

9.4.8 Reconfiguring a lot code



Photograph 9.4.8-1
Example of a Reconfiguration of a lot located at Coomera. Photograph by Remco Jansen.

9.4.8.1 Application

This code applies to assessing reconfiguring a lot for development where indicated within **Part 5 Tables of assessment**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

9.4.8.2 Purpose

- (1) The purpose of the Reconfiguring a lot code is to ensure that the reconfiguring a lot lays the foundations for high-quality urban design that supports the outcomes for the zone and is sensitive to [its urban context including the environment, topography and landscape features and significant local features and views, including maintaining views or vistas to or from heritage places, landmarks, natural assets and significant public open spaces.](#)
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Subdivisions provide a range of lot sizes and frontages to facilitate:
 - (i) different development expected in the zone;
 - (ii) on-street parking which generally caters for demand within the street; and
 - (iii) public utilities and street trees.
 - (b) Reconfiguring a lot allows for increased yields in close proximity to public transport, retail, commercial, community, and recreation facilities.
 - (c) Reconfiguring a lot where creating small lots, demonstrates a Dwelling house can be accommodated, where it meets the relevant zone code and the Small lot housing (infill focus) code, through:
 - (i) a site plan for all lots with an area of 250m² to 400m²; and

Comment [SC6 Align1]: Theme: Built form and urban design - the importance of a well-designed city;
Item 9 – Built form improvements

Comment [SC6 Align2]: Theme: Built form and urban design - the importance of a well-designed city;
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- (ii) site plan, floor plan and elevations for all lots with an area less than 250m².
 - (d) Reconfiguring a lot results in safe and interconnected streets that promote the use of public transport, walking and cycling, and reduces dependency on vehicles. The street network is permeable and legible, facilitating high connectivity between all users and nodes.
 - (e) Reconfiguring a lot within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections.
- Note:** Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility within Part 9.4.13 Transport code.
- (f) Reconfiguring a lot results in lot configuration and that appropriately contributes to its urban context by: ~~orientation to facilitate climatically responsive site design.~~
 - (i) responding to the physical, environmental and infrastructure constraints;
 - (ii) responding to the natural topography of the land to minimise the extent of required earthworks;
 - (iii) facilitating climatically responsive site design; and
 - (iv) responding to significant local features and views, including maintaining views or vistas to or from heritage places, landmarks, natural assets and significant public open spaces.
 - ~~(g) Reconfiguring a lot takes into account the physical, environmental and infrastructure constraints, creating lots that respond to the natural topography of the land by minimising the extent of earthworks required.~~
 - (hg) Reconfiguring a lot contributes to the provision of a safe, accessible, convenient and useable network of open space for local communities.
 - (hh) Reconfiguring a lot provides for community infrastructure and other non-residential activities to support the local neighbourhood, commensurate with the stages of development.
 - (ji) Reconfiguring a lot ensures that new lots are connected to essential services and public utilities to meet the demand of end users whilst minimising risk of failure or environmental harm.
 - (kj) Where necessary, new lots are provided with on-site sewerage facilities that are appropriately sited to respond to on and off site constraints.

Comment [MU2 - CP3]: Theme: Built form and urban design - the importance of a well-designed city;
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Comment [SC6 Align4]: Theme: Built form and urban design - the importance of a well-designed city;
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Comment [SC6 Align5]: Theme: Built form and urban design - the importance of a well-designed city;
Item 9 – Built form improvements

9.4.8.3 Specific benchmarks for assessment

Part A applies to accepted development subject to requirements.

Part B applies to assessable development.

PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS

There are no requirements for accepted development for this code.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.8-1: Reconfiguring a lot code – for assessable development

