9.4.1 Reconfiguring a Lot Code

9.4.1.1 Application

(1) This code applies to assessable development for which the Reconfiguring a Lot Code is identified in the 'Assessment Benchmarks and Required Outcomes' column in Part 5 — Tables of Assessment /Categorisation Tables.

(2) When using this code, reference should be made to Section 5.3.2 — Determining the category of development and category of assessment and, where applicable, Section 5.3.3 — Determining the requirements for accepted development and assessment benchmarks and other matters for assessable development located in Part 5 — Tables of assessment.

9.4.1.2 Purpose and Overall Outcomes

(1) The purpose of the Reconfiguring a Lot Code is to facilitate:

a. a well-integrated, compact, and sustainable urban form;
b. the creation of attractive, safe, healthy, and accessible neighbourhoods;
c. reconfigurations that:
   i. allow for buildings and development that respond to climate;
   ii. avoid or mitigate the potential impacts of natural hazards; and
   iii. where possible, are integrated with the natural features of the landscape or preserves and enhances protected features;
d. a diversity of lot sizes to accommodate their intended use;
e. are provided with services and infrastructure to accommodate their intended use; and
f. balance the requirements of the balance of the requirements applying to development, including those in the Local Frameworks.

(2) The purpose of this code will be achieved through the following overall outcomes:

For All Reconfigurations:

a. residential lot reconfiguration creates safe, convenient and attractive residential neighbourhoods with related and supportive centres;
b. residential lot configuration has flexibility to meet the demands for a variety of development types, made up of a range of lot sizes;
c. non-residential lot reconfiguration facilitates the provision of a diversity of commercial services and employment opportunities at locations that are easily accessible;
d. the realignment of lot boundaries results in increased efficiencies of use, simplifies access, addresses development constraints or rectifies historical errors in the siting and construction of buildings;
e. the development of hatchet lots is minimised, and is provided in response to constraints or limitations at the site, and is not detrimental to the amenity of adjoining lots or the surrounding area;
f. small lots (450m^2 or less) are provided in locations with high accessibility to services or parkland;
g. appropriate infrastructure is provided to lots:
   i. in a coordinated and sequenced manner;
   ii. consistent with the requirements for their location in either an urban or rural area; and
   iii. in a safe and coordinated manner which minimises potential for environmental harm or nuisance.
h. lot reconfiguration enables the retention and protection of significant environmental areas, provides movement corridors for wildlife and responds effectively to natural hazards;
i. drainage systems provide adequate stormwater management whilst ensuring the maintenance of water quality and minimal disturbance to natural riparian systems.

For Reconfigurations that Establish New Roads or Streets:

a. street networks are created which align with the requirements of the Road Hierarchy, where each street meets the requirements for its type in the hierarchy, provides high levels of connectivity with adjoining streets or planned development and provides acceptable levels of on-street parking, safety and convenience for all users;
b. walking and cycling activities are encouraged by:
   i. a shaded, convenient and attractive environment within streets and parks, and
   ii. a legible movement network that leads and connects to points of attraction within the development and in nearby centres and employment areas;
c. streets are designed to accommodate all required public utility services and drainage systems;
d. lot reconfiguration provides a safe, accessible and highly functional network of open space providing ecological, visual and recreational amenities;
e. fencing and acoustic barriers contribute to the visual and acoustic amenity of residential and commercial areas, and are visually softened by landscaping; and
f. infrastructure is delivered in a coordinated manner and integrated with the requirements of adjoining sites

and the locality.

9.4.1.3 Specific Benchmarks for Assessment

Table 9.4.1.3.1 — Benchmarks for Assessable Development

For All Reconfigurations:

1 **Lot size**	
PO1.1 Residential lots in urban areas are provided in accordance with the lot size, frontage length and special characteristics identified in the following tables: a. Table 9.4.1.3.4 — Large Lot Size, Frontage and Special Characteristics; b. Table 9.4.1.3.5 — Standard Lot Size, Frontage and Special Characteristics; c. Table 9.4.1.3.6 — Small Lot Size, Frontage and Special Characteristics; d. Table 9.4.1.3.7 — Built to Boundary Lot Size, Frontage and Special Characteristics. Note: The Building Height and Density Overlay identifies optimal urban densities and lot sizes. Meeting these densities and their related lot sizes is identified as a requirement of subdivision in the above tables. The desirable residential densities represented in the overlay have been chosen to reflect a variety of factors, including the proximity of centre services and transport facilities and the presence of natural and human induced hazards. Note: Five lot types and the urban residential areas that they are generally expected to be associated with are described in Table 9.4.1.3.2 — Residential lot types and Table 9.4.1.3.3 — Urban residential areas and their associated lot types.	**AO1.1** No accepted outcome provided.
PO1.2 Industrial, rural and commercial lots are provided to facilitate the development of uses consistent with the applicable zone intent. Note: In rural areas, the alignment of boundaries considers the existing features and constraints of the land (such as the position of dams, watercourses or steep topography) to minimise fencing and its impacts.	**AO1.2** No accepted outcome provided.
2 **Boundary Realignment**	
PO2.1 Realignment of boundaries improves the general arrangement of lots by addressing and resolving limitations or anomalies of the site and its improvements.	**AO2.1.1** Access is provided to a lot that previously had no access; **OR** **AO2.1.2** The rearrangement of lots addresses a development constraint, which enables an improved response to the constraint; **OR** **AO2.1.3** The rearrangement of lots remedies an existing boundary encroachment.
3 **Hatchet Lots**	

