

RECONFIGURING A LOT CODE

1 **Purpose of the Code**

The purpose of the Code is to ensure that:

- Allotments are created with a design and size that is suited to the intended use of the allotment; and
- Areas containing ecological values are protected from development and the associated impacts caused by development; and
- A variety of allotment sizes are provided and made available to meet the needs and requirements of the community and different household types; and
- Infrastructure is supplied to all allotments in an efficient, coordinated and sequenced manner with the ongoing costs to the community to maintain that infrastructure being reasonable and appropriate; and
- Allotments are provided with reliable and constant connections to infrastructure that do not depend on private land owners to maintain or service parts of the infrastructure connections; and
- Allotment layout promotes energy efficiency and is carried out having proper regard to the topographical constraints of the land; and
- Allotment layout promotes and provides for walking, cycling and public transport as alternative forms of transport to the private motor vehicle; and
- Allotment layouts promote and incorporate the principles of Crime Prevention Through Environmental Design (CPTED); and
- The road networks provide high standards of access, safety, amenity and convenience for all users; and
- Areas of public open space provide a diversity of settings to meet the recreational needs of future households within the development; and
- Allotments are created in a manner that ensures that they:
 - (a) are able to discharge stormwater in a manner that does not cause damage or worsening to the environment, infrastructure or other allotments; and
 - (b) have a safe and practical access; and
 - (c) provide for the adequate separation or buffer distances between incompatible land uses

2 **Application of the Code**

The provisions of this code will be used in assessing any proposal to reconfigure a lot, which is code or impact assessable in any Area. This code will also apply to the creation of Community Titles Schemes made pursuant to the *Body Corporate and Community Management Act 1997* (BCCM Act).

For code assessable development, the code for assessment consists of the secondary code(s) listed below:

- Bushfire Risk Minimisation Code; and
- Crime Prevention Through Environmental Design Code; and
- Flood Prone Land Code; and



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- Heritage Place Code; and
- Landscape Code; and
- Railway Noise Code; and
- Steep or Unstable Land Code; and
- Water Quality and Water Quantity Code

3 Definitions

Allotment: Has the same meaning as Allotment in section 3.7 of this Planning Scheme except that for the purposes of this code, excludes a building format plan lot or a volumetric format plan lot as defined under the *Land Title Act 1994* which is instead defined in this Code as a Lot. However, in the instance that a Building Format Plan lot includes structural elements such as a 'court yard' or 'private yard' at ground level as a part of the lot; it is not a lot but instead an allotment as it involves the subdivision of land.

Capricorn Municipal Development Guidelines (CMDG): As defined in section 3.7 of this planning scheme.

Hatchet Allotment: As defined in section 3.7 of this planning scheme.

Lot: Means a piece or parcel of land, which has boundaries that are separately defined by metes and bounds on a plan of survey registered, or to be registered, with the Land Registry and is a Building Format Lot or a Volumetric Format Lot as defined in the *Land Title Act 1994*.

Major Street: As defined in section 3.7 of the Planning Scheme.

Minor Street: As defined in section 3.7 of the Planning Scheme.

Public Open Space: As defined in section 3.7 of the Planning Scheme.

Queensland Streets: As defined in section 3.7 of this planning scheme.

Significant Vegetation: As defined in section 3.7 of this planning scheme.

Street: Means the same as road, as defined in section 3.7 of this planning scheme.

Structural Elements: As defined in the *Land Title Act 1994* (refer section 48C).



Subdivision: Means the same as Reconfiguring a Lot.

4 Explanation

The Reconfiguring a Lot Code applies to all assessable development for Reconfiguring a Lot and sets out the performance criteria that must be met.

The approach of this code is to adopt, where applicable, the *Queensland Residential Design Guidelines (QRDG)* amended and supplemented by additional technical design criteria that take into account local characteristics. Where any provision or section of QRDG or another technical document (eg. Capricorn Municipal Development Guidelines) that is referred to does not accord with this code, the provisions of this code will take precedence.

Section 5 of this Code is divided into various parts that apply to different aspects or types of subdivisions. Therefore, as an example, subdivision not involving new road or frontage works, does not need to be assessed against, or comply with, Part B.

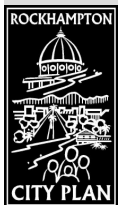
Section 5 is applicable to reconfiguring a lot, where the plan of subdivision necessary for the reconfiguration involves a Standard Format Plan with or without common property. Section 5 is also applicable to a subdivision by lease exceeding 10 years or a Building Format Plan where it involves 'structural elements' located at ground level (as distinct from above), in particular, items such as a courtyard that may only represent areas of paving, tiling, etc.

Reconfiguring a Lot, where the plan of subdivision necessary for the reconfiguration involves a Volumetric Format Plan or a Building Format Plan not involving 'structural elements' located at ground level is instead to be assessed only against Section 6 of this Code.

5 Performance Criteria and Acceptable Solutions¹

PART A – REQUIREMENTS APPLICABLE TO ALL SUBDIVISION	
Performance Criteria	Acceptable Solutions
Allotment layout and design	
P1 Allotment design minimises the need for fossil fuel use.	A1 The subdivision incorporates cycle paths and pedestrian paths that integrate with existing and planned roads and paths and are designed and constructed in accordance with the Capricorn Municipal Development Guidelines.
P2 The subdivision is responsive to, and takes into proper consideration, the characteristics, features, constraints,	A2.1.1 The subdivision is not located in an Environmentally Sensitive Area. OR A2.1.2 The location and layout of new allotments does not fragment or divide areas of

¹ Refer to section 4 of this code for greater detail and direction on what section 5 of this code applies to.



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Performance Criteria	Acceptable Solutions
<p>and location of the site including:</p> <p>(a) Integration and/or buffering to surrounding land uses; and</p> <p>(b) Topography (including the protection of steep slopes and scenic views); and</p> <p>(c) Minimising risk associated with or caused by natural hazards such as bushfire, flooding and landslip; and</p> <p>(d) Protection of areas of ecological significance.</p>	<p>ecological or scenic value as may be identified by the Council from time to time and identified in a Planning Scheme Policy.</p> <p>AND</p> <p>A2.2.1 The subdivision does not include land that is defined as Bushfire Prone Land within this planning scheme.</p> <p>OR</p> <p>A2.2.2 The location and layout of new allotments and roads complies with the Bushfire Risk Minimisation Code.</p> <p>AND</p> <p>A2.3 No additional allotments are created in areas subject to inundation by a 1 in 100 year flood event.</p> <p>AND</p> <p>A2.4 The location of allotments and access to them (irrespective of whether the allotments themselves are subject to flooding by a 1 in 100 year flood event) complies with Parts A and C of the Flood Prone Land Code.</p> <p>AND</p> <p>A2.5 Subdivision complies with the Steep or Unstable Land Code.</p> <p>AND</p> <p>A2.6 Where subdivision proposes to create an allotment that is intended for residential purposes and not a bona-fide rural use² and the allotment is adjacent to or within a Rural Area, the proposal is to comply with State Planning Policy 1/92 – Development and the Conservation of Agricultural Land and the associated Planning Guidelines - Separating Agricultural and Residential Land Uses.</p>
<p>P3 Where subdivision does not create additional allotments, the subdivision provides an improvement to the existing situation.</p>	<p>A3.1 Access is provided to an allotment that previously had no access.</p> <p>AND</p> <p>A3.2 Access is provided to an allotment at the same or a better standard than what it was previously in respect to;</p> <p>(i) flood immunity and trafficability; and</p> <p>(ii) construction standard; and</p>

² This is determined by the size of the allotment and its location to ascertain whether it could possibly be used for a bona-fide rural use. Soil quality, access to water and the possible rural use of the land (eg. grazing requires a large area of land) will determine whether a rural use is bona-fide.



