9.4.3 Infrastructure code

9.4.3.1 Application

1. This code applies to:
   a. material change of use:
      i. that is accepted development (subject to requirements) or code assessable and for which the Infrastructure code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in a table of assessment in section 5.5 - Categories of development and assessment - Material change of use in Part 5 - Tables of assessment;
      ii. that is made impact assessment in a table of assessment in section 5.5 - Categories of development and assessment - Material change of use or section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment;
   b. reconfiguring a lot:
      i. that is code assessable and for which the Infrastructure code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
      ii. made impact assessment in Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment;
   c. operational work that is infrastructure work:
      i. that is accepted development (subject to requirements) or code assessable and for which the Infrastructure code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column Table 5.8.1 - Operational work in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5 - Tables of assessment.

9.4.3.2 Purpose

1. The purpose of the code is to ensure that infrastructure is provided to service development.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. development protects the existing infrastructure and planned infrastructure networks being the:
      i. movement network;
      ii. park network;
      iii. water network;

iv. sewerage network;
v. stormwater network;
vi. other networks including electricity, gas and telecommunications;
vii. land for community facilities network;

b. development other than operational work provides infrastructure that is necessary to service the development, including elements of:
i. a safe, efficient and legible road network;
ii. a safe, efficient and legible public transport network;
iii. a safe, efficient and legible cycle network;
iv. a safe, efficient and legible pedestrian network;
v. a safe, efficient and legible parks network;
vi. a safe and efficient water network;
vii. a safe and efficient sewerage network;
viii. a safe and efficient stormwater network;
ix. safe and efficient other networks including electricity, gas and telecommunications;
x. a safe and efficient road lighting network;
xi. land for a community facilities network;

c. development integrates with existing and planned infrastructure networks;
d. infrastructure is designed and constructed to deliver a standard of service that is efficient and equitable;
e. the cost to the community for the life of the infrastructure is minimised by providing for a suitable design life, ease of maintenance and ease of replacement;
f. infrastructure protects personal health and safety and premises;
g. infrastructure protects environmental values.

9.4.3.3 Assessment benchmarks for assessable development and requirements for accepted development

Part A - Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development

Table 9.4.3.3.1 - Infrastructure code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	**Comments**
For accepted development (subject to requirements) and assessable development		

Provision, design, construction and location of infrastructure		
PO1 Development is demonstrated to be capable of being serviced by necessary infrastructure.	**AO1** Reports, plans and drawings are provided in accordance with part 2 of Planning scheme policy 5 - Infrastructure.	**Complies with PO1** The proposed servicing arrangements are described in Table 8 of the town planning report and depicted on a notated version of the proposed subdivision plan.
PO2 Development: a. provides necessary infrastructure to service the development; b. provides that the design, construction and location of necessary infrastructure: i. protects existing and planned infrastructure networks; ii. services proposed development; iii. integrates with existing and planned infrastructure networks; iv. delivers a standard of service that is efficient and equitable; v. minimises the cost to the community for the life of the infrastructure by providing a suitable design life, ease of maintenance and ease of replacement; vi. protects personal health, safety and premises; vii. protects environmental values.	**AO2** Development: a. in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; b. not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres; c. in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code; d. not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code; e. provides stormwater infrastructure in accordance with part 3.6 of Planning scheme policy 5 - Infrastructure; f. provides a movement network infrastructure in accordance with part 3.4 of Planning scheme policy 5 - Infrastructure; g. provides parks in accordance with part 3.12 of Planning scheme policy 5 -	**Complies with PO2** The proposed servicing arrangements are described in Table 8 of the town planning report and depicted on a notated version of the proposed subdivision plan. Each lot will be serviced by water, sewer, stormwater, electricity, and telecommunications.

	Infrastructure; h. provides road lighting in accordance with part 3.5 of Planning scheme policy 5 - Infrastructure; i. provides electricity reticulation in accordance with part 3.8 of Planning scheme policy 5 - Infrastructure; j. provides gas and telecommunications reticulation in accordance with part 3.9 of Planning scheme policy 5 - Infrastructure. k. is consistent with the general planning layouts in part 7.2 of Planning scheme policy 5 - Infrastructure. Editor's note - The delivery of any part of a network identified in the plans for trunk infrastructure is governed by Part 4 - Local government infrastructure plan.	
Location of development		
PO3 Development is located to protect existing and planned infrastructure networks.	**AO3** Development is located outside: a. planned widening of a road or a new road identified in Table 7.3.1.1 - Road encroachment maps of Planning scheme policy 5 - Infrastructure; b. planned public transport network identified on Figure 3.4.1.3.1 - Public transport network in Planning scheme policy 5 - Infrastructure; c. a planned cycle network identified on Figure 3.4.1.2.1 - Cycle network in Planning scheme policy 5 - Infrastructure; d. a planned network identified in Local government infrastructure plan map	**Complies with AO3** The land is not identified for infrastructure or road widening.