PO3.1 The development of a hatchet lot is a response to specific site constraints or limitations including topography, access, location or irregular lot shape and: a. does not prejudice the subsequent reconfiguration or use of adjoining land; b. the future siting of buildings on a hatchet lot will not detrimentally affect the amenity of the adjoining land or the surrounding area; c. is not intended for a multiple residential use; d. provides sufficient street frontage for appropriate access and the positioning and collection of refuse bins; and e. is limited to one hatchet lot behind any full frontage lot.	**AO3.1** No accepted outcome provided.
PO3.2 When reconfiguring produces a hatchet lot, the front lot (balance lot): a. for residential uses, has a minimum width of 20m, or a minimum area suitable for building purposes measuring 9m by 15m; b. for commercial and industrial uses, has a minimum width of 25m, or a minimum area suitable for building purposes measuring 14m by 28m; and c. for rural lots, maintains access and has a minimum width of 11m.	**AO3.2** No accepted outcome provided.
PO3.3 For residential uses, a hatchet lot adjoins no more than five other lots.	**AO3.3** No accepted outcome provided.
PO3.4 Hatchet lots are provided with access and a reticulated water supply suitable for fire-fighting, meeting the requirements of Queensland Fire and Emergency Services *'Fire Hydrant and Vehicle Access Guidelines for residential, commercial and industrial lots 2015'.*	**AO3.4** No accepted outcome provided.
PO3.5 Access handles and access easements are located on one side of the lot with direct frontage to the road or street.	**AO3.5** No accepted outcome provided.
PO3.6 Access handles and access easements meet the dimension requirements for handles and easements in Table 9.4.1.3.8 – Hatchet Lots access handles and access easements.	**AO3.6** No accepted outcome provided.
PO3.7 For residential, industrial and commercial uses, a constructed driveway, underground electricity, telecommunication services and any other required services are provided for the full length of the access strip.	**AO3.7** No accepted outcome provided.
PO3.8 The length of an access easement does not restrict its effective use.	**AO3.8** For residential, industrial and commercial lots, the maximum length of an access easement is 50m. Note: In circumstances where an access easement of greater than 50m is proposed or the access easement is used for more than one hatchet lot, a passing bay is provided at an interval of no greater than 50m from each end of the easement.
4 **Small Lots (less than 450m^2)**	
PO4.1 Where a reconfiguration forms multiple lots, a mix of lot sizes is dispersed through the development and provides for variety and choice of housing types or varied commercial and industrial uses.	**AO4.1** Depending on their lot type (small lot or built to boundary lot), residential lots of less than 450m^2 in area meet the location requirements of either: a. Table 9.4.1.3.6— Small Lot Size, Frontage and Special

