b></p> <p>The design of each lot must contain a building area able to satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) be reasonably capable of accommodating residential use and development at a density of no lower than one dwelling unit per 250 m<sup>2</sup> of site area;</li> <li>(b) meets any applicable standards in codes in this planning scheme;</li> <li>(c) enables future development to achieve reasonable solar access, given the slope and aspect of the land and the intention for density of development higher than that for the General Residential Zone.</li> <li>(d) avoids, minimises, mitigates and offsets impacts on trees of high conservation value.</li> </ul>
<p><b>A3</b></p> <p>No Acceptable Solution.</p>	<p><b>P3</b></p> <p>The frontage of each lot must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) provides opportunity for practical and safe vehicular and pedestrian access;</li> <li>(b) is no less than 6 m except if an internal lot.</li> </ul>
<p><b>A4</b></p> <p>No lot is an internal lot.</p>	<p><b>P4</b></p> <p>An internal lot must satisfy the following:</p> <ul style="list-style-type: none"> <li>(a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;</li> </ul>

	<ul style="list-style-type: none"> <li>(b) it is not reasonably possible to provide a new road to create a standard frontage lot;</li> <li>(c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;</li> <li>(d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;</li> <li>(e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;</li> <li>(f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;</li> <li>(g) passing bays are provided at appropriate distances to service the likely future use of the lot;</li> <li>(h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;</li> <li>(i) a sealed driveway is provided on the access strip prior to the sealing of the final plan.</li> <li>(j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.</li> </ul>
<p><b>A5</b></p> <p>No Acceptable Solution.</p>	<p><b>P5</b></p> <p>Arrangement and provision of lots must satisfy all of the following;</p> <ul style="list-style-type: none"> <li>(a) have regard to providing a higher net density of dwellings along; <ul style="list-style-type: none"> <li>(i) public transport corridors;</li> <li>(ii) adjoining or opposite public open space, except where the public open space presents a hazard risk such as bushfire;</li> <li>(iii) within 200 m of business zones and local shops;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(b) will not compromise the future subdivision of the entirety of the parent lot to the densities envisaged for the zone;</li> <li>(c) staging, if any, provides for the efficient and ordered provision of new infrastructure;</li> <li>(d) opportunity is optimised for passive surveillance between future residential development on the lots and public spaces;</li> <li>(e) is consistent with any applicable Local Area Objectives or Desired Future.</li> </ul>
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### 11.5.2 Roads

Objective:	
To ensure that the arrangement of new roads within a subdivision provides for all of the following:	
<ul style="list-style-type: none"> <li>(a) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community;</li> <li>(b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic;</li> <li>(c) the efficient ultimate subdivision of the entirety of the land and of neighbouring land.</li> </ul>	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>The subdivision includes no new road.</p>	<p><b>P1</b></p> <p>The arrangement and construction of roads within a subdivision must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;</li> <li>(b) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;</li> <li>(c) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;</li> </ul>

	<ul style="list-style-type: none"> <li>(d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;</li> <li>(e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;</li> <li>(f) connectivity with the neighbourhood road network is maximised;</li> <li>(g) the travel distance between key destinations such as shops and services is minimised;</li> <li>(h) walking, cycling and the efficient movement of public transport is facilitated;</li> <li>(i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;</li> <li>(j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints.</li> </ul>
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### 11.5.3 Ways and Public Open Space

Objective:	
To ensure that the arrangement of ways and public open space provides for all of the following:	
<ul style="list-style-type: none"> <li>(a) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community;</li> <li>(b) the adequate accommodation of pedestrian and cycling traffic.</li> </ul>	
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>The arrangement of ways and public open space within a subdivision must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;</li> </ul>

	<ul style="list-style-type: none"> <li>(b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;</li> <li>(c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;</li> <li>(d) convenient access to local shops, community facilities, public open space and public transport routes is provided;</li> <li>(e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;</li> <li>(f) provides for a legible movement network;</li> <li>(g) the route of new ways has regard to any pedestrian &amp; cycle way or public open space plan adopted by the Planning Authority;</li> <li>(h) Public Open Space must be provided as land or cash in lieu, in accordance with the Kingborough Public Open Space Contribution Policy, Policy 6.3, May 2019.</li> <li>(i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following: <ul style="list-style-type: none"> <li>(i) the width of the way;</li> <li>(ii) the length of the way;</li> <li>(iii) landscaping within the way;</li> <li>(iv) lighting;</li> <li>(v) provision of opportunities for 'loitering';</li> <li>(vi) the shape of the way (avoiding bends, corners or other opportunities for concealment).</li> </ul> </li> </ul>
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Objective:	
To ensure that the subdivision of land provides adequate services to meet the projected needs of future development.	
Acceptable Solutions	Performance Criteria
<b>A1</b> Each lot must be connected to a reticulated potable water supply.	<b>P1</b> No Performance Criteria.
<b>A2</b> Each lot must be connected to a reticulated sewerage system.	<b>P2</b> No Performance Criteria.
<b>A3</b> Each lot must be connected to a stormwater system able to service the building area by gravity.	<b>P3</b> If connection to a stormwater system is unavailable, each lot must be provided with an on-site stormwater management system adequate for the future use and development of the land.
<b>A4</b> The subdivision includes no new road.	<b>P4</b> The subdivision provides for the installation of fibre ready facilities (pit and pipe that can hold optical fibre line) and the underground provision of electricity supply.

Table 11.1 Lot Size Requirements

	Minimum Lot Size	Maximum Lot Size Not including balance lots
Lots approved as part of a consolidated application with residential development.	200m <sup>2</sup>	400m <sup>2</sup>
Lots incorporating building area with nil side boundary setbacks.	200m <sup>2</sup>	350m <sup>2</sup>
Lots designated on title for multiple dwelling use and development.	500m <sup>2</sup>	Nil
All other lots	250m <sup>2</sup>	400m <sup>2</sup>