

Subdivision Code

1 Application

This Code applies to development applications for reconfiguring a lot. This Code will be used in assessing all types of subdivisions, ranging from a single site (where no streets are created) to new residential communities, as well as other lot reconfiguration.

This Code will be used to assess applications for single unit dwellings, as the application must involve a combined material change of use (whether or not including building work) component with an associated reconfiguring of a lot component. This ensures that the building design and site layout requirements of the **Residential Design — Single Unit Dwelling Code** are assessed in an integrated manner and at the same time with the requirements for the required freehold lot for the dwelling in this Code. The minimum lot size requirements of this Code do not apply to the assessment of a single unit dwelling reconfiguring component.

Section 5 of this Code **applies to all subdivisions unless specifically addressed elsewhere** in Section 6. Compliance with these general design elements is required to achieve an acceptable level of performance in planning, design and development.

Section 6 of this Code applies only to **specific types of subdivisions** that may occur in any Area including:

- community title development in Residential Areas
- rearranging the boundaries of a lot
- creating access easements
- dividing land into parts by lease
- subdivision of existing and approved buildings, including proposed single unit dwellings
- volumetric subdivision

Section 7 of this Code provides guidance on information and consultation requirements associated with reconfiguration.

2 Using the Code

In using this Code, reference should also be made to Section 1.1—How to use the Codes, at the front of this Chapter.

When this Code is listed in a level of assessment table in Chapter 3 or a Local Plan in Chapter 4 as an Applicable Code for **code assessment** or Relevant Code for **impact assessment**:

- the Code is to be read as being the Purpose, Performance Criteria and Acceptable Solutions
- a Local Plan may include a Code that may vary or include additional Purposes, Performance Criteria or Acceptable Solutions.

Notifiable Code Assessment applications are to be publicly notified in accordance with Section 7.2 of this Code.

List of ‘secondary’ Codes

When this Code is used in **code assessment** the following Codes are termed ‘secondary’ Codes and form part of this ‘primary’ Code. When this Code is used in **impact assessment** the following list should be considered as providing a guide to other Codes that may also be used in assessing the proposal:

- Acid Sulfate Soil
- Biodiversity
- Filling and Excavation
- Gas and Oil Pipeline
- Heritage Place
- Industrial Areas—Adjacent Development
- Landscaping Code
- Operational Works
- Park Planning and Design
- Services, Works and Infrastructure
- Stormwater Management
- Structure Planning
- Waste Water Management
- Waterway
- Wetland.

3 Planning approach

This Code adopts a performance based planning approach to encourage innovation in creating livable, integrated communities by following a coordinated urban design process. The Plan promotes the use of an urban design process to the subdivision of land that fits within the following structure (refer to *Figure a*).

Local Plans: establish a framework for the development of land within specific areas of the City and provide a clear outline of desirable land uses for the area. More detailed planning should occur in accordance with the Strategic Plan’s Desired Environmental Outcomes (DEOs) and local planning intent for the area where the land is located.

Structure Plans: give physical form to neighbourhoods and illustrate land use. They are prepared in accordance with the **Structure Planning Code** and ensure that the urban design implications of subdivision are fully examined before subdivision is approved. They may include Neighbourhood Structure Plans for the Emerging Community Area and Industrial Structure Plans for the Future Industry Area. The preparation of a structure plan requires a comprehensive planning approach to the subdivision of land where the major road, open space, pedestrian/bike and public transport networks

are identified, servicing and environmental issues are resolved, and land uses and densities allocated.

Detailed Subdivision Layouts: are to be used to demonstrate compliance with the various design criteria set out in this Code. The preparation of a Detailed Subdivision Layout requires sufficient design detail to meet the Performance Criteria set out in this Code, and other relevant Codes, to ensure that the subsequent development of the land achieves the DEOs of the Plan. A Detailed Subdivision Layout is required to be submitted with an application for a development permit for reconfiguring a lot. Where a preliminary approval for a Structure Plan has been granted over land, subsequent applications for reconfiguring a lot including a Detailed Subdivision Layout may be code assessable, where in accordance with the conditions of the preliminary approval.

Building Location Plans: illustrate the site where a house and ancillary buildings and structures will be situated on a lot. The building location will be nominated at the reconfiguration stage where it is necessary to control the location of the house to minimise adverse impacts and risks (refer to example at *Figure b*).

Building Envelope Plans: illustrate a three dimensional envelope where a building will be constructed on small lots, or as specified in a Local Plan, and provide some guidance to ultimate form of development on the site (refer to example at *Figure c*).

4 Purpose

The purpose of this Code is to:

General

- ensure subdivision of land under the *Land Title Act 1994* and the *Body Corporate and Community Management Act 1997* occurs in a manner that achieves good urban design outcomes
- ensure that the reconfiguration of land occurs in a manner consistent with the DEOs, promotes orderly development and does not create a situation where the use of the land becomes unlawful
- provide safe, convenient and attractive residential neighbourhoods, and functionally compatible industrial estates, that meet the diverse and changing needs of the community. This includes:
 - choice of good quality affordable housing
 - promoting a compact urban form
 - access to community and commercial facilities
 - a diversity of services providing local employment opportunities
 - access to affordable superior bandwidth telecommunication services
 - encouraging walking, cycling and public transport use

- minimising energy consumption
- access to recreational open space
- promoting a sense of place and distinctive identity
- ensuring adequate site drainage and control development on floodable areas
- promoting safety
- preserving the biodiversity of the City

Design

- provide a range and mix of residential lots with appropriate sizes, proportions and shape to enable the provision of potential dwellings meeting user requirements, and that would allow for adequate private outdoor space and amenity, energy efficient design, solar access, casual surveillance, vehicular access and on-site car parking
- provide a range and mix of lot sizes to suit a variety of industrial purposes with areas and dimensions that meet user requirements.

Movement networks

- create road networks where the function of each road is clearly identified, providing acceptable levels of access, safety, amenity and convenience for all users
- provide for roads that fulfil their designated functions within the street network, accommodate public utility services and drainage systems, and create a safe and attractive environment in a cost effective manner
- encourage walking and cycling by providing a safe, suitably shaded, convenient and legible Movement System to points of attraction within and beyond the development
- increase opportunities for choice in mode of transport and provide cost effective public transport services that are accessible and convenient for the community.

Parkland

- provide parks that meet user requirements for a range of outdoor recreational and social activities, and for landscaping that contributes to the identity of the community
- provide parks that have positive impacts on recreational, visual, cultural and biodiversity values.

Environment

- ensure that the design of subdivision is compatible with the physical characteristics of land and the protection of landform, flora, fauna and landscape
- integrate and allow for Water Sensitive Urban Design (WSUD) measures to be implemented into lot layouts and drainage systems

- ensure provision of an integrated open space system along major watercourses and areas of environmental significance throughout the City
- ensure that reconfiguration occurs in a manner that protects waterway corridors, including the Brisbane River corridor
- provide stormwater drainage systems that adequately protect people and the built environment in a cost effective manner
- ensure that stormwater run off originating from development is of a quality that will protect or enhance the environmental quality of receiving water
- provide residential lots that have adequate site conditions and do not present an unreasonable risk or hazard to existing or future residents or dwellings
- provide residential lots that are not detrimentally affected by adverse noise sources or air quality sources and the provision or use of dwellings would be compromised by unacceptable noise or air quality levels.

5 General design elements

This section applies to all subdivision not specifically dealt with in Section 6. It contains:

Section	Subject
Section 5.1	Neighbourhood design
Section 5.2	Lot design
Section 5.3	Movement networks
Section 5.4	Safety, hazard, risk and amenity

5.1 Neighbourhood design

The preferred approach to achieving appropriate neighbourhood design is through a design process, which culminates in the production of a structure plan. This process is identified in the **Structure Planning Code**.

Neighbourhood Design Performance Criteria and Acceptable Solutions may not always appear to be relevant to all subdivisions. For example, some of the provisions may appear excessive for small subdivisions (e.g. one lot into two). Similarly, a subdivision which completes an estate may have limited ability to address these requirements. Whilst the requirements may not always appear to be relevant it is still necessary to address them in so far as is practical.

Section 5.3 — Movement Networks must be considered as part of neighbourhood design.

This subsection addresses the following matters:

Section	Subject
Section 5.1.1	General requirements for neighbourhood design
Section 5.1.2	Safety and security
Section 5.1.3	Integrated water management
Section 5.1.4	Biodiversity
Section 5.1.5	Climatic response

Performance Criteria	Acceptable Solutions
5.1.1 General	
All of the following Performance Criteria and Acceptable Solutions should be addressed in the preparation of a Neighbourhood Structure Plan in accordance with the Structure Planning Code	
P1 Previous planning for an area and its surrounds must be recognised and integrated into neighbourhood design and lot layout	A1 Neighbourhood design and lot layout provides for and integrates the requirements of any: <ul style="list-style-type: none"> • Local Plan • approved Structure Plan • surrounding subdivisions
P2 The subdivision layout must give a neighbourhood a strong and positive identity by responding to site characteristics, setting, landmarks and views, and through clearly legible movement networks, open space networks and use of streetscaping themes	A2 to A7 No Acceptable Solutions are prescribed for Performance Criteria P2 to P7 as each subdivision requires an individual approach
P3 Neighbourhood design must integrate with the surrounding area by: <ul style="list-style-type: none"> • providing for the extension of corridors, networks and linkages 	

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> • providing for permeability • providing for shared use of public facilities • recognition of existing features such as streetscapes and landscapes <p>Refer to <i>Figures d, e, f</i></p>	
<p>P4 For larger development areas, neighbourhood identity must be reinforced by locating community, retail and commercial facilities and landmarks at focal points within convenient walking distance for residents</p>	
<p>P5 For smaller development areas which add to an existing neighbourhood, the neighbourhood identity must be recognised and reinforced</p>	
<p>P6 For larger development areas, neighbourhood design must integrate and mix community, retail, commercial and residential uses</p>	
<p>P7 Neighbourhood design must provide for higher dwelling densities close to centres, public transport, and public open space, and in areas with high amenity</p>	
<p>P8 The neighbourhood design caters for the extension of public transport routes by locating the highest likely public transport ‘trip generating’ land uses in the vicinity of existing or potential public transport routes</p>	<p>A8 At least 90% of proposed lots are within 400m walking distance to an existing or future stops on a public transport route.</p> <p>Refer to <i>Figure g</i></p>
<p>P9 Net residential densities within walking distance of existing and potential public transport stations and routes must be set at levels that take advantage of the infrastructure</p>	<p>A9 Neighbourhood net residential densities comply with any Local Plan and/or approved Structure Plan</p> <p>OR</p> <p>Where no Local Plan or approved Structure Plan exists, no Acceptable Solution is prescribed as each subdivision requires an individual approach</p>
<p>P10 Neighbourhood design must provide well distributed and located parkland that:</p> <ul style="list-style-type: none"> • is in accordance with Council’s park classification system • is in accordance with any applicable local plan • is of a suitable size, shape and topography • is located on a suitable road • is highly accessible to local communities • contributes to the legibility and character of the development • enhances the area’s local identity and landscape amenity • provides for a range of recreational opportunities to meet community needs • forms a linkage to existing parkland or habitats where available • protects biodiversity values and features 	<p>A10 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>

Performance Criteria	Acceptable Solutions
5.1.2 Safety and security	
<p>P11 The subdivision layout must deter crime and vandalism and facilitate:</p> <ul style="list-style-type: none"> • personal and property security • casual surveillance of footpaths and parkland • activity and interaction within public spaces and movement networks 	<p>A11 The subdivision layout addresses the generic elements of crime prevention through environmental design described in the Crime Prevention Through Environmental Design (CPTED) Planning Scheme Policy</p>
5.1.3 Integrated water management	
<p>P12 Any subdivision must include water sensitive urban design measures in the design of any road reserve, streetscape and/or drainage networks to:</p> <ul style="list-style-type: none"> • minimise impacts on the water cycle • protect waterway health by improving stormwater quality and reducing site run-off • incorporate stormwater re-use infrastructure to maximise recycling opportunities • avoid large areas of impervious surfaces • provide linkage to open space networks <p><i>Note: Compliance with this Performance Criteria can be demonstrated through the preparation of an Integrated Water Management Plan (IWMP). An IWMP identifies the range of strategies and actions proposed to integrate water supply, wastewater and stormwater and thus ensure protection of affected waterways and catchment areas. An IWMP also identifies those Water Sensitive Urban Design measures proposed to be incorporated in a development to ensure protection of the water cycle.</i></p> <p><i>The IWMP must provide sufficient information on how these matters are to be dealt with for the particular site. Detailed design of the drainage network and Water Sensitive Urban Design measures will usually be required as a subsequent application for operational works or as a condition of approval.</i></p> <p><i>The Stormwater Management Code and Council's Subdivision and Development Guidelines provide detailed guidance on the implementation of Water Sensitive Urban Design</i></p>	<p>A12 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>
<p>P13 Water sensitive urban design measures must be designed to ensure the protection of vegetation</p>	<p>A13 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>
5.1.4 Biodiversity	
<p>P14 The subdivision layout provides for different lot sizes and titling arrangements that ensure ecologically significant areas remain intact as part of common property or within large lots</p> <p>Refer to <i>Figures h</i></p>	<p>A14 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>

Performance Criteria	Acceptable Solutions
<p>P15 Infrastructure design and layout must be designed to:</p> <ul style="list-style-type: none"> • minimise crossing of waterway corridors, habitat areas, ecological corridors and landscape features • ensure that any such crossings protect the various functions of the areas, corridors and features 	<p>A15.1 The road network and associated infrastructure are located outside of/not over:</p> <ul style="list-style-type: none"> • waterway corridors and wetlands • habitat areas and ecological corridors as identified by a Local Plan • Schedule 2 sites and Schedule 5 regional ecosystems identified in the Natural Assets Planning Scheme Policy • landscape features as identified by a Local Plan • cultural features <p>Except where connections are required to ensure permeability of the subdivision or crossing is unavoidable</p> <p><i>Note: The Biodiversity Code provides detailed guidance on meeting this Acceptable Solution</i></p> <p>A15.2 Individual access to any new lots or dwelling sites does not require crossing of waterway corridors, habitat areas, ecological corridors or landscape features</p>
<p>P16 The subdivision layout must be designed to protect and promote views of landscape features</p>	<p>A16.1 Public viewing points to landscape features, as identified in a Local Plan or a Structure Plan, are retained</p> <p>A16.2 Noteworthy natural features such as prominent ridgelines, mountains, hills, rocky outcrops or other geological formations are protected and incorporated into the subdivision design and site layout</p> <p>A16.3 Where vegetation is identified by <i>the Natural Assets Local Law</i> as Significant Landscape Trees or covered by a Vegetation Protection Order, it is retained and incorporated into the subdivision design and lot layout</p>
<p>P17 The subdivision layout must be designed to protect significant ridgelines, mountains, hills, rocky outcrops or other geological formations</p>	<p>A17 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>
<p>P18 The use of roads and streets to interface with habitat areas and ecological corridors must be used to minimise intrusion and impact from adjoining urban development</p>	<p>A18 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>
<p>P19 Habitat areas and ecological corridors within or adjoining the site, including road verges abutting habitat areas, are revegetated and rehabilitated to effectively provide for wildlife habitats and movement functions</p> <p><i>Note: A concept plan lodged at the development application stage should identify areas to be rehabilitated. Subsequently a rehabilitation plan is to</i></p>	<p>A19 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>

Performance Criteria	Acceptable Solutions
<i>be submitted and approved prior to operation works application, with works completed prior to the sealing of the plan of survey</i>	
5.1.5 Climatic response	
P20 The subdivision layout must result in a predominance of created lots that facilitate solar access, energy efficiency and subtropical design	A20 Lots are generally designed and positioned as follows: <ul style="list-style-type: none"> the depth of north–south orientated lots is varied to provide longer, narrower lots on the south side of the street and shorter, wider lots on the north side small lots are located on north-facing slopes with gradients of less than 15% large lots and lowest densities are located on south-facing slopes or other areas where solar access is poor lots are generally rectangular in shape and not splayed Refer <i>Figure i</i>

5.2 Lot design

This subsection addresses the following matters:

Section	Subject
Section 5.2.1	General requirements for lot design applying to all lots
Section 5.2.2	Lot design in the Environmental Protection Area, Rural Areas or a Very-low Density Residential Potential Development Area identified in a Local Plan
Section 5.2.3	Residential small lot design
Section 5.2.4	Industrial lot design
Section 5.2.5	Centre lot design
Section 5.2.6	Lot design where straddling Area classifications or land use boundaries