	LGIP-07.00 Plan for trunk parks infrastructure in Schedule 3 - Local government infrastructure plan mapping and tables.	
Fire fighting		
PO4 Development in a water service area accessed by common private title provides: a. fire hydrant infrastructure; b. unimpeded access for emergency services vehicles. Editor's note - The term common private title refers to areas such as access roads in community title developments or strata title unit access, which are private and under group or body corporate control.	**AO4** Development in a water service area involving a material change of use or reconfiguring a lot where, or to be, accessed by common private title ensures that fire hydrant placement and technical requirements for streets and access ways are in accordance with: a. Australian Standard (AS) 2419.1 - 2005 *Fire hydrant installations*; b. QFES: *Fire Hydrant and vehicle access guidelines for residential, commercial and industrial lots*.	**Not applicable** The proposed development does not involve common private title.
PO5 Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for fire fighting purposes.	**AO5** Development: a. is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or b. has on-site water storage in accordance with Table 9.4.3.3.2 - Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is: i. a separate tank; or	**Complies with AO5** Both lots will be provided with reticulated water connections.

	ii. a reserve section in the bottom part of the main water supply tankwater tank. Editor's note - The requirement in AO5 is: - in addition to the requirement for potable water supply/storage in AO2 in Table 9.4.3.3.1 - Infrastructure code: accepted development (subject to requirements) and assessable development; - reflected in AO5 in Table 8.2.3.3.1 - Bushfire hazard overlay code: accepted development (subject to requirements) and assessable development.	
Disposal of trade waste		
PO6 The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.	**AO6** The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6 - Sewer admission standards in Planning scheme policy 3 - Environmental management.	**Not applicable** The proposed development does not involve trade waste.
Roof water drainage and surface water drainage		
PO7 Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following: a. ponding of stormwater on the premises; b. a hazard to personal health and safety; c. damage to premises; d. an increased risk of flooding to premises within the catchment.	**AO7** Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	**Complies with AO7** Both lots will be provided with roof water and surface water drainage.
Natural flow of surface water		
PO8	**AO8**	

Development provides that the natural flow of surface water is: a. not altered so as to cause a risk to personal health and safety or damage to property; b. not increased in intensity, velocity or frequency; c. not concentrated onto adjoining premises.	Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	**Complies with AO8** The proposed subdivision will not result in surface water impacting adjoining premises as each lot will be provided with a legal point of discharge.
Water sensitive urban design		
PO9 Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to: a. protecting existing natural features and ecological processes; b. protecting the natural hydrologic behaviour of catchments; c. protecting the existing natural flow and water quality regimes of waterways; d. protecting water quality of surface and ground waters; e. minimising demand on the water network; f. minimising sewage discharges to the natural environment; g. integrating water into the landscape to enhance visual and ecological values.	**AO9** Development complies with the standards for stormwater infrastructure specified in part 3.6 of Planning scheme policy 5 - Infrastructure.	**Not applicable** The proposed subdivision does not trigger stormwater quality standards as it is less than 2500m² and 6 lots.
Movement network		
PO10 The projected traffic levels for a use do not adversely affect the planned standards of	**AO10** Development does not cause or contribute to projected traffic levels:	**Complies with AO10** The proposed subdivision will not significantly impact the existing movement network.

service for a road or intersection.	a. exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in Planning scheme policy 5 - Infrastructure; or b. exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in Planning scheme policy 5 - Infrastructure.	
Integrated movement concept report		
PO11 Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network to minimise the transportation costs required to service the use.	**AO11** Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the planning of the movement network in accordance with part 2 and 3 of Planning scheme policy 5 - Infrastructure.	Not applicable The proposed subdivision is for two lots, which is estimated to generate an additional 9 vehicle trips per day (18 vehicle trips in total).
For assessable development only		
Land use and transport integration		
PO12 Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5,000m^2 or more: a. supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities;	**AO12** No acceptable outcome provided.	**Not applicable** The proposed subdivision is not in proximity to existing or planned public passenger transport facilities. The nearest scheduled public transport services two (2) bus stops located on Drews Road near Boeing Street (stops 312550 and 313383) operated by Clarks Logan City Bus Service routes 553 and 566 on behalf of the Department of Transport and Main Roads[1]. Walking distance is about 750 metres.