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Performance Criteria	Acceptable Solutions
	<p>(iii) grade and cross-fall, except if the proposal is not the same or better, is still within the minimum standard required in the Capricorn Municipal Development Guidelines; and</p> <p>(iv) proximity to a residential building not on the same site.</p>
<p>P4 Subdivision design creates neighbourhoods and allotments that incorporate and respond to;</p> <p>(a) the natural features of the site such as topography and areas of ecological value; and</p> <p>(b) any identified heritage values of the site.</p>	<p>A4.1 Gullies and waterways that form part of the drainage system are retained in their natural state.</p> <p>AND</p> <p>A4.2 Land located within a Waterway Corridor on Planning Scheme Map 5 is dedicated to the Crown for parkland and drainage purposes.</p> <p>AND</p> <p>A4.3 Subdivision does not create an allotment that has a boundary traversing or within 5 metres of;</p> <p>(i) a dam, pond; lagoon or the like whether natural or man made; or</p> <p>(ii) a Wetland as identified on Planning Scheme Map 5.</p> <p>AND</p> <p>A4.4 Public open space contribution(s) of land include the areas of the highest ecological significance on the site, if any Environmentally Sensitive Areas³ exist on the site.</p> <p>AND</p> <p>A4.5 The subdivision is carried out in accordance with the Water Quality and Water Quantity Code.</p> <p>AND</p> <p>A4.6 Known areas, places, features, buildings, structures or the like of cultural or architectural heritage (Aboriginal, European, South Sea Islander, etc) or the like are preserved by the development, and if located on the Heritage Place Register under Planning Scheme Policy No. 4 – Heritage Register, subdivision is carried out in accordance with the Heritage Place Code.</p>



³ As determined in accordance with **Planning Scheme Policy No. 1 - Preparation of Ecological Assessment Reports and Environmental Management Plans**.

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P5	Subdivision does not occur in areas: (a) where there is the potential for slope instability; and (b) where it will adversely impact on the scenic, environmental and/or natural values of the land; and (c) where access to a building site on an allotment will be difficult.	A5	Subdivision is carried out in accordance with the Steep or Unstable Land Code ⁴ .
P6	Subdivision design integrates with existing and approved subdivisions or land uses to allow pedestrian movement and the opportunity for all to know or meet each other using connections that are wide enough to preserve sight lines and are safe.	A6.1	<i>In partial satisfaction of P6</i> Subdivisions provide pedestrian connections to adjoining sites; (i) that have specifically existing or approved pedestrian connections to the subject site; and (ii) that accommodate or will accommodate community / recreation uses ⁵ such as schools and churches and (iii) that accommodate or will accommodate public open space areas or waterways; and (iv) that contain shops; and are a minimum of 10 metres wide with changes in angle of no more than 45° and use bollards or other measures to preclude vehicular access.
		A6.2	AND Subdivisions are not gated or excluded from the neighbourhood by security systems.
P7	Subdivisions are protected from the impacts associated with high traffic roads when they do not obtain access from them by means that do not adversely	A7.1	<i>In partial satisfaction of P7</i> Subdivisions that will not have direct vehicular access to a Major Street, provide a minimum 15 metre wide ⁶ landscaped buffer to the road reserve;
		A7.2	OR Subdivisions that will not have direct

⁴ This may require the preparation of a geotechnical report in accordance with **Planning Scheme Policy No. 3 - Preparation of Geotechnical Reports** depending on the slope of the land or whether the subdivision is proposed in a location of known land instability.

⁵ Refer to section 3.4

⁶ Conditions of development approval would require this buffer, when on private land, to be included in an easement or protected by a covenant to prevent it being developed on.



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<p>impact upon the visual amenity of the road corridor.</p> <p>Note :</p> <p><i>The Council may require as a condition of approval building height limits to one storey to ensure noise reduction measures work effectively. It will be a requirement to register a covenant on the land to ensure that this occurs.</i></p>	<p>vehicular access to a Major Street, provide;</p> <p>(i) if the subdivision is intended to accommodate residential uses and proposes allotments within 15 metres of the subject road reserve; a minimum 2.0 metre high, double lapped and capped acoustic timber fence (having a surface area density of minimum 10 kg/m²). The fence is to be located on the external boundaries of the proposed subdivision as a barrier between the subdivision and the subject road⁷. Along the entire side of the fence facing the subject road reserve, a minimum 0.75 metre wide landscaped strip is to be provided to reduce the visual impact of the fence. Earth mounding can also be used up to a height of 0.8 metres in combination with the fence (with the fence on top of the mound) which would need to be proportionally reduced in height to a minimum height of 1.2 metres in order that the total height of the barrier remained at 2.0 metres.</p> <p style="text-align: center;">OR</p> <p>(ii) if the subdivision is intended to accommodate non-residential uses and proposes allotments within 15 metres of the subject road reserve; a minimum 2.0 metre high fence constructed of a durable material that prevents vehicular access to the subdivision from the subject road. The fence is to be located on the external boundaries of the proposed subdivision as a barrier between the subdivision and the subject road⁷. Along the entire side of the fence facing the subject road reserve, a minimum 0.75 metre wide landscaped strip is to be provided to reduce the visual impact of the fence. Earth mounding can also be used up to a height of 0.8 metres in combination with the fence (with the fence on top of the mound) which would need to be proportionally reduced in height to a minimum height of 1.2 metres in order that the total height of the barrier remained at 2.0 metres.</p>

⁷ In most instances it is expected that this would be a common boundary with the subject road reserve. However if there were for example an access restriction strip located between the land and the road reserve (less than 1.5m wide), the fence is to be located on the common boundary of the subdivision and the access restriction strip.



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<p>P8 In a subdivision, the allotment design and layout enhances personal safety and minimises the potential for crime, vandalism and fear through the achievement of casual surveillance by those living or working at each allotment, drivers of passing vehicles and pedestrians.</p>	<p>A8.1.1 The subdivision does not include any hatchet allotment.</p> <p>OR</p> <p>A8.1.2 Any proposed hatchet allotment complies with Appendix 4 of this Code.</p> <p>AND</p> <p>A8.2 The subdivision complies with the Crime Prevention Through Environmental Design Code.</p>
<p>P9 Lots are of an area and dimension that provides for;</p> <p>(a) the efficient development of land for its intended use; and</p> <p>(b) on site services and/or facilities such as septic trenches, private open space; vehicle garages, fire fighting water supplies, etc; and</p> <p>(c) good accessibility with road reserve wide enough to provide that degree of accessibility; and</p> <p>(d) the accommodation of a building location envelope.</p>	<p>A9.1 Allotments have a minimum area and dimension that complies with Appendix 3 and 4 contained in this code.</p> <p>AND</p> <p>A9.2 Allotments intended for a residential use with an area of 450m² or more are capable of containing a rectangle measuring 10m by 15m (or 9m by 15m where a boundary wall is nominated as part of the building envelope).</p> <p>A9.3 AND Allotments intended for a residential use with an area of less than 450m²; (i) are not located on street corners; and (ii) do not have a slope greater than 10 percent; and (iii) are capable of containing a rectangle measuring 9m by 15m.</p> <p>AND</p> <p>A9.4 In a Rural Area, where the land proposed to be subdivided contains an existing house, caretakers residence, holding yard or stable; no newly created allotment boundary is located within 40 metres of the improvement.</p> <p>AND</p> <p>A9.5 In an Industrial Area, where the land proposed to be subdivided contains an existing house or caretakers residence; no newly created allotment boundary is located within 40 metres.</p> <p>AND</p>



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		A9.6	Subdivision that has frontage to a laneway (being a road reserve less than 7 metres wide), where no dedication has previously been made, dedicates land in accordance with a Laneway Widening Policy adopted by Council or when none exists, a minimum 1.5 metre wide strip along the frontage of the site to the road reserve at no cost to Council.
P10	The allotment layout ensures that allotments, or the proposed uses of each allotment, will not be affected by rail noise.	A10	The development complies with the Railway Noise Code .
Open Space Network			
P11	The subdivision layout provides well distributed public open spaces that contribute to the legibility and character of the development, provide for a range of uses and activities, are cost-effective to maintain, and contribute to stormwater management and environmental care.	A11.1	A subdivision intended for residential uses has the following provided within the subdivision or in the vicinity of the subdivision, : (i) District parks having a minimum area of three (3) hectares and containing a range of recreation settings being located within 2km as the crow flies of all allotments; and (ii) Large local parks having an area of between zero point four (0.4) hectares and one (1) hectare being located within 500m safe walking distance of 90% of all allotments; and (iii) Small local parks having a minimum area of zero point two (0.2) hectares to serve the neighbourhood needs being located within 300m safe walking distance of 90% of all allotments.
		A11.2	AND Land is dedicated to the crown as parkland and is not subject to flooding in a Q10 flood event and is dedicated in accordance with Planning Scheme Policy No. 5 - Open Space Infrastructure Contributions .
		A11.3	AND Land located within a Waterway Corridor is dedicated as Public Open Space and any development carried out on the land is done in accordance with the Water Quality and Water Quantity Code .
			AND Subdivision adjoining or incorporating a