Performance Criteria	Acceptable Solutions
5.2.1 General	
P1 Lots created must enable lawful uses that can meet building and planning regulations <i>Note: The application may indicate that buildings and structures are to be demolished or redesigned pending approval of the subdivision to correct this situation. This must be carried out before sealing of the plan of survey</i>	A1.1 The reconfiguration does not result in a situation where requirements (in relation to gross floor area, site cover, carparking and other standards required by this Plan or building regulations) cannot be met A1.2 The reconfiguration does not result in a building or structure straddling or being too close to a boundary (in relation to setbacks required by this Plan or building regulations), other than where buildings or parts of buildings cross title boundaries as a result of volumetric subdivision

Performance Criteria		Acceptable Solutions	
P2	<p>Lots must have a regular shape and appropriate size and dimensions:</p> <ul style="list-style-type: none"> for the siting and construction of existing or potential buildings and ancillary buildings/activities to maximise outdoor private space, privacy and amenity to provide convenient on-site vehicle access and parking for an economy of street frontage 	A2.1	The area and frontage of lots are in accordance with Table 1
		A2.2	Lots are rectangular or regular in shape, with the depth dimension greater than the width dimension
		A2.3	Lots are not shaped so as to merely achieve minimum area requirements
P3	<p>Lot size and dimensions must enable potential dwellings to be sited to:</p> <ul style="list-style-type: none"> protect natural or cultural features retain special features such as trees and views address site constraints including topography, flooding, overland flow, drainage, hazard and risk, incompatible adjoining uses 	A3	<p>No Acceptable Solution is prescribed as each subdivision requires an individual approach</p> <p>Refer <i>Figure j</i></p>
P4	Lot sizes must meet the requirements of people with different housing needs, and provide housing choice	A4	<p>Large tracts of smaller lots all of the minimum size and frontage are avoided and a mix of lot sizes is provided</p> <p>Refer <i>Figures k and l</i></p>
P5	Lot frontage, orientation, size and dimensions must enable buildings to address streets, parkland or other active spaces to facilitate casual surveillance and to deter crime and vandalism	A5	The lot layout addresses the generic elements of crime prevention through environmental design described in the Crime Prevention Through Environmental Design (CPTED) Planning Scheme Policy
P6	<p>Lot orientation, size and dimensions must facilitate the siting and design of potential dwellings, that:</p> <ul style="list-style-type: none"> maximise energy efficiency take advantage of microclimatic benefits allow adequate on-site solar access and access to breezes 	A6	At least 65% of lots with an area less than 600m ² are orientated to maximise solar access as per <i>Figure m</i>
5.2.2 Where in the Environmental Protection Area, Rural Area or a Very-low Density Residential Potential Development Area identified in a Local Plan			
P7	<p>Each lot must have a suitable area available for a potential dwelling, ancillary structures and access that does not adversely impact on:</p> <ul style="list-style-type: none"> waterway corridors and wetlands habitat areas and ecological corridors critical habitat landscape or scenic features cultural features 	A7.1	<p>A Building Location Plan for each proposed lot, inclusive of fire breaks is nominated for:</p> <ul style="list-style-type: none"> the potential dwelling, including secondary dwellings all ancillary buildings and structures such as pools, tennis courts or other impervious recreation services and outbuildings such as garages parking areas and accesses/driveways excavation, filling and retaining walls where required, sufficient area for an on-site waste water management system for effluent disposal

Performance Criteria	Acceptable Solutions
	<p><i>Note: Refer to the Waste Water Management (on-site effluent) Code for relevant provisions</i></p> <p>A7.2 Each Building Location Plan:</p> <ul style="list-style-type: none"> • is no more than 30% of the site • is capable of containing a rectangle of 40m by 40m with maximum natural grades of less than 1 in 4 • provides for shared vehicular access to lots • is outside waterway corridors, habitat areas, ecological corridors and landscape features (not in a Potential Development Area) • minimises clearing of vegetation identified by the <i>Natural Assets Local Law</i> as Significant Vegetation • is outside critical habitats, Schedule 2 sites and Schedule 5 regional ecosystems identified in the Natural Assets Planning Scheme Policy • is located 15m vertical distance below any ridgeline or where the potential dwelling will not be seen from outside the site • is not within 20m of any other building location plan or dwelling, or within 10m of a lot boundary • where the lot is located within a water supply catchment the house is not within 150m horizontal distance of the limit of the ponded waters of the water supply reservoir <p>Refer to <i>Figures n and o</i></p> <p><i>Note: As a condition of development approval the Building Location Plan will be required to be recorded as a Covenant on Title</i></p> <p><i>Note: Where not already in the Rural Area or Environmental Protection Area, Council will subsequently reclassify the underlying Area classification of the site to Environmental Protection Area</i></p>
<p>P8 Safe vehicular access must be available to each lot and Building Location Plan and must not result in visual scarring or loss of biodiversity values</p>	<p>A8.1 Vehicular access to the Building Location Plan is suitable for emergency vehicles</p> <p>A8.2 Vehicle access roads are designed to minimise clearing of vegetation so that it does not impact on views from areas external to the site</p>
<p>P9 Reconfiguration will not result in land identified as Good Quality Agricultural Land no longer being viable for farming or other agricultural activities</p>	<p>A9 The proposed subdivision does not occur on land identified as Good Quality Agricultural Land, or result in the alienation or fragmentation of Good Quality Agricultural Land</p>

Performance Criteria	Acceptable Solutions
	<p><i>Note: To determine what constitutes Good Quality Agricultural Land refer to State Planning Policy 1/92: Development and Conservation of Agricultural Land and the supporting Planning Guidelines — Identification of Good Quality Agricultural Land</i></p>
<p>P10 Reconfiguration does not create lots that will result in the limitation of legitimate farming activities on adjoining Good Quality Agricultural Land</p> <p><i>Note: State Planning Policy 1/92: Development and Conservation of Agricultural Land and the supporting Planning Guidelines — Separating Agricultural and Residential Land Uses provides guidance on how to comply with this Performance Criterion</i></p>	<p>A10 No Acceptable Solution is prescribed as each subdivision requires an individual approach</p>
<p>5.2.3 Residential small lots</p> <p>This section is only applicable where Building Envelope Plans are proposed as part of a Neighbourhood Structure Plan.</p> <p>Small lot housing in Residential Areas is either ‘self assessable’ or impact assessable and assessed against the Residential Design — Small Lot Code. The only exception is where the house is located in the Demolition Control Precinct in which case the design will be code assessable against the Residential Design — Character Code.</p> <p>However, the Building Envelope stipulated in the Residential Design — Small Lot Code can be superseded by an approved Neighbourhood Structure Plan incorporating alternative Building Envelope Plans. Provided an alternative level of assessment is approved as part of the Neighbourhood Structure Plan, a house on a small lot can be ‘self assessable’ against the nominated Building Envelope Plan and the House Code.</p>	
<p>P11 Each small lot must have a suitable area available for a potential dwelling, ancillary structures and access</p> <p><i>Note: Houses on small lots not accompanied by a Building Envelope Plan will be subject to the Residential Design — Small Lot Code</i></p>	<p>A11 A Building Envelope Plan is nominated for each proposed small lot that identifies:</p> <ul style="list-style-type: none"> • the potential dwelling, including secondary dwellings • all ancillary buildings and structures such as pools, garages and other outbuildings • parking areas and accesses/driveways • the notional location of the principal private open space on each lot <p>Refer to <i>Figure c</i></p>
<p>P12 Where Building Envelope Plans are nominated for small lots they must:</p> <ul style="list-style-type: none"> • minimise amenity impacts on adjoining lots in terms of access to sunlight and daylight • not result in overbearing development for neighbouring properties • include an appropriate balance of built form and open space 	<p>A12.1 Minimum front setback for a Building Envelope Plan is 3m</p> <p>A12.2 Where a corner lot, the minimum front setback for a Building Envelope Plan to the secondary frontage (longest road frontage) is:</p> <ul style="list-style-type: none"> • 1m to a local access road • 2m to a neighbourhood access road <p>A12.3 Side boundary setbacks, where not a built to boundary wall, for a Building Envelope Plan are in accordance with the setbacks specified in the Siting and Amenity provisions of the Queensland Development Code</p>

Performance Criteria	Acceptable Solutions
	<p>A12.4 Where a Building Envelope Plan incorporates a built to boundary wall, the wall is:</p> <ul style="list-style-type: none"> • limited to one side boundary only • a maximum total length of 15m, except to the boundary of a lot containing an existing dwelling in which case the maximum length will be 9m • a maximum average height of 3.5m • a maximum height of 4.5m • no closer than 1.5m to a window in a habitable room of an existing adjoining dwelling <p>A12.5 Maximum building height for a Building Envelope Plan is 8.5m above ground level</p> <p>A12.6 Principal private open space for a Building Envelope Plan is a minimum of 16m² with a minimum dimension of 4m</p>
5.2.4 Industrial Areas	
<p>P13 The lot layout must facilitate the integration of industrial development into the surrounds while minimising impacts to existing or potential incompatible land uses</p>	<p>A13.1 The lot layout complies with any Local Plan or approved Structure Plan applicable to the site</p> <p>A13.2 Arterial or major roads are used as a buffer to industrial subdivisions</p> <p>A13.3 Industrial subdivisions are introspective, with created lots facing the internal roads accessing such development, and lots do not directly access major roads</p>
<p>P14 The lot design, area and layout must provide a mix of lot sizes to:</p> <ul style="list-style-type: none"> • benefit and facilitate the development of a variety of industrial and compatible land uses • ensure minimum impact on the amenity of adjacent and nearby areas • ensure that lots incorporate visual, noise pollution and ameliorative measures to reduce impacts 	<p>A14 No Acceptable Solution is prescribed as each situation requires an individual approach</p>
<p>P15 Industrial subdivisions proposed to be serviced by railway, must maximise the benefit of this transport medium</p>	<p>A15 Lots are orientated around railway sidings with a minimum length of 200m</p>
<p>P16 In Heavy Industry and Extractive Industry Areas, lots must be of a size that facilitates a variety of industrial and industry-compatible land uses and is not subdivided or otherwise fragmented into unviable lot sizes</p>	<p>A16 Land in Heavy Industry and Extractive Industry Areas is retained in large lots in accordance with Table 1</p>

Performance Criteria	Acceptable Solutions
5.2.5 Centres No specific Performance Criteria or Acceptable Solutions are provided for subdivision of or in Centres, as these generally involve titling of developments that are subject to a comprehensive design and development assessment process, focusing on architectural design of buildings and engineering design of associated infrastructure. Relevant design issues are more appropriately addressed at material change of use stage, with subdivision becoming a means of titling an approved development. Where reconfiguration for commercial development occurs prior to a material change of use application, the reconfiguration design should be tested against relevant Design Elements of the Code to ensure all applicable provisions have been addressed	
P17 Subdivision layout in Centres must: <ul style="list-style-type: none"> • facilitate the integration of Centres into their surrounds • facilitate the creation of public spaces • ensure minimum impact on the amenity of adjacent and nearby areas • provide for reasonable buffers between any existing or potential incompatible land uses • provide a mix of lot sizes and enable the development of a variety of compatible land uses appropriate to the area and the type of development envisaged 	A17 The layout complies with any Local Plan, Structure Plan or Centre Concept Plan applicable to the site
5.2.6 Subdivision across Area classification boundaries or land use types	
P18 Subdivisions involving land included in two or more Area Classifications or land use types must recognise the different lot design requirements and yields for the different Area Classifications or land uses	A18.1 The boundary between the Areas forms a cadastral boundary for the proposed lots A18.2 Deeper lots are provided on area/land use boundaries to allow for buffering to be incorporated into lots Refer to <i>Figures p and q</i> A18.3 Each Area is subdivided in accordance with the lot size and dimension requirements of Table 1

Table 1 Lot layout

Area	Minimum lot size	Minimum average width	Irregular shaped lots to contain rectangle	Rear lots		Community title		Qualifications
				Minimum size excluding access way	Access strip width	Minimum lot size	Lot density	
Residential:								
Low Density Residential and Character Residential:								
Standard Lots	450m ²	15m	14m x 20m	600m ²	3.5m	300m ²	18 lots/ha	
Standard Corner Lots	450m ²	15m	16m x 20m	-	-	-	-	
Low Density Residential (where not in the Demolition Control Precinct) and Character Residential:								
Small Lots	400m ²	10m	9m x 15m	600m ²	3.5m	250m ²	20 lots/ha	Lots smaller than the minimum size in this table will only be possible: <ul style="list-style-type: none"> where the average lot size is 400m² or greater; and one or more lots is larger than 400m² allowing the preservation of an existing house on the larger lot; and no lot is smaller than 350m² This option is not applicable to rear lots and does not supersede minimum average width requirements
Small Corner Lots	400m ²	12m	11m x 15m	-	-	-	-	
OR								
lots smaller than the minimum size may be possible where in a newly developing area and no lot less than 400m ² is adjacent to or opposite an existing or approved standard house lot. This provision does not apply where rear lots are involved.								
Low Density Residential where in the Demolition Control Precinct:								
Small Lots	450m ²	10m	9m x 15m	600m ²	3.5m	250m ²	20 lots/ha	
Small Corner Lots	450m ²	10m	9m x 15m	-	-	-	-	
Other Residential:								

Area	Minimum lot size	Minimum average width	Irregular shaped lots to contain rectangle	Rear lots		Access strip width	Community title		Qualifications
				Minimum size excluding access way	Minimum lot size		Minimum lot size	Lot density	
Low-medium Density Residential:									
Multi-unit Dwellings	600m ²	17m	15m x 20m	600m ²	3.5m	–	–	–	Criteria for house lots are the same as Low Density Residential Area No minimum area or frontage for titling of existing or approved buildings.
Multi-unit Dwellings (Corner Lots)	600m ²	17m	17m x 20m	–	–	–	–	–	
Medium and High Density Residential:									
Multi-unit dwellings	800m ²	20m	20m x 30m	–	–	600m ²	12 lots/ha		
Environmental Protection and Rural:									
Within the Urban Footprint ⁽³⁾	10ha ⁽¹⁾	–	50m x 80m	10ha ⁽¹⁾	10m	10ha	1 lot/10ha site area		Clustering of smaller lots may be allowed provided there is a maximum density of 1 lot per 10ha of land, the broadacre character of the area is maintained and further subdivision is restricted by a Covenant on Title
Within the Regional Landscape and Rural Production Area ⁽³⁾	100ha ⁽¹⁾	–	50m x 80m	100ha ⁽¹⁾	10m	100ha ⁽¹⁾	1 lot/100ha site area		
Emerging Community:									
Emerging Community where no approved structure plan	10ha	–	80m x 100m	10ha	15m	10ha	1 lot/10ha site area		Smaller lots are possible through the preparation of a neighbourhood structure plan. The structure plan must demonstrate how the development of the site will be integrated into the surrounding area. It must indicate where lots smaller than 10ha are to be located and nominate the stages or precincts in the development. Management lots must be in accordance with the structure plan and the nominated stages or precincts.