[1] Source: www.anytrip.com.au accessed on 9 August 2021

b. enhances connectivity between existing and future public passenger transport facilities and other transport modes; c. optimises the walkable catchment to existing and future public passenger transport facilities; d. provides for direct and safe access to and use of existing or future public passenger transport facilities. Note - SPP code: Land use and transport integration in Appendix 4 of the state planning policy provides guidance to achieve this outcome.		

Table 9.4.3.3.2 - Water storage for fire fighting

Column 1 Lot size / use type	Column 2 Water requirement
For each residential lot:	
a. less than 1,000m^2	5,000 litres
b. between 1,000m^2 and less than 1 hectare	10,000 litres
c. greater than 1 hectare	20,000 litres
Multiple dwelling	5,000 litres per dwelling up to a maximum of 20,000 litres
A use other than Multiple dwelling	5,000 litres or the prevailing rural fire brigade standard

9.4.6 Reconfiguring a lot code

9.4.6.1 Application

1. This code applies to:
   a. code assessable reconfiguring a lot for which the Reconfiguring a lot code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in:
      i. Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment; or
      ii. a table of assessment in section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment.
   b. reconfiguring a lot made impact assessment in:
      i. Table 5.6.1 - Reconfiguring a lot in Part 5 - Tables of assessment; or
      ii. a table of assessment in section 5.9 - Categories of development and assessment - Local plans in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5 - Tables of assessment.

9.4.6.2 Purpose

1. The purpose of the code is to ensure that new lots are of appropriate size, shape, dimension and density to accommodate development.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Reconfiguring a lot results in:
      i. design outcomes that are consistent with the intended character of the applicable zone, local plan, precinct, and adjoining road;
      ii. new lots of appropriate size, shape and dimension;
      iii. access easements that:
         A. are safe and do not adversely affect adjoining premises;
         B. allow for on-site refuse collection for large rear lot developments;
      iv. creation of lots that enable the siting of buildings to mitigate potential adverse impacts from rural activities, Medium impact industry, High impact industry or Special industry:
         A. having a diverse mix of lot sizes;
         B. avoiding concentrations of small lots;
      v. the protection of the lawfulness of an approved Multiple dwelling.

9.4.6.3 Assessment benchmarks for assessable development

Part A - Requirements for assessable development

Table 9.4.6.3.1 - Reconfiguring a lot code: assessable development

Performance outcomes	Acceptable outcomes	**Comments**
For assessable development		
Boundary realignment		
PO1 A boundary realignment results in lots that are consistent with the size and dimension of lots in the zone and precinct.	**AO1** A boundary realignment complies with the standards specified in Table 9.4.6.3.2 - Reconfiguring a lot and Table 9.4.6.3.3 - Reconfiguring a lot: local plans.	**Not applicable** This proposed development is not a boundary realignment.
PO2 A boundary realignment ensures a use and its necessary associated infrastructure are located on the same lot.	**AO2** A boundary realignment ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback required elsewhere in the planning scheme.	**Not applicable** This proposed development is not a boundary realignment.
Design		
PO3 Reconfiguring a lot results in lots of a size, shape, dimension and density that are: a. consistent with their intended use and the intended character of the applicable zone,	**AO3** Unless involving an approved Multiple dwelling, a new lot complies with: a. Table 9.4.6.3.2 - Reconfiguring a lot; or b. Table 9.4.6.3.3 - Reconfiguring a lot: local	**Complies with AO3** Both lots have a minimum frontage of 15 metres and a minimum area of 350m². The proposal is a subdivision of land creating two (2) residential standard format lots with areas of about 414m² (Lot 270) and 420m² (Lot 271) respectively.