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	<p>A11.4.1 landform of visual significance or an area of significant vegetation or an Environmentally Sensitive Location (as identified on Planning Scheme Map 4) or a waterway corridor (as identified on Planning Scheme Map 5) provides for the retention of that landform or vegetation by including it in land dedicated as Public Open Space.</p> <p style="text-align: center;">OR</p> <p>A11.4.2 Land is dedicated in accordance with an Area Code.</p> <p style="text-align: center;">OR</p> <p>A11.4.3 Land is dedicated in accordance with an approved Open Space Structure Plan attached to a Preliminary Approval for Reconfiguring a Lot or a Material Change of Use.</p> <p style="text-align: center;">OR</p> <p>A11.4.4 The Council determines that a monetary contribution in accordance with Planning Scheme Policy No. 5 - Open Space Infrastructure Contributions is required instead of a land dedication.</p> <p style="text-align: center;"><i>Note: In accordance with Planning Scheme Policy No. 5 - Open Space Infrastructure Contributions, Council may require a part monetary contribution and a part land dedication and therefore for each part of the contribution a separate Acceptable Solution mentioned above would apply.⁸</i></p>
<p>P12 A public open space network is created, or added to that:</p> <p>(a) contributes to the legibility and character of the neighbourhood;</p> <p>and</p> <p>(b) provides a diversity of settings, for public open space, to meet the</p>	<p>A12 No Acceptable Solution specified.</p>

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⁸ For example, where a subdivision is required to dedicate one (1) hectare of land as its park contribution and an Area Code identifies that only half a hectare is required, the other half of the contribution is to be made as a monetary contribution to the value of that half not dedicated.



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<p>recreation needs of the community; and</p> <p>(c) is appropriately located, sized, shaped and developed to satisfy the recreational needs of the community; and</p> <p>(d) is linked to the existing public open space system wherever possible and provides for convenient pedestrian and cycle movement; and</p> <p>(e) incorporates areas of natural, scenic or cultural value where they exist; and</p> <p>(f) provides public safety and reasonable amenity to and from adjoining land uses; and is safe and overlooked from the frontage of as many allotments as possible; and</p> <p>(g) avoids continual lengths of solid fencing along public open space areas for security, surveillance, aesthetic and maintenance reasons.</p>	
Services and Utilities	
<p>P13 Subdivision design ensures that the servicing of each allotment minimises the impacts on</p>	<p>A13.1 Services are aligned along the corridor providing vehicular access to each allotment or do not require clearing of a separate corridor.</p>



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	biodiversity or landscape values.	A13.2	AND When on steep or unstable land, on-site waste water management systems are located within the building location envelope.
P14	For any subdivision; (a) The provision of public utilities, including sewerage, water, electricity, street lighting, and communication services, are cost effective over their life cycle and incorporate provisions to minimise adverse environmental impact in the short and long term; and (b) Transportation, treatment and disposal of sewage wastes uses best practice to meet minimum health and environmental standards; and (c) Subdivision occurs where there is an adequate water supply for domestic and fire fighting purposes; and (d) Subdivision is staged to ensure that each stage is fully serviced before a new area is released; and (e) Water supply and sewerage networks are accessible, easy	A14.1	The location, design and proposed construction of sewerage facilities, water supply mains and fixtures, electricity, gas, communication services and street lighting are in accordance with the Capricorn Municipal Development Guidelines.
		A14.2	AND Provision is made for the reticulation of water supply to each allotment.
		A14.3	AND The design of the water supply and sewerage system takes into account the practices outlined in Appendix 5 attached to this code. <i>Note: As a part of Council's assessment against the performance criterion the Council will require a list of consequences of the sewerage system outlined in Appendix 5 attached to this code addressed in a statement of environmental effects.</i>
		A14.4.1	AND Provision is made for the reticulation of sewerage to each allotment.
		A14.4.2	OR Any allotment in a Rural Area, Environmental Protection Area or the Rural Residential precinct within the Norbank Estate Special Use Area, unable to be connected to the sewerage system are able to dispose of effluent on-site in accordance with A15.1 – A15.7
		A14.5	AND Provision is made for the supply of underground electricity to each allotment.
		A14.6	AND Street Lighting is installed and designed in accordance with the Capricorn Municipal Development Guidelines and located on that side of the street coincident with the



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<p>to maintain, and cost-effective based on life-cycle costs; and</p> <p>(f) Adequate buffers are maintained between utilities and houses to protect residential amenity and health; and</p> <p>(g) The feasibility of using water from the sewage system on a localised basis (usually not on individual allotments) for irrigation is established during the design process of the subdivision.</p>	<p>location or planned location of any footpath⁹.</p> <p>AND</p> <p>A14.7 Provision is made for the supply of underground telecommunication services to each allotment.</p> <p>AND</p> <p>A14.8 Provision is made for the supply of underground gas supply to each allotment.</p> <p>AND</p> <p>A14.9 All easements found necessary for the proposed development are provided in favour of the Council or the relevant service provider, without cost to Council or the service provider, prior to the Council's approval of the plan of subdivision that is to be registered.</p>
<p>P15 Subdivision unable to be connected to the reticulated sewerage system results in allotments that are each able to efficiently dispose of domestic effluent in a manner that:</p> <p>(a) minimises any potential adverse ecological impacts, particularly on any nearby sensitive receiving environments; and</p> <p>(b) limits any health risks during a system failure; and</p> <p>(c) ensures the water quality of existing and/or proposed</p>	<p>A15.1 The minimum size of an allotment is 4000m².</p> <p>AND</p> <p>A15.2 The proposed on-site effluent disposal system is located on the allotment in accordance with the <i>Department of Natural Resources and Mines On-Site Sewerage Code 2002 (as amended)</i>.</p> <p>AND</p> <p>A15.3 The proposed on-site effluent disposal system is located on land:</p> <p>(i) (A) that is not defined as steep land in the Steep or Unstable Land Code OR (B) the land is terraced to receive the full disposal area; and</p> <p>(ii) situated above the 5m AHD; and</p> <p>(iii) containing soils with a permeability greater than 0.05m/day and less than 3.5m/day; and</p> <p>(iv) containing soils that are not sand, gravel or fractured rock; and</p> <p>(v) more than 0.6m above the seasonally high water table; and</p>

⁹ Where a footpath is provided on both sides, both pathways will need to be illuminated in accordance with the Capricorn Municipal Development Guidelines.



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<p>water supplies remains unaffected; and</p> <p>(d) ensures the sustainable disposal of domestic effluent; and</p> <p>(e) does not impose a higher than normal cost to future land owners of the site for the installation and maintenance of pipes, pumps, etc and ensure that systems are easily able to be properly maintained.</p>	<p>(vi) more than 1.0m above bedrock.</p> <p>AND</p> <p>A15.4 The allotment contains an area capable of supporting a land application area sized in accordance with the <i>Department of Natural Resources and Mines On-Site Sewerage Code 2002 (as amended)</i>.</p> <p>AND</p> <p>A15.5 A reserve of land application area being a minimum of 100% of the design area is available within the allotment.</p> <p>AND</p> <p>A15.6 The irrigation area is not separated from the house/dwelling by gullies, creeks, dams, roads or driveways.</p> <p>AND</p> <p>A15.7 Future house or other residential use sites are not located within 150m horizontal distance of the ponded waters of the Fitzroy River Barrage.</p>
Drainage	
<p>P16 Stormwater runoff is contained and controlled so that it will not adversely affect either the upstream or downstream built or natural environment.</p>	<p>A16.1 Subdivision is carried out in accordance with Planning Scheme Policy No. 2 - Erosion and Sediment Control Plans.</p> <p>AND</p> <p>A16.2 All stormwater run off from the site is discharged to a lawful point of discharge determined in accordance with the two (2) point test contained in section 3.02 of the <i>Queensland Urban Drainage Manual – Edition 1 – September 1992</i> or as otherwise amended.</p> <p>AND</p> <p>A16.3 Road and allotment stormwater drainage design complies with the Capricorn Municipal Development Guidelines.</p> <p>AND</p> <p>A16.4 Any allotment that does not have a minimum of 90% of the allotment able to drain freely towards the road frontage of the allotment at a minimum grade of 1.0% has an inter-allotment drainage system installed in accordance with section D5.16 of the Capricorn Municipal Development Guidelines.</p>