Area	Minimum lot size	Minimum average width	Irregular shaped lots to contain rectangle	Rear lots		Access strip width		Community title		Qualifications
				Minimum size excluding access way	Minimum lot size	Minimum lot size	Lot density			
Emerging Community where an approved structure plan: Multi-unit dwellings where not in a Very low Density Residential Potential Development Area identified in a Local Plan	600m ²	17m	17m x 20m	600m ²	3.5m	–	–	–	–	
Industry:										
Heavy Industry and Extractive Industry	10ha	100m	–	–	–	–	–	As determined by assessment of accompanying application for material change of use	–	
General Industry	2,000m ²	25(40) ⁽²⁾	20m x 40m	2,000m ²	7.5m	1,000m ²	5 lots/ha	–	–	
Light Industry	1,000m ²	20(25) ⁽²⁾	18m x 30m	1,000m ²	7.5m	600m ²	10 lots/ha	–	–	
Future Industry	10ha	–	80m x 100m	4ha	15m	4ha	1 lot/10ha site area	–	–	Smaller lots are intended to be identified through the preparation of an Industrial Structure Plan
Centres:										
Non-residential activities	300m ²	7.5m	–	–	–	–	–	–	–	
Other	As required for use proposed on lots to be created									

⁽¹⁾ Lots with a proposed area below 10ha require impact assessment

⁽²⁾ The figure in brackets is the minimum frontage to a major road shown on *Map D—The Movement System* in Chapter 2

⁽³⁾ Subdivision of land within the Regional Landscape and Rural Production Area must comply with Part H of the Regulatory Provisions of the SEQ Regional Plan 2005–2026. A minimum lot size of 100 hectares applies, unless the subdivision meets an exemption documented in Part H. The Regional Plan mapping can be viewed on the web at www.oum.qld.gov.au

Note: Table 1 Lot Layout applies only to reconfiguration proposals for the creation of new vacant lots and where a building design has not been approved for the lots

5.3 Movement networks

This subsection addresses the following matters:

Section	Subject
Section 5.3.1	Movement network design
Section 5.3.2	General road design (refer also to Section 5.1.4 for environmental considerations in road layout and design)
Section 5.3.3	Industrial road design
Section 5.3.4	Road safety
Section 5.3.5	Public transport
Section 5.3.6	Pedestrians/bikeways

Performance Criteria	Acceptable Solutions
5.3.1 Movement Network design	
<p>P1 The movement network must have a clear structure, with roads that conform to their function in the network consistent with the road hierarchy</p>	<p>A1.1 The proposed road network complies with the road networks shown in:</p> <ul style="list-style-type: none"> Council's Road Hierarchy surrounding subdivision approvals <p>any relevant Local Plan and/or Structure Plan</p> <p>OR</p> <p>A1.2 Where none of the above information exists, the road network complies with:</p> <ul style="list-style-type: none"> the Transport and Traffic Facilities Planning Scheme Policy Council's Subdivision and Development Guidelines
<p>P2 The movement network must:</p> <ul style="list-style-type: none"> provide a high level of internal accessibility and good external connections for local vehicle, pedestrian and cycle movements, utilise traffic management to restrain vehicle speed, deter through traffic and create safe conditions for other road users involve a minor movement network that creates convenient and safe movement for residents between their homes and higher order roads involve a minor movement network that does not operate as through traffic routes for externally generated traffic, including industrial traffic <p>Refer <i>Figures r and s</i></p>	<p>A2 The proposed road network complies with:</p> <ul style="list-style-type: none"> the Transport and Traffic Facilities Planning Scheme Policy Council's Subdivision and Development Guidelines <p><i>Note: Queensland Streets provides additional guidance on how to comply with the Performance Criteria</i></p>
<p>P3 The road network design must take into account:</p> <ul style="list-style-type: none"> streetscapes that may be created or already exist topography and minimising the need for earthworks 	<p>A3 No Acceptable Solution is prescribed as each situation requires an individual approach</p>

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> • protecting landscape features • protection of critical habitats, regional ecosystems and ecological corridors • maximising the opportunities for views and vistas • protection of natural drainage and open space systems • minimising future impacts to potential dwellings • facilitating orderly development of the surrounding area 	
<p>P4 The permeability, connectivity and safety of the movement network must be maximised and cul-de-sacs not used unless no other option exists</p>	<p>A4.1 Cul-de-sacs are not included in subdivision design unless no other practical options exist</p> <p>A4.2 Where no other practical option, cul-de-sacs are used if:</p> <ul style="list-style-type: none"> • less than 15% of lots in the subdivision are located in a cul-de-sac • maximum cul-de-sac length is 100m • cul-de-sacs are located in through street reservations with linking access for pedestrians and cyclists. The possibilities for longer-term connection for through traffic must be incorporated wherever possible • cul-de-sac heads are visible from the cul-de-sac entrance • cul-de-sac heads remain open to the abutting roads • the end of the cul-de-sac has a direct line of site from the cul-de-sac head to the abutting street <p>Refer to <i>Figure t</i></p> <p>A4.3 Neighbourhood permeability is provided by having streets or walk/bikeways between blocks at spacings of not more than 240m</p>
<p>P5 A network of walk/bikeways must be designed at the initial planning stage of the subdivision in conjunction with the design of the road network and lot layout, that considers the surrounding area and existing and future networks</p>	<p>A5.1 The proposed walk/bikeway network complies with the networks shown in any relevant Neighbourhood Structure Plan</p> <p>OR</p> <p>Where no Neighbourhood Structure Plan exists, a pedestrian/bicycle accessibility grid is provided through the subdivision that connects into the broader network of proposed and existing pathways</p> <p>Refer to <i>Figure u</i></p> <p><i>Note: Refer to Brisbane Active Transport Strategy: Walking and Cycling Plan 2005–2010 for information regarding the existing and proposed walk/bikeways</i></p>

Performance Criteria		Acceptable Solutions	
P6	The road network must facilitate efficient solar access for potential dwellings	A6	<p>The road network is generally oriented on a modified grid pattern which allows for topographic constraints but facilitates the following orientation of lots wherever possible:</p> <ul style="list-style-type: none"> generally north–south roads to allow lots to have their long axes typically oriented east–west, and generally east–west roads, to allow lots to have their long axes typically oriented north–south <p>Refer to <i>Figure i</i></p>
P7	The movement network must facilitate efficient and cost effective provision and maintenance of infrastructure	A7	Services are aligned along the road and/or walk/bikeways network and lot access roads in accordance with Council’s Subdivision and Development Guidelines
5.3.2 General road design			
P8	<p>The geometric design features of each type of road must:</p> <ul style="list-style-type: none"> convey its primary function for all relevant design vehicle types have an adequate horizontal and vertical alignment that is not conducive to excessive speeds encourage traffic speeds and volumes to levels commensurate with road hierarchy function ensures unhindered access by emergency vehicles 	A8	<p>Design of the roads comply with:</p> <ul style="list-style-type: none"> Transport and Traffic Facilities Planning Scheme Policy Council’s Subdivision and Development Guidelines <p><i>Note: Queensland Streets provides additional guidance on how to comply with these Performance Criteria</i></p>
P9	<p>The road reserve width must be adequate to cater for road functions, including:</p> <ul style="list-style-type: none"> safe and efficient movement of users, including vehicles, cyclists and pedestrians efficient vehicle parking access to properties, including accommodation of the largest service vehicle likely to access the site adequate cul–de–sac heads to enable service vehicles to undertake a three point turn, or refuse collection vehicles to turn around for minor roads construction and maintenance of public utilities landscaping, street trees and shading incorporation of water sensitive urban design principles 	A9.1	The road reserve is designed in accordance with Council’s Subdivision and Development Guidelines
		A9.2	Where a site has frontage to the road stub at the end of a ‘no through’ minor road and no cul–de–sac head has been constructed, a cul–de–sac head is provided, including any road reserve widening to be dedicated, in accordance with Council’s Subdivision and Development Guidelines
P10	<p>The road verge width must be sufficient to cater for:</p> <ul style="list-style-type: none"> safety and visibility 	A10	The road verge is designed in accordance with Council’s Subdivision and Development Guidelines

Performance Criteria	Acceptable Solutions
<ul style="list-style-type: none"> integrated pedestrian and cyclist movement and safety landscaping street trees noise reduction utility services unobstructed, safe and efficient lot access (on land abutting district access or suburban routes, all vehicles must be able to enter or leave the road in a forward gear) 	
<p>P11 Resident and visitor on-road carparking must be provided according to projected needs taking into account:</p> <ul style="list-style-type: none"> total parking demand carparking opportunities on lots non-residential and external parking generators 	<p>A11 On-road carparking is in accordance with the Transport and Traffic Facilities Planning Scheme Policy</p>
<p>P12 Developments on a corner lot must provide corner truncations to ensure safety, functioning and visibility at intersections</p>	<p>A12 All corners of a site to a road frontage provide a corner truncation (if not already provided) in accordance with Council's Subdivision and Development Guidelines</p> <p><i>Note: The land for any new corner truncation is to be dedicated as road free of cost to Council and is not to be encroached on by any buildings or structures</i></p>
5.3.3 Industrial road design	
<p>P13 Industrial roads must be designed to facilitate access and manoeuvring by larger design (industrial) vehicles used to service the lots</p>	<p>A13.1 Industrial road networks comply with the Transport and Traffic Facilities Planning Scheme Policy</p> <p>A13.2 The industrial road network is comprised of minor roads which do not attract unrelated fast-moving traffic from external areas</p> <p>A13.3 Lots do not directly ingress/egress to major roads</p>
5.3.4 Road Safety	
<p>P14 Road networks must be designed in a manner that ensures the safety for vehicles, pedestrians and cyclists and ensures access or evacuation in emergencies</p>	<p>A14.1 Junctions along minor roads are spaced to create safe and convenient vehicle movements</p> <p>A14.2 Speed reduction techniques and devices are used to achieve desired traffic speeds</p> <p><i>Note: Refer to the Transport and Traffic Facilities Planning Scheme Policy for guidance on achieving this Acceptable Solution</i></p> <p>A14.3 Safe sight distances, based on vehicle speed, are provided at:</p> <ul style="list-style-type: none"> access points to lots pedestrian and cyclist crossings junctions and intersections, including corner truncations

Performance Criteria	Acceptable Solutions
	<p>A14.4 Where a residential area would be accessible by one road which is likely to carry more than 1,000 vehicles per day, then alternative emergency access is provided</p>
5.3.5 Public transport	
<p>P15 The movement network must cater for the extension of existing or future public transport routes to provide services that are convenient and accessible to the community</p>	<p>A15 No Acceptable Solution is prescribed as each situation requires an individual approach</p>
<p>P16 A network of suitably shaded walk/bikeways must be provided to encourage walking and cycling in accordance with:</p> <ul style="list-style-type: none"> opportunities to link pedestrian and cyclist destinations such as schools, shopping centres, open space areas, public transport stations/stops, and local activity centres along the safest, most direct and convenient routes the routes of likely users (e.g. school children, parents with prams, the aged and/or people with disabilities, and commuter and recreational cyclists) topographic considerations pedestrian and cyclist safety <p><i>Note: Queensland Streets and AUSTRROAD's Traffic Engineering Practice: Part 14 provides additional guidance on how to comply with these Performance Criteria</i></p> <p>Refer to Brisbane Active Transport Strategy: Walking and Cycling Plan 2005–2010 for information regarding the existing and proposed walk/bikeways</p>	<p>A16.1 Walk/bikeways are provided and comply with:</p> <ul style="list-style-type: none"> Transport and Traffic Facilities Planning Scheme Policy Council's Subdivision and Development Guidelines <p>A16.2 Dedicated bicycle lanes are provided on major roads</p> <p>A16.3 Pedestrian routes are provided as road carriageway footpaths, with minor routes and walkways provided through development, subdivision, and open space areas</p> <p><i>Note: Where local access roads of low volume and low speed, it is possible for pedestrians to share the road with vehicles and bicycles</i></p>
<p>P17 Safe and convenient links must be provided for pedestrians and cyclists across major roads</p>	<p>A17 Pedestrian and cyclist crossings of major roads adjacent to either an industrial or residential subdivision are provided at regular intervals with a minimum distance of 600m</p>
<p>P18 The pedestrian and cycle networks must:</p> <ul style="list-style-type: none"> be safe, suitably shaded, attractive and efficient run largely along public spaces including streets and open spaces, fronted by houses be located where there is casual surveillance, avoiding areas with major breaks in surveillance, and unlit areas at night 	<p>A18 No Acceptable Solution is prescribed as each situation requires an individual approach</p> <p>Refer to <i>Figure u</i></p> <p><i>Note: Refer to the Crime Prevention Through Environmental Design (CPTED) Planning Scheme Policy for assistance in addressing safety issues</i></p>
<p>P19 Pedestrian pathways must be as wide and as direct as is feasible to make them obvious, convenient and secure</p>	<p>A19 The width and length of pedestrian pathways comply with the requirements of an approved Structure Plan, Local Plan or Centres Concept Plan</p>

Performance Criteria	Acceptable Solutions
	OR Have a minimum width of 5m and maximum length of 40m
P20 The alignment of walk/bikeways must be designed so that they: <ul style="list-style-type: none"> • conserve trees and other significant features • are widened at potential conflict points 	A20 No Acceptable Solution is prescribed as each situation requires an individual approach

5.4 Safety, hazard, risk and amenity

This subsection addresses the following matters:

Section	Subject
Section 5.4.1	Flooding
Section 5.4.2	Bushfire hazard (generally applicable to Greenspace Areas and lands directly adjoining Greenspace Areas)
Section 5.4.3	Buffers to high voltage electricity works and infrastructure
Section 5.4.4	Incompatible land uses
Section 5.4.5	Noise impacts
Section 5.4.6	Air quality
Section 5.4.7	Geotechnical stability
Section 5.4.8	Building location plans where subject to hazard and risk

Performance Criteria	Acceptable Solutions
5.4.1 Flooding	
P1 All lots must be provided with protection of property from flooding, in accordance with an acceptable level of risk as outlined in the Subdivision and Development Guidelines <i>Note: The Stormwater Management Code provides additional guidance on flooding issues</i>	A1.1 All lots below 1000m ² in size are located entirely above the minimum design levels for flood immunity in accordance with Council's Subdivision and Development Guidelines A1.2 All lots equal to or above 1000m ² in size have a building platform located above the minimum design levels for flood immunity in accordance with Council's Subdivision and Development Guidelines A1.3 All created lots have unencumbered and unrestricted access from the building platform to road frontages with flood immunity in accordance with Council's Subdivision and Development Guidelines
5.4.2 Bushfire hazard (where site is designated as bushfire prone by City Plan)	
P2 Fire management measures and design elements must be adopted to minimise bushfire hazard and to ensure access or evacuation in emergencies	A2.1 Each lot must be positioned and have suitable area available to minimise bushfire hazard for subsequent dwellings

Performance Criteria	Acceptable Solutions
	<p>Refer to <i>Figure v</i></p> <p>A2.2 Subdivision layout and movement network does not include cul-de-sacs</p> <p>A2.3 Subdivision layout includes more than one access road, or otherwise provides for alternative emergency evacuation roads and movement areas</p> <p>A2.4 The development is provided with reticulated water sufficient to allow for fire fighting requirements, in accordance with the Brisbane City Council Water Supply and Sewerage Reticulation Standards</p> <p>A2.5 Landscaping for any required buffer component is comprised of flame and fire resistant landscaping species</p> <p>A2.6 Subdivision design includes fire or maintenance trails that:</p> <ul style="list-style-type: none"> • are located as close as possible to the boundaries of the proposed lots and any adjoining bushland or vegetation • have a minimum cleared width of 6m, a minimum formed width of 4m and a maximum gradient of 16% • have vehicular access and manoeuvring areas at each end • have links to either existing fire or maintenance trails or roads • provide areas for vehicles to pass or turn at intervals of not more than 400m and with a maximum grade of 5%
5.4.3 Buffers to high voltage electricity works (above 33 kilovolts) and infrastructure	
<p>P3 Subdivision of land contiguous to or affected by high voltage electrical works must be designed, located, constructed and maintained to avoid exposing people, animals, structures and land to unacceptable electromagnetic radiation or electrocution risk</p>	<p>A3.1 Subdivision on land contiguous to or affected by high voltage electrical works achieves the minimum safety clearances set out in the <i>Electricity Safety Regulation 2002</i></p> <p>A3.2 The expected level of hazard and risk to residents within proximity to high voltage electrical works is within acceptable limits.</p> <p><i>Note: Compliance can be demonstrated by submitting an assessment by a specialist in electrical analysis that indicates that the proposal will not be located where it will be subject to an unacceptable level of hazard and risk</i></p>
<p>P4 Lots must have sufficient land for the intended use, ensuring that such a use does not adversely impact on the operations of the electricity infrastructure, or is constructed on, over or under an easement for electrical works, or otherwise would compromise the safety of the people and animals associated with the use</p>	<p>A4.1 Lots containing land under or over existing or proposed high voltage electricity lines or an easement for high voltage electricity lines, have sufficient area to contain:</p>