	Characteristics; or b. Table 9.4.1.3.7 — Built to Boundary Lot Size, Frontage and Special Characteristics.
PO4.2 The design of small lots on sloping sites maximises solar access and the usability of the site while minimising the impact of earthworks and retaining walls on adjoining lots and the visual amenity of the streetscape. Note: The Earthworks Code provides requirements for the appropriate construction of retaining walls along road reserves and between lots.	**AO4.2** Residential lots of less than 450m^2 in area meet the slope requirements of either: a. Table 9.4.1.3.6— Small Lot Size, Frontage and Special Characteristics; or b. Table 9.4.1.3.7 — Built to Boundary Lot Size, Frontage and Special Characteristics.
PO4.3 On small lots, the position of future structures is identified as part of the reconfiguration. Note: A Building Envelope Plan may be required for reasons other than small lot development, for example as a response to a natural or human induced constraint or to protect vegetation.	**AO4.3** A Building Envelope Plan identifies the area of the site within which all proposed buildings are to be located.
PO4.4 Buildings and structures including all supporting walls are contained wholly within a lot.	**AO4.4** No accepted outcome provided.
PO4.5 Lots of less than 250m^2 slope to the front boundary (have a fall to the street) with a minimum grade of 1% and have a lawful point of discharge at the street.	**AO4.5** No accepted outcome provided.
5 **Utilities and Stormwater Drainage**	
PO5.1 In urban areas (including residential, centre and industrial areas), services, including water supply, effective firefighting provision, wastewater services, waste disposal, drainage, gas where available, electricity and telecommunication utilities, are provided in a manner that: a. is efficient; and b. minimises the risk of adverse environmental or amenity related impacts.	**AO5.1** Urban development provides water supply, effective firefighting provision, sewage disposal, wastewater services, drainage, gas where available, electricity and telecommunications utilities to service the development in accordance with the requirements of the relevant regulatory authority and distributor. Note: Where wastewater services are not available, sufficient area for on-site effluent treatment and disposal is to be included as a part of service provision. Note: SC6.2 General Works and Infrastructure Planning Scheme Policy provides further information on the provision of utilities.
PO5.2 Rural reconfigurations are serviced with a suitably formed road. Note: SC6.4 Transport and Parking Planning Scheme Policy (Table 6.4.4.4 — Rural Road Characteristics) provides guidance on the road characteristics required for rural uses.	**AO5.2** No accepted outcome provided.
PO5.3 For all lot reconfigurations, an appropriate stormwater drainage system is provided that protects people and built environments from stormwater hazard, whilst ensuring stormwater discharge to receiving waters maintains hydrological regimes and does not degrade the quality of water in receiving environments. Note: This requirement will be met by addressing the requirements of SC6.2 General Works and Infrastructure Planning Scheme Policy: Part 3 — Stormwater Quantity, Quality and Floodplain Management and Part 8 — Standards for Construction of Stormwater Drainage Works.	**AO5.3** No accepted outcome provided.

PO5.4 Where lots are proposed of 10m or less in width, or 450m^2 or less in area, services within the lot and in the adjacent verge are located so they do not unduly restrict subsequent development at the site. Note: Indicative engineering plans for subdivisions incorporating narrow lots or lots of 450m^2 or less showing the location of all services may assist in demonstrating compliance with this performance outcome.	**AO5.4** Where lots are 10m or less in width or 450m^2 and less in area, services and associated easements: a. do not traverse lots; b. do not require buildings to be set back from site boundaries further than required by the relevant assessment benchmarks; c. are located to minimise conflict with driveways and street trees; and d. allow maximum separation between the driveways of adjacent allotments.
6 **Frontage and Access**	
PO6.1 Existing (dedicated) street verges adjoining the frontage of a reconfigured lot are constructed or upgraded to the standards and characteristics identified for their road or street types. Note: The design requirements for each street type are listed in the Road Characteristics Tables (Centre, Urban and Rural) in SC6.4 Transport and Parking Planning Scheme Policy.	**AO6.1** No accepted outcome provided.
PO6.2 Access to a lot meets the requirements for the relevant street type and is constructed in accordance with the relevant construction standards. Note: The design requirements for each street type are listed in the Road Characteristics Tables (Centre, Urban and Rural) in SC6.4 Transport and Parking Planning Scheme Policy. The SC6.2 General Works and Infrastructure Planning Scheme Policy provides the relevant construction standards for access.	**AO6.2** No accepted outcome provided.
7 **Completion of Works**	
PO7.1 For reconfigurations, stages of reconfigurations or sub-stages of reconfigurations, all frontage and infrastructure works necessary to support the stage or stages are completed (for the stage, sub-stage or entire reconfiguration) before submitting the relevant Plan of Subdivision for approval. Note: All frontage and infrastructure works are to be in place or sufficient security provided before a Plan of Subdivision will be approved by the local government.	**AO7.1** No accepted outcome provided.

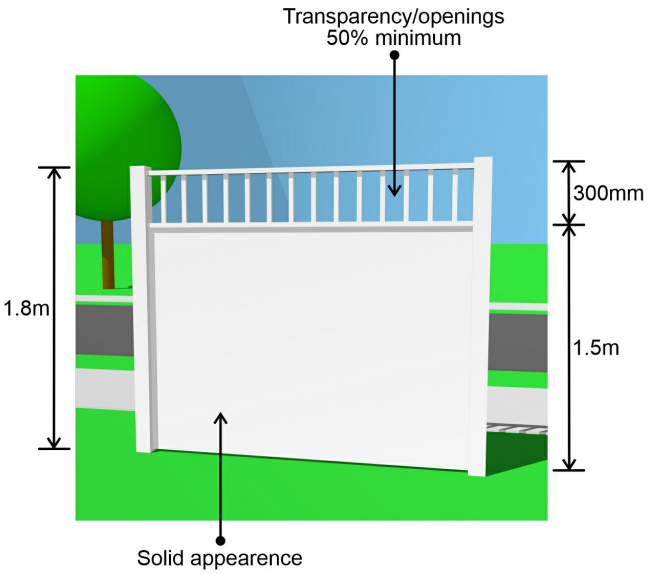
For Reconfigurations where a new street or road is required—