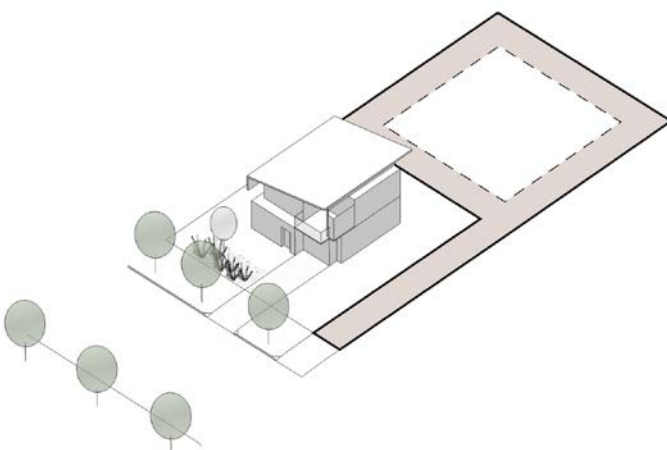
Performance outcomes	Acceptable outcomes
Reconfiguration of sloping lots	
<p>PO1</p> <p>Where the development is for residential uses and would result in allotments with an average finished slope that exceeds 10%:</p> <p>(a) earthworking provides for finished ground levels that facilitate development of the allotments for the intended purpose and its related/ancillary areas (e.g. areas of useable private open space) without the need to provide additional retaining walls; and</p> <p>(b) earthworking is undertaken in a way that provides good quality amenity outcomes for future lot users and to the public realm.</p> <p>Note: an earthworking plan illustrating compliance with the above components is Council's preferred method of addressing the above.</p>	<p>AO1</p> <p>Allotments have an average finished slope less than 10%.</p>
Additional provisions for creation of rear lots in residential zones	
<p>PO2</p> <p>Reconfiguration of a lot that creates a rear lot:</p> <p>(a) does not result in unreasonable amenity impacts for adjoining lots by limiting the number of rear lots to one;</p> <p>(b) protects the safety of pedestrians and cyclists by ensuring that access strips to the road frontage are designed to maintain visibility to the verge;</p> <p>(c) provides an adequate internal manoeuvring area for vehicles to exit the rear lot in a forward gear; and</p> <p>(d) allows sufficient street frontage for waste collection.</p>	<p>AO2.1</p> <p>The rear lot has the same width as the lot it is positioned behind.</p>
	<p>AO2.2</p> <p>Only one rear lot is created.</p>
	<p>AO2.3</p> <p>The rear lot is created for a dwelling house.</p>
	
Road access	
<p>PO3</p> <p>Lot configuration provides safe and efficient access for vehicles and pedestrians to a constructed public road.</p>	<p>AO3</p> <p>All lots have direct legal road access to a constructed public road in accordance with SC6.104 City Plan policy – Land development guidelines, Section 2 – Transport network standards.</p>

Figure 9.4.8-1
Illustration showing the Reconfiguring a lot outcomes for creation of rear lots in residential zones

Comment [MU2 - CP6]: Theme: Built form and urban design - the importance of a well-designed city;
Item 12 – Transport changes

Comment [MU2 - CP7]: Theme: Built form and urban design - the importance of a well-designed city;
Item 12 – Transport changes

Comment [CB8]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan;
Item 32 – Minor administrative and editorial improvements

Performance outcomes	Acceptable outcomes
<p>PO4</p> <p>The widths of access strips and easements provide safe and efficient access for vehicles and pedestrians.</p> <p>Design and management arrangements of access strips and easements:</p> <p>(a) provide safe and efficient access for vehicles and pedestrians and:</p> <p>i. are of an adequate width to facilitate the intended function;</p> <p>ii. are constructed to an appropriate standard; and</p> <p>iii. do not result in unreasonable detriment or nuisance to an adjacent premises</p> <p>(b) allow for effective and reasonable ongoing maintenance.</p>	<p>AO4.1</p> <p>Minimum widths for access strips and easements comply with Table 9.4.8-2: Minimum width of access strips or easements.</p> <p>AO4.2</p> <p>Parties to an access easement are limited to two (2) lots (e.g. The burdened lot and one (1) benefiting lot).</p>
<p>Infrastructure</p>	
<p>PO5</p> <p>New lots are created with provision of essential services and public utilities, including sewerage, water, electricity and communication services that are designed and located to:</p> <p>(a) meet the needs of users;</p> <p>(b) enhance the health, safety and convenience of the community;</p> <p>(c) be cost effective over their life-cycle;</p> <p>(d) minimise adverse impacts to the environment (including the amenity of the local area);</p> <p>(e) minimise risk of failure or damage during a natural hazard event; and</p> <p>(f) support connection to fibre telecommunication infrastructure.</p>	<p>AO5.1</p> <p>All lots are connected to electricity supply and telecommunications services, with the telecommunications infrastructure designed to support connection to fibre telecommunications infrastructure.</p> <p>AO5.2</p> <p>Electricity supply and telecommunications infrastructure are provided underground, where the development involves the creation of more than five lots, five dwellings, or five tenancies, except in the Rural zone.</p> <p>AO5.3</p> <p>All new lots within the Local government infrastructure plan boundary are connected to reticulated water supply in accordance with SC6.10 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards, except in the Extractive industry, Rural and Conservation zones.</p> <p>AO5.4</p> <p>All new lots within the Local government infrastructure plan boundary are connected to reticulated sewerage in accordance with SC6.10 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards, except in the Extractive industry, Rural and Conservation zones, and those lands within the Rural residential zone unless specifically stated in the Rural residential zone code.</p> <p>AO5.5</p> <p>On-site water supply is provided in accordance with SC6.10 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.</p> <p>AO5.6</p> <p>On-site sewage disposal is provided in accordance with Council's Guidelines for the Installation and Operation of Aerobic Wastewater Treatment Plants for Domestic and Small Scale Commercial Users 1995 and AS1547 for all new lots created in the Extractive industry, Rural, Rural residential and Conservation zones or in areas outside the Local government infrastructure plan boundary.</p>
<p>On-site sewerage provision</p>	

