Model code for neighbourhood design

A code for reconfiguring a lot



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Contents

1.0	Purpose	3
2.0	Performance outcomes and acceptable outcomes	4

1.0 Purpose

- (1) The purpose of the Model code for neighbourhood design a code for reconfiguring a lot is to:
 - (a) facilitate the creation of attractive, safe, healthy and accessible neighbourhoods and a well-integrated, compact and sustainable urban form
 - (b) facilitate the creation of a diverse range of housing types and lot forms to meet the changing needs of our community.
- (2) The purpose of the model code for neighbourhood design will be achieved through the following overall outcomes:
 - (a) lot reconfiguration creates safe, convenient, functionally efficient and attractive neighbourhoods that use urban land efficiently
 - (b) lot reconfiguration creates walkable residential neighbourhoods and facilitates accessible centres, community facilities and employment opportunities
 - (c) lot reconfiguration occurs in a manner that enables the retention and protection of significant environmental and landscape values and provides movement corridors for wildlife
 - (d) lot reconfiguration meets the diverse needs of the community and facilitates a range of housing types to meet different family and household structures
 - (e) lot and street layout enables climatically responsive orientation of buildings
 - (f) infrastructure is supplied to all lots in a safe, efficient and co-ordinated manner, which will minimise whole of life cycle costs and potential for environmental harm or nuisance
 - (g) the movement system provides for high levels of permeability and safety for all users and facilitates high levels of accessibility by walking and cycling and where required, public transport
 - (h) street design provides for a shaded and convenient walking environment, supporting healthy and active communities
 - (i) lot reconfiguration contributes to the provision of a safe, accessible and useable network of open space for local communities.

Note: The location, design and functionality of trunk infrastructure networks (including the open space network) are identified in a Local Government Infrastructure Plan (LGIP) which forms part of a planning scheme.

2.0 Performance outcomes and acceptable outcomes

Performance outcomes		Acceptable outcomes	
Overall layout			
PO1		No acceptable outcome is nominated.	
The layout of streets, lots and infrastructure:			
(a)	creates legible and interconnected movement and open space networks;		
(b)	provides connections to and is integrated with environmental corridors, open space and movement networks in the surrounding area; and		
(c)	contributes to the efficient use of land and infrastructure.		
PO	2	No acceptable outcome is nominated.	
The layout of streets, lots and infrastructure is designed to create compact and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational facilities, community facilities and educational establishments			
PO	3	No acceptable outcome is nominated.	
Sufficient land is provided for open space and community facilities appropriate to the size of the development and local community needs.			
Note: this may not be necessary for reconfiguration that is smaller than a neighbourhood scale.			
PO4	1	No acceptable outcome is nominated.	
The	layout of streets, lots and infrastructure:		
(a)	avoids or minimises alteration to natural features such as drainage lines and waterways;	Note: applicants will need to address any relevant overlays (e.g. biodiversity, natural hazards) applicable to the development site	
(b)	minimises the need for vegetation clearing;	development site.	
(c)	retains or provides viable ecological corridors for wildlife movement;		
(d)	minimises alteration to the natural topography and the amount of excavation and filling; and		
(e)	avoids increasing the risks associated with natural hazards.		
PO5		No acceptable outcome is nominated.	
The reconfiguration is consistent with the intent of the zone in which it is located and provides for:			
(a)	a comprehensive range of housing options, and greatest densities in the most accessible and well-serviced locations; and		
(b)	a range of lot densities and a variety of housing choice, through a mix of lot sizes and dimensions.		

