8. CODE FOR RECONFIGURING LOTS[12]

The purpose of this code is to achieve *the following* outcomes:

(a) Lot reconfiguration facilitates the creation of safe, convenient, functionally efficient and attractive environments, which are consistent with the desired character of the precinct in which the development site is situated;

(b) The diverse and changing needs of the community for a range of good quality housing and accessible community and commercial facilities, and local employment opportunities are met;

(c) Lot reconfiguration is responsive to the local environment, including its topography, natural drainage systems, vegetation and habitat, cultural heritage features, streetscape character, landmarks, views and vistas;

(d) Development on steep or unstable land is compatible with the nature of the hazard and with the environmental and visual characteristics of the site and surrounding land, and maintains the safety of people and property from the risk of landslide;

(e) (e) Development on slopes of more than 25% occurs only where the scenic and environmental quality of the locality is maintained.

(f) Lot reconfiguration facilitates the efficient provision of infrastructure services which minimises whole of life cycle costs;

(g) Lot reconfiguration facilitates compatible relationships between different land uses and activities.

(h) Lot reconfiguration facilitates the protection and efficient use of rural land resources, including both good quality agricultural land and other rural land;

(i) Further fragmentation of land does not occur within a rural precinct class in the water resource catchment areas shown on Regulatory Map 1.6;

(j) Movement networks for vehicles, public transport, pedestrians and cyclists are integrated, safe, convenient, cost-effective and sensitive to the environment in which they are provided;

(k) The local street system safely and conveniently provides for the functions of traffic flow, property access, vehicle parking, pedestrian and cycle movement and public transport;

(l) Opportunities for walking and cycling are increased through the provision of safe, convenient and legible movement networks to points of attraction within and beyond the development;

(m) Lot reconfiguration facilitates the provision of cost-effective and energy-efficient public transport that is accessible and convenient to the community;

(n) Lots are orientated to conserve non-renewable energy sources and assist in the design of buildings that are appropriate for the local climatic conditions; and

(o) Public open space is provided that meets user requirements for recreational and social activities and amenity, and contributes to a landscape that supports the identity of Maroochy Shire and the environmental health of the community.

1 All applications for the reconfiguration of a lot must be prepared in accordance with Planning Scheme Policy No. 9 – Reconfiguring Lots.
2 This code should be read in conjunction with Division 3 of the Regulatory Provisions of the South East Queensland Regional Plan. Subdivision of land within the Regional Landscape and Rural Production Area and Investigation Area must comply with Division 3 of the Regulatory Provisions of the South East Queensland Regional Plan 2005-2026.

8. CODE FOR RECONFIGURING LOTS

(1) Neighbourhood / Estate Design[3] [4]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The layout of streets, lots and infrastructure gives the locality a strong and positive identity, by: (a) responding to site characteristics, setting, landmarks, places of cultural heritage significance and views; (b) creating legible and interconnected movement and open-space networks; (c) locating community, retail and commercial facilities at focal points within convenient walking distance for residents / users; and (d) enhancing personal safety and perceptions of safety, and minimising potential for crime and anti social behaviour.	No Acceptable Measure is nominated.
P2 The layout of streets, lot and infrastructure responds appropriately to environmental features of the site or locality, by: (a) following the natural topography; (b) minimising the need for earthworks; (c) minimising vegetation loss or the potential for adverse edge effects on remnant vegetation; (d) avoiding risks to human health and the environment from contaminated land; (e) maintaining natural drainage features and floodways; and (f) maintaining wildlife corridors and habitat areas.	No Acceptable Measure is nominated.
P3 The development is integrated with the surrounding urban or rural environment, having regard to: (a) the layout and dimensions of streets and lots; (b) connections to surrounding streets and infrastructure networks;	No Acceptable Measure is nominated.

[3] *In order to demonstrate compliance with this and other elements of this code, Council may request the preparation of a Local Area Master Plan for the locality, which may include land external to the site. This is likely where the proposed development involves more than 5 lots or the construction of a new road. The master plan should be prepared in accordance with Planning Scheme Policy No. 9 –Reconfiguring Lots.*

[4] This element is not relevant to the subdivision of existing or approved buildings.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 continued (c) provision for shared use of public facilities by adjoining communities; and (d) buffering of any existing or potential incompatible land uses nearby.	
P4 In new residential neighbourhoods, higher density residential uses are provided for in areas close to services, public transport and public open space, where this is consistent with the intended character of the precinct in which the land is located.	No Acceptable Measure is nominated.
P5 The street and lot orientation facilitate buildings which conserve non-renewable energy sources through climate responsive siting and design.	**A5.1** Residential streets: (a) are aligned east-west and north-south; and (b) where 45 degree angle streets are unavoidable, lots are wider to improve solar access. AND **A5.2** In Residential Precincts, where site characteristics do not dictate otherwise: (a) 65% of all lots have a solar orientation in which the long axis of the lots is within the range 70-120deg. of north; (b) higher density lots are concentrated on north facing slopes and accessed from streets with an east/west axis; and (c) where lots have a north-south axis, the lot width is maximised and a building envelope is available as close as possible to the southern boundary setback of the lot.
P6 The reconfiguration reduces fossil fuel use by: (a) minimising local vehicle trips, travel distances and speeds; (b) maximising public transport effectiveness; and (c) encouraging walking and cycling to daily activities.	No Acceptable Measure is nominated.
P7 The street and lot layout facilitates the provision of services, including water supply, sewage disposal, waste disposal, drainage, electricity and telecommunications, in a manner that: (a) is efficient; (b) minimises risk of adverse environmental or amenity related impacts; and (c) minimises whole of life cycle costs for that infrastructure.	No Acceptable Measure is nominated.