Comment [MU2 - CP12]: Theme: Built form and urban design - the importance of a well-designed city; Item 12 – Transport changes

Comment [MU2 - CP9]: Theme: Built form and urban design - the importance of a well-designed city; Item 12 – Transport changes

Comment [MU2 - CP10]: Theme: Built form and urban design - the importance of a well-designed city; Item 12 – Transport changes

Comment [MU2 - CP11]: Theme: Built form and urban design - the importance of a well-designed city; Item 13 – Shared easement access

Comment [LB -13]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan; Item 32 – Minor administrative and editorial improvements

Comment [LB -14]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan; Item 32 – Minor administrative and editorial improvements

Comment [LB -15]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan; Item 32 – Minor administrative and editorial improvements

Performance outcomes	Acceptable outcomes
<p>PO6</p> <p>The sewerage disposal area is located in a position that is sufficiently separated from adjoining property boundaries and nearby waterways.</p>	<p>AO6</p> <p>For development involving on-site sewage disposal, an Effluent Disposal Report prepared by a qualified expert shall be submitted demonstrating that new lots are of a sufficient size and design to allow for the required separation distances of the disposal area from:</p> <ul style="list-style-type: none"> (a) adjoining property boundaries; (b) adjacent wastewater systems; (c) nearby waterways; (d) inappropriate soil types; and (e) other general site constraints that would inhibit the disposal of wastewater to an acceptable environmental and health standard. <p>Note: the Effluent Disposal Report shall demonstrate the type, size and location of the effluent disposal and dispersal area, the extent of vegetation clearing that is required to achieve the disposal and dispersal area, and the extent of earthworks required to achieve the effluent disposal.</p>
Rearranging lot boundaries	
<p>PO7</p> <p>Rearranging a lot boundary results in lots which have practical shapes and allow for the intended uses described in the zone.</p> <p>Note: irregular shaped lots will only be accepted to address encroachments.</p>	<p>AO7.1</p> <p>The rearranging of a lot boundary does not restrict the lawful use of either lot.</p>
	<p>AO7.2</p> <p>The rearranging of a lot boundary results in lots which comply with the applicable zone requirements.</p>
	<p>AO7.3</p> <p>The rearranging of a lot boundary 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.</p>
Additional provisions for volumetric subdivisions	
<p>PO8</p> <p>Volumetric subdivision (of the space above or below ground level) facilitates efficient delivery of development and does not result in the creation of parcels that cannot achieve any development rights, or that will not have adequate access to infrastructure.</p> <p>Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.</p>	<p>AO8</p> <p>No acceptable outcome provided.</p>
<p>PO9</p> <p>The volumetric subdivision does not compromise any of the requirements of the earlier development approval.</p>	<p>AO9</p> <p>No acceptable outcome provided.</p>
<p>PO10</p> <p>Adequate access to services and facilities is provided for all lots, including water, sewer, access, car parking, etc. in accordance with earlier development approvals.</p> <p>Note: a Building Management Statement(s) ('BMS') may be conditioned to ensure compliance with this provision. The BMS will be required to note the continuing application of existing development permits.</p>	<p>AO10</p> <p>No acceptable outcome provided.</p>
Housing diversity	