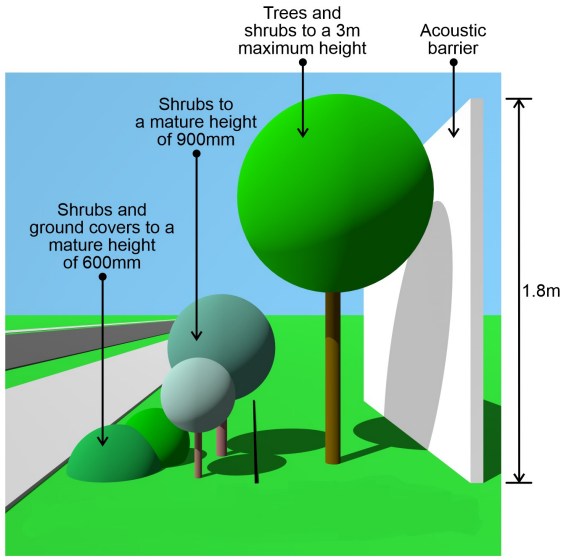
8 **Additional Lot Design Matters**	
PO8.1 The layout of urban lots and infrastructure creates legible and interconnected movement and open space networks that are integrated with surrounding environmental corridors and open space.	**AO8.1** No accepted outcome provided.
PO8.2 The layout of urban lots and infrastructure is designed to create compact and walkable neighbourhoods that are well connected to employment areas, centres, community facilities, educational establishments, and open space and recreational facilities.	**AO8.2** No accepted outcome provided.

PO8.3 Open spaces are provided to define the boundaries of neighbourhoods and provide opportunities for leisure and the promotion of community identity in addition to their ecological value.	**AO8.3** No accepted outcome provided.
PO8.4 Lot orientation allows dwellings and their associated private open space to take advantage of microclimatic benefits by: a. maximising solar access to the north in winter; b. minimising solar access to the west in summer; c. maximising access to prevailing summer breezes; and d. minimising exposure to prevailing winter winds.	**AO8.4** No accepted outcome provided.
PO8.5 Concentrations of smaller lots are placed in the most accessible and well-serviced locations and take maximum advantage of parks, open spaces and public transport services.	**AO8.5** No accepted outcome provided.
PO8.6 The lot design is responsive to landmarks, views, vistas, features and places of European and Aboriginal and Torres strait Islander cultural heritage significance.	**AO8.6** No accepted outcome provided.
PO8.7 The layout of lots, streets and infrastructure: a. avoids or minimises alteration to natural features such as drainage lines and waterways; b. minimises the need for vegetation clearing; c. retains or provides viable ecological corridors for wildlife movement; d. minimises alteration to the natural topography through excavation and filling; and e. avoids increasing the risks associated with natural hazards.	**AO8.7** No accepted outcome provided.
9 **Street Design**	
PO9.1 The design features of roads, streets and lanes: a. ensure they can perform their function as required for their type in the road hierarchy; b. include horizontal and vertical alignment design to accommodate utilities, on-street parking, access to lots, street trees and furniture as required by their type in the road hierarchy; c. accommodates safe pedestrian and cyclist movement; d. encourages traffic speeds and volumes to the levels commensurate with their road hierarchy function; and e. ensures unhindered access for service and emergency vehicles. Note: Where a reconfiguration of a lot proposes to include the construction of a length of new road or street, the reconfiguration will be assessed against the requirements of the Transport and Parking Code (9.4.6). Note: The Road Hierarchy and the Road Characteristics tables for Centre, Urban and Rural Roads can be found in the Transport and Parking Planning Scheme Policy (SC6.4).	**AO9.1** No accepted outcome provided.
PO9.2 The layout of streets is arranged to optimise convenience of walking, cycling and access to public transport, predominantly through a rectilinear grid pattern or modified grid pattern that is designed to be responsive to topography and constraints, including natural hazards.	**AO9.2.1** Street blocks are provided as a grid pattern. **AO9.2.2** Street blocks are between 50m and 64m in width and 100m and 250m in length.