local plan and precinct; b. safely accessed and serviced.	plans; or c. a preliminary approval for reconfiguring a lot.	
PO4 Reconfiguring a lot results in functional lots that: a. can be safely accessed and egressed by vehicles; b. provide for safe and efficient on-site refuse collection; c. contain the necessary on-site utilities and infrastructure without impacting, or being impacted by, vehicle access and servicing; d. provide durable site access constructed to withstand heavy vehicles.	**AO4.1** Where a passing bay is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots with driveway access exceeding 30 metres in length provide: a. one passing bay for every 30 metres of length; b. passing bays with a width of 2.5 metres (total driveway width of 5.5 metres) and length of 6 metres with 45 degree tapers as identified in Figure 3.4.5.1.3 - Passing bay dimensions. **AO4.2** Where on-site refuse collection is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots provide for: a. a refuse collection vehicle to enter and exit the site in a forward gear; b. a 10.3 metre long refuse collection vehicle to undertake a maximum three point turning manoeuvre with sufficient clearance to any obstructions; c. the access driveway (including crossover) to be designed to withstand heavy vehicles.	**Not applicable** The proposed subdivision does not create rear lots and therefore does not create rear access.
PO5 Reconfiguring a lot is designed to: a. protect significant natural features;	**AO5** No acceptable outcome provided.	**Complies with PO5** The proposed subdivision does not require excavation or filling.

b. protect landscape amenity values; c. minimise the amount of excavation and filling. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.		
PO6 Reconfiguring a lot, involving the creation of 10 or more lots, within the Small lot precinct or Suburban precinct of the Low density residential zone: a. provides a diverse mix of lot sizes; b. avoids concentrations of smaller lots. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome for developments of 10 or more lots.	**AO6** No acceptable outcome provided.	**Lot applicable** The proposed subdivision is for two (2) lots.
PO7 Reconfiguring a lot facilitates a movement network that: a. is permeable; b. supports active transport. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	**AO7** No acceptable outcome provided.	**Lot applicable** The proposed subdivision does not create road.
PO8 Reconfiguring a lot provides that the orientation of a road and lot facilitates the development of energy efficient buildings that respond to local climatic conditions. Note—Planning scheme policy 8–Urban design provides guidelines on how to achieve this outcome.	**AO8** No acceptable outcome provided.	**Complies with PO8** The common boundary is rotated to achieve good solar orientation for both lots and has a bearing of approximately 67 degrees.
PO9 The location and orientation of residential lots enables the siting of buildings to mitigate	**AO9** A lot for a residential purpose is not created within the distances stated for any of the	**Complies with AO9** The proposed subdivision is not within buffer distances to industry.

potential adverse impacts from rural activities, Medium impact industry, High impact industry or Special industry.	following: a. 1,500 metres of a Special industry; or b. 500 metres of a High impact industry; or c. 500 metres of an Intensive animal industry; or d. 300 metres of an Intensive horticulture or Wholesale nursery; or e. 250 metres of a Medium impact industry.	
Access easement		
PO10 An access easement: a. is fit for its particular purpose; b. has a safe access point; c. provides access and manoeuvring for on-site refuse collection where creating four or more rear lots for residential activities; d. does not adversely affect adjoining premises having regard to any of the following: i. traffic; or ii. accessibility; or iii. parking; or iv. privacy; or v. amenity Editor's note - Planning scheme policy 5 - Infrastructure provides guidance on the design standards for access driveways.	**AO10** No acceptable outcome provided.	**Not applicable** The proposed subdivision does not create an access easement.
Lots adjoining an urban arterial road		
PO11 Reconfiguring a lot is designed to enhance the visual amenity of an urban arterial road and	**AO11** Reconfiguring a lot that results in lots that adjoin an urban arterial road provides:	**Not applicable** The proposed subdivision does not adjoin an urban arterial road. Benwerrin Road is a major

avoids creating a streetscape that is likely to be dominated by fencing ancillary to future land uses.	a. a land dedication of a road for public use to Council between the lot/s adjoining the urban arterial road and the urban arterial road that: i. is a minimum of 3 metres wide; ii. extends for the full length of the lot boundaries that adjoin the urban arterial road; iii. is landscaped with native, locally endemic species at a density sufficient to screen the development from view from the urban arterial road; or b. a constructed road between the lot/s adjoining an urban arterial road and the urban arterial road; or c. a constructed road in accordance with section 7.2 of Planning scheme policy 5 - Infrastructure where located within a general planning layout area. Note - AO11(c) only applies to development identified in a general planning layout in section 7.2 of Planning scheme policy 5 - Infrastructure.	local street (known as an urban access street under the Logan Planning Scheme 2015).
Approved multiple dwellings		
PO12 Reconfiguring a lot where material change of use has been granted for three or more multiple dwellings does not compromise the lawfulness and function of the approved use.	**AO12** Reconfiguring a lot where material change of use has been granted for three or more dwellings: a. ensures the dwellings are completed in accordance with the approved plan of development associated with the material change of use;	**Not applicable** The proposed subdivision does not involve retention of existing buildings.