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	<p>AND Stormwater drainage design complies with the Queensland Urban Drainage Manual except where it conflicts with the Capricorn Municipal Development Guidelines which takes precedence.</p>
<p>P17 Stormwater quality management systems ensure that disturbance to natural stream systems is minimised and stormwater discharge to surface and underground receiving waters does not degrade the quality of the receiving water.</p>	<p>A17 Road and stormwater drainage design complies with the the Performance Criteria contained in the Water Quality and Water Quantity Code.</p>



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**PART B – REQUIREMENTS ONLY APPLICABLE TO SUBDIVISION
INVOLVING NEW ROAD OR FRONTAGE ROADWORKS**

Performance Criteria

Acceptable Solutions

Movement Network

P18 The street network provides:

- (a) traffic management to restrain vehicle speed, deter through traffic and create safe conditions for other road users; and
- (b) a clear hierarchy of streets linking directly and safely with external roads; and
- (c) an open space network linking with other existing or potential public open space areas; and
- (d) an urban drainage system integrated with the public open space and pathway network and major drainage lines; and
- (e) a pedestrian path system integrated with the open space and road network and located under street lighting wherever it exists or is proposed; and
- (f) a bicycle network located and provided in accordance with the Rockhampton Bikeways Map (attached to Planning Scheme

A18 *In partial satisfaction of P18*
The subdivision is designed and constructed in accordance with the Capricorn Municipal Development Guidelines.

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PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON

**PART B – REQUIREMENTS ONLY APPLICABLE TO SUBDIVISION
INVOLVING NEW ROAD OR FRONTAGE ROADWORKS**

Performance Criteria	Acceptable Solutions
<p>Policy 7) and guided by Planning Scheme Policy No. 7 - Provision of Bikeways and Bicycle Facilities; and</p> <p>(g) the retention of remnant vegetation areas or clumps identified as being significant vegetation or an environmentally sensitive location; and</p> <p>(h) The protection of riparian corridors within public open space.</p>	
<p>P19 The street network is responsive to:</p> <p>(a) Streetscapes that may be created or already exist; and</p> <p>(b) The protection of topography and vegetation; and</p> <p>(c) The opportunities for creating views and vistas; and</p> <p>(d) The protection of natural drainage and open space systems.</p>	<p>A19 The subdivision incorporates a street network that is;</p> <p>(i) consistent with an Area Code¹⁰ if one exists; and</p> <p>(ii) consistent with Council's road hierarchy as contained in Planning Scheme Policy No. 13 - Road Hierarchy ; and</p> <p>(iii) allows for an efficient overall road network, that is consistent with the principles and requirements of sections 2 and 3 within "Queensland Streets".</p> <p><i>Note: Should there be any conflict, (i) takes precedence over (ii) and (iii), and (ii) takes precedence over (iii).</i></p>
<p>P20 The road network has a clear structure and component roads conform to their function in the network</p>	<p>A20 Roads link with other roads that are no more than one level higher or lower in the hierarchy</p>
Street Design and Construction	
<p>P21 New streets or roads are designed to function safely and efficiently, and to perform at their</p>	<p>A21 The street layout is developed in accordance with Appendix 1 of this Code, and is able to achieve the operating conditions as set out in that Appendix.</p>

¹⁰ For example the Norman Road Residential Area Code.



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Performance Criteria	Acceptable Solutions
<p>intended role within a street network.</p> <p>P22 New streets have a reserve and pavement width sufficient to cater for the function that the street is expected to fulfill, including:</p> <ul style="list-style-type: none"> (a) the safe and efficient movement of all users, including pedestrians, cyclists and buses (on streets that form or are likely to form bus routes); and (b) provisioning for parked vehicles; and (c) provisioning for public utilities and landscaping. 	<p>A22.1 Streets are designed and constructed in accordance with Appendix 2 of this Code.</p> <p>AND</p> <p>A22.2 The street design is consistent with the principles and requirements of sections 2 and 3 within Queensland Streets.</p> <p><i>Note. Where there is any conflict between Queensland Streets and Appendix 2 of this Code, Appendix 2 takes precedence.</i></p>
<p>P23 Street layout is designed so that intersections are sufficiently spaced to ensure convenient, efficient and safe vehicular movements.</p>	<p>A23 Intersections are separated from one another in accordance with Appendix 2 of this Code.</p>
<p>P24 The edge of pavement treatment is designed to:</p> <ul style="list-style-type: none"> (a) prevent edge fretting; and (b) perform the necessary drainage functions for the street; and (c) provide an appropriate level of control for vehicle movement; and (d) allow ready access to abutting properties at 	<p>A24.1 Pavement edges are designed and constructed in accordance with Appendix 2 of this Code.</p> <p>AND</p> <p>A24.2 Kerb and channel or edge strips where provided are constructed of concrete in accordance with the Capricorn Municipal Development Guidelines.</p>



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Performance Criteria	Acceptable Solutions
<p>suitable locations; and (e) contribute to, and enhance the desired streetscape character for the Area.</p>	
<p>P25 Proposed 'minor streets' have geometric designs that provide safe operating conditions in keeping with the intended function of the street by:</p> <p>(a) providing a carriageway width that allows vehicles to proceed safely at the operating speed intended for that level of street; and</p> <p>(b) making allowances for restrictions caused by on-street parking; and</p> <p>(c) providing a horizontal and vertical alignment that is not conducive to excessive speeds; and</p> <p>(d) promoting the safety of pedestrians where it is intended that they use the carriageway at bus stops and other crossing points; and</p> <p>(e) promoting the safety of cyclists in streets and at crossing points;</p>	<p>A25.1 Streets are designed and constructed in accordance with the Capricorn Municipal Development Guidelines.</p> <p>A25.2 AND The street design is consistent with the principles and requirements of sections 2 and 3 within Queensland Streets.</p> <p><i>Note. Where there is any conflict between Queensland Streets and the Capricorn Municipal Development Guidelines, the Capricorn Municipal Development Guidelines takes precedence.</i></p>



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Performance Criteria	Acceptable Solutions
<p>and</p> <p>(f) using speed reduction techniques and devices to achieve desired speeds as part of a design for the whole street environment; and</p> <p>(g) ensuring safe sight distances exist based on the speeds that vehicles may travel in the street;</p> <p>(A) at access points to properties, and</p> <p>(B) at pedestrian and cyclist crossings; and</p> <p>(C) at junctions and intersections (including corner truncations); and</p> <p>(h) providing the necessary carriageway width, verge width and crossover dimensions to allow for unobstructed and efficient access to individual allotments even when a car is parked on the opposite side of the street; and</p> <p>(i) ensuring that driveway egress movements do not create a safety hazard; and</p>	

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Performance Criteria	Acceptable Solutions
<p>(j) ensuring that potential bus routes have a carriageway width that;</p> <p>(A) allows for the movement of buses unimpeded by parked cars, and</p> <p>(B) accommodate cyclists safely.</p>	
<p>P26 Roads are designed and constructed with footpath formations appropriate to intended:</p> <p>(a) pedestrian and/or cyclist use; and</p> <p>(b) drainage functions.</p>	<p>A26.1 Subdivision design for pedestrians and cyclists is in accordance with the Capricorn Municipal Development Guidelines.</p> <p>AND</p> <p>A26.2 The design is consistent with the principles and requirements of section 4 within Queensland Streets.</p> <p><i>Note. Where there is any conflict between Queensland Streets and the Capricorn Municipal Development Guidelines, the Capricorn Municipal Development Guidelines takes precedence.</i></p>
<p>P27 Geometric design for intersections, roundabouts and slow points is consistent with the vehicle speed intended for each street.</p>	<p>A27.1 Geometric design for intersections, roundabouts and slow points are designed in accordance with the Capricorn Municipal Development Guidelines for the design speed intended for each street.</p> <p><i>Note. Driveway access points are not to be provided on roundabout/channelisation approaches.</i></p> <p>AND</p> <p>A27.2 A truncation of the real property boundary at a road intersection of approximately 90 degrees is made with the area dedicated as road reserve, being (unless otherwise determined by the criteria outlined in Queensland Streets)¹¹ a minimum three (3) equal chord truncation measured 6 metres back from the intersection of the property</p>

¹¹ This is an instance and exception where Queensland Streets overrides this Code despite statements in Section 4 stating otherwise.