Continued over page.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P8 In a reconfiguration that involves the creation of a new street (other than in a rural precinct), streetscape and landscape treatments are provided that: (a) create an attractive and legible environment with a clear character and identity; (b) use and highlight features of the site such as views, vistas, existing vegetation, landmarks and places of cultural heritage significance; (c) enhance the safety, casual street surveillance, and comfort, and meet user needs; (d) complement the function of the street in which they are located by reinforcing desired traffic speed and behaviour; (e) assist the integration with the surrounding environment; (f) provide for infiltration of stormwater runoff wherever practicable; and (g) minimise maintenance costs; having regard to: (i) street pavement, parking bays and speed control devices; (ii) street furniture, shading, lighting and utility installations; and (iii) retention of existing vegetation; and (iv) on street planting.[5]	No Acceptable Measure is nominated.
P9 Any entrance features or statements for the subdivision: (a) reflects a subdued local character, rather than an overbearing or contrived statement; (b) features vegetation (either existing or planted) in preference to built forms; (c) integrates with the landscape design for the balance of the estate; (d) is constructed with durable and low maintenance materials; and (e) does not restrict pedestrian access.	No Acceptable Measure is nominated.

Continued over page.

[5] *In order to demonstrate compliance with this criterion, Council may request the preparation of a Streetscape Concept Plan (which may form part of or include a landscape plan). The preparation of such a plan should be undertaken in accordance with Planning Scheme Policy No. 9 – Reconfiguring Lots.*

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P10 Buffering is provided along the State Controlled road network to: (a) protect adjoining uses from the impact of traffic noise, emissions and dust; and (b) enhance visual amenity.	**A10.1** (a) Along the Bruce Highway or the Sunshine Motorway, a buffer is provided with a minimum width of 40 metres from the boundary of the road reserve or as otherwise required by the relevant State Government department. Such a buffer is provided in addition to any public parks infrastructure requirement; or (b) A buffer to other State controlled roads is provided with a minimum width of 20 metres from the boundary of the road reserve or as otherwise required by the relevant State Government department. Such a buffer is provided in addition to any public parks infrastructure requirement.
P11 Buffering is provided along rail corridors to maintain the EPP (noise) Environmental values of the acoustic environment for noise sensitive places	**A11.1** A buffer of 100m is provided between any noise sensitive place and the nearest boundary of: (a) the North Coast rail corridor or CAMCOS corridor; or (b) any rail corridor land. **OR** **A11.2** Development and use achieves compliance with the noise limits specified for the relevant noise types, as identified in Table 3.1 of *Planning Scheme Policy No. 7 - Acoustic Environment Assessment*.
P12 The EPP (noise) Environmental values of the acoustic environment are maintained through lot layout and design measures[6]	**A12** Development and use achieves compliance with the noise limits specified for the relevant noise types, as identified in Table 3.1 of *Planning Scheme Policy No. 7 - Acoustic Environment Assessment.*
P13 Noise attenuation measures are compatible with the local streetscape, encourage the creation of active street frontages, minimise whole of life cycle costs where they are to be located on public land or common property, and are designed to discourage crime and anti-social behaviour having regard to: • aesthetic quality and compatibility; • physical accessibility; • provision for casual surveillance of public space from dwellings; and • opportunities for concealment, or vandalism.	No Acceptable Measure nominated

[6] *To demonstrate compliance with this performance criterion, applicants may need to prepare a noise impact assessment in accordance with Planning Scheme Policy No. 7 - Acoustic Environment Assessment.*

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P14 Lots created for residential purposes do not alienate or diminish the productivity of good quality agricultural land and are themselves protected from the potential adverse effects of rural uses.	**A14.1** Separation distances are provided in accordance with Table 8.1.7
P15 The layout of lots created for industrial or commercial purposes facilitates the siting and design of development in a manner that ensures the amenity of nearby residential land is protected.	No Acceptable Measure is nominated.
P16 The amenity of lots created for residential purposes is protected from the potential adverse effects of sewage treatment plants and pumping stations.	**A16.1** The development is consistent with the buffer distance considerations outlined in the *Queensland Water Resources Commission Sewerage Guidelines.*[8] **AND** **A16.2** Separation distances between lots and pumping stations is not less than 20m.

Table 8.1

Recommended Separation Distances to Residential Premises

Land Use	Separation Distance
Agriculture and Animal Husbandry	The acceptable solutions set out in section 3 of '*Planning Guidelines: Separating Agricultural and Residential Land Uses'* (DNR/DLGP) for the elements of: (i) agricultural chemical spray drift; (ii) odour; (iii) noise; and (iv) dust, smoke and ash.
Other rural uses	No distance nominated (appropriate distance subject to site specific investigations).