Performance outcomes	Acceptable outcomes
<p>PO11 Residential subdivisions creating 10 or more lots vary lot sizes to accommodate potential multiple dwelling development where the zone allows.</p>	<p>AO11 No acceptable outcome provided.</p>
<p>PO12 Small lots in residential subdivisions are distributed amongst larger lots to facilitate variation in dwelling form and to meet the purpose of the zone.</p>	<p>AO12 No acceptable outcome provided.</p>
<p>PO13 Narrow lots are distributed amongst wider lots to provide: (a) variation in dwelling form; (b) space for public utilities and street trees; and (c) on-street parking.</p> <p>Note: Rear lane layout is required for a series of lots with frontages less than 10m.</p>	<p>AO13 No acceptable outcome provided.</p>
<p>Creation of small lots</p>	
<p>PO14 Reconfiguring a lot where creating small lots demonstrates a Dwelling house can be accommodated, where it meets the relevant zone code and the Small lot housing (infill focus) code, through: (a) a site plan for all lots with an area 250m² to 400m²; and (b) site, floor plans, and elevations for all lots with an area less than 250m².</p> <p>Notes: (a) PO14 does not apply to the creation of small lots where associated with an existing residential building. (b) House plans provided as part of a Reconfiguring a lot application will not be conditioned as part of an approval.</p>	<p>AO14 No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
Circulation and street access design	
<p>PO15 An overall street network is provided which:</p> <ul style="list-style-type: none"> (a) prioritises pedestrians and cycling over motor vehicles; (b) establishes a connected and legible street network; (c) provides a high level of internal accessibility and high quality external connections for pedestrians and cyclists and appropriate external connections for vehicles by way of inter-connected streets and external connections for all users of the road network (pedestrians, cyclists and vehicles); (d) creates safe conditions for pedestrians, cyclists and vehicles for both day and night-time usage; (e) caters for the extension of existing or future public transport routes to provide services that are convenient and accessible for all the community; (f) facilitates connections for future development, minimising travel distances; (g) are designed to be responsive to the natural contours of the land; (h) facilitates safe and efficient access for service vehicles including refuse collection; and (i) does not compromise future development to achieve the same outcomes listed above. 	<p>AO15 Streets are designed to:</p> <ul style="list-style-type: none"> (a) comply with design standards in SC6.10 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (b) establish a safe walkable and permeable street network that provides clear pedestrian and cycle access to commercial, public transport, parks and community service areas; (c) provide street trees in accordance with SC6.11 City Plan policy – Landscape work; (d) allow for efficient, safe and unimpeded movement of buses alongside pedestrians, cyclists and other motorists; (e) incorporate signals, pedestrian refuge and splitter islands for the safe crossing of pedestrians and cyclists for intersections and long roads; (f) accommodate service vehicle requirements; (g) have footpaths that link to existing footpaths, road crossings, parks and public transport facilities, and designed in accordance with SC6.14 City Plan policy – Land development guidelines, Section 2 – Transport network standards; (h) provide street lighting in accordance with SC6.10 City Plan policy – Land development guidelines, Section 2 – Transport network standards; and (i) provide for future extensions to the street network.
<p>PO16 The function and capacity of the road network is maintained, and does not compromise or impact on the safety and operation of the existing and planned road network.</p> <p>Note: A Traffic Impact Assessment is Council's preferred method of addressing the above outcome, particularly for the following instances:</p> <ul style="list-style-type: none"> (a) site access is to a road identified on the Functional road hierarchy (indicated on the Zone maps in Schedule 2); or (b) site access is from a road identified on the Pacific motorway service road types overlay map; or (c) site access is within 100m of a signalised intersection; or (d) site access is within 50m of a roundabout; or (e) a new intersection is proposed; or (f) density outcomes in a zone code are exceeded; or (g) development has the potential to increase existing background traffic (peak period or daily traffic movements) \geq 5 percent. 	<p>AO16 No acceptable outcome is provided.</p>
<p>PO17 Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections.</p> <p>Note: indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2 within Part 9.4.13 Transport code.</p>	<p>AO17 No acceptable outcome provided.</p>
Driveways and vehicle crossings	