Performance Criteria	Acceptable Solutions
	<ul style="list-style-type: none"> the minimum lot size and dimensions for the Area (exclusive of any high voltage electricity line or easement width) in which the land is situated, or if there is no minimum lot size and dimension specified, sufficient land to contain all buildings and structures associated with the future proposed use in accordance with the criteria provided in this Code <p>A4.2 The subdivision layout complies with the requirements of the electricity entity.</p>
<p>P5 Subdivision must ensure that access to electrical infrastructure is maintained</p>	<p>A5.1 Where required the subdivision provides an easement for high voltage electrical works or access in accordance with the requirements of the electricity entity</p> <p>A5.2 Where required the subdivision includes provision for gate/s of appropriate width in fencing in accordance with the requirements of the electricity entity</p> <p><i>Note: Acceptable Solution A5.2 applies irrespective of whether such a fence would be developed along the common easement boundary or perpendicular (across) to and within the easement boundaries</i></p>
<p>5.4.4 Incompatible land uses</p>	
<p>P6 Where the subdivision adjoins existing or proposed future hazardous facilities, the subdivision must:</p> <ul style="list-style-type: none"> provide adequate separation distances to the hazardous facilities minimise the number of people exposed to the hazard adopt design measures to improve emergency management (e.g. adequate access and escape routes) <p><i>Note: It is not appropriate to rely on existing lawful industries to reduce their risks and hazards to facilitate the development. The Industrial Areas — Adjacent Development Code provides guidance for meeting these Performance Criteria</i></p>	<p>A6 No acceptable solution is prescribed as each situation requires an individual approach</p>
<p>P7 The layout of subdivisions must provide for separation and buffering to minimise impacts on residences and other sensitive land uses</p>	<p>A7 A landscaped buffer with a minimum width of 20m is provided to visually separate and buffer incompatible land uses</p> <p><i>Note: Where a proposed industrial subdivision adjoins an existing Residential Area, Emerging Community Area or other sensitive land use, the proposed industrial subdivision provides the buffer, and vice-versa</i></p>

Performance Criteria		Acceptable Solutions	
5.4.5 Noise impacts			
P8	<p>The subdivision layout must not result in lots in the vicinity of intrusive noise sources where those lots are intended to be, or have the potential to be developed for noise sensitive places</p> <p>Lots must be of a suitable size and dimensions to facilitate adequate noise management</p> <p><i>Note: Refer to the Noise Impact Assessment Planning Scheme Policy for the definitions of ‘noise sensitive place’ and ‘intrusive noise’</i></p>	A8.1	Lots for non-residential purposes are located where they can be used as a shield to the potential noise sources
		A8.2	Lots are of sufficient size and depth to ensure that future dwellings are not exposed to road traffic noise greater than 63dB $L_{A10(18hr)}$
		A8.3	Where it is not practical to achieve the required noise levels through lot layout and design, noise attenuation barriers are utilised to achieve the required noise levels
		A8.4	Where the use of noise attenuation barriers is not practical or warranted due to the minor nature of the development or appearance of the existing streetscape, dwellings on lots exposed to road traffic noise greater than 58dB $L_{A10(18hr)}$ but less than 63dB $L_{A10(18hr)}$ must be constructed in accordance with Australian Standard 3671—1989: <i>Acoustics – Road traffic noise intrusion – Building siting and construction</i>
			<i>Note: Compliance with Acceptable Solution A8.4 can be achieved by a Covenant on Title regarding the construction standards</i>
P9	<p>Noise attenuation measures such as barriers, fencing and associated landscaping are designed to:</p> <ul style="list-style-type: none"> • be durable • be easily and economically maintained • discourage graffiti and vandalism • be complementary to the streetscape • achieve satisfactory visual appearance and aesthetics • not compromise casual surveillance of public spaces and movement networks 	A9	No acceptable solution is prescribed as each situation requires an individual approach
P10	Noise attenuation measures such as barriers, fencing and associated landscaping do not create ongoing maintenance costs for Council	A10	Noise attenuation measures such as barriers, fencing and associated landscaping are located within private property
5.4.6 Air quality			
P11	<p>Subdivision layout must not result in lots being subject to adverse air quality or impacts</p> <p><i>Note: The Air Quality Planning Scheme Policy provides guidance on assessing air quality impacts</i></p>	A11	No Acceptable Solution is prescribed as each subdivision requires an individual approach
5.4.7 Geotechnical stability			
P12	<p>Subdivision must not occur on sites of unsuitable topography</p> <p><i>Note: A geotechnical assessment will be required for any proposed lots with a gradient in excess of 1 in 5</i></p>	A12	Subdivision does not occur on sites where any of the resulting lots will have a slope of greater than 1 in 3

Performance Criteria		Acceptable Solutions	
P13	Lot size and layout must minimise any potential geotechnical instability, visual and amenity impacts from retaining walls and excessive earthworks	A13.1	Residential lot size and width increases as the slope increases across the lot
		A13.2	A building site is available on land with a natural slope of less than 1 in 3
		A13.3	Lots with an area less than 450m ² are located on land with a maximum overall slope on the short axis of 1 in 10, with a maximum overall slope across the long axis of 1 in 15
		A13.4	The height of any cut and fill, whether or not retained, does not exceed: <ul style="list-style-type: none"> • 1.2m in Residential Areas • 2.5m in all Industrial Areas • 1m in all other Areas
		A13.5	No crest of any cut or toe of any fill is located closer than 0.6m to any property boundary
P14	Safe vehicle access must be available to each proposed residential lot and building location plan	A14	Access to a potential dwelling on a residential lot has a slope of less than 1 in 6 and does not require cut and fill in excess of 1.2m
5.4.8 Building location plans where subject to hazard & risk			
P15	Potential dwellings must not be subject to unreasonable safety, hazard, risk and amenity impacts from: <ul style="list-style-type: none"> • flooding • bushfire hazard • high voltage electricity infrastructure • incompatible land uses • noise and air pollution • geotechnical instability 	A15	A Building Location Plan is identified that locates the potential dwelling, ancillary structures and access in a location that is not subject to unreasonable safety, hazard, risk or amenity impacts as identified in Section 5.4

6 Specific design elements

This subsection addresses the following matters:

Section	Subject
Section 6.1	Dividing land into parts by lease (exceeding 10 years) and subdivision of existing or approved buildings (including proposed single unit dwellings), whether or not including land
Section 6.2	Community Title subdivision
Section 6.3	Rearranging boundaries, creating access easements and volumetric subdivision

6.1 Dividing land into parts by lease and subdivision of existing or approved buildings (including proposed single unit dwellings), whether or not including land

A key principle of this Code is that if buildings are approved, they and the land can be separately titled either in freehold or community title.

The provisions in this Code relating to subdivision of existing or approved buildings do not apply to the subdivision of a House in the Residential Areas. A house (including the main dwellings, plus any secondary dwelling or ancillary/outbuildings) in a Residential Area is always strictly to remain on its sole lot.

A subdivision proposal that does separate these components of a house and includes them on individual title is inappropriate and incompatible development and is highly unlikely to be supported. This ensures that the expectation of residents for a high standard of residential amenity is protected.

Where reconfiguration is proposed in conjunction with an application for a use or uses that require assessment, the reconfiguration application will not be approved until the use application has been determined. Where

the development permit for reconfiguration relies on the construction of approved buildings/single unit dwellings, Council will only seal the plan of survey when the buildings/single unit dwellings have been built to lock-up stage.

Reconfiguration to create the freehold lot for a single unit dwelling must be assessed in an integrated manner with the associated material change of use component, and therefore the reconfiguration application will not be approved until the use application has been approved. A single unit dwelling must be contained entirely on its own freehold lot including open space, carparking and services.

Where the proposed development of single unit dwellings involves:

- more than 10 dwellings/lots (except for the conversion of a multi-unit dwelling to single unit dwellings) and/or
- the creation of new public streets

Section 5 of this Code will apply to the assessment of the proposal, excluding minimum lot sizes. This ensures compliance with design elements to achieve an acceptable level of performance in planning, design and development.

Performance Criteria	Acceptable Solutions
<p>P1 Dividing land in parts by lease or subdivision of existing or approved buildings, whether or not including land, must not create a situation where, as a result of the subdivision:</p> <ul style="list-style-type: none"> • the use/s and/or building/s become unlawful • dependent activities of use/s become separated by means of titling • the functioning of use/s or the relevant development approval is compromised <p><i>Note: For instance, premises used for industry that includes manufacturing and an ancillary office. The office cannot be separately titled as it is dependent on the manufacturing component of the industry</i></p> <p><i>For instance, the subdivision of a multi-unit dwelling to provide individual community title for the units (Building Format Plan with land component). The private courtyard for each unit must be included within the unit title</i></p> <p><i>In some instances it is appropriate to allow for the subdivision of land by either Community Title or Standard Format Plan where a combined application for a material change of use includes an existing building that is to be retained on the development site and separately titled</i></p>	<p>A1.1 The use/s of the land are lawful and any existing buildings are lawfully built, and use/s and/or building/s comply with the development approval/s</p> <p>OR</p> <p>Where for the subdivision of approved buildings yet to be constructed the subdivision is consistent with the development approval/s</p> <p>A1.2 The subdivision does not result in the use/s and/or buildings becoming unlawful</p> <p>A1.3 The reconfiguration does not result in a situation where requirements in relation to gross floor area, site cover, carparking and other standards required by this Plan or relevant building regulations cannot be met</p> <p>A1.4 The reconfiguration does not result in a building straddling or being too close to a boundary (in relation to setbacks required by this Plan or relevant building regulations), other than where buildings or parts of buildings cross title boundaries as a result of volumetric subdivision</p> <p><i>Note: The application may indicate that buildings and structures are to be demolished or redesigned pending approval of the subdivision to correct this situation. This must be carried out before sealing of the plan of survey</i></p>

6.2 Community title subdivision

Where the subdivision of land is proposed under a Community Management Scheme, and is not a subdivision of existing or approved buildings, the development will comply with the general design elements set out in Section 5, except as varied in this Section.

If buildings are to be constructed prior to the reconfiguration of lots, assessment of the proposal will be undertaken as part of a material change of use application. Reconfiguration of the lots can be assessed simultaneously or subsequently as Code assessable development against the relevant parts of this Code.

This subsection addresses the following matters:

Section	Subject
Section 6.2.1	Lot size, dimensions and site density requirements
Section 6.2.2	Setbacks requirements
Section 6.2.3	Internal access ways requirements
Section 6.2.4	Communal open space requirements

Performance Criteria	Acceptable Solutions
6.2.1 Lot size, dimensions and site density	
P1 Residential lots must have an appropriate area and dimensions for siting and constructing a house and ancillary outbuildings, the provision of private open space, vehicle access and parking, with the overall development subject to density considerations	A1.1 Lots have an area of at least 250m ² and contain a rectangle of at least 9m by 15m A1.2 Density does not exceed 20 lots per hectare (total site area)
P2 Lots for all other development types must have an appropriate area and dimensions for siting and constructing buildings and ancillary structures, the provision of private open space, vehicle access, parking and servicing.	A2 No Acceptable Solution is prescribed as each situation requires an individual approach
6.2.2 Setbacks	
P3 The setback of residential buildings must make efficient use of the site and provide amenity for residents	A3 Minimum separation between the front of buildings on either side of an access way is 12m
6.2.3 Internal access ways	
P4 Internal access ways and driveways must be designed to clearly indicate the function of the access way and provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for carparking facilities	A4.1 For residential development: <ul style="list-style-type: none"> internal access ways are designed in accordance with Table 2 all cars can enter and exit from garages and carparking spaces in one movement internal driveways serving a single dwelling are a maximum of 3m wide driveways serving more than three lots are at least 4m wide A4.2 For other development, internal access ways and driveways must comply with the Transport, Access, Parking and Servicing Planning Scheme Policy

Performance Criteria	Acceptable Solutions
6.2.4 Communal open space	
<p>P5 Communal open space must be designed to meet user needs and must be able to be developed for a range of recreational uses, social activities and landscaping, taking into account:</p> <ul style="list-style-type: none"> • overall site density • the quality and extent of alternative private or nearby public open space • the need for landscaping to create a sense of enclosure while allowing formal surveillance and meeting security needs • the need to distinguish communal open space from private or public open space • the need to maintain privacy • future maintenance and management requirements 	<p>A5 No Acceptable Solution is prescribed as each situation requires an individual approach</p> <p>Refer to <i>Figure w</i></p> <p><i>Note: The proportion of public and communal open space is determined according to the characteristics of the individual development and its relationship to nearby public open space area. Preferred minimum proportions of a site are 8% public open space and 4% communal open space</i></p>

Table 2: Design of accessways in community title development for low density residential

	Type 1 ⁽¹⁾	Type 2 ⁽²⁾	Type 3 ⁽³⁾
Maximum design speed	35km/h	25km/h	15km/h
Minimum carriageway width	6m	5.5m with low speed entrance treatment	5m at entrance to public road, 4.5m otherwise
Minimum total access way reserve	10m	8m	8m
Minimum verge width	1.5m	1m	1m
Footpath width	1.5m	Not required	Not required
Cul-de-sac design for service vehicle	3 point turn	maximum 5 point turn	maximum 5 point turn
Kerb and channel	Required	Not required	Not required

⁽¹⁾ Minor loop or cul-de-sac not exceeding 200m in length and not serving more than 100 carparking spaces

⁽²⁾ Minor loop or cul-de-sac for vehicular and pedestrian use:

- not exceeding 100m in length and not serving more than 50 carparking spaces for a cul-de-sac, or
- not exceeding 200m in length and not serving more than 100 carparking spaces for a loop road

⁽³⁾ Cul-de-sac not exceeding 50m in length and not serving more than 25 carparking spaces

6.3 Rearranging boundaries, creating access easements and volumetric subdivision

Where the rearrangement of a boundary or boundaries results in the creation of a lot size that would be subject to notifiable **Code or impact assessment**, Section 5 of this Code must be used.

This subsection addresses the following matters:

Section	Subject
Section 6.3.1	Requirements for rearranging boundaries
Section 6.3.2	Requirements for access easements
Section 6.3.3	Requirements for volumetric subdivision

Performance Criteria	Acceptable Solutions
6.3.1 Rearranging boundaries	
<p>P1 The rearrangement of a boundary or boundaries must:</p> <ul style="list-style-type: none"> not result in the creation of additional lots be consistent with subdivision pattern of the local area be an improvement on the existing situation not create a situation where, as a result of the subdivision the use/s and/or building/s become unlawful not result in lots less than the minimum lot size required for the given Area <p><i>Note: Where the adjustment of a boundary or boundaries results in the creation of a lot size that is subject to notifiable Code or impact assessment, the other relevant provisions of this Code are applicable</i></p>	<p>A1.1 No additional lots are created</p> <p>A1.2 An improvement on the existing situation is created through:</p> <ul style="list-style-type: none"> a frontage to depth ratio that is greater than the existing lots, or proposed lots that are better suited to the existing or proposed use of the lots, whether or not minimum standards are met, <p>OR</p> <ul style="list-style-type: none"> provision of access to a lot that previously had no access <p>A1.3 Where located in an established area, the size and configuration of the proposed lots are consistent with the historical pattern of subdivision in the immediate area</p> <p>A1.4 The rearrangement does not result in a building straddling or being too close to a boundary (in relation to setbacks required by this Plan or relevant building regulations), other than where buildings or parts of buildings cross title boundaries as a result of volumetric subdivision</p> <p><i>Note: The application may indicate that buildings and structures are to be demolished pending approval of the subdivision to correct this situation. This must be carried out before sealing of the plan of survey</i></p> <p>A1.5 The reconfiguration does not result in a situation where requirements in relation to gross floor area, site cover, carparking and other standards required by this Plan or relevant building regulations cannot be met</p> <p>A1.6 Lots created by the rearrangement of a boundary or boundaries meet the minimum requirements set out in Table 1</p>

Performance Criteria		Acceptable Solutions	
6.3.2 Access easements			
P2	The access easement must: <ul style="list-style-type: none"> • be of adequate width • be constructed to a standard appropriate to the situation • not result in unreasonable detriment or nuisance to neighbours 	A2.1	Access easements are provided in accordance with the requirements of the Subdivision and Development Guidelines
		A2.2	Access easements are located as far as practical away from existing and proposed residences
6.3.3 Volumetric subdivision			
P3	The subdivision of the space above or below the surface of the land must facilitate efficient development in accordance with the intent of the Area where the land is located	A3	The subdivision is consistent with the development approval/s

7 Assessment guidance

This section provides guidance on information and consultation requirements associated with reconfiguration.

7.1 Supporting information

Applications for reconfiguring lots will include a level of supporting information appropriate to the size of the proposal. The application will be consistent with the approved Structure Plan and contain the following information.

A Detailed Subdivision Layout with requirements for each site is to be drawn to an appropriate scale, containing:

- a north point
- a date and drawing number of plan
- the name of person/company who prepared plan
- the real property description
- a site location
- a site area and dimensions of existing and proposed lots
- contours at 1m intervals.