[7] *Where an applicant proposes lot reconfiguration on land to which this performance criterion applies, Council may request the preparation of a report from a suitably qualified person demonstrating that the buffer/separation distances outlined in Table 8.1 can be attained. Where building envelopes or other covenants are proposed to achieve the required separation, it will be a condition on any approval that all contracts for the sale of such lots contain a copy of the relevant restrictions.*

[8] *The buffer distance is to be measured from the boundaries of the proposed lot(s) to the nearest boundary of the sewage treatment plant or pumping station.*

(2) Lot Size and Dimensions[9]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Lot size and dimensions: **(a) are consistent with the desired character of the precinct in which the lot is situated[10];** **(b) respond to the environmental qualities of the site, including scenic topographic, natural or cultural features;** **(c) are consistent with the physical capabilities of the land, having particular regard to its slope and stability;** **(d) minimise the need for earthworks** **(e) minimise the need for vegetation loss;** **(f) enable the provision of:** **(i) buildings and set backs;** **(ii) private open space and buffering;** **(iii) convenient vehicle access and on site parking; and** **(iv) necessary on-site services;** **that are appropriate to the proposed or expected use of the land;** **(g) facilitate climate responsive design which conserves the use of non renewable energy sources;** **(h) ensure, in rural precincts:** **(i) good quality agricultural land is conserved and the productive capacity of this and other rural land resources is maintained;[11] and** **(ii) the spacing of home sites as far apart as practicable along road frontages.**	**A1.1**[12] (a) Lot size and dimensions are consistent with Table 8.2[13]; or (b) In a Rural Precinct (other than within a Water Resource Catchment area as shown on Regulatory Map 1.6[14]), lots with an area and dimensions less than that nominated in Table 8.2 are only created where: (1) (i) there exists a development permit for a material change of use for a rural service industry or intensive animal husbandry which will be fully contained within the proposed lot; and (ii) the lot is used only for the purpose of a rural service industry or intensive animal husbandry and no residential premises (apart from a Caretakers residence) is established; and (iii) the lot area and dimensions enable the approved use of the land to comply with the requirements (including buffers) outlined in the relevant codes applicable to the particular use. **OR** (2) (i) the lots result from a realignment of lot boundaries to reduce the area of one or more lots in order to create a larger lot over the balance area; and (ii) there is no increase in lot yield or potential to increase lot yield as a result of the farm restructuring; and (iii) each of the smaller lots created contains a habitable detached house; and (iv) each of the smaller lots has an area of not less than 4000m^2; and (v) it does not fetter the existing or potential productivity of the site, surrounding rural land or adjoining rural industries; **AND** **A1.2** No additional lot is created with a slope of 25% or greater. **AND** **A1.3** No additional lot is created within a Rural Precinct in a Water Resource Catchment Area as shown on Regulatory Map 1.6.

Continued over page.

[9] *This element is not relevant to the subdivision of existing or approved buildings.*

[10] *The desired character of a precinct is identified in Volume 3 Planning Areas, Precincts and Precinct Classes of this planning scheme*

[11] *Where an applicant proposes development on land identified as good quality agricultural land, Council may request that a report be prepared by a suitably qualified person which takes into account the requirements contained State Planning Policy 1/92: Development and the Conservation of Agricultural Land and its supporting Planning Guidelines: The Identification of Good Quality Agricultural Land.*

[12] *Note that applicable minimum lot sizes may be affected by Division 3 of the Regulatory Provisions of the South East Queensland Regional Plan 2005-2026.*

[13] *Applicants should note that where lots intended to accommodate dual occupancy dwelling units or multiple dwelling units are proposed, these lots should be capable of meeting the acceptable measures in the relevant use codes. In addition, Council will request such an application to be accompanied by a plan of development which shows a concept layout of the proposed development including building envelopes, building heights and, for multiple dwelling units, the number of units, in addition to other matters listed in footnote 13 below.*

[14] *As indicated in A1.3, no additional lots are intended to be created within a water resource catchment area.*