	b. does not result in a building that straddles a boundary; c. does not compromise the use of a multiple dwelling as a self-contained residence.	
PO13 Reconfiguring a lot where a material change of use has been granted for three or more dwellings: a. is in the form of a community title scheme with a body corporate to ensure equitable and ongoing maintenance of any shared facilities or infrastructure; or b. establishes freehold lots only if: i. all the proposed lots have direct road frontage to a dedicated constructed road; ii. equitable and ongoing maintenance of any shared facilities or infrastructure is provided.	**AO13** No acceptable outcome provided.	**Not applicable** The proposed subdivision does not involve retention of existing buildings.
Where within a local plan area		
PO14 Development provides streetscape elements in accordance with the streetscape sections specified in the relevant local plan.	**AO14** No acceptable outcome provided.	**Not applicable** The proposed subdivision is not local within a local plan area.

Table 9.4.6.3.2 - Reconfiguring a lot

Column 1	Column 2	Column 3	Column 4			Column 5	Column 6	Column 7
Zone and/or precinct	Minimum lot size	Minimum average lot size[1]	Minimum frontage			Maximum depth to width ratio	Rear lot	Qualifications
			Normal	Cul-de-sac lot	Corner lot			
Low density residential zone - Small lot precinct	No minimum	350m^2	10m	6m	12m	3 to 1	A rear lot is not created in this precinct.	
Low density residential zone - Suburban precinct	350m^2	500m^2	15m	10m	17m	3 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	
Low density residential zone - Village precinct	500m^2	600m^2	18m	10m	20m	3 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	
Low density residential zone - Large suburban precinct	1,000m^2	No minimum	20m	10m	22m	3 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	

Low density residential zone - Small acreage precinct	2,000m^2	No minimum	20m	15m	30m	4 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	
Low density residential zone - Acreage precinct	4,000m^2	No minimum	40m	20m	40m	4 to 1	A rear lot is not created in this precinct.	
Low-medium density residential zone - Townhouse precinct	500m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	
Low-medium density residential zone - Apartment precinct	800m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	
Medium density residential zone - Medium rise precinct	1,200m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	
Medium density	1,200m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	

residential zone - High rise precinct								
Centre zone	No minimum	No minimum	No minimum frontage	No maximum	A rear lot is not created in this zone.			
Specialised centre zone	No minimum	No minimum	No minimum frontage	No maximum	A rear lot is not created in this zone.			
Recreation and open space zone	No minimum	No minimum	No minimum frontage	No maximum	A rear lot is not created in this zone.			
Low impact industry zone	2,000m^2	No minimum	25m	20m	30m	4 to 1	A rear lot is not created in this zone.	The width is sufficient to allow the specified heavy vehicle to turn around on the lot.
Medium impact industry zone	2,000m^2	No minimum	25m	20m	30m	4 to 1	A rear lot is not created in this zone.	The width is sufficient to allow the specified heavy vehicle to turn around on the lot.
Community facilities zone	No minimum	No minimum	No minimum frontage	No maximum	A rear lot is not created in this zone.			
Emerging community zone	20 hectares	No minimum	No minimum frontage	No maximum	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear			

					lots.	
Environmental management and conservation zone	100 hectares	No minimum	No minimum frontage	No maximum	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	-
Mixed use zone	2,000m^2	No minimum	25m	20m	30m	4 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	The width is sufficient to allow the specified heavy vehicle to turn around on the lot.
Rural zone	100 hectares	No minimum	No minimum frontage.	No maximum	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	
Rural residential zone - Park residential precinct	4,000m^2	5,000m^2	40m	20m	40m	3 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	
Rural residential zone - Park living precinct	100 hectares	No minimum	No minimum frontage	No maximum	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	
Rural residential	a. 20 hectares	No minimum	No minimum frontage	No maximum	A rear lot is provided in accordance with the additional	

zone - Cottage rural precinct and Carbrook precinct	in the urban footprint; b. 100 hectares in the regional landscape and rural production area.				requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	

Editor's note - [1] Average lot size is calculated as the site area divided by the proposed number of lots.
Note - The Minimum access width applies when one rear lot is created.