The Detailed Subdivision Layout is to include the following details (where relevant):

- location, width and purpose of all easements/encumbrances both existing and proposed (including rights of way)
- existing buildings, fences and other improvements
- details of subdivision stage boundaries, including the area of each stage, the number of lots and/or the mix of housing types/densities in each stage

- location and size of any significant natural or built features to be removed or retained on or adjoining the subject site, including existing vegetation covered by the Natural Assets Local Law
- flood levels
- existing and/or proposed water bodies
- Building Location Plans and Building Envelope Plans
- access grades where site grade is greater than 1 in 4
- proposed open space area and parkland embellishments
- location of any existing parks and reserves abutting the subject land
- location of any proposed services associated with the development that are likely to impact on existing or proposed parks and reserves
- proposed sewage pump stations
- proposed detention basins and drainage reserves
- location and width of driveways on lots adjacent and opposite the site
- kerbside allocation within 100m and opposite the site
- names, location and widths of rights of way, carriageways, and footpaths of adjacent and relevant roads (within 100m of the site)
- services in the road reserve or in other locations e.g. parks
- location and width of internal roads
- existing and proposed access restriction strips
- identification of roads where direct lot access is not permitted or the number of access points is restricted

- road truncations
- location and method of speed control device requirements in determining street/lot layouts
- road widenings
- type and treatment of proposed intersections
- location of proposed walkways, bikeways and footpaths
- location of existing and proposed bus routes and stops.

Additional information to support the application, is to include (where relevant):

- studies that demonstrate compliance with all relevant State Planning Policies and Council’s strategic/policy documents and details of consultations with any relevant public authorities
- Community Impact Assessment and community land study reports
- studies/reports conducted by qualified consultants, including:
 - a report demonstrating compliance with the **Industrial Areas — Adjacent Development Code** (where applicable)
 - a transport/land use report (where relevant)
 - an acoustic report for development adjacent to a major road, or an incompatible land use, addressing the need for suitable buffers between incompatible uses
 - a water quality report, for existing or proposed water bodies, e.g. a lake, wetland, wet basin or pond
 - a flora and fauna report, where the site is adjacent to or includes land of environmental significance
 - a landscape concept plan for proposed parkland
- studies/reports conducted by qualified consultants (for subdivisions in the Environmental Protection and Rural Areas only), including:
 - a flora and fauna report, where the site is adjacent to or includes land of environmental significance
 - a report on bushfire hazard (where relevant)
 - a report on landscape impact (where relevant)
 - a report relating to on-site effluent disposal.

7.2 Public notification of subdivision

Where a subdivision type is identified as subject to Code Assessment — Notifiable in the level of assessment tables, Council will be seeking views of the surrounding community in the form of additional advice or comment from third parties to promote community awareness of

the proposal, and to assist in the decision stage of the development application.

Public notification requirements:

- commence within 5 days of lodgement of the application
- place a notice (sign) on the principal road frontage of the land on which it is intended to carry out the development in accordance with Section 7.2.1
- give a letter to the owners of all adjoining land in accordance with Section 7.2.2
- may be carried out by the applicant instead of the Council
- where the applicant has carried out public notification, a statement of compliance is to be submitted to Council upon completion of the public notification period, indicating how the public notification requirements have been complied with
- a minimum of 10 business days will be allowed between the closing date for lodging comments, and the time the notice is placed on the land or a letter is given to all adjoining owners (whichever is the later)
- public notification period must not include any business days between 20 December and 5 January (in the following year).

7.2.1 Sign to be posted on the land

The required format for the sign is as follows:

PROPOSED SMALL LOT

It is proposed to subdivide the land at *(insert address)* for the purpose of a small lot/s.

Details of the proposal may be inspected at
Brisbane City Council,
Library and Customer Centre, 1st Floor,
266 George Street, Brisbane.

The Council is seeking public comment under s3.2.7 of the *Integrated Planning Act 1997*.

Comments may be lodged at any
Brisbane City Council Customer Service Centre
or posted to:

Brisbane City Council
GPO Box 1434
Brisbane 4001

The final date for lodging comments is *(insert date)*.

Any comments will be taken into account by Council in assessing the application. However, lodging comments does not give any right to appeal against Council’s decision on the application.

The sign will be no smaller than 1.2m x 0.9m.

The lettering on the sign will be:

- for the words 'PROPOSED SMALL LOT', at least 50mm high and in bold
- for other lettering, at least 25mm high

7.2.2 Letter to adjoining owners

The following information will be included in a letter to owners of all adjoining land:

An application has been made by (*insert name of applicant*) to develop a small lot/s at (*insert street address of proposed development*).

Council is seeking public comment under s3.2.7 of the *Integrated Planning Act 1997*. You are being notified because the City Plan requires that owners of neighbouring properties be advised of proposals to develop small lot housing.

Details of the proposal may be inspected at Brisbane City Council, Library and Customer Centre, 1st Floor, 266 George Street, Brisbane.

If you have any comments, please lodge them at any Brisbane City Council Customer Service Centre or post them to:

Brisbane City Council
GPO Box 1434
Brisbane 4001

The final date for lodging comments is (*insert date*).

Any comments you make will be taken into account by Council in assessing the application. However, making comments does not give you any right to appeal against Council's decision on the application.

PLANNING APPROACH

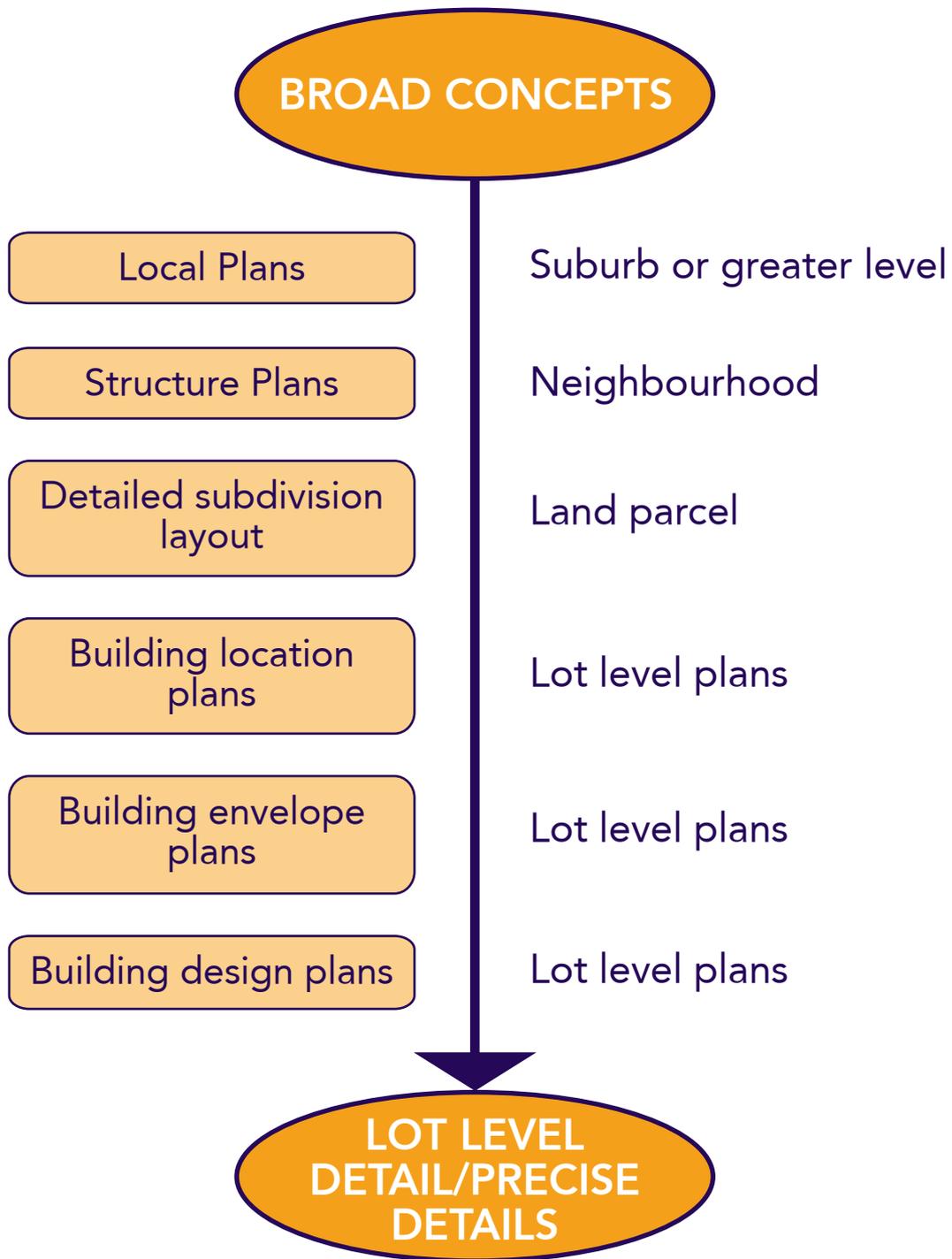


Figure a Subdivision planning approach

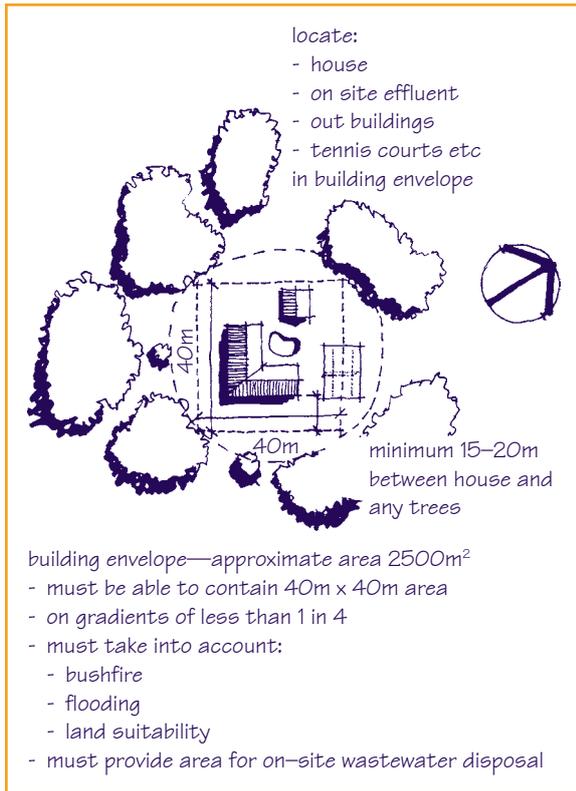


Figure b Example building location plan

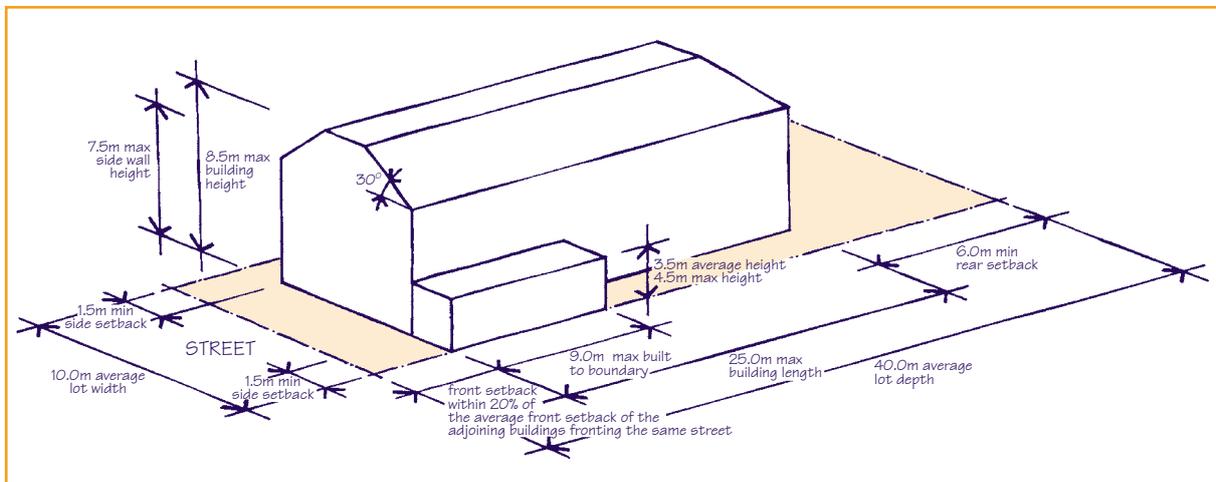


Figure c Example building envelope for a typical 16 perch (405m²) lot with one street frontage

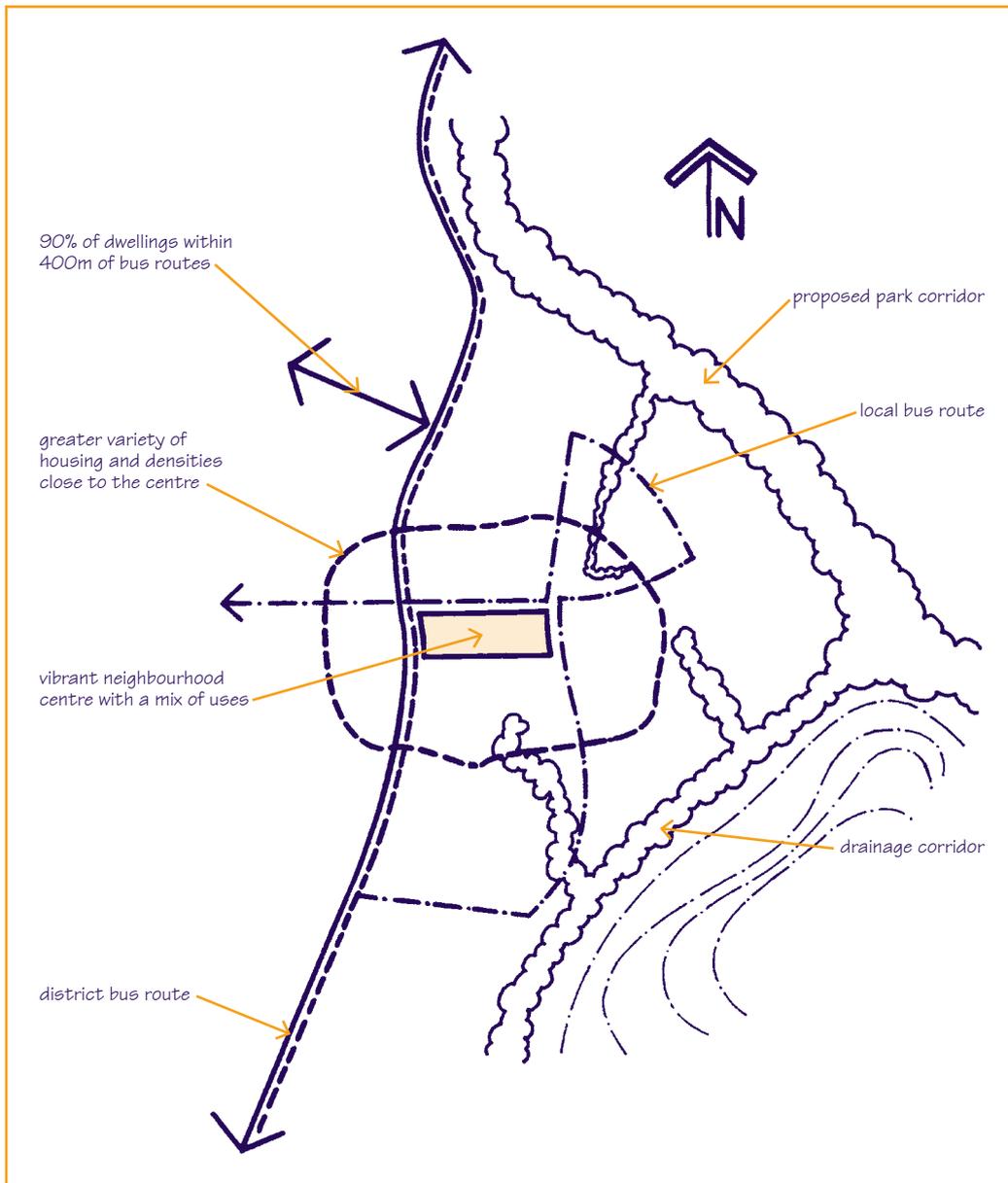


Figure d Green field sites — surrounding context taken into account in neighbourhood design, such as traffic routes, environmental and drainage corridors, landscape values and opportunities for different land uses