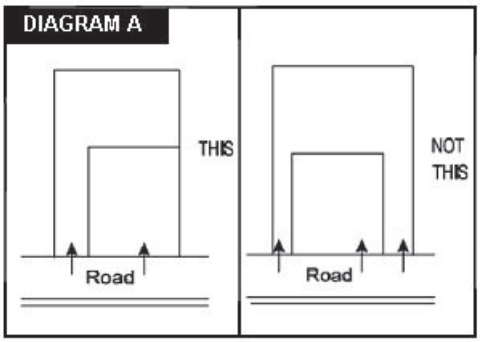
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Small residential lots (of less than 600m²) are created only where[15] [16]: **(a) they are within easy walking distance of a centre; and** **(b) where the development will be consistent with the desired character for the precinct in which the land is situated;** **(c) an appropriate building envelope can be accommodated;** **(d) any building likely to be contained within that envelope is not likely to adversely affect the amenity of adjoining land as a result of overshadowing, privacy and access to sunlight; and** **(e) a pleasant living environment can be provided for the occupants of the lot.**	**A2.1** (a) Development is in a Mixed Housing or Multi-storey Residential Precinct; or (b) Where in a Neighbourhood Residential Precinct: (i) development is on a site which adjoins land in a Mixed Housing or Multi-storey Residential Precinct; or (ii) development is on a site which is wholly or mainly within 400 metres of a centre precinct. AND **A2.2** Where in a Master Planned Community or Neighbourhood Residential precinct, small lots are established as part of an integrated development in which the overall site density is consistent with the residential densities intended for the precinct. AND **A2.3** The land does not have a slope greater than 10%. **AND** **A2.4** Each lot has a minimum: (a) frontage width of: (i) 10 metres where provision is made for tandem parking, or 12 metres otherwise, where the lot is less than 450m²; (ii) 15 metres where the lot is 450m² or larger; and (b) width to length ratio of 1:2. **AND** **A2.5** Each lot is capable of containing a rectangle (suitable for building purposes) where the long axis of the rectangle is within 30°E and 20°W of true north, and which has the following dimensions: (a) 9 metres x 15 metres where the lot is between 300m² and 449m² or on a larger lot where a boundary wall is nominated as part of the building envelope; or (b) 10 metres x 15 metres where the lot is between 450m² and 599m².

Continued over page.

[15] Applicants should also be aware that residential lots smaller than the minimum stated in Table 8.2 will only be favourably considered where they comply with P1

[16] Council will request that any application which proposes land to be reconfigured into lots less than 600m², or which proposes lots intended to accommodate dual occupancy dwelling units or multiple dwelling units, be accompanied by a plan of development which shows the following for each lot to be created:

(i) where proposed lots are less than 300m², a building plan including floor plans, elevations and finished floor levels for all buildings and other structures;
(ii) where proposed lots are 300m² or more (but less than 600m²), a building envelope plan;
(iii) lot area;
(iv) lot dimensions;
(v) height of buildings;
(vi) location of driveways (including access points) and on site and on street car parking provision;
(vii) fencing heights and locations;
(viii) location and size of public and private open space areas;
(ix) location and size of communal open space;
(x) finished site levels;
(xi) landscaping provisions for street reserves and lots;
(xii) location of stormwater gully pits, street lighting poles, power boxes, bus stops and other elements in the street reserve; and
(xiii) any other matter identified by the Council.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 continued	AND **A2.6** Each lot is capable of accommodating a house that would meet the acceptable measures for building siting and private open space set out in the Code for the Development of Detached Houses and Display Homes. AND **A2.7** Development involving lots less than 300m² has an architectural and landscape theme designed to enhance the amenity and character of the area.
P3 Hatchet lots are created only where: (a) the lots are not likely to prejudice the subsequent development of adjoining land; (b) it is not desirable nor practicable for the subject land to be reconfigured so that all lots have full frontage to a road; (c) the siting of buildings on a hatchet lot is not likely to be detrimental to the use and amenity of the surrounding area; (d) uses on surrounding land will not have a detrimental effect on the use and amenity of the hatchet lots; and (e) the safety and efficiency of the road from which access is gained is not adversely affected.	**A3.1** Any hatchet lot has or is likely to have no greater than five (5) adjoining neighbours; AND **A3.2** (a) Only one hatchet lot is created behind a full frontage lot where: (i) the site is included in a Rural Precinct; the Sustainable Rural Residential Precinct; or a centre or industrial precinct; or (ii) the full frontage lot also obtains access from the access strip or access easement; or (iii) the lot is intended to accommodate dual occupancy or multiple dwelling units; or (b) In any other instance, no more than two hatchet lots are to be created behind any full frontage lot. AND **A3.3** Hatchet lots have a minimum size that is consistent with Table 8.2, exclusive of the access strip. AND **A3.4** Access strips serving hatchet lots: and (a) are located on only one side of a full frontage lots (refer Diagram A); and *Diagram A*  (b) (1) have a minimum width of: (i) 7m in a centre precinct; or (ii) 9 metres in a business and industry Precinct; or (iii) 11 metres in an Industrial Precinct; or (iv) 10 metres in a Rural Precinct; or

Continued over page.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 continued	(v) 5 metres in the Sustainable Rural Residential Precinct; or (vi) 5 metres where providing access to a lot intended to accommodate a dual occupancy; or (vii) 10 metres where providing access to a lot intended to accommodate multiple dwelling units; or (viii) otherwise 4 metres in a Residential Precinct or a residential area in the Master Planned Community Precinct; **OR** (2) where providing reciprocal access rights to two hatchet lots, have a combined minimum width of: (i) 10 metres in a Centre Precinct; or (ii) 11 metres in a Business and Industry Precinct; or (iii) 13 metres in an Industrial Precinct; or (iv) 15 metres in a Rural Precinct; or (v) 6 metres in the Sustainable Rural Residential Precinct; or (vi) 5 metres in other Residential Precincts or a residential area in the Master Planned Community Precinct, other than where serving lots intended to accommodate dual occupancy multiple dwelling units; and (c) have a shape that allows the following type of vehicle to enter and leave a lot in forward gear: (i) where the lot is in a residential, rural or centre precinct, a small rigid vehicle; or (ii) where the lot is in an industrial precinct, a semi trailer; and (d) contains a driveway extending from the carriageway for the full length of the access strip constructed in accordance with *Planning Scheme Policy No. 5 – Operational Works*.
P4 The reconfiguration of land for rural or residential purposes secures the protection of any environmentally sensitive area otherwise at risk of being developed or cleared.	**A4.1** A greater number of lots than would otherwise be possible by compliance with the minima indicated in Table 8.2 is created where[17]: (a) an environmentally sensitive area within a development site is secured in a form of tenure that ensures the conservation of resource values of the area; and (b) the area so secured is in addition to any public parks contribution; and (c) appropriate access is provided to the area secured for ongoing maintenance; and (d) parts of the site that have been cleared or degraded within the environmentally sensitive area are rehabilitated to a natural or semi-natural state; and (e) all new lots created are designed and used in an ecologically sustainable way, such that impacts on the environmentally sensitive area are minimised; and (f) no lots created are capable of further subdivision; and (g) no lot is created that is less than:

[17] *Note that applicable minimum lot sizes may be affected by Division 3 of the Regulatory Provisions of the South East Queensland Regional Plan 2005-2026.*

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 continued	(i) 4000m² in the Sustainable Rural Residential Precinct; or (ii) 600m² in other residential precincts; or (iii) 1 ha in a rural precinct; and (h) the lot yield is calculated in accordance with the following formula: **THE FORMULA IS:** ❶ / ❷ = ❸ Then ❹ x ❺ = ❻ ❻ + 1 = ❼ Then ❼ x ❸ = ❽ NB. ❸ is determined differently in residential precincts excluding the Sustainable Rural Residential Precinct. This is discussed in ❸ below. Where: ❶ *(Applies only to rural precincts and the Sustainable Rural Residential Precinct and does not apply to other residential precincts)*. This is the total area of the site to be reconfigured excluding any land required for public parks infrastructure; ❷ *(Applies only to rural precincts and the Sustainable Rural Residential Precinct and does not apply to other residential precincts)*. Is the minimum (or if there is an average, the average) lot size specified in Table 8.2. For a site in a Rural Precinct, do not use the minimum lot size for a farm restructuring lot. ❸ <u>For Rural Precincts and the Sustainable Rural Residential Precinct:</u> This provides a yield factor <u>For residential precincts other than the Sustainable Rural Residential Precinct:</u> The yield factor in these precincts is based on the total yield of lots possible under the minima stated in Table 8.2. The yield factor, in this instance, is required to satisfy the applicable performance criteria in this and other applicable codes. Further, the yield is to be based on the area of the site to be reconfigured excluding any land required for public parks infrastructure;

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PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 continued	❹ Calculate the percentage of the site to be secured for conservation purposes. Using that figure, divide that number by 100; ❺ If in a Rural Precinct use a figure of 3. If in a residential precinct use a figure of 0.75; ❻ Multiply ❹ by ❺ to determine the yield multiplier; ❼ Add 1 to ❻ to determine the weighted yield multiplier; ❽ Multiply ❼ (the weighted yield multiplier) by ❸ (the yield factor) to determine the possible yield under this section. The figure is rounded up in all instances.

Environmental Bonus - Example 1

A site with an area of 41.25 hectares is located within the General Rural Lands Precinct. The site has part of a shire wide recreational trail within its boundary (2000m²). The proposal is to transfer to Council 42% of the net site area for conservation purposes. The 2000m² recreational trail area is removed from the site area to ascertain the net site area to be entered into the formula, ie 41.05 hectares.

❶ $\frac{41.05\text{ha}}{20\text{ha}}$ = ❸ 2.0525

❹ $\frac{42\%}{100}$ x ❺ 3 = ❻ 1.26

❻ 1.26 + 1 = ❼ 2.26

❼ 2.26 x ❸ 2.0525 = ❽ 5

Environmental Bonus - Example 2

A site in a Neighbourhood Residential Precinct has a potential yield determined to be 14 lots in accordance with the performance criteria in this and other codes. The proposal is to transfer to Council 35% of the site for conservation purposes. No public park land is required from the site.

❸ 14

❹ $\frac{35\%}{100}$ x ❺ 0.75 = ❻ 0.2625

❻ 0.2625 + 1 = ❼ 1.2625

❼ 1.2626 x ❸ 14 = ❽ 18

Table 8.2
Minimum Lot Size and Frontage[18]