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**PART B – REQUIREMENTS ONLY APPLICABLE TO SUBDIVISION
INVOLVING NEW ROAD OR FRONTAGE ROADWORKS**

Performance Criteria	Acceptable Solutions
	<p>boundaries as shown in Schedule 10 of the <i>Standard Building Regulations</i>.</p> <p>Where the intersection angle is other than 90 degrees, the truncation is to be by a chord or chords to a circle of 6 metre minimum radius. The area truncated shall be dedicated as road reserve free of cost to, or compensation by, the Council.</p> <p>AND</p> <p>A27.3 Standard turning areas at ends of roads and at the head of culs-de-sac are to be in accordance with the Capricorn Municipal Development Guidelines.</p>
<p>P28 On-street car parking is provided according to projected needs that are determined by;</p> <ul style="list-style-type: none"> (a) the number and size of allotments proposed; and (b) the car parking requirements of different members of the community; and (c) the provision of on site car parking; and (d) locations of non-residential uses such as schools and local shops; and (e) the occasional need for over flow parking. 	<p>A28 On-street car parking spaces are provided in accordance with section 2.4 of Queensland Streets, based on a requirement that Council requires a minimum of two (2) car parking spaces to be provided on each allotment.</p>
Landscaping and Streetscape	
<p>P29 The subdivision incorporates and provides a streetscape and landscape design that is safe, attractive, pleasant, low maintenance and comfortable that is suited to and appropriate for the</p>	<p>A29 <i>In partial satisfaction of P29</i> Landscaping works are carried out as part of the subdivision in accordance with a landscape plan that complies with the Landscape Code and that has been approved by Council.</p>



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Performance Criteria	Acceptable Solutions
<p>location and reflecting best practice and includes but is not limited to the following:</p> <p>(a) creating an attractive streetscape environment with a clear character and identity; and</p> <p>(b) respecting and complimenting existing attractive streetscapes; and</p> <p>(c) is consistent with a desired future urban character that may be pre defined; and</p> <p>(d) allows for the infiltration of stormwater and use of Water Sensitive Urban Design Principles (WSUD) wherever practicable; and</p> <p>(e) provides appropriate street tree planting taking into account the image and role of the street, the environmental values of the area, solar access, soils, selection of appropriate species, and services;</p> <p>(f) uses features of the site, such as views, vistas, existing vegetation, landmarks and places of cultural heritage significance.</p>	



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Performance Criteria

Acceptable Solutions

- (g) defines a theme for new streets; and
- (h) complements the functions of the street; and
- (i) reinforces desired traffic speed and behaviour; and
- (j) is to scale with the street reserve width; and
- (k) promotes safety and casual street surveillance; and
- (l) integrates and forms linkages with parks, reserves and transport corridors; and
- (m) enhances opportunities for pedestrian comfort; and
- (n) maintains lines of sight for pedestrians, cyclists and vehicles; and
- (o) provides attractive and coordinated street furniture and facilities to meet user needs; and
- (p) satisfies maintenance and utility requirements and minimises the visual impact of above-ground utilities.

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**CHAPTER 5
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ROCKHAMPTON CITY PLAN
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PART C – REQUIREMENTS APPLICABLE TO CERTAIN TYPES OF SUBDIVISION

Performance Criteria	Acceptable Solutions
Subdivision intended for Residential Uses	
<p>P30 In a subdivision for residential land uses, the allotment design and layout provides a mix of allotment sizes to enable a variety of housing types and other compatible land uses.</p>	<p>A30.1 For subdivision proposing to create 10 or more allotments (based on the sum of all allotments in all proposed or possible stages), a minimum of 10% of the total number of allotments proposed (which is in addition to the largest allotment) has an area that is no more than 20% smaller than the largest allotment proposed¹².</p> <p>A30.2 OR For subdivision proposing to create 10 or more allotments (based on the sum of all allotments in all proposed or possible stages), a minimum of 10% of the total number of allotments proposed (which is in addition to the smallest allotment) has an area that is no less than 20% larger than the smallest allotment proposed.¹²</p>
<p>P31 Any subdivision for residential land uses proposing to create new road maintains or creates a convenient movement network for residents between their homes and higher order roads.</p>	<p>A31.1 The driving distance from any allotment to a major street is no more than 700 metres (or 2000 metres in a Rural Residential Precinct).</p> <p>A31.2 AND No more than three (3) turning movements at intersections or junctions are required in order to travel from any home to the most convenient major street.</p> <p>A31.3 AND All clusters of more than 100 allotments are provided with at least two (2) alternative accesses to a major road.</p>
<p>P32 Subdivision for a residential purpose proposing to create new road caters for an extension to existing or future public transport routes to provide services that are convenient and accessible to the community.</p>	<p>A32 At least 90% of all allotments are located within 400m radial distance from an existing, approved or proposed (as a part of the subdivision) major urban collector road as defined in Appendices 1 and 2.</p>
<p>P33 Access arrangements for residential premises abutting the road network does not reduce its design</p>	<p>A33 Residential allotments do not have direct access to a major road unless there are no access alternatives in which case vehicle access and egress must be able to be made in a forward direction and at one</p>

¹² This largest or smallest allotment only includes land intended and reasonably capable of being used for a residential use, and does not include drainage reserve, road, parkland, etc.



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PART C – REQUIREMENTS APPLICABLE TO CERTAIN TYPES OF SUBDIVISION

Performance Criteria		Acceptable Solutions	
	function, vehicle speeds, safety and capacity.		point only.
P34	Subdivision provides for the carrying out of kerb side waste and recycling collection services in a safe and efficient manner.	A34.1	Each allotment has a level area (to be referred to as the waste service point) provided at the kerb side / road side for the placement of waste containers / bags awaiting servicing, sufficient in size to contain the containers / bags.
		A34.2	AND Each waste service area is located; (i) clear of footpaths / bicycle paths, etc; and (ii) clear of overhanging branches or structures to allow for lifter arm servicing; and (iii) clear of dedicated car parking provisions and speed control devices or similar items that inhibit direct access to the waste containers / bags for servicing; and (iv) away from intersections and sharp corners; and (v) with a minimum size of 1m ² per waste container required to be provided.
Subdivision intended for Commercial or Industrial Uses			
P35	Subdivision within a Commercial or Industrial Area or Precinct only occurs when it will not introduce commercial or industrial vehicle traffic onto streets that are primarily residential in nature and character that are not a high order road.	A35	Access from the subdivision to a Major Street is available via streets that are primarily commercial or industrial in nature, character and land use.
Subdivision fronting onto any road			
P36	Reconfiguring a Lot (of any type) consolidates or reduces the number of direct access points to or from any state controlled road.	A36.1	The Reconfiguring a Lot does not have a frontage to a state controlled road
		A36.2	OR The Reconfiguring a Lot, if creating additional allotments, obtains access to the state controlled road via a service road arrangement already existing or created as a part of the Reconfiguring a Lot.
<i>Note. When the creation of a service road</i>			



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PART C – REQUIREMENTS APPLICABLE TO CERTAIN TYPES OF SUBDIVISION

Performance Criteria	Acceptable Solutions
	<i>arrangement is not possible, access to the state controlled road is to be carried out in an alternative manner that is approved by the administering authority of the state controlled road.</i>



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6 Performance Criteria and Acceptable Solutions

Performance Criteria		Acceptable Solutions	
Building Format Plans			
P1	Subdivision of existing buildings, does not create a situation where the existing use of the land becomes unlawful as a result of the subdivision.	A1	No Acceptable Solution specified.
P2	Subdivision of existing or 'being constructed' buildings; (a) has all service, landscaping and infrastructure items completed or installed; and (b) occurs at a proper time in the development of a site; and (c) has proper areas allocated as common property; and (d) has all documents necessary for local government notation, noted at the same time; and (e) does not cause non compliance with the requirements of the <i>Building Act 1975</i> or the <i>Building Code of Australia</i> .	A2.1 A2.2 A2.3 A2.4 A2.5	Buildings or structures have been completed, and if required by law, a certificate of classification has been issued; AND Where applicable, driveways and car parking spaces are constructed and line marked; clothes drying facilities installed; mailboxes for each lot including the Body Corporate installed; separate water and electricity meters installed and bin enclosures constructed. AND An accredited Building Surveyor certifies that the building after the subdivision will comply with the fire separation requirements of the Building Code of Australia. AND Common property in a Community Title Scheme is to contain access driveways, visitor parking areas and other physical elements of the development intended for the use of all members of the scheme in addition to areas that provide for a range of recreational uses, social activities and landscaping. ; AND The common property is to be accessible from each lot within the scheme, without having to leave the boundaries of the scheme area;
Volumetric Format Plans			
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	A3	No Acceptable Solution specified



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Performance Criteria	Acceptable Solutions
where the land is located.	