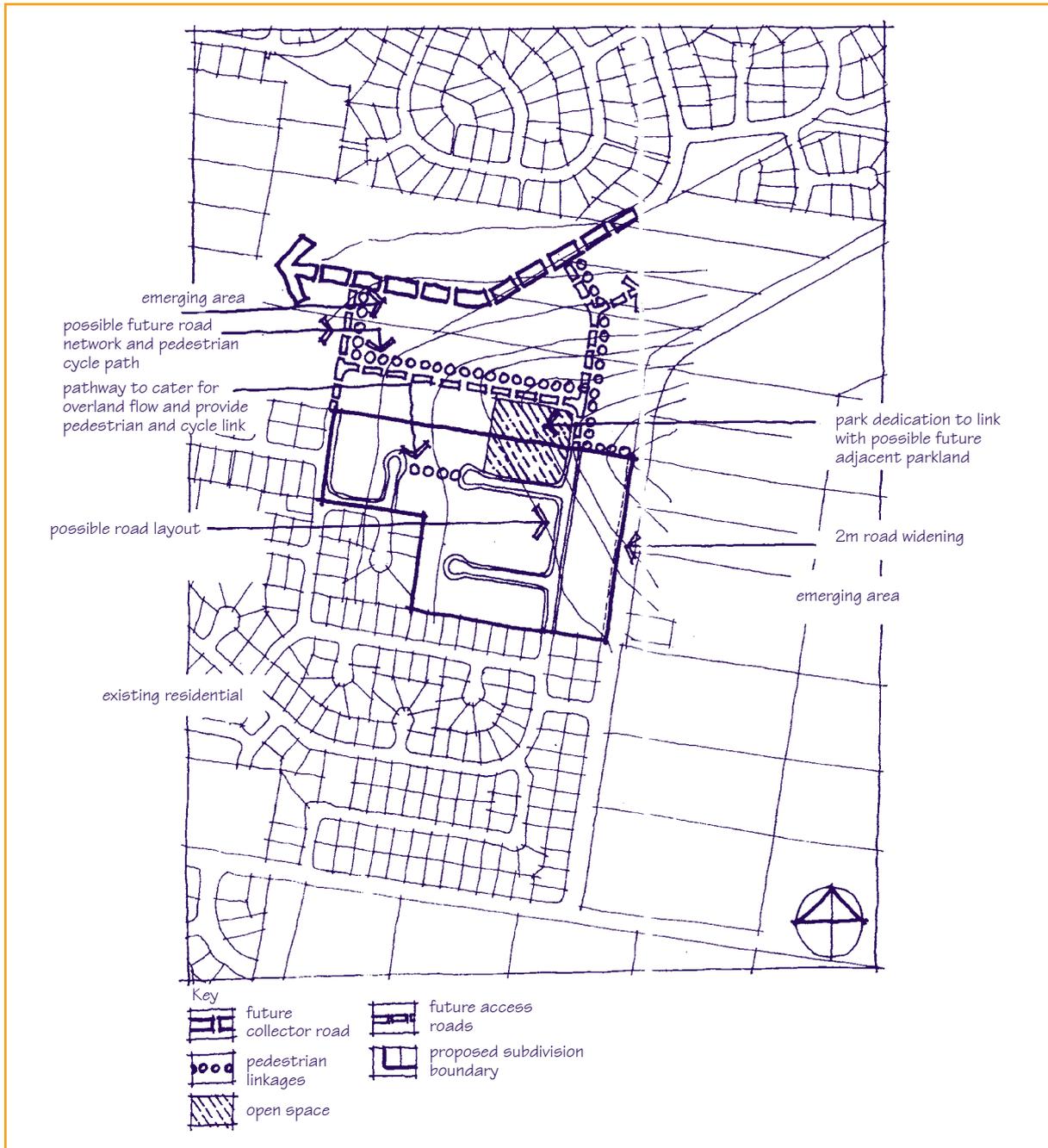


Figure e Infill sites — design ensures continuation of corridors, networks and linkages and takes into account surrounding neighbourhood

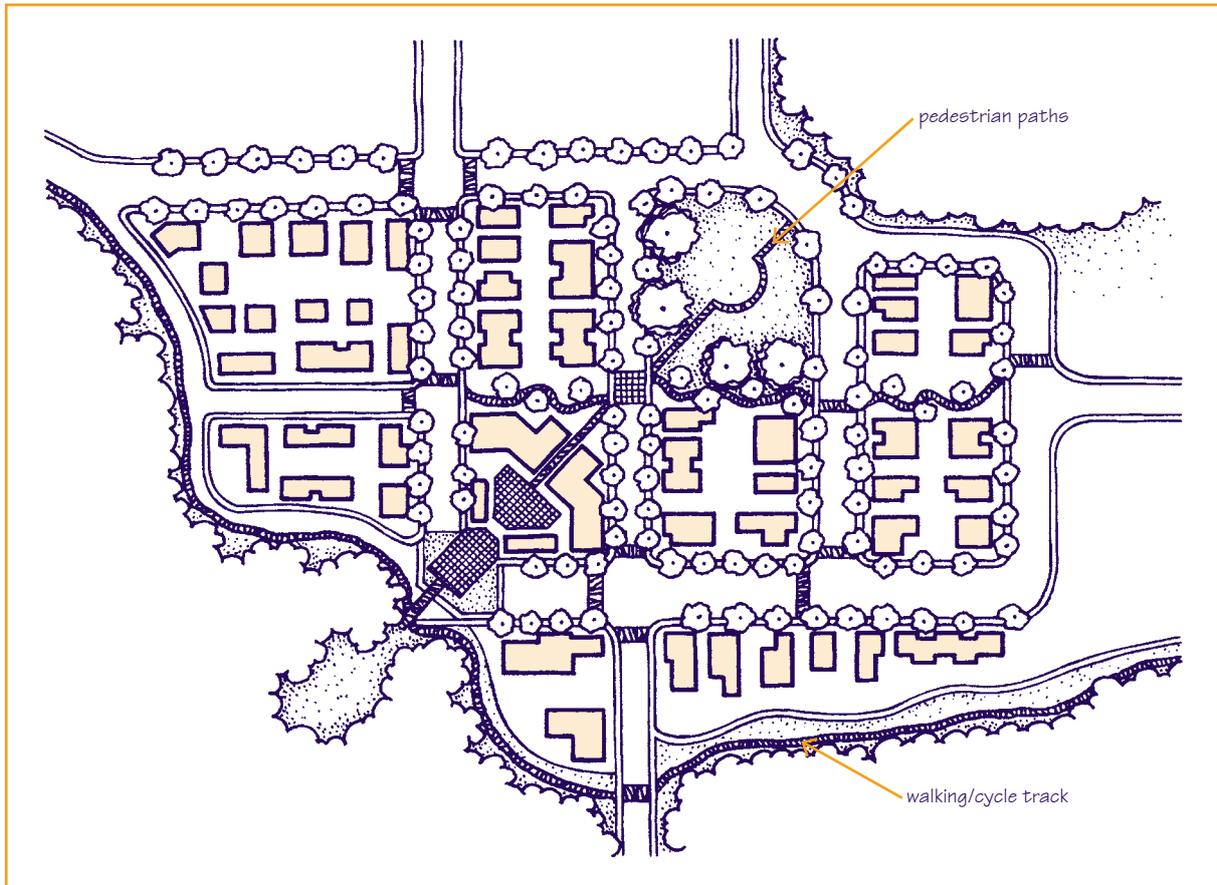


Figure f Integration of corridors and networks (Source QRDG,1987)

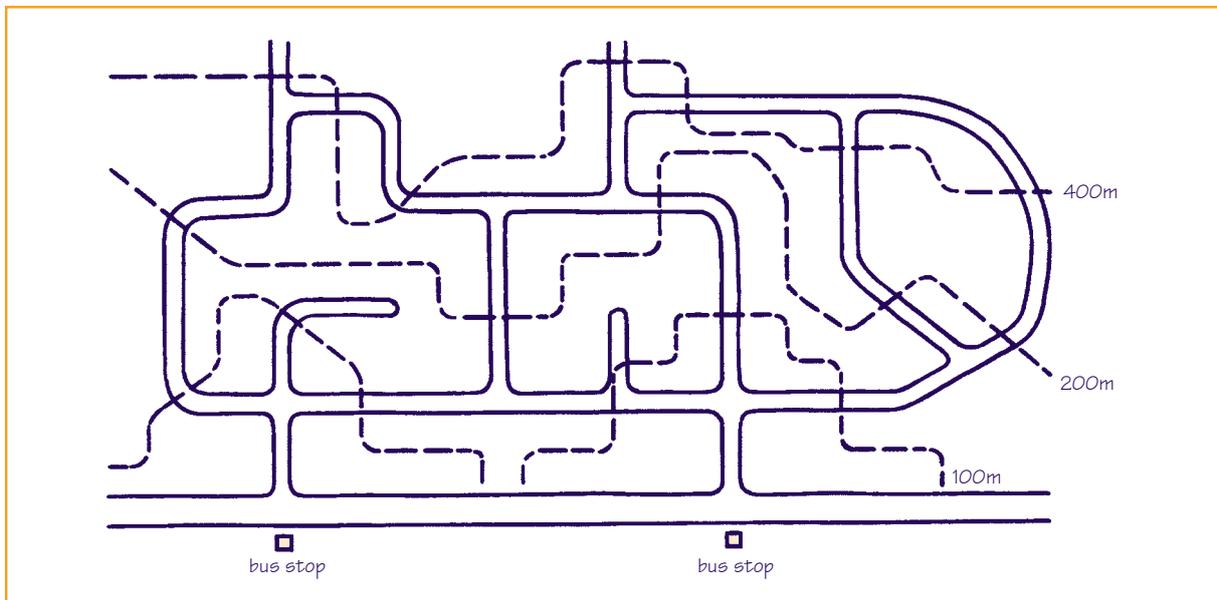


Figure g At least 90% of dwellings are within 400m walking distance of an existing or potential public transport route

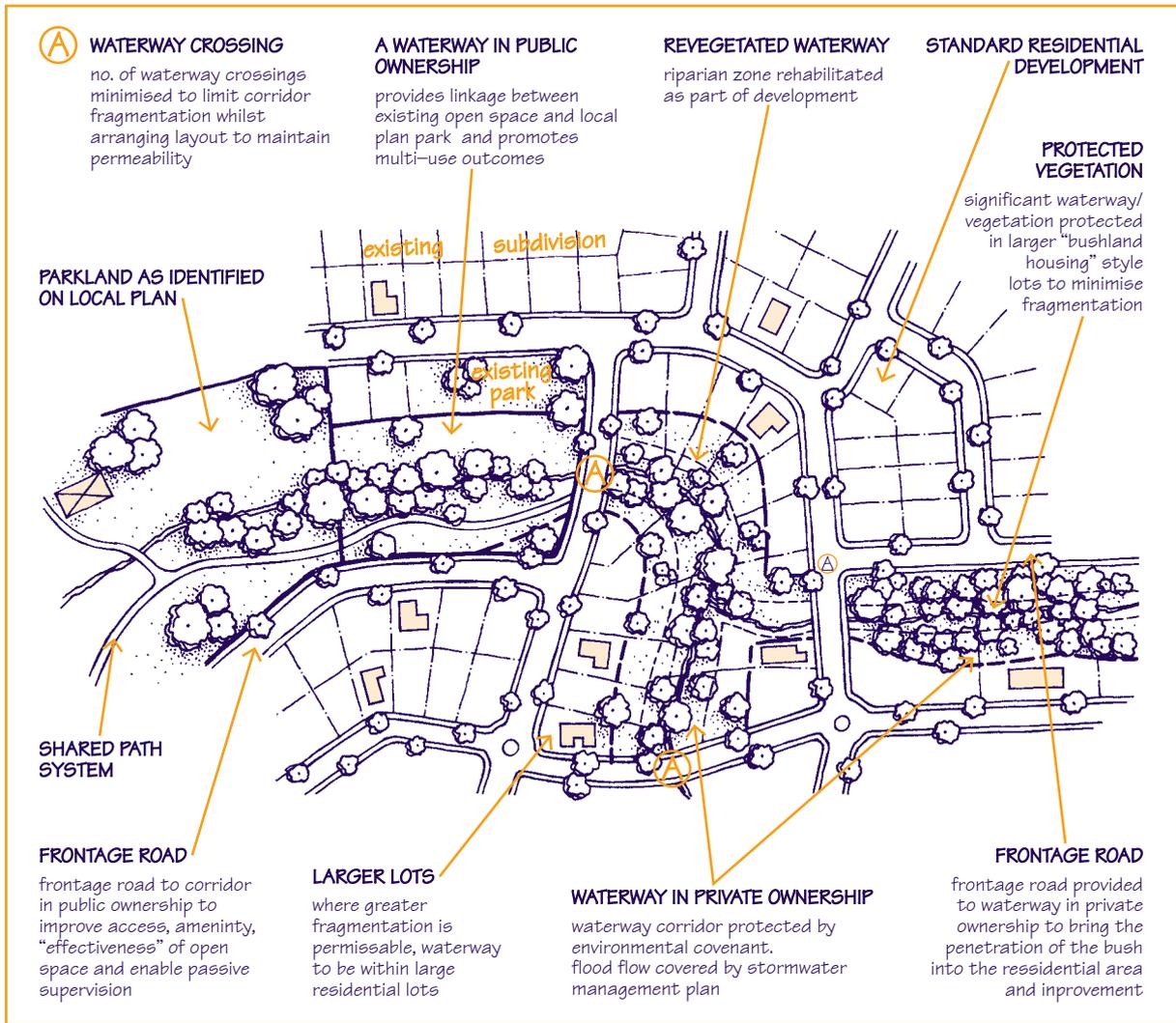


Figure h Development options where sites are affected by environmental constraints