Precinct Class	Min. Lot Size and Road Frontage[19]			
Residential Precincts				
Hillslopes Residential Neighbourhood Residential Mixed Housing Multi Storey Housing Master Planned Community (residential areas)		Up to 15%	SLOPE 15% and up to 20%	20% or more
	All Precincts in the following Planning Areas: Urban Coastal[20], Buderim (Precinct 15 only), Kuluin/Kunda Park & Nambour			
	Size(m^2)	600	1000	1500
	Frontage(m)	18	25	30
	All Precincts in the following Planning Areas: Buderim (other than Precinct 15) & Bli Bli			
	Size(m^2)	700	1200	2000
	Frontage(m)	20	25	30
	All Precincts in the following Planning Areas: Eumundi and Yandina			
	Size(m^2)	700	1000	1500
	Frontage(m)	20	25	30
	All Precincts in the following Planning Areas: Palmwoods (other than Precinct 9), Kenilworth, Woombye & Eudlo Creek Valley			
	Size(m^2)	800	1000	1500
	Frontage(m)	20	25	30
	All Precincts in the following Planning Areas: Blackall Range and Palmwoods (Precinct 9 only)			
	Size(m^2)	1500		
	Frontage(m)	30		
Sustainable Rural Residential	**In the following Planning Area: Blackall Range (Kondalilla Forest Residential & Mapleton Forest Residential Precincts only)**			
	Size(ha)	2 ha		
	Frontage(m)	50		
	All other Sustainable Rural Residential Precincts			
	Size(m^2)	6000 with 8000 average[21]		
	Frontage(m)	50		

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[18] *Note that applicable minimum lot sizes may be affected by Division 3 of the Regulatory Provisions of the South East Queensland Regional Plan 2005-2026.*
[19] *Minimum frontage is the width of a line measured 7.5 metres back from the front property boundary between both side boundaries*
[20] *Urban Coastal Precincts are South Peregian (12), Coolum Beach (11), Mt. Coolum (10), North Shore (9), Maroochydore (1), Alexandra Heads/Cotton Tree (7), Mooloolaba (4), Mountain Creek (5), Sippy Downs (3)*
[21] *For the purposes of determining the average lot area, the total area of all lots proposed to be created is to be considered, exclusive of any lot of 1.6ha or more.*

Table 8.2 continued
Minimum Lot Size and Frontage

Precinct Class	Min. Lot Size and Road Frontage[22]	
Centre Precincts		
Town Centre Core **Town Centre Frame** **Village Centre** **Local Centre** **Master Planned Community (centre locations)**	Size(m^2)	1200
	Frontage(m)	40
Industrial Precincts		
Business and Industry	Size(m^2)	1000
	Frontage(m)	25
Core Industry	Size(m^2)	2000
	Frontage(m)	20
Rural Precincts		
Sustainable Cane Lands	Size	75ha
	Frontage(m)	400
	Min width : av. length 1:4	
Sustainable Horticultural Lands	Size	(a) Where located in a Water Supply Catchment Area as shown on Regulatory Map No 1.6, no minimum is nominated as part of this acceptable measure. The creation of additional lots is not intended for this area. (b) Otherwise 25ha
	Frontage(m)	250
	Min width : av. length 1:4	
Sustainable Pastoral Lands	Size	50ha
	Frontage(m)	350
	Min width : av. length 1:4	
Water Supply Catchment Area	No minimum is nominated as part of this acceptable measure. The creation of additional lots is not intended for this precinct	
General Rural Lands	Size(ha)	100ha[23]
	Frontage(m)	200
	Min width : av. length 1:4	
Other Precincts		
Special Use Precincts	Size(m^2)	No minimum is nominated as part of this acceptable measure.
	Frontage(m)	

[22] *Minimum frontage is the width of line measured 7.5 metres back from the front property boundary along both side boundaries*

[23] *Subdivision of land within the Regional Landscape and Rural Production Area of Investigation Area must comply with Division 3 of the Regulatory Provisions of the South East Queensland Regional Plan 2005-2026.*

(3) Integrated Movement Networks1

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The movement network provides a high level of internal accessibility and good external connections for local vehicle, pedestrian and cycle movements, and public transport.	No Acceptable Measure is nominated.
P2 The road network provides for convenient movement between local streets and higher order roads.	**A2.1** The driving distance from any dwelling to the nearest district collector street or higher order road is no more than 700 metres (or 2000 metres in a Sustainable Rural Residential Precinct). **AND** **A2.2** No more than three turning movements at intersections or junctions are required in order to travel from any dwelling to a district collector street or higher-order road. **AND** **A2.3** All residential neighbourhoods of more than 100 lots or dwelling units are provided with more than one connection to a district collector street or higher-order road 2. **AND** **A2.4** Cul de sac streets are not provided.
P3 Public transport, pedestrian and cycleways and road networks are integrated	No Acceptable Measure is nominated.
P4 The street and road network has a clear structure and component roads are designed to conform to their function in the network, having regard to: • traffic volumes, vehicle speeds and driver behaviour; • on street parking; • sight distances; • provision for bus routes and stops; • provision for pedestrian and cyclist movement; • provision for waste collection vehicles; • lot access; • convenience; • public safety; • amenity; • the incorporation of public utilities and drainage; and • landscaping and street furniture.	**A4.1** The street and road network is consistent with the characteristics specified in *Planning Scheme Policy No.6 – Transport, Traffic and Parking.* **AND** **A4.2** Street and road lengths must be provided to achieve the speed environment intended for the type of road specified in *Planning Scheme Policy 5 – Operational Works and Planning Scheme Policy No.6 – Transport, Traffic and Parking.* **AND** **A4.3** In local streets, traffic speeds and volumes are restrained through the combined effect of street length, alignment and geometry.