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RECONFIGURING A LOT CODE – APPENDIX 1

Roadway Classification	Character and Function	No. of allotments or the area served.	Max. Design Speed (kph)
Urban Access Place	A road providing local residential access with shared traffic, pedestrian and recreation use,	0-40 allotments	30
Urban Access Street	but with; (a) pedestrian priority, or (b) local traffic priority	41-75 allotments	40
Minor Urban Collector	A road providing local residential access and local traffic movement.	76-300 allotments	50
Major Urban Collector	A road which carries both local and through-traffic with little or no access to abutting properties.	301-600 allotments	60
Urban Sub-Arterial		600-1000 allotments	60 / 80
Major Urban Arterial and Urban Arterial	A road with through-traffic priority	Specific data for these categories is to be provided by the consulting engineer for an individual application and generated traffic volumes shall be in accordance with a traffic management report.	60+
Rural Residential	A road, which has the primary function of providing access to rural residential properties.	No limit	Determined by traffic generation – refer to Urban Access Place, Urban Access Street, Minor Urban Collector and Major Urban Collectors above.
Rural	A road, which has the primary function of providing access to rural properties.	Refer to Table D1.3 within the Capricorn Municipal Development Guidelines.	
Industrial Access	A road, which has the primary function of providing access to industrial properties.	< 8 hectares	60
Industrial Collector		8 – 30 hectares	60



ROCKHAMPTON CITY PLAN
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RECONFIGURING A LOT CODE – APPENDIX 2

Roadway Classification	Min. Reserve Width	Nominal Carriageway Width ¹⁵	Min. Verge Width both sides	Max. Grade (Desirable) %	Pathways	Kerbing ¹³	Minimum Intersection Spacing	
							Opposite side of road through road	Opposite side of road through road
Urban Access Place	16m	5.5m ¹⁶	4m	(12) 16 ¹⁴	Nil	Type 2	60	40
Urban Access Street	16m	5.5m ¹⁶	4m	(12) 16 ¹⁴	Nil	Type 2	60	40
Minor Urban Collector	18m	7.5m ¹⁷	4m	(8) 10	1x1.2m	Type 2	60	40
Major Urban Collector	20m	10.0m	4m	(8) 10	1x1.2m	Type 1 or 2	60	40
Urban Sub-Arterial	25m	5.5m carriageway + 5.0m centre median	4.5m	(6) 8	2x1.2m	Type 1	100	60
Major Urban Arterial and Urban Arterial	Refer to the Capricorn Municipal Development Guidelines.							
Rural Residential	20m	Refer to Table D1.3 in the Capricorn Municipal Development Guidelines		Nil		In accordance with Table 3.3A in Queensland Streets.		
Rural	Refer to Table D1.3 in the Capricorn Municipal Development Guidelines							
Industrial Access	25m	13m	4m	(6) 10	Nil	Type 1	In accordance with Section 9.1 of Queensland Streets.	
Industrial Collector	30m	2x6.5m carriageways + 5m centre median	4m	(6) 8	1x1.2m	Type 1		

- ¹³ For details on the Types specified, refer to Standard Drawing SD-R-060 within the Capricorn Municipal Development Guidelines.
- ¹⁴ The absolute maximum grade shall be 20% for a maximum length of 60m. The maximum length of grades less than 20% but not less than 16% shall be 60m plus 25m for each 1% the grade is less than 20%. The maximum length of any grade greater than 16% shall be 160m.
- ¹⁵ Carriageway widths are measured from the invert of kerb and channel on one side of the carriageway to the invert of the kerb and channel on the opposite side of the carriageway.
- ¹⁶ Carriageway (and reserve) widening shall be provided on bends in accordance with Queensland Streets.
- ¹⁷ Widening of carriageway to 10m shall be required on all bus routes.



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RECONFIGURING A LOT CODE – APPENDIX 3

Area / Precinct		Minimum Frontage (m)	Minimum Depth (m)	Minimum Area (m ²)	Special Provisions
Airport Special Use		20	40	1000	<ul style="list-style-type: none"> A smaller area would be acceptable if located on land owned by the Rockhampton Airport.
Allentown Residential Consolidation					
	Allentown Residential Consolidation – Precinct 1	20	40	1000	Nil
	Allentown Residential Consolidation – Balance Area	15	20	400	Nil
Central Business District Commercial					
	Central Business District – Precinct 1	20	40	1000	Nil
	Central Business District – Precinct 2	20	40	1000	Nil
	Central Business District – Precinct 3	20	40	1000	Nil
Depot Hill Residential		20	20	600	<ul style="list-style-type: none"> Any additional allotments on Flood Prone Land are inconsistent with the intent for the Area and unlikely to be approved.
Depot Hill Special Use		20	20	600	<ul style="list-style-type: none"> Any additional allotments are inconsistent with the intent for the Area and unlikely to be approved.
Inner City North Residential Consolidation		10	20	300	Nil
Port Curtis Rural		150	150	100,000	<ul style="list-style-type: none"> Any additional allotments are inconsistent with the intent for the Area and unlikely to be approved.
South Rockhampton Highway Commercial		20	40	1000	Nil
South Rockhampton Low Impact Industrial		25	40	1000	Nil
South Rockhampton Rural		150	150	100,000	<ul style="list-style-type: none"> Any additional allotments are inconsistent with the intent for the Area and unlikely to be approved.



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RECONFIGURING A LOT CODE – APPENDIX 3

Area / Precinct		Minimum Frontage (m)	Minimum Depth (m)	Minimum Area (m ²)	Special Provisions
The Range – North Residential		20	20	1000	<ul style="list-style-type: none"> A smaller lot size might be possible if the development outcome is consistent with the Area Intent in preserving character.
The Range – South Residential		20	20	1000	<ul style="list-style-type: none"> A smaller lot size might be possible if the development outcome is consistent with the Area Intent in preserving character.
Transport Industrial		30	50	2000	Nil
Wandal Residential					
	Wandal Residential – Precinct 1	20	40	1000	Nil
	Wandal Residential – Balance Area	15	20	400	Nil
Berserker Foothills Residential		20	20	600	Nil
Berserker Heights Residential		10	20	300	Nil
Berserker Range Environmental Protection					
	Berserker Range Environmental Protection – Precinct 1	30	60	4000	<ul style="list-style-type: none"> Due to environmental, bushfire and infrastructure constraints any additional allotments is inconsistent with the intent for this Precinct.
	Berserker Range Environmental Protection – Balance Area	150	150	100,000	Nil
Bridge Street Residential		20	20	600	Nil
Central Queensland University Special Use		20	40	1000	Nil
Frenchville Residential					
	Frenchville Residential – Precinct 1	20	40	1000	Nil
	Frenchville Residential – Balance Area	10	20	300	Nil
Lakes Creek Residential		15	20	400	Nil
Limestone Creek Residential		20	20	600	<ul style="list-style-type: none"> Due to the proximity of this Area to industry, any additional allotment is inconsistent with the intent for this Area.
Musgrave Street Highway Commercial		20	40	1000	Nil



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RECONFIGURING A LOT CODE – APPENDIX 3

Area / Precinct		Minimum Frontage (m)	Minimum Depth (m)	Minimum Area (m ²)	Special Provisions
Norbank Estate Special Use		Refer to the Norbank Estate Special Use Area Code			
Norman Road Future Residential		Refer to the Norman Road Residential Area Code			
North Rockhampton Centre Commercial		20	40	1000	Nil
North Rockhampton Residential Consolidation					
	North Rockhampton Residential Consolidation – Precinct 1	20	40	1000	Nil
	North Rockhampton Residential Consolidation – Balance Area	10	20	300	Nil
Stables Residential		20	25	800	Nil
Park Avenue Industrial		25	40	1000	Nil
Parkhurst East Residential		20	20	600	Nil
Parkhurst Future Residential (Post 2015)		150	150	100,000	Nil
Parkhurst Industrial					
	Parkhurst Industrial – Precinct 1	25	40	1000	Nil
	Parkhurst Industrial – Precinct 2	30	50	2000	Nil
	Parkhurst Industrial – Precinct 3	30	50	2000	Nil
Parkhurst Rural					
	Parkhurst Rural – Precinct 1	40	80	4000	<ul style="list-style-type: none"> For Lot 1 RP 617602 and Lot 2 RP612817 a smaller allotment area is acceptable if it is in accordance with the Plan of Development and conditions attached to rezoning approval R7/96.
	Parkhurst Rural – Balance Area	150	150	100,000	<ul style="list-style-type: none"> Any subdivision is to ensure that there is a separation distance to the Parkhurst Industrial Area to a same degree as that required for the development of Lot 1 RP 617602 and Lot 2 RP612817 in rezoning approval R7/96.
Richardson Road Residential					