Note: The Transport and Parking Planning Scheme Policy (SC6.4) provides further criteria to inform the layout of streets.	**AO9.2.3** A 10m wide mid-block pedestrian link is provided for street blocks greater than 130m in length.
PO9.3 The layout of streets does not involve culs-de-sac unless they are designed as a minor part of a predominantly connected grid layout, and the cul-de-sac: a. enables servicing, manoeuvring and on-street parking in an efficient manner; and b. enables future connections to adjoining land and development; or c. is linked to the pedestrian or cycle network at the head of the cul-de-sac by connection to an adjoining street or to the open space network.	**AO9.3** No accepted outcome provided.
PO9.4 The design of each road or street includes: a. a footpath in accordance with the requirements of the street type constructed in accordance with the relevant construction standards; and b. large canopy street trees planted on each side of the street at a minimum spacing of 15m. Note: The design requirements for each street type are listed in the Road Characteristics Tables (Centre, Urban and Rural) in the Transport and Parking Planning Scheme Policy (SC6.4). The General Works and Infrastructure Planning Scheme Policy (SC6.1) provides the relevant construction standards for roads and streets. The Landscape Works Planning Scheme Policy (SC6.7) provides the relevant standards for the location and establishment of street trees.	**AO9.4** No accepted outcome provided.
PO9.5 In urban streets requiring the provision of parking, on-street parking is provided at rates sufficient to augment the off-street parking supply and support the short-term parking needs of residents and visitors. Note: A parking analysis plan may assist in demonstrating compliance with this performance outcome.	**AO9.5.1** In residential areas: a. on-street car parking provision is available within the street sufficient to provide 0.5 spaces per Standard lot; b. for each Terrace lot, Small lot or Villa lot, one on-street parking space is available in front of each lot; and c. a car parking space is available within 25m of each lot. **AO9.5.2** For industrial development, provision of parking lanes within the carriageway is made on both sides of the street with widths as identified in the Urban Road Characteristics Table of the Transport and Parking Planning Scheme Policy (Table 6.4.4.3). Note: In addition to on-street parking, lots intended for a dwelling are expected to include an on-site parking provision consisting of a minimum of 1 covered parking space and an area for an additional space in the driveway.
PO9.6 Residential street frontages that are dominated by driveways are avoided to maintain attractive streetscapes and maximise the provision of on-street parking.	**AO9.6** For lots with a frontage of 9m or less, driveways are provided from a rear lane.
10 **Landscaping and Fencing**	
PO10.1 Fences are designed and constructed to: a. be visually attractive and to contribute to or blend with the site's landscaping; b. provide visual interest within the streetscape; c. be comprised of materials and colours which are compatible with buildings and landscaping at the site;	**AO10.1** For residential areas where fencing is provided: a. primary frontage fencing is a maximum of 1.2m high; b. perimeter fencing (excluding all road frontages) is 1.8m high with 0% transparency; and c. where an adjoining lot is intended for open space or drainage reserve, perimeter fencing is 1.8m high, solid

d. provide effective screening of the site from nearby residential or other incompatible uses; and e. assist in highlighting entrances and paths to increase pedestrian security and safety.	up to 1.5m, and 80% transparent from 1.5m to 1.8m high as shown in Diagram A.
PO10.2 Where screen fencing is provided along secondary frontages, the fencing: a. includes pedestrian access; b. provides visual interest through form, articulation, detailing and landscaping; and c. allows for adequate maintenance of the road reserve.	**AO10.2** In residential areas, screen fencing along secondary frontages has a maximum height of: a. 1.2m if of solid appearance (0% transparency); or b. 1.8m if the fence has openings, or is constructed of materials that make it greater than 30% transparent; or c. 1.8m high, solid up to 1.5m and 80% transparent from 1.5m to 1.8m high as shown in Diagram A; and d. provides pedestrian access from the road reserve to each lot. **DIAGRAM A**

	
PO10.3 Arterial and sub arterial roads are provided with areas of landscaping sufficient to provide an attractive streetscape .	**AO10.3** Reconfiguring a lot for residential use adjoining an arterial or sub arterial road provides: a. a land dedication of a road for public use to Council between the lot or lots and the arterial or sub arterial road that: i. is a minimum of 3m wide; ii. extends for the full length of the lot boundaries adjoining the arterial or sub arterial road; iii. is landscaped with native, locally endemic species at a density sufficient to screen the development from view from the arterial or sub arterial road; and iv. incorporates an acoustic fence (if required) along the lot boundaries and within the road reserve (see Diagram B); or b. a constructed road between the arterial or sub arterial road and the newly formed lots **DIAGRAM B**