Table 9.4.6.3.3 - Reconfiguring a lot: local plans

Column 1	Column 2	Column 3	Column 4			Column 5	Column 6	Column 7
Zone and/or precinct	Minimum lot size	Minimum average lot size[1]	Minimum frontage			Maximum depth to width ratio	Rear lot	Qualifications
			Normal	Cul-de-sac lot	Corner lot			
Loganholme local plan								
Large lot residential precinct	1,000m^2	No minimum	20m	10m	22m	3 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 -	

							Additional requirements for rear lots.	
Residential choice precinct	600m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	
Residential core precinct	1,200m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	
Residential frame precinct	800m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	
Suburban residential precinct	350m^2	500m^2	15m	10m	17m	3 to 1	A rear lot is provided in accordance with the additional requirements of Table 9.4.6.3.4 - Additional requirements for rear lots.	Access is restricted at a major intersection.
Loganlea local plan								
Residential edge precinct	600m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	
Residential frame precinct or Residential core precinct	800m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	

Low medium precinct or Mixed use precinct	1,200m^2	No minimum	20m	No minimum	30m	3 to 1	A rear lot is not created in this precinct.	

Editor's note - [1] Average lot size is calculated as the site area divided by the proposed number of lots.
Note - The Minimum access width applies when one rear lot is created.

Table 9.4.6.3.4 - Additional requirements for rear lots

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Zone and/or precinct	**Minimum area clear of access**	**Maximum access length**	**Number of dwellings serviced by access driveway**	**Minimum access width**	**Passing bays**	**On-site refuse collection**
Low density residential zone - Suburban precinct	600m^2	35m	1	4m driveway reserve width and 3m pavement width	No	No
			2	5.5m driveway reserve width and 3m pavement width	Yes	No
			3	5.5m driveway reserve width and 3m pavement width	Yes	No
			4	5.5m driveway	Yes	Yes

				reserve width and 3m pavement width		
			5 or more	8m driveway reserve width and 5.5m pavement width	No	Yes
Low density residential zone - Village precinct	600m^2	50m	1	4m driveway reserve width and 3m pavement width	No	No
			2	5.5m driveway reserve width and 3m pavement width	Yes	No
			3	5.5m driveway reserve width and 3m pavement width	Yes	No
			4	5.5m driveway reserve width and 3m pavement width	Yes	Yes
			5 or more	8m driveway reserve width and 5.5m pavement width	No	Yes
Low density residential zone -	1,000m^2	60m	1	4m driveway reserve width	No	No

Large suburban precinct				and 3m pavement width		
			2	5.5m driveway reserve width and 3m pavement width	Yes	No
			3	5.5m driveway reserve width and 3m pavement width	Yes	No
			4	5.5m driveway reserve width and 3m pavement width	Yes	Yes
			5 or more	8m driveway reserve width and 5.5m pavement width	No	Yes
Low density residential zone - Small acreage precinct	$2,000m^2$	75m	1	4m driveway reserve width and 3m pavement width	No	No
			2	5.5m driveway reserve width and 3m pavement width	Yes	No
			3	5.5m driveway reserve width and 3m	Yes	No

				pavement width		
			4	5.5m driveway reserve width and 3m pavement width	Yes	Yes
			5 or more	8m driveway reserve width and 5.5m pavement width	No	Yes
Emerging Community zone	20 hectares	No maximum				
Environmental management and conservation zone	100 hectares	No maximum				
Mixed use zone	4,000m^2	150m		10m		
Rural zone	100 hectares	No maximum				
Rural residential zone - Park residential precinct	4,000m^2	150m		10m		
Rural residential zone - Park living precinct	100 hectares	No maximum				
Rural residential zone - Cottage rural precinct and	100 hectares	No maximum				

Carbrook precinct						
Loganholme local plan						
Large lot residential precinct	1,000m^2	60m	1	4m driveway reserve width and 3m pavement width	No	No
			2	5.5m driveway reserve width and 3m pavement width	Yes	No
			3	5.5m driveway reserve width and 3m pavement width	Yes	No
			4	5.5m driveway reserve width and 3m pavement width	Yes	Yes
			5 or more	8m driveway reserve width and 5.5m pavement width	No	Yes
Suburban residential precinct	600m^2	35m	1	4m driveway reserve width and 3m pavement width	No	No
			2	5.5m driveway	Yes	No

				reserve width and 3m pavement width		
			3	5.5m driveway reserve width and 3m pavement width	Yes	No
			4	5.5m driveway reserve width and 3m pavement width	Yes	Yes
			5 or more	8m driveway reserve width and 5.5m pavement width	No	Yes