[1] *This element is not relevant to the subdivision of existing or approved buildings.*
[2] *Applications relating to land within a bushfire prone area, as identified on Regulatory Map No 1.7, are also required to comply with the Code for Development in Bushfire Prone Areas.*

P5 Local streets do not operate as through traffic routes for externally generated traffic (other than for pedestrians, cyclists and public transport).	No Acceptable Measure is nominated.
P6 Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport.	**A6.1** Intersections and pedestrian and cyclist crossings on district collector and higher order roads are provided at intervals specified in *Planning Scheme Policy No.6 – Transport, Traffic and Parking*.
P7 Access arrangements for lots do not affect the function, vehicle speeds, safety, efficiency and capacity of streets and roads.	**A7.1** Access arrangements are consistent with the characteristics intended for the particular type of road or street specified in *Planning Scheme Policy No.6 – Transport, Traffic and Parking.* **AND** **A7.2** Vehicles are able to enter or reverse from a lot or site in a single movement without having to cross the verge area of another property (except where access easements apply). **AND** **A7.3** Where direct access is provided to a district collector or higher order road adequate sight distance is available and the access management techniques outlined in *Planning Scheme Policy No.6 – Transport, Traffic and Parking* are applied.
P8 On-street car parking: (a) does not obstruct the passage of vehicles on the carriageway or gaining access to lots, or otherwise create a traffic hazard; and (b) is provided according to projected needs having regard to: (i) the type of land uses in the locality; (ii) the provision of on-site car parking; (iii) the occasional need for overflow parking; and (iv) availability of public transport.	**A8.1** On street parking is provided in accordance with the requirements of Planning Scheme Policy No. 6-Transport, Traffic and Parking. **AND** **A8.2** On streets where on street parking is intended, on-street car parking spaces are provided at the following rates: (a) Detached houses and Dual occupancies - 2 spaces per 3 dwelling units; and *(b)* other residential uses - in accordance with Table 10.5B of *Queensland Streets, Section 10.5.* **AND** **A8.3** On streets where on street parking is intended, on-street car parking spaces are located so that: (a) one space is available within 25m of the closest lot boundary of each Detached house and Dual occupancy lot; and (b) for other residential uses, at least 75% of the spaces required under A8.2 is within 25m, and 100% of the spaces required under A8.2 is within 40m of the closest lot boundary.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 Safe sight distances, based on the speeds at which vehicles may travel in the street, exist at access points to properties, pedestrian and cyclist crossings and at intersections.	**A9.1** Safe sight distances are provided in accordance with *Planning Scheme Policy No 6 – Transport, Traffic and Parking.*

(4) Pedestrian and Cyclist Facilities[26]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 A network of pedestrian ways and cycle routes is provided having regard to: **(a) opportunities to link open space networks and community facilities, including public transport stops, local activity centres and schools;** **(b) likely trip purpose;** **(c) topography;** **(d) cyclist and pedestrian safety;** **(e) cost effectiveness;** **(f) likely user volumes and types; and** **(g) convenience.**	**A1.1** The bikeways network is located and provided in accordance with the overall planning for the area by Council and relevant State government agencies, and consistent with the requirements of *the Priority Infrastructure Plan* and *Planning Scheme Policy No.6 – Transport, Traffic and Parking*. **AND** **A1.2** Footpaths are provided in accordance with the characteristics intended for the particular type of road specified in *Planning Scheme Policy No.6 – Transport, Traffic and Parking*. **AND** **A1.3** Internal (local) linear linkages are: (a) (i) provided in accordance with Map 1 of the Maroochy Public Parks Strategy if indicated on Map 1; or (ii) provided in suitable locations; and (b) at least 10 m wide, unless forming part of a road reserve; and (c) capable of accommodating a combined walking/bicycle path; and (d) connected to the local street network; and (e) aligned along water courses or water bodies where relevant; and (f) broken by access points at least every 100m; and (g) are capable of being maintained in accordance with Planning Scheme Policy No.5 – Operational Works.
P2 The alignment of paths: (a) allows for the retention of trees and other significant features, (b) maximises the visual interest provided by views and landmarks where they exist; and (c) does not compromise the operation of or access to other infrastructure services	No Acceptable Measure is nominated.
P3 Pedestrian paths and cycleways are well lit and located where there is casual surveillance from nearby premises.	No Acceptable Measure is nominated.

[26] This element is not relevant to the subdivision of existing or approved buildings.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Safe street crossings are provided, with adequate sight distances, pavement markings, warning signs and safety rails.	**A4.1** Where traffic volumes exceed 3,000 vpd or design speeds exceed 50 km/h, safe crossings are created with the use of pedestrian refuges, geometry or other appropriate mechanisms in accordance with *Austroads Guide to Traffic Engineering Practice, Part 13 – Pedestrians and Part 14 – Bicycles*. **AND** **A4.2** Kerb crossings are provided at all intersections where footpaths, cyclepaths or dual use paths are located.