	 Note: Acoustic fencing is to meet the requirements of Queensland Department of Transport and Main Roads Specification MRS 15 (Noise Fences) and Technical Standard MRTS 15 (Noise Fences).
11 **Parks, Open Space and Community Facilities**	
PO11.1 Neighbourhood design facilitates an accessible open space network that: a. accommodates the planned location of parks and open space; b. contributes to the character of the neighbourhood; c. links to existing other open space or parkland; d. is designed to maximise the use of parks and open space use by the surrounding community; and e. generally, offers a broad range of informal and formal experiences in line with the established strategies of the Local Government Infrastructure Plan for the provision of parkland and open space. Note:The delivery of any part of a network identified in the approved plans as being for trunk infrastructure is determined by Part 4 of the Planning Scheme — The Local Government Infrastructure Plan. The Landscape Works Planning Scheme Policy (SC6.7) provides standards relevant for the design and construction of parks and public space.	**AO11.1** No accepted outcome provided.
PO11.2 Sufficient land is provided for community facilities in proportion to the size of the development and local community needs. Note: The delivery of any part of a network identified in the approved plans as being for trunk infrastructure is determined by Part 4 of the Planning Scheme — The Local Government Infrastructure Plan.	**AO11.2** No accepted outcome provided.
12 **Crime Prevention through Environmental Design (CPTED)**	
PO12.1 The configuration of street and lot layouts facilitates personal safety and property security and discourages crime and anti-social behaviour by providing: a. high levels of casual surveillance for streets, paths and parklands from surrounding development; b. parks with a minimum of 50% of their perimeter fronted by a road; c. a high level of accessibility from a road for all public	**AO12.1** No accepted outcome provided.

space; and d. a clear relationship between the public realm and adjoining private space. Note:The *Queensland Government CPTED Guidelines for Queensland* provides information to assist with the integration of crime prevention through environmental design principles into the planning and design of development.	
13 **Future Infrastructure**	
PO13.1 Where future infrastructure has been planned and identified, reconfiguration works are designed and implemented to adequately respond to and accommodate the future infrastructure.	**AO13.1** No accepted outcome provided.

Table 9.4.1.3.2 — Residential Lot Types

Lot Types

Five lot types are identified in the scheme:
• Large lot (Table 9.4.1.3.4)
• Standard lot (Table 9.4.1.3.5)
• Small lot (Table 9.4.1.3.6)
• 2 built to boundary lot types (Table 9.4.1.3.7):
  ◦ Villa lot
  ◦ Terrace lot

Table 9.4.1.3.3 — Urban Residential Areas and their Associated Lot Types

Established Suburban Areas	
Zones	Low Density Residential Zone and Character Residential Zone
Appropriate lot types	Large, Standard and Small lots
General characteristics	• New lots within established suburban areas are generally the result of small-scale subdivisions, providing opportunities for infill development • Lots are created that support intended urban densities between 7 and 22 dwellings per hectare and as identified on the Building Height and Density Overlay Map • New lots in established suburban areas are consistent with the existing lot characteristics of the area • Small lots may be established where road frontage of a minimum of 12m can be achieved for each lot
Urban Neighbourhoods	
Zones	Low-Medium, Medium and High Density Residential Zone
Appropriate lot types	Villa and Terrace lots
General characteristics	• Lots are created to support the intended urban densities as identified on the Building Height and Density Overlay Map. In some instances, the intended urban density may make subdivision impractical, as it can only be practically achieved by multiple dwelling development • Urban neighbourhood densities range from 20 dwellings per hectare (Low-Medium Density Residential Zone) to 50 - 100 dwellings per hectare (Medium Density Residential Zone) and higher (High Density Residential Zone) • Lots are located within the walkable catchment for a park or centre
New Suburban Areas	
Zones	Low Density Residential Zone
Appropriate lot types	Standard, Small, Villa and Terrace lots

General characteristics	• A variety of lots are created in the New suburban areas to facilitate housing choice and demographic diversity • A general density of 15 to 25 dwellings per hectare is expected in New suburban areas - the detail of lot provision and layout being an outcome of an approved subdivision design • Standard, Villa and Terrace lots are located in steeper areas, with up to a 10% slope being acceptable across the front boundary for Villa and Terrace lots and a 20% slope across the front boundary for Standard lots • In New suburban areas where constraints influence subdivision, densities of 15 to 25 dwellings per hectare can also apply, providing that the constraint is suitably mitigated.