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RECONFIGURING A LOT CODE – APPENDIX 3

Area / Precinct		Minimum Frontage (m)	Minimum Depth (m)	Minimum Area (m ²)	Special Provisions
	Richardson Road Residential – Precinct 1	20	40	1000	Nil
	Richardson Road Residential – Balance Area	10	20	300	Nil
Splitters creek Residential					
	Splitters creek Residential – Precinct 1	20	40	1000	Nil
	Splitters creek Residential – Precinct 2	20	40	1000	Nil
	Splitters creek Residential – Precinct 3	20	40	1000	Nil
	Splitters creek Residential – Balance Area	10	20	300	Nil
The Town Common Special Use		30	50	2000	Nil
Yaamba Road South Commercial		20	40	1000	Nil
Yeppoon Road Corridor Environmental Protection		150	150	100,000	<ul style="list-style-type: none"> Due to environmental, bushfire and infrastructure constraints any additional allotments is inconsistent with the intent for this Precinct



RECONFIGURING A LOT CODE – APPENDIX 4

1 Hatchet Allotments

This Appendix sets out Council's requirements in respect to the reconfiguration of land into hatchet allotments and specifically addresses the following matters:

- maximum number of hatchet allotments; and
- area of hatchet allotments and width of access strips; and
- location of access strips; and
- shape of access strips; and
- width of allotments adjoining access strips; and
- standards required for construction of the driveway; and
- use of reciprocal easements; and
- criteria for suitability of hatchet allotments.

The Council takes the position that unless required by specific site conditions in respect of topography, site area, location (primarily for example when overlooking public open space), access or shape; hatchet allotments are undesirable and inappropriate and therefore should be avoided wherever possible.

2 Maximum Number of Hatchet Allotments

No more than one (1) hatchet allotments is to be directly created behind any full frontage conventional allotment, as illustrated in Diagram A located under the hatchet allotment definition in section 3.7 of this planning scheme, and only when Council is satisfied that there is no reasonable alternative having regard to the site's topography, access, location, shape and size.

3 Area of Hatchet Allotments and width of access strip

The minimum allotment size shall be the greater of;

- (i) the conventional minimum allotment size stated in Appendix 3 of this code for the location of the site, or
- (ii) 800m².

It should be noted that the area of the hatchet allotment shall not include reference to the access strip (handle) of the allotment. The minimum width of access strip/easement shall be as outlined in the Table below.

<i>(Note. That specified for a Precinct overrides that specified for the Area the precinct is contained in.)</i>	Minimum width of Access Strip / Easement	Where two (2) hatchet allotments are proposed adjacent to each other, the combined access strip/easement width can be decreased to the width stated below to allow for the provision of utility services and other matters, provided reciprocal easement rights are used.
Area Type		
Commercial	7 metres	10 metres
Environmental	6 metres	8 metres
Industrial	11 metres	13 metres
Residential	5 metres	6 metres
Residential	5 metres	6 metres
Rural	10 metres	15 metres
Special Use	5 metres	6 metres
Precinct Type		
Commercial	7 metres	10 metres
Rural Residential	5 metres	6 metres



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RECONFIGURING A LOT CODE – APPENDIX 4 (CONT)

4 Location of Access Strips/Easements

The access strip/easement to a hatchet allotment shall be located on only one (1) side of an allotment with direct frontage to the street as illustrated in Diagram A (located under the hatchet allotment definition in section 3.7 of this planning scheme) and not as illustrated in Diagram B (or a combination of the 2 illustrations within Diagram B).

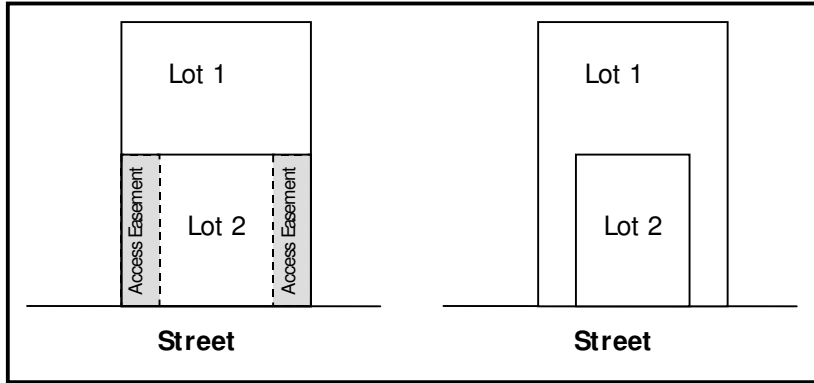


Diagram B

5 Shape of the Access Strips/Easements

The shape of the access strip/easement within a hatchet allotment shall generally comply with the requirements shown in Diagram C so that a single unit truck can enter and leave an allotment in forward gear. Details of the manoeuvring areas etc. within hatchet allotments are to be demonstrated to the requirements of the Council on any proposal plan submitted to Council for approval.

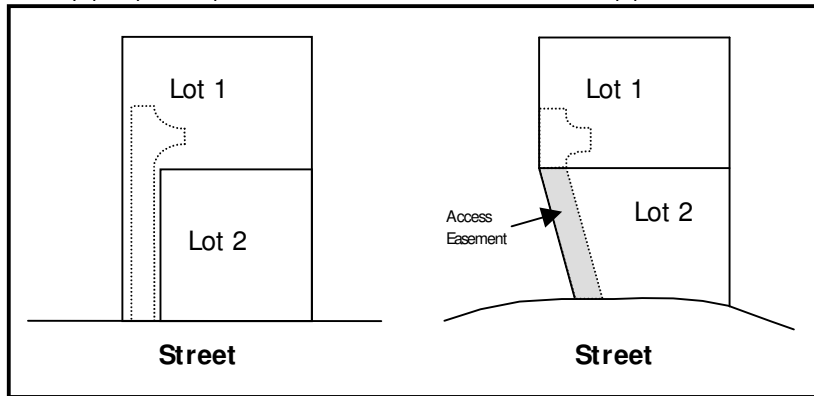


Diagram C

6 Width of allotments adjoining Access Strips/Easements

The width of any existing or proposed allotment adjoining an access strip/easement should not be less than 15 metres at any point throughout its depth. However, the Council may approve a hatchet allotment where the width of any allotment adjoining the access strip/easement is less than 15 metres if in the Council's opinion:

- (i) the development of the hatchet allotment would not be likely to adversely affect the amenity of any adjoining allotment; and
- (ii) the allotment adjoining the access strip/easement would continue to have an adequate building site.



RECONFIGURING A LOT CODE – APPENDIX 4 (CONT)

7 Driveway Construction in the Access Strip/Easement

The driveway in the access strip/easement to each hatchet allotment is to be constructed from the kerb for the full length of the access strip/easement. The maximum longitudinal grade shall be 1 in 6 and the maximum crossfall shall be 1 in 20 except that the Council may allow a longitudinal grade exceeding 1 in 6 up to a maximum of 1 in 4 for a distance not exceeding (a single or combined length of) 60 metres in total in special circumstances. A drainage system to the satisfaction of the Council shall be provided so that the driveway complies with the trafficable access requirements set out in the **Flood Prone Land Code**. The level of the driveway is also to be finished at a level flush with the surrounding finished ground level so that it will not interfere or impede with localized storm water overland flow.