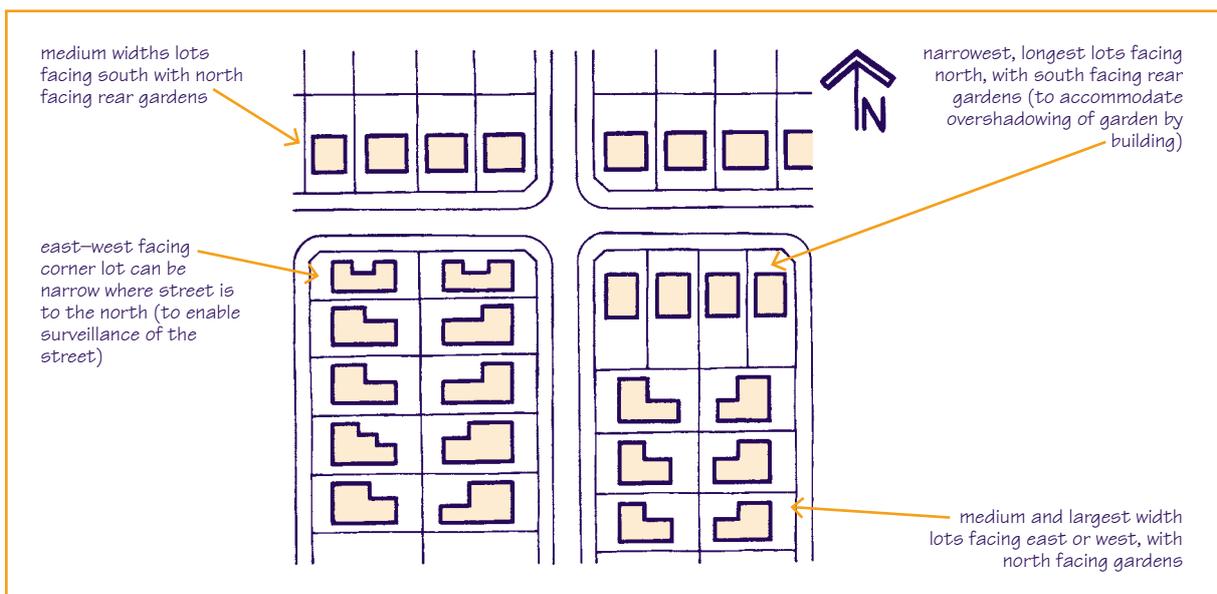


Figure i Preferred location/orientation of lots

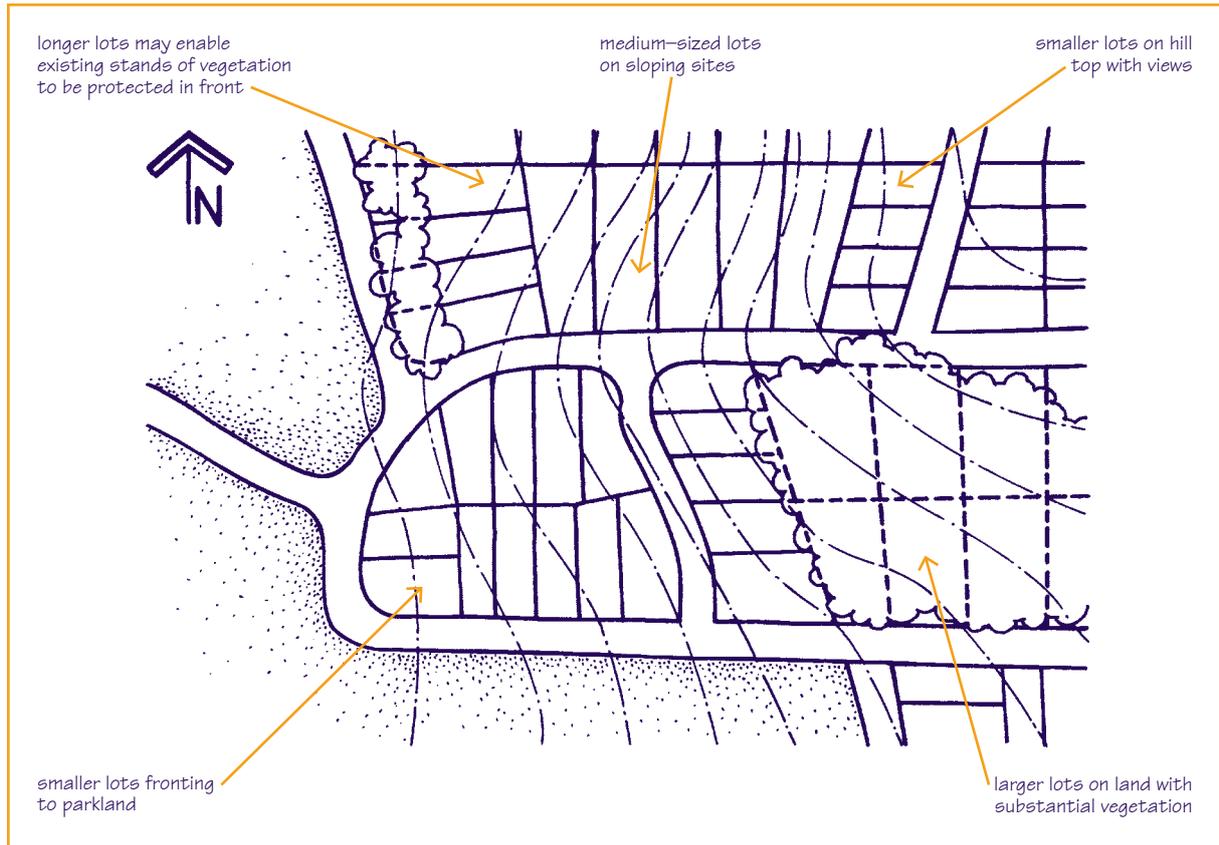


Figure j Lot size variation to suit site characteristics

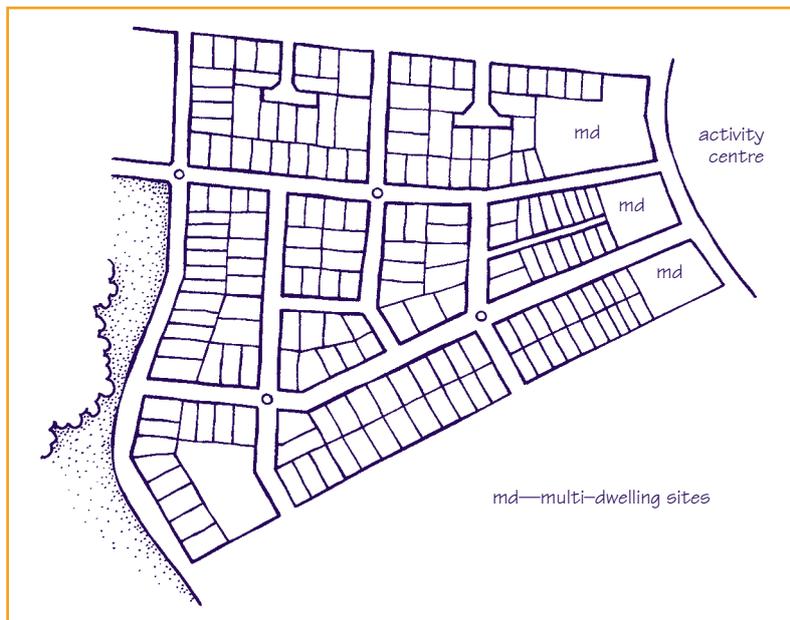


Figure k Example of layout that achieves a mix of lot sizes

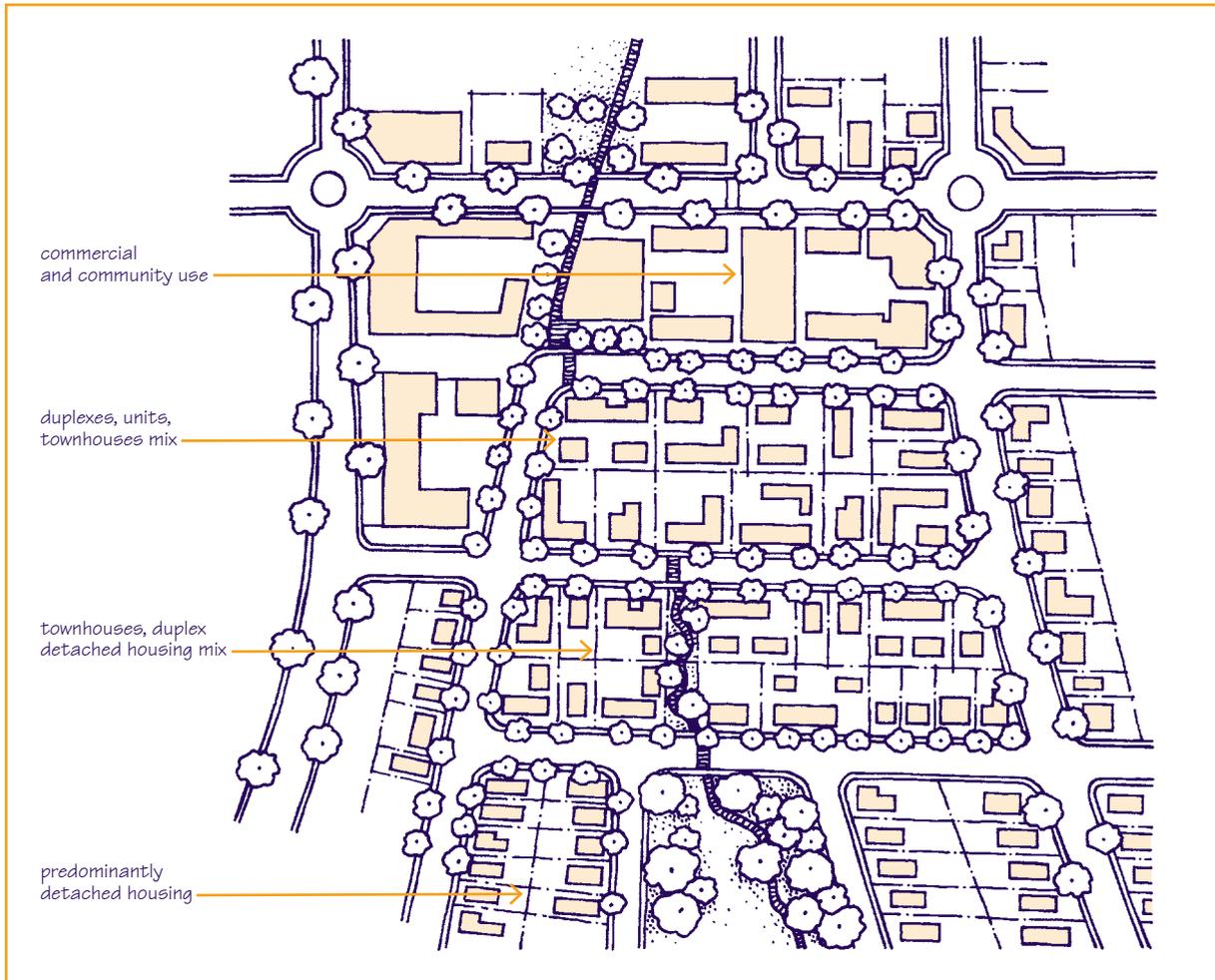


Figure 1 Provision of housing in neighbourhood design (source QRDG, 1987)

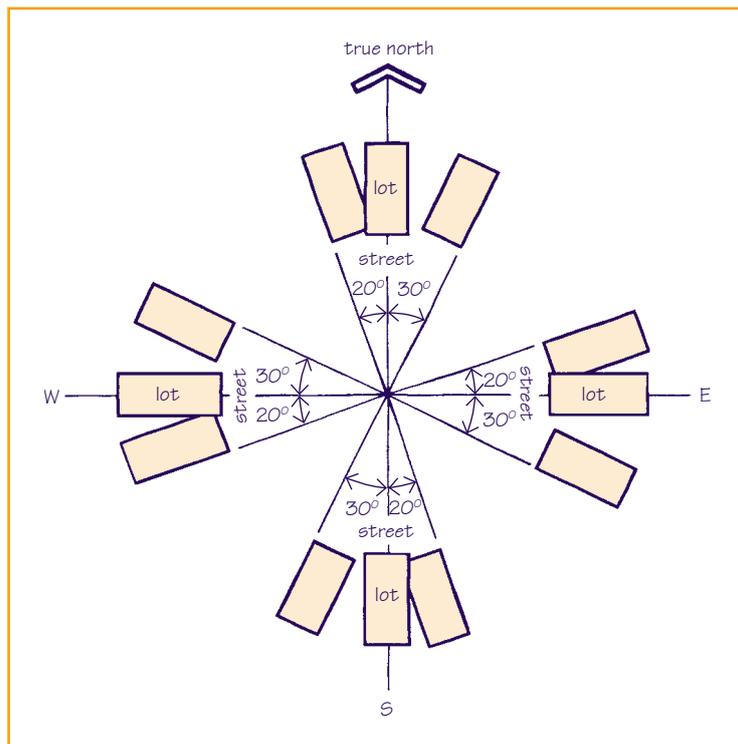


Figure m Preferred orientation for long axis of lots

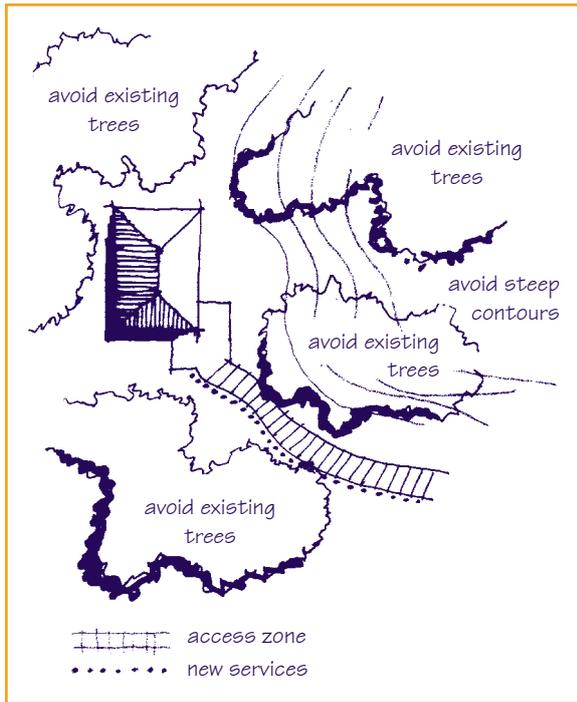


Figure n Retention of vegetation is maximised in the location of access and buildings

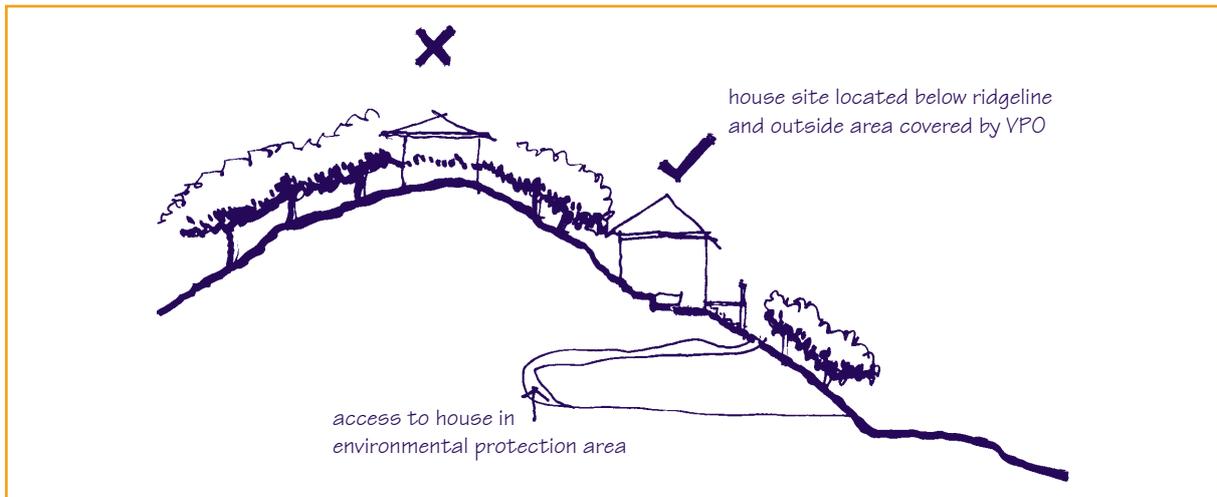


Figure o Preferred building location below ridgeline to protect scenic values

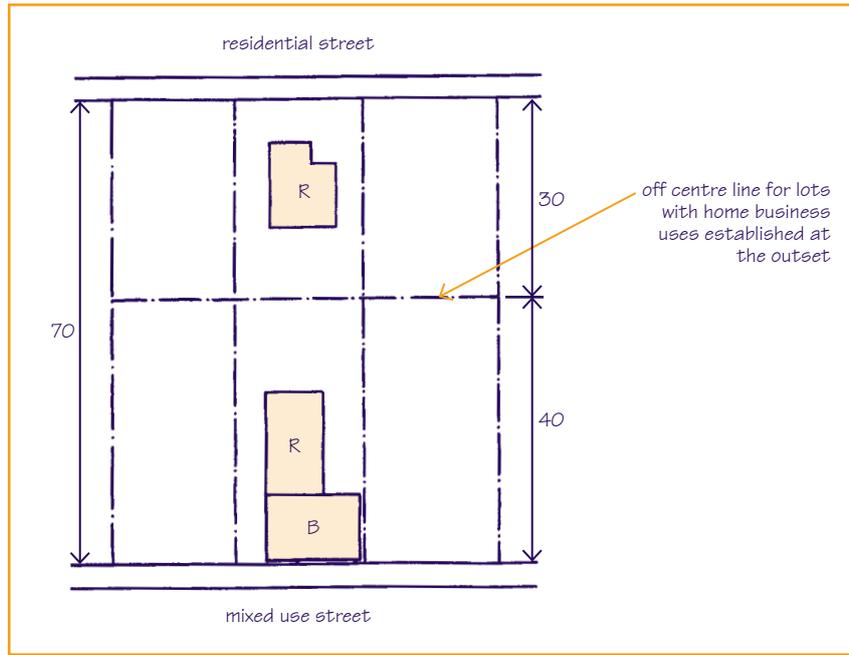


Figure p Illustration of how to vary lot depth to accommodate mix of uses. Typical 70m deep block with off-centre midline creating deeper lots for business use

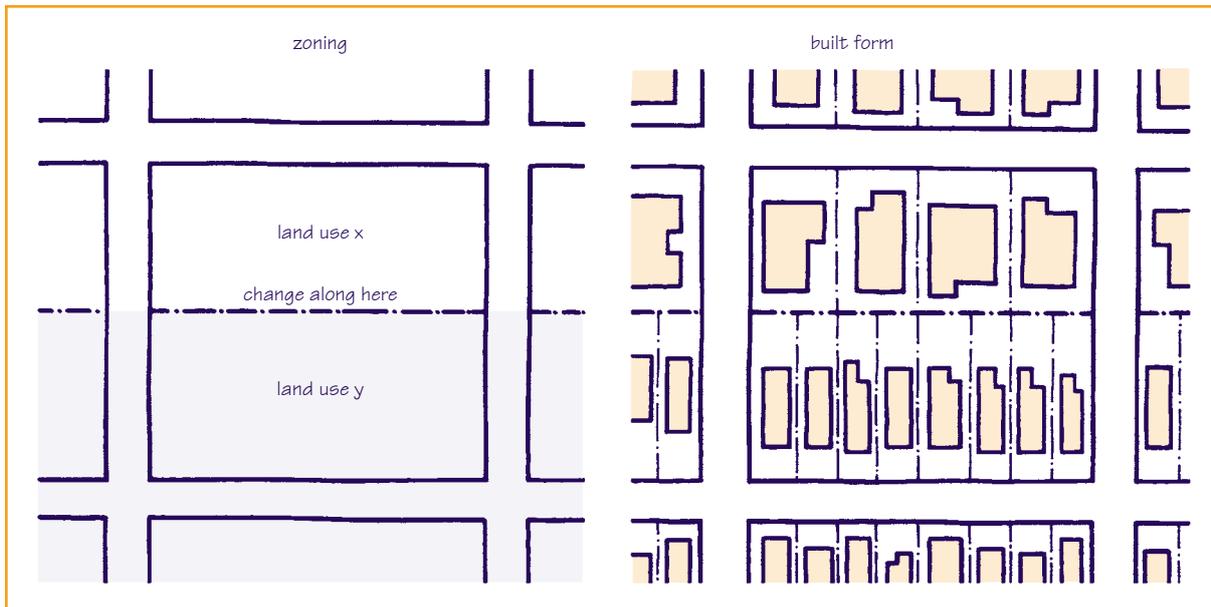


Figure q Illustration of how to change land use at rear of lots. Aim for like or compatible uses to face each other across street where possible