Comment [LB -17]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan;
Item 32 – Minor administrative and editorial improvements

Comment [MU2 - CP16]: Theme: Built form and urban design - the importance of a well-designed city;
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Comment [LB -18]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan;
Item 32 – Minor administrative and editorial improvements

Comment [LB -19]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan;
Item 32 – Minor administrative and editorial improvements

Comment [LB -20]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan;
Item 32 – Minor administrative and editorial improvements

Comment [MU2 - CP21]: Theme: Built form and urban design - the importance of a well-designed city;
Item 12 – Transport changes

Performance outcomes	Acceptable outcomes
<p>PO18 Driveways and vehicle crossings for proposed lots are considered in the design of the lots to ensure there are no conflicts with existing or proposed city infrastructure, utility infrastructure and street trees. Note: A subdivision plan showing indicative driveways and vehicle crossings for proposed lots is the method of demonstrating compliance with this performance outcome.</p>	<p>AO18 No acceptable outcome provided.</p>
<p>PO19 Driveways and vehicle crossings for proposed lots are considered in the design of earthworks to ensure appropriate slope gradient from the road carriageway to future building envelopes can be achieved in accordance with SC6.10 City Plan policy – Land development guidelines and <i>AS2890:2009 Parking Facilities</i>. Note: A subdivision plan showing existing and proposed earthworks and the gradient from the road carriageway to the proposed building envelopes is the method of demonstrating compliance with this performance outcome.</p>	<p>AO19 No acceptable outcome provided.</p>

Comment [MU2 - CP22]: Theme: Built form and urban design - the importance of a well-designed city;
Item 14 – Driveways and vehicle crossings

Comment [MU2 - CP23]: Theme: Built form and urban design - the importance of a well-designed city;
Item 14 – Driveways and vehicle crossings

Additional provisions for subdivisions which result in the creation of 20 lots or more

Neighbourhood design, character and integration

<p>PO2047 Development provides a neighbourhood with a strong and positive identity, through: (a) clearly readable streets and useable open space networks; (a) an appropriate response to site characteristics and settings (including landmarks and views); (b) development of a scale consistent with the surrounding urban area, with open space and roads interconnecting to adjoining networks; (c) allowing for increased densities in close proximity to public transport and local services; (d) location of community, retail and commercial facilities at walkable focal points; and (e) providing for a safer community by maximising opportunities for casual surveillance, minimising opportunities for crime and vandalism. Note: a Comprehensive Plan of Development submitted as part of a material change of use application, prepared in accordance with SC6.65 City Plan policy – Comprehensive plans of development, is Council's preferred method of addressing the above outcomes.</p>	<p>AO2047 No acceptable outcome provided.</p>
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Comment [LB -24]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan;
Item 32 – Minor administrative and editorial improvements

Performance outcomes	Acceptable outcomes
<p>Climatically responsive Responsive design</p> <p>PO2148 Lot configuration and layout contributes to its urban context through responding appropriately to: (a) topography and landscape features; (b) environmental features; and (c) significant local features and views, including maintaining views or vistas to or from heritage places, landmarks, natural assets and significant public open spaces.</p> <p>Note: The preparation of a Site context and urban design report in accordance with SC6.12 City Plan Policy – Site context and urban design is the Council’s preferred method of addressing this performance outcome.</p> <p>The street and lot orientation facilitates the construction of energy efficient buildings that respond to the local climatic conditions by: (a) maximising solar access to the north in winter; (b) minimising solar access to the east and west in the summer; (c) maximising access to any prevailing summer breezes; and (d) minimising exposure to prevailing winter winds.</p>	<p>AO2148.4 A site analysis prepared in accordance with SC6.13 City Plan policy – Site analysis identifies how the proposed lot orientation results in the potential for energy efficient buildings that respond to the local climatic conditions.</p> <p>No acceptable outcome provided.</p> <p>AO18.2 Roads and lots are generally configured in a grid pattern and run in: (a) north-south direction within 20° west and 30° east of north; and (b) east-west direction within 30° south and 20° north of east.</p>