Table 9.4.1.3.4 — Large Lot Size, Frontage and Special Characteristics

Lot Type	Minimum Lot Size	Minimum Frontage	Special Characteristics
Large lot (Acreage)	4000m^2 (as per the Building Height and Density Overlay Map)	20m	a. For Half Acre lots, reticulated sewerage is provided. b. For Acreage Lots, where wastewater services are not available, each lot manages wastewater entirely on-site. c. Where the proposed lot is required to create a building envelope, the envelope must be — i. at least 600m² of each lot (with a minimum dimension of 20m) that is to be suitable for a building platform located beyond the standard front boundary setback to allow for the provision of outbuildings, private outdoor recreation space, parking and wastewater services; and ii. an additional area is to be available on each lot that is suitable to treat and dispose of effluent on-site in compliance with the Plumbing and Drainage Act 2018 and the Queensland Plumbing and Wastewater Code. d. Access for on-site parking (which should not be within 6m of the frontage of the lot) is feasible without involving the future purchasers in major earthworks or engineering structures (e.g., bridges or retaining walls).
Large lot (Half Acre)	2000m^2 (as per the Building Height and Density Overlay Map)	20m	

Table 9.4.1.3.5 — Standard Lot Size, Frontage and Special Characteristics

Lot Type	Minimum Lot Size	Minimum Frontage	Special Characteristics
Standard Lot	Between 450m^2 and 1000m^2 in accordance with intended densities on the Building Height and Density Overlay Map	Slope <5% - 15m Slope <7% - 17m Slope <10% - 20m Slope <15% - 20m – with a minimum lot size of 800m^2 Slope < 20% - 25m – with a minimum lot size of 800m^2 Note: Where the front boundary slope is greater than 20%, the lot is to be developed as a Large lot.	a. Lots generally have a depth ratio of 1:2 (frontage to depth); however, all lots are to have dimensions to enable the siting and construction of a dwelling and ancillary outbuildings, the provision of private outdoor recreation space and convenient vehicle access and parking. b. Standard lots are generally created on land with a slope along the front boundary of less than 10% and lots have an area between 450 – 1000m^2 to achieve the intended densities identified on the Building Height and Density Overlay Map. Where a lot is created on land with a slope at the front boundary of greater than 10%, the lot is to be a minimum of 800m^2 and has increased road frontage (as identified in the minimum frontage requirements of this table). c. For any stage of a reconfiguration within the Low density residential zone, Standard lots are to occupy not less than ten percent (10%) of the total number of lots, contributing to a variety of lot sizes within the subdivision. d. All lots are to be capable of containing a rectangle (suitable for building purposes) measuring 10m by 15m (or 9m by 15m where a boundary wall is nominated as part of the building envelope) in that part of the lot which is not within 6m of the frontage of the lot. e. For steeper lots: i. Where the front boundary slope is between 10% and 20%, the lot must be capable of containing a rectangle suitable for building purposes (and not within 6m of the frontage of the lot) measuring 10m by 15m on an area where the slope does not exceed 20%, although the balance may be steeper;

			ii. Where the front boundary slope is between 10% and 20%, land that is steeper than 20% within the site may be accepted for the building envelope if – A. supporting landslide and geotechnical information is supplied and water and wastewater services can be provided; and B. access for on-site parking further than 6m from the frontage of the lot is feasible without involving the future purchasers in major earthworks or engineering structures (e.g., bridges or retaining walls). iii. Steeper lots requirements are to be used to respond to difficult topography. The lot characteristics for steeper lots will contribute to the useability of the site, but it is expected that the subsequent dwelling design will also play a significant part of the overall design response. f. Standard lots are supplied with a water and wastewater service connection.
In addition, where a Dual Occupancy is proposed for a standard lot: Dual occupancy lots are: a. nominated at the time of the reconfiguration application approval; b. of a minimum area of 800m^2 and have a slope along the front boundary of less than 10%; c. not provided as hatchet lots; d. desirable as corner lots; e. provided at a maximum of two dual occupancy lots adjoining or within 20m of each other, and have a minimum separation of 100m to any other dual occupancy lot in the same street; f. not to occupy more than 20% of the total number of lots; and g. not located: i. on land immediately adjoining any creek or watercourse, or on a Major Collector, Sub-arterial or Arterial road; ii. on any land that is the subject of a hazard related overlay; or iii. on land at the end of a cul-de-sac.			