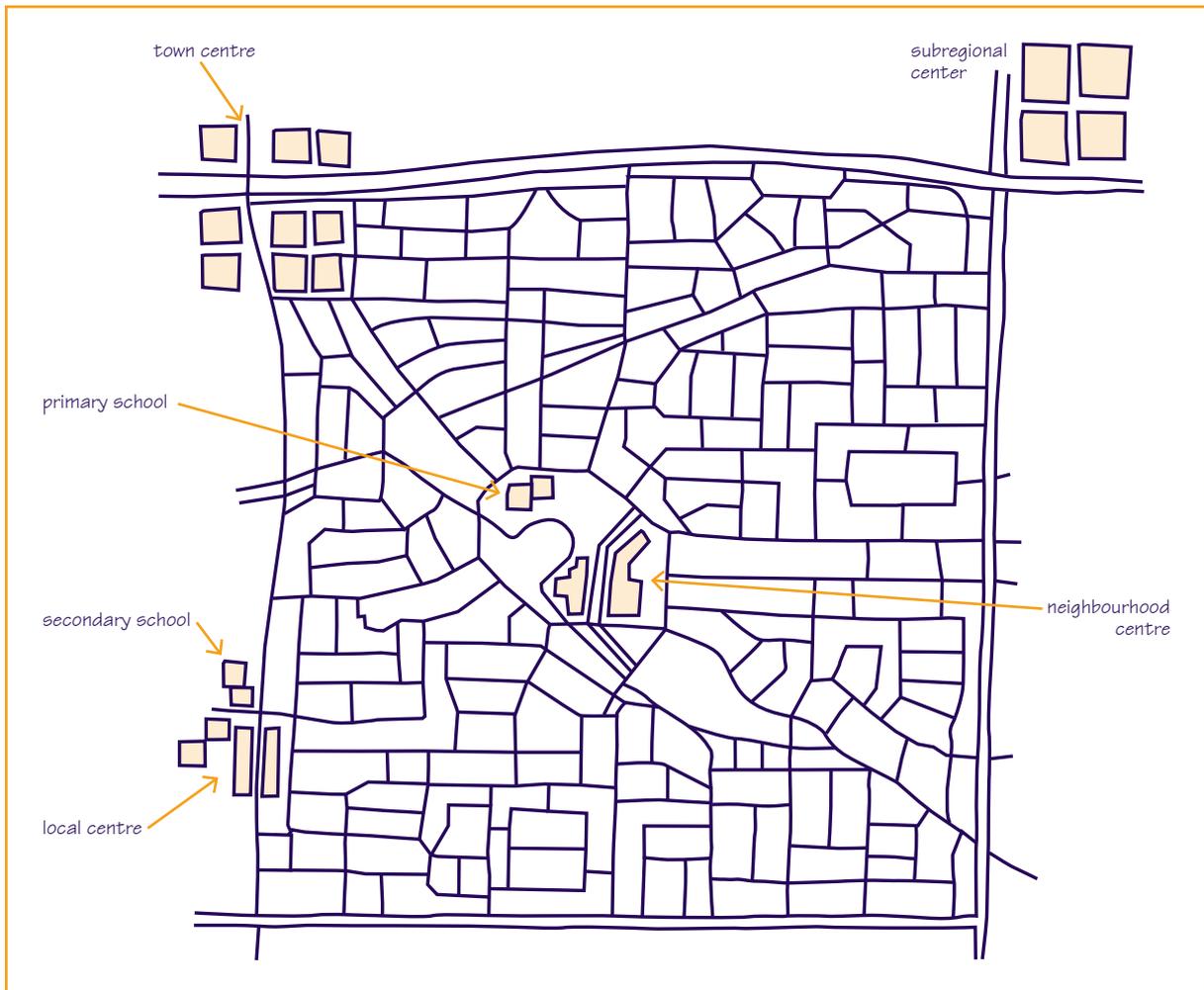


Figure 1 Conventional interconnected neighbourhood land use and street pattern

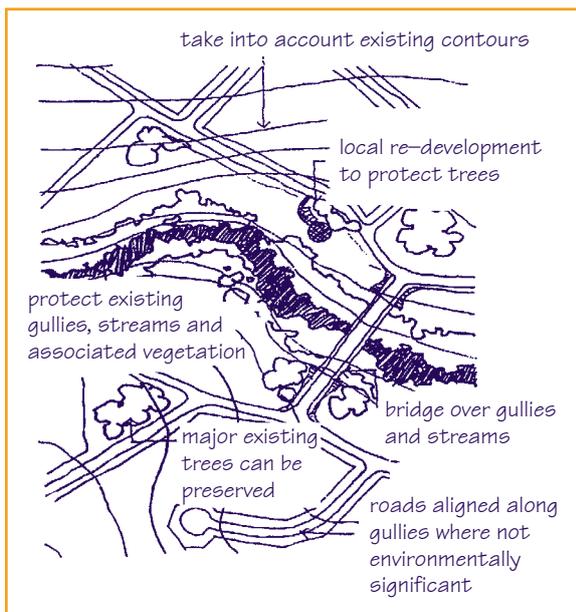


Figure 5 Street network designed to suit site

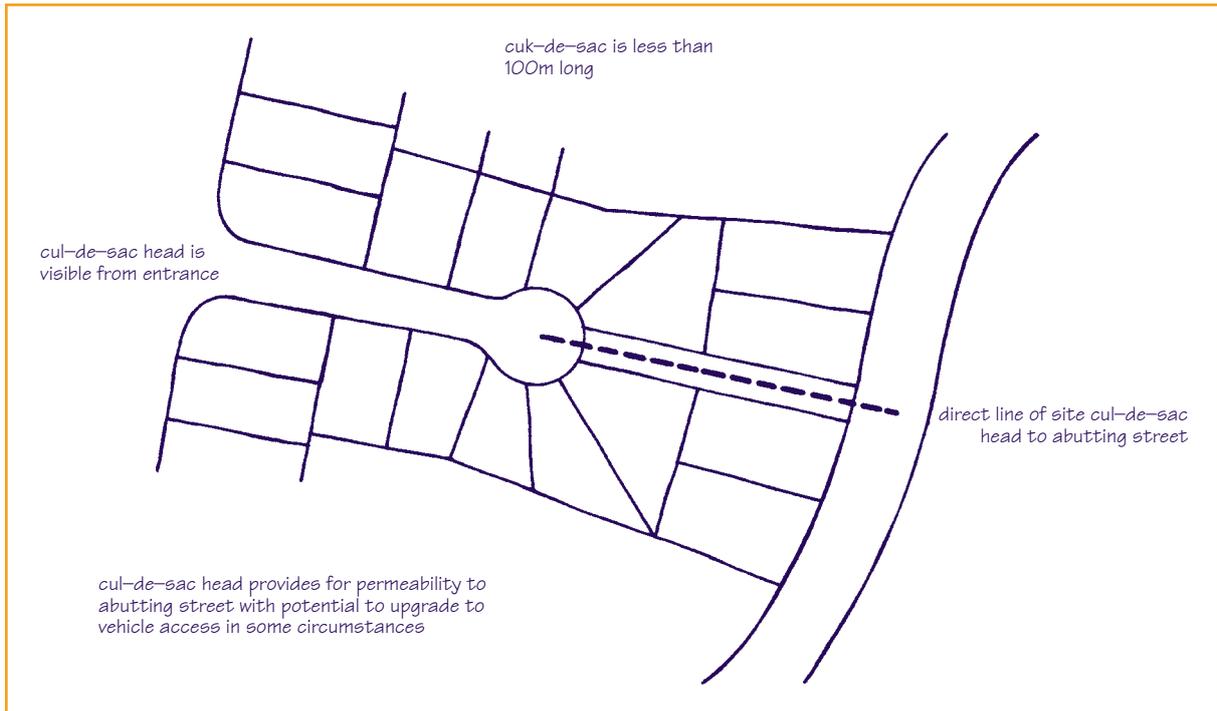


Figure t Pedestrian pathway design allows full cul-de-sac heads have direct line of sight to the adjoining cul-de-sac

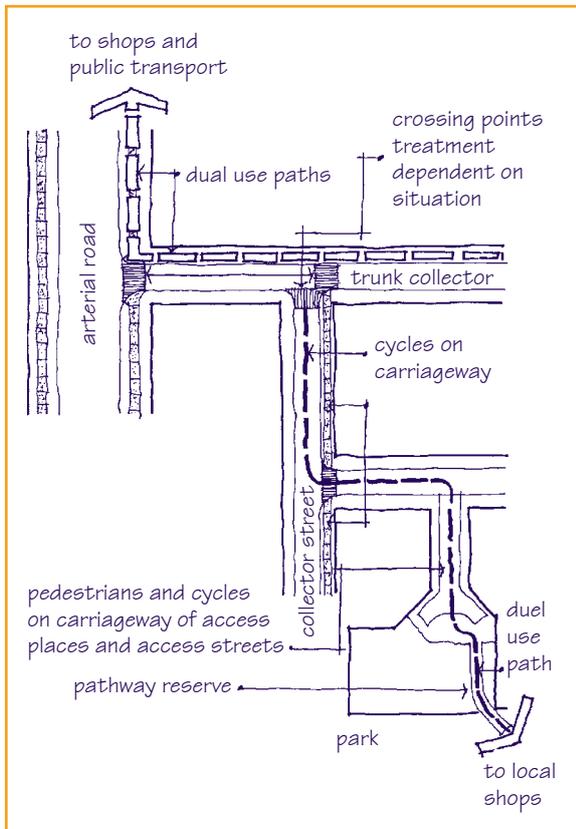


Figure u Pedestrian and cycle route

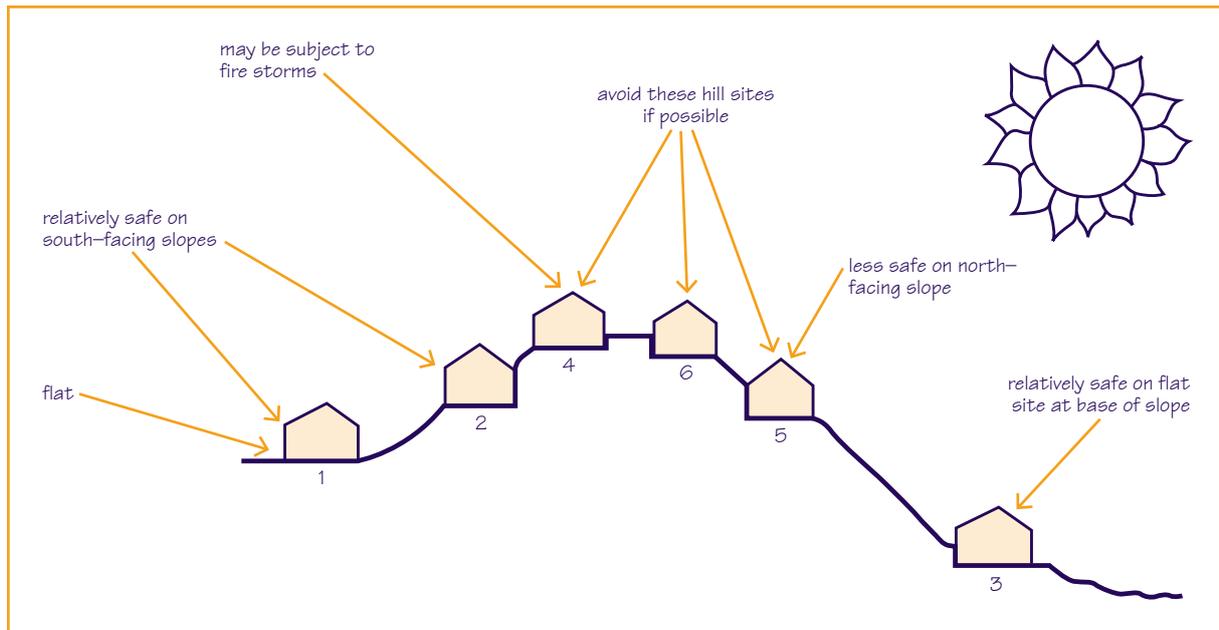


Figure v Preferred building location to minimise bushfire risk

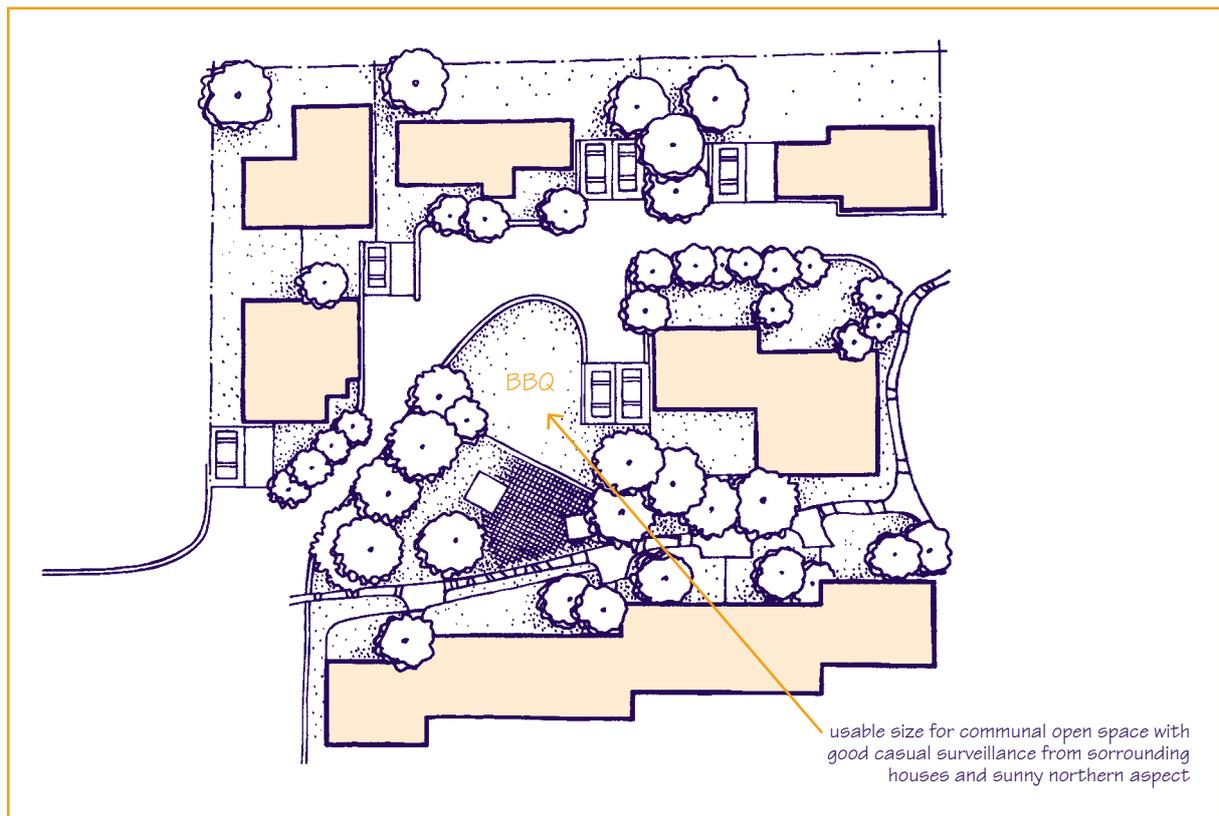


Figure w Location of communal open space