Comment [SC6 Align25]: Theme: Built form and urban design - the importance of a well-designed city; Item 9 – Built form improvements

Comment [SC6 Align27]: Theme: Built form and urban design - the importance of a well-designed city; Item 9 – Built form improvements

Comment [SC6 Align28]: Theme: Built form and urban design - the importance of a well-designed city; Item 9 – Built form improvements

Comment [SC6 Align26]: Theme: Built form and urban design - the importance of a well-designed city; Item 9 – Built form improvements

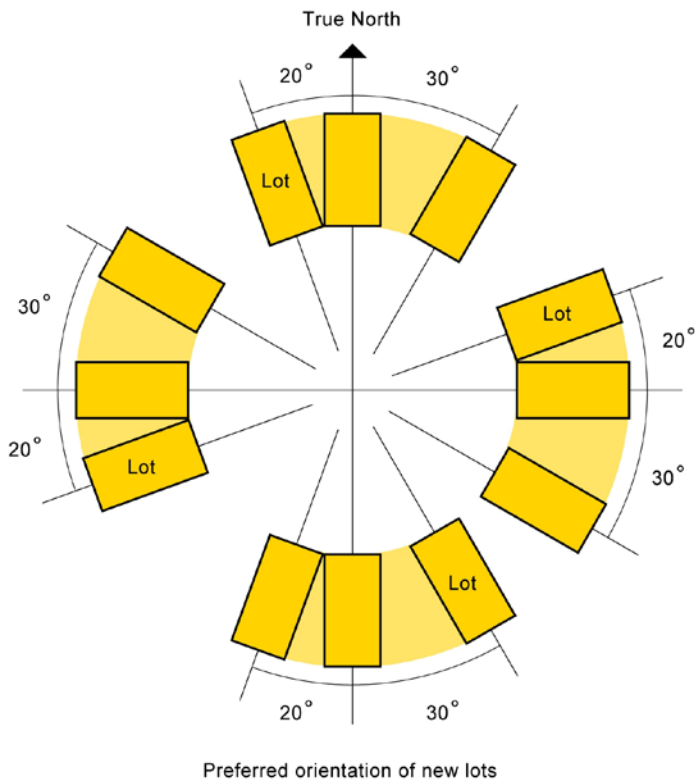


Figure 9.4.8-2
 Illustration showing the Reconfiguring a lot preferred lot orientation outcomes

Public transport integration

Performance outcomes	Acceptable outcomes
<p>PO22448 Subdivision design supports public transport integration.</p>	<p>AO22448 At least 60% of lots are within 400m walking distance of roads which have a minimum carriageway width of 10m and are capable of supporting a bus route.</p>
<p>Centre design outcomes</p>	
<p>PO232 Subdivision provides on-street car parking opportunities within neighbourhood and mixed use centres that are designed to a suitable standard to allow for: (a) the activation of the activity node; and (b) the creation of pedestrian friendly streets.</p>	<p>AO232 No acceptable outcome provided.</p>
<p>Retail and community services</p>	
<p>PO24349 Large developments include a site for the location of neighbourhood stores and community facilities to promote a walkable neighbourhood. Note: an adaptable sales office which is used as a shop after the completion of subdivision sales would satisfy this performance outcome.</p>	<p>AO240.1 Lots are allocated and designed to accommodate neighbourhood stores and for community facilities in subdivisions of more than 250 lots.</p> <p>AO240.2 Any lots identified as suitable for neighbourhood stores or community facilities are located in prominent and easily accessible locations within the development.</p>
<p>Open space provision</p>	
<p>PO254 A public open space network is provided which: (a) has a range of recreation settings and adequate facilities to meet the needs of the community; (b) offers opportunities for residents to conveniently participate in passive recreational activities; (c) delivers well distributed public open space that contributes to the legibility, accessibility, safety, and character of the development; (d) creates safe and attractive settings and focal points; (e) facilitates casual surveillance from adjacent streets and land uses and provides for open space areas with public road frontages; (f) delivers stormwater and flood management and care of valuable environmental resources; and (g) is cost effective to maintain.</p>	<p>AO254.1 Land intended for public open space is of a physical standard and condition in accordance with the SC6.104 City Plan policy – Land development guidelines, Section 5 – Public open space standards.</p> <p>AO254.2 For trunk recreational open space Recreation and sporting parklands and land for community facilities are designed and provided in accordance with the Local government infrastructure plan and approved Council master plans. OR Public open space is provided in accordance with an already approved open space strategy, relevant approved material change of use, adopted concept plan, master plan or structure plan.</p> <p>AO254.3 For non-trunk recreational open space Residential subdivisions creating more than 100 lots provide a minimum of 20m² of land per dwelling, for open space that is: (a) within 400m walking distance of all residential lots; and (b) designed to adequately meet the recreational needs of users.</p>
<p>PO262 The design and location of open space results in high-quality parkland which: (a) enables the retention and protection of matters of environmental significance, their associated buffers, assessable vegetation, habitat features and natural cultural features; (b) contributes to the visual amenity of the area and facilitates casual surveillance; (c) can be easily accessed along road frontages;</p>	<p>AO262.1 Open space is provided adjacent to waterway buffers with roads servicing linear parkland, and lots located on the opposite side of the road.</p> <p>AO262.2 Open space for conservation purposes is consolidated with other conservation areas to allow for a connected movement corridor.</p> <p>AO262.3</p>