(5) Public Transport[27]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Residential densities within walking distance of public transport stations and stops are set at levels that support the economic operation of services, provided this is consistent with the intended character for the particular precinct.	No Acceptable Measure is nominated.
P2 A network of public transport routes is provided having regard to: (a) distribution of likely demand; (b) scale and time of demand; (c) characteristics of travellers; (d) travel time; (e) operating characteristics; and (f) cost of providing the service.	A2.1 Except in rural precincts, at least 90% of lots are within 400m safe walking distance from an existing or potential bus route or 500m safe walking distance of an identified bus stop.
P3 Streets and roads carrying bus routes provide for ease of movement of buses between localities without complicated turning manoeuvres.	A3.1 Where bus routes link areas across any road which carries in excess of 6000 vpd, the link is designed as a roundabout or to enable a left turn into the road from one area followed by a right turn from the road into the adjoining residential area.
P4 The design of streets and roads to be used as a bus route allows for the efficient and unimpeded movement of buses without facilitating high traffic speeds	**A4.1** Neighbourhood Collector streets and any higher order roads with bus routes are designed in accordance with the characteristics specified in *Planning Scheme Policy No.6 – Transport, Traffic and Parking.*
P5 Public transport stops are located and designed to provide: **(a) adequate sight distances for passing traffic;** **(b) safe pedestrian crossing where appropriate;** **(c) shelter or shade and seating;** **(d) lighting and casual surveillance from nearby buildings;** **(e) minimal adverse impact on the amenity of adjoining premises;** **(f) timetable information; and** **(g) safe parking of bicycles at public transport interchanges.**	**A5.1** Bus stops for regular peak services are provided at the following spacings: (a) 300 metres in Residential Precincts or residential areas of Master Planned Community Precincts; and (b) 200 metres in Centre Precincts or commercial centres in Master Planned Community Precincts; and (c) 500 metres in Industrial Precincts. **AND** **A5.2** The siting of bus stops is linked to the pedestrian path network. **AND** **A5.3** Pedestrian and cyclist safety measures are provided in the vicinity of bus stops and crossing points in accordance with, *Queensland Streets, Section 4, Austroads Guide to Traffic Engineering Practice, Part 13 – Pedestrians and Part 14 - Bicycles*, and the *Queensland Manual of Uniform Traffic Control Devices.*

[27] This element is not relevant to the subdivision of existing or approved buildings.

(6) Public Parks Infrastructure[28]

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Public parks infrastructure[29] is provided that: **(a) is accessible and equitably distributed in a manner appropriate to the proposed settlement or development;** **(b) contributes to the legibility and character of the development;** **(c) allows for a range of uses and activities;** **(d) is cost effective to maintain;** **(e) contributes to stormwater management, visual amenity and environmental care;** **(f) provides opportunities for rest and social interaction; and** **(g) facilitates safe connectivity between areas.**	**A1.1** (a) A cash contribution is paid in accordance with the rates set out in the the applicable infrastructure charging instrument; OR (b) Land is provided for public parks infrastructure[30] purposes which: (i) includes any public park project[31] identified or listed in the Priority Infrastructure Plan; and (ii) meets the standards set out in *the Priority Infrastructure Plan*; and (iii) is suitable for use as public parks infrastructure, having regard to its: 1. flexibility/potential for a multiple recreational functions; 2. value as a link or for consolidation of open space in the locality (particularly within the broader functions of drainage, conservation and visual amenity); 3. safety and opportunities for casual surveillance; and 4. likely noise levels; and (iv) is free from encumbrances and able to be used for its intended purpose[32]. **AND** **Where land is provided:** **A1.2** Preliminary works are undertaken free of cost to the Council and in accordance with *Planning Scheme Policy No.5 – Operational Works* so that that the land is useable for its intended purpose. **AND** **A1.3** Waterfront parks are of a width which is capable of accommodating the intended function of the park.

[28] This element is not relevant to the subdivision of existing or approved buildings.

[29] *Descriptions of the type of open space to be provided in the Shire are provided in thethe Priority Infrastrcture Plan.*

[30] Where the value of land to be dedicated for park exceeds the open space infrastructure contribution or infrastructure charges obligation associated with the development, the applicant will be entitled to financial compensation.

[31] Where public parks infrastructure is listed for a planning area rather than individually identified, the applicant can determine whether parkland dedication will be required for the development by reference to the priority infrastructure plan.

[32] The ability to be used for recreational purposes may be affected by cultural or conservation significance, infrastructure (eg high voltage overhead power lines, services and easements) and other features, except where these can be incorporated to supplement or enhance the uses of the park.

[28] Council will not endorse a plan of subdivision for a building until the building and relevant works (including provision of car parking, clothes drying and mail box facilities and landscaping) have been substantially completed, and if necessary, a certificate of classification has been issued.

(7) Volumetric Subdivision

PERFORMANCE CRITERIA / ACCEPTABLE MEASURES	
P1 Reconfiguration of the space above or below the surface of land is necessary to facilitate efficient development in accordance with the intent of the precinct in which the land is located, or is consistent with a lawful approval that has not lapsed.	*No Acceptable Measure is nominated*

(8) Subdivision of Existing or Approved Buildings

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Subdivision of existing or approved buildings (whether or not including land) does not cause the use of the land to become unlawful. [33]	No Acceptable Measure is nominated

[33] Council will not endorse a plan of subdivision for a building until the building and relevant works (including provision of car parking, clothes drying and mail box facilities and landscaping) have been substantially completed, and if necessary, a certificate of classification has been issued.