Table 9.4.1.3.6 — Small Lot Size, Frontage and Special Characteristics

Lot Type	Minimum Lot Size	Minimum Frontage	Special Characteristics
Small lot	300m^2	In Established suburban areas - 12m In New suburban areas - 10m where provision is made for tandem parking, otherwise 12m Note: Where the front boundary slope is greater than 7%, the lot is to be a Villa or Terrace lot (up to 10% slope) or Standard lot (up to 20% slope).	a. Lots are capable of containing a rectangle (suitable for building purposes) measuring 9m by 15m. b. Small lots are undesirable as a corner lot, hatchet lot or lot gaining access via an access handle. c. All small lots are to contain a Building Envelope Plan. d. Small lots are created on flat land with a slope not exceeding 7% along the front boundary and with a slope to the front boundary (a fall to the street) of a minimum grade of 1%. e. For any stage of a reconfiguration within the Low Density Residential Zone, small lots: i. are to be dispersed throughout, rather than concentrated within any stage or area of the reconfiguration; ii. are to contribute to the achievement of the intended density of the locality; iii. are not located: A. on land immediately adjoining any creek or watercourse, or on a Major Collector, Sub-arterial or Arterial road; B. on land that is the subject of a hazard related overlay; or C. on land at the end of any cul-de-sac; iv. have no more than 4 lots in a row where the frontage is between 10m and 12m; v. are only located on one side of the street; vi. are not to occupy more than 10% of the total number of lots contributing to a variety of lot sizes within the subdivision; vii. are not to total more than 5 lots in any Access Place or Access Street or more than 8 lots in any Access Major Collector or Minor Collector Street; and viii. are to be located (taking the most direct route) no more than 500 metres from a park and 800 metres from a centre. f. Small lots are undesirable in areas where wastewater services

			are not available. Editors Note: Where high concentrations of narrow frontage lots (less than 12m) are present, on street parking demands may warrant a wider road cross section or a specific on street parking response.

Table 9.4.1.3.7 — Built to Boundary Lot Size, Frontage and Special Characteristics

Lot Type	Minimum Lot Size	Minimum Frontage	Special Characteristics
Villa lot	250m^2	Slope < 10% - 10m and built to one boundary.	a. All Villa and Terrace lots are to contain a Building Envelope Plan. b. Villa and Terrace lots are not provided as a corner lot, hatchet lot, or lot gaining access via an access easement. c. Unless in the Medium density residential density precincts, Villa and Terrace lots are created only as part of a larger subdivision consisting of a minimum of 30 allotments. d. Villa and Terrace lots are created on land with slopes not exceeding 10% (along the front boundary) and 5% (between the front and rear boundaries). Boundary walls manage the required level changes (and are extended by retaining walls to both the front and rear boundaries, providing near-level open space for the lot). e. Villa and Terrace lots have a slope to the front boundary (fall to the street) to enable efficient stormwater discharge to the kerb and street network. f. For any stage of a reconfiguration within the New suburban precincts, Villa and Terrace Lots: i. are dispersed throughout the reconfiguration rather than concentrated within any stage or area; ii. contribute to the achievement of the intended density of the locality; iii. have no more than 5 lots in a row where the frontage is 10m or less unless the lots are serviced by a rear lane and the frontage is no less than 7.5m; iv. are only located on one side of the street; v. do not account for more than 10% of the total number of lots and contribute to a variety of lot sizes within the subdivision; vi. are not to total more than 5 lots in any Access Place or Access Street or more than 8 lots in any Access Major Collector or Minor Collector Street; and vii. are to be located (taking the most direct route) no more than 200m from a park and 500m from a centre. g. Villa and Terrace Lots are not located: i. on land immediately adjoining any creek or watercourse, or on a Major Collector, Sub-arterial or Arterial road; ii. on land that is the subject of a hazard related overlay; iii. on land at the end of a cul-de-sac; or iv. in areas where wastewater services are not available.
Terrace lot	185m^2	Slope < 10% - 7.5m and built to both boundaries.	

Table 9.4.1.3.8 — Hatchet Lot Access Handles and Access Easements

	Minimum width of access handle or easement (tenure width)	If a combined (two hatchet lots) access strip	Minimum width of constructed access (driveway width)	Design vehicle for access (access and egress to be in forward gear)
Large lot	4m	Minimum plus 1m	3m	12.5m single unit truck
Standard lot	4m	Minimum plus 1m	3m	12.5m single unit truck
Standard lot with difficult topography	5m	Minimum plus 1m	3m	12.5m single unit truck
Commercial lot	7m	Minimum plus 2m	3m	12.5m single unit truck
Industrial lot	11m	Minimum plus 2m	3.5m	19m articulated vehicle
Rural lot	11m	-	3m	19m articulated vehicle

Notes for Table 9.4.1.3.8:

i. where a combined access strip, reciprocal rights are required, and
ii. the area of the access handle is excluded from the area of the lot.

You have reached the end of the page.