Comment [MU2 - CP29]: Theme: Built form and urban design - the importance of a well-designed city; Item 12 – Transport changes

Comment [MU2 - CP30]: Theme: Built form and urban design - the importance of a well-designed city; Item 12 – Transport changes

Comment [LB -31]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan; Item 32 – Minor administrative and editorial improvements

Performance outcomes	Acceptable outcomes
(d) directly adjoins existing or proposed open space areas; and (e) creates opportunities for linkages between open space areas.	Recreational open space areas less than 5,000m ² directly adjoin existing or proposed recreational open space areas to provide: (a) a consolidated useable area; and (b) connectivity between open spaces.

Open space, safety and design

PO273 Open space areas are designed and managed to promote user safety.	AO273.1 Areas intended for use during times of darkness are lit in accordance with SC6.10 City Plan policy – Land development guidelines, Section 5 – Public open space standards.
	AO273.2 Casual surveillance is achieved by parks and open space being overlooked by housing, commercial or other development, as well as passing pedestrian and vehicle traffic.
	AO273.3 Fencing greater than 1.2m in height adjoining a park is to be at least 50% transparent (i.e. swimming pool style or timber picket fencing) and any landscaping adjacent to the fence is to be designed to maximise the opportunity for casual surveillance.

Comment [LB -32]: Theme: Other land use changes - improving clarity, consistency and alignment within the City Plan;
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Staging of subdivision

PO284 Staging of the subdivision ensures that: (a) all development within the stage is connected to a constructed road; (b) all development within the stage is connected to appropriate infrastructure to service the lots; and (c) safe and convenient access is provided to public transport, open space, community facilities, convenience shopping and local employment opportunities integrate with community need.	AO284 No acceptable outcome provided. Subdivision staging is designed to ensure each stage provides: (a) legal and practical access to all lots from a constructed road; (b) all infrastructure (water mains, sewer reticulation, electricity etc.) to all the lots; (c) safe and convenient access to public transport, open space, community facilities, convenience shopping and local employment opportunities.
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Comment [MU2 - CP33]: Theme: Built form and urban design - the importance of a well-designed city;
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Comment [MU2 - CP34]: Theme: Built form and urban design - the importance of a well-designed city;
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Table 9.4.8-2: Minimum width of access strips or easements

Zone	Minimum width of access strips or easements (metres)
Rural	10
Rural residential	6
Township	4.5
Low density residential	4.5
Low-medium density residential	4.5
Medium density residential	4.5
High density residential	6.0
Centre	4.5
Neighbourhood centre	4.5
Mixed use	8
Medium impact industry	8
Low impact industry	8
Extractive industry	10
Waterfront and marine industry	8
Community facilities	4.5
Sport and recreation	4.5
Open space	15
Emerging community	No acceptable outcome provided
Conservation	No acceptable outcome provided
Limited development (constrained land)	No acceptable outcome provided
Special purpose	No acceptable outcome provided
Innovation	4.5
Major tourism	No acceptable outcome provided

Comment [MU3 - CP35]: Theme: Height and density - creating a sustainable city shape; Item 3 – New Low-medium residential zone