For houses, the driveway construction shall be either:

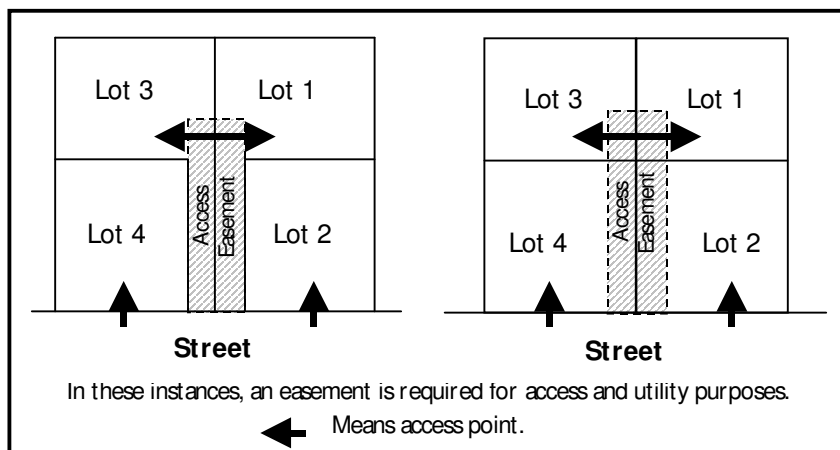
- (i) a 2.5 metre wide compacted gravel pavement not less than 100 millimetres deep and either sealed with 25 millimetres of A.C. or hot sprayed bitumen consisting of a two (2) coat seal or provided with an approved paver surface; or
- (ii) reinforced concrete not less than 100 millimetres deep and 2.5 metres wide, except where it crosses the verge where instead it will comply with the requirements of the Capricorn Municipal Development Guidelines.

Where reciprocal easement rights are proposed the driveway construction must be reinforced concrete not less than 100 millimetres deep and 4 metres wide. For a Duplex, the driveway construction shall be reinforced concrete not less than 100 millimetres deep and 4 metres wide. For Multi Unit Dwellings, the driveway construction shall be reinforced concrete not less than 100 millimetres deep and 5.5 metres wide. The exception is where it crosses the verge where instead it will comply with the requirements of the Capricorn Municipal Development Guidelines.

As a general rule the driveway should be constructed in the centre of the access strip/easement, thus allowing landscaping and services to be located either side of the driveway.

8 Use of reciprocal easements

The Council may approve the use of reciprocal easements for hatchet allotments provided the use of the allotments is for houses only. The type of reciprocal easements shall generally comply with the requirements shown in Diagram D.



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Diagram D (Note: The access easement is not used or in favour of Lots 2 and 4).

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RECONFIGURING A LOT CODE – APPENDIX 4 (CONT)

9 Criteria for Suitability of Hatchet Allotments

Without in any way limiting the matters to be considered in determining the suitability or otherwise of any hatchet allotment, the Council may approve of a proposed reconfiguration of land which will produce one or more hatchet allotments, provided:

- (a) in the opinion of the Council the reconfiguration is not likely to prejudice the subsequent reconfiguration or other development of adjoining land or the balance of the site; and
- (b) in the opinion of the Council it is not desirable nor practicable for the subject land and adjoining land to be otherwise reconfigured so as to have a frontage to another existing road or road which may be subsequently constructed; and
- (c) the siting of buildings on a proposed hatchet allotment will in the opinion of the Council not be detrimental to the amenity of the area; and
- (d) existing premises in the area will, in the opinion of the Council, not have a detrimental effect on buildings to be sited on the proposed hatchet allotments; and
- (e) any proposed hatchet allotment has or is likely to have no greater than five (5) adjoining neighbours; and
- (f) the Council is satisfied a layout that does not require the creation of hatchet allotments is not a feasible or desirable alternative.



RECONFIGURING A LOT CODE – APPENDIX 5

Water Supply Considerations

All subdivision approvals are intended to be subject to conditions requiring the applicant to provide a reticulated water supply to each proposed allotment. Furthermore, when a new allotment is created, a development contribution or infrastructure charge for water supply will be required in accordance with Council's **Planning Scheme Policy No. 11 - Water Supply and Sewerage Development Infrastructure Contributions** or an Infrastructure Charges Plan that may be developed in the future. At initiation, applicants must determine the likely demand for water supply from their final development configuration - not just the first stage of development. Prior to making an application to Council for Reconfiguring a Lot, applicants should obtain advice from Council on existing system heads and capacities at the nominated point of connection. The costs of preparing a network analysis, if necessary, shall be met by the applicant. Also, at this time, it should be determined whether any existing water supply infrastructure within the property should be relocated or suitably protected.

Sewerage Infrastructure Considerations

Council already operates approximately 29 sewage pumping stations within the City's sewer catchments. These facilities represent a considerable operating and maintenance ownership cost. Consequently, the acceptance of land as suitable for development, especially for residential purposes, includes a consideration of whether the servicing of it with sewerage will create an unacceptably large public liability or ownership cost in the future. Therefore, Council's practice on sewerage design discourages the proliferation of small catchments served by a multiplicity of small pumping stations, notwithstanding this often offers the lowest capitalisation cost for developers. As an extension of this practice, the opportunity will be taken where available, to rationalise existing small catchments by combining them with new development areas using a common pumping station. In many cases, the layout of allotments or other premises possible within the allotment being reconfigured will be determined by sewerage feasibility. The ability to incorporate sections of the parcel within the overall catchment, the ability to route deep sewers clear of development, and the ability to manage or mitigate the consequences of the presence of a sewerage system will determine the suitability.

The consequences of a sewerage system are usually when uncontrolled:

- (i) Odour from trunk sewer, pumping station or household vents;
- (ii) Noise and aesthetics of the proximity of pumping stations to dwellings;
- (iii) Failure of the system due to loss of power, blockage, or flooding. (System failure may result in overflows into private property, streams and lakes);
- (iv) The impact of sewer trenches acting as subsoil drainage or reducing the load bearing capacity of adjacent building walls or embankment foundations;
- (v) The impact of sewer trenches if laid in the bed or banks of watercourses;
- (vi) A reduction in the area of the allotment available for building construction.

The reconfiguration of the land should therefore ensure that the above criteria for suitability can be attained. At the application stage, applicants should wherever possible, designate pump station sitings, serviceable land, trunk sewerage routing if appropriate and the likely overflow point for system failure. A statement of environmental effects for the development should then include an examination of the abovementioned list of 6 consequences.



RECONFIGURING A LOT CODE – APPENDIX 5

Sewage pumping stations need to be located on land vested in Council. The land area must be sufficient to accommodate the final configuration of the station and ancillary devices (e.g. oxygen injection plant) plus a minimum 3m wide access periphery. The station should not obstruct existing traffic corridors for cyclist or pedestrians or be located on footpaths or within close proximity to residential development. An all-weather sealed access road must be constructed to a hardstand area for plant equipment. The access road must have a flood-free standard equivalent to the street connection level, and be granted as an easement to Council if not in public ownership. Rising mains must be provided in easements.

Applicants must address the interface of their proposal with the sewerage system as a whole. On the upstream side, sufficient trunk conveyance capacity must be incorporated to accept ultimate upstream catchment development passing through the proposal.

On the downstream side, Council must be satisfied that the system has sufficient reserve capacity in sewers, pumping stations and rising mains to accept the discharge from the development. As this may generate a major liability for the developer, an analysis of immediate downstream acceptance capacity is mandatory for most larger proposals.

All subdivision approvals (excluding development for Rural purposes and some remote Rural Residential purposes) are intended to be subject to conditions requiring the applicant to provide a reticulated sewerage connection to each proposed allotment. Furthermore, a development contribution or infrastructure charge for sewerage services will be required in accordance with Council's **Planning Scheme Policy No. 11 - Water Supply and Sewerage Development Infrastructure Contributions** or an Infrastructure Charges Plan that may be developed in the future.

At initiation, applicants should obtain advice on existing system reserve capacity at the nominated point of connection. The costs of preparing network analysis, if necessary, shall be met by the applicant. Also, at this stage applicants should ascertain if any existing sewerage infrastructure within the property should be relocated or suitably protected. With development unable to be connected to the sewerage system, all sullage and septic waste water shall be capable of being disposed of on-site without it entering any adjoining premises (regardless of easements), stormwater system or watercourse and without ponding or causing a health nuisance. In this regard, applicants are to provide, at their own expense, a written report from a Registered Professional Engineer of Queensland (RPEQ), assessing the capacity of each new allotment to dispose of sullage and liquid household wastes within their own boundaries and without detriment to the area external to those allotments, in all normal weather conditions.