Performance outcomes		Acceptable outcomes		
PO6		No acceptable outcome is nominated.		
The reconfiguration of street and lot layout discourages crime, vandalism and anti-social behaviour by providing:(a) a high level of casual surveillance of streets, paths		Note: for design guidance, applicants should have regard to Crime Prevention Through Environmental Design (CPTED) Guidelines.		
(b)	and parkland by surrounding development; at least 50 per cent of the perimeter of parks to be			
(~)	fronted by a road;			
(C)	a high level of accessibility from a road; and			
(u)	adjoining private space.			
Blo	ck and lot design			
PO	7	A07.1		
The con	layout of streets is arranged to optimise venience for walking, cycling and access to public	Street blocks are provided as a grid pattern.		
tran	sport, predominantly through a rectilinear grid	A07.2		
topo	ography and constraints, including natural hazards.	Street blocks are between 50 metres and 64 metres in width and 100 metres and 200 metres in length.		
		A07.3		
		Any cul de sac head includes a pathway connecting to a local street or higher order road with a direct line of sight between the two streets.		
		407.4		
		A mid-block pedestrian link is provided for street blocks greater than 130 metres in length.		
PO8 The unle con the adjo	B layout of streets does not involve cul de sacs ass they are designed as part of a predominantly nected grid layout that ensures the continuance of street network and enables future connections to bining land and development.	No acceptable outcome is nominated.		
POS)	AO9.1		
Lots are of a predominantly rectangular regular shape to ensure the efficient use of land and to contribute to housing affordability		Lots are designed with: (a) a width dimension that is a multiple of 2.5 metres, but no less than five metres; and		
		(b) a common length between 25 metres and 32 metres.		
		OR		
		AO9.2 Lots comply with the minimum dimensions specified in <insert government="" individual="" local="" requirements=""></insert>		
PO	10	AO10		
Whe resp lots loca	ere irregular shaped lots are required, to sensitively bond to the terrain and environmental conditions, are configured to ensure a sufficient and suitably ted area within the site is available to accommodate isaged development.	Irregular shaped lots can provide a minimum five metres by 15 metres area suited to accommodate a proposed dwelling.		

Performance outcomes	Acceptable outcomes		
PO11	A011.1		
Where narrower lots with a frontage of 10 metres or less are proposed, these narrower lots are dispersed and located so that: (a) a diversity of housing choice is provided:	 Narrower lots within the block are arranged so that: (a) there are no more than eight (8) lots with a frontage of 10 metres or less in a row, whether or not serviced by a rear lane: 		
 (b) variety is achieved along the length of a single street block; and (c) sufficient on street parking can be provided and concentrations of driveways, resulting in a length of street without capacity for on-street parking spaces, are minimised. 	 (b) there are no more than four (4) lots with a frontage of 7.5 metres or less in a row, unless serviced by a rear lane. AO11.2 Lots with a frontage of 10 metres or less are not located opposite other lots with a frontage of 10 metres or less unless: (a) a street with a minimum pavement width of 7.5 metres services the lots; and (b) the lots on at least one side of the street are accessed by a rear lane. 		
PO12	A012		
The design and layout of lots enables efficient inter-lot servicing.	Lot corners match or are within one metre of adjoining lot corners.		
 PO13 Street and lot orientation enables energy-efficient buildings and site design by: (a) maximising solar access to the north in winter; (b) minimising solar access to the west in summer; (c) maximising access to prevailing summer breezes; and (d) minimising exposure to prevailing winter winds. 	No acceptable outcome is nominated.		
PO14 Smaller lots are only developed on sloping sites where the design of the lots is able to minimise the impact of cut and fill on the visual and physical amenity of the streetscape and adjoining lots and minimises the need for retaining walls.	 AO14 Unless for attached dwellings, lots of 450m² or less are only provided on sloping sites where designed and laid out so that the slope on a lot does not exceed: (a) 10% side slope (cross fall); and (b) 5% lengthwise slope (longitudinal fall). 		
Movement network			
PO15	No acceptable outcome is nominated.		
The movement network provides:			
 (a) a high level of internal access and external connections for pedestrians, cyclists, vehicles and where required, public transport; 	<insert if="" relevant=""> Note: the servicing, access and parking code also contains relevant requirements for the design and construction of new roads.</insert>		
 (b) a connected, permeable and legible street network; and 			
(c) safe and efficient access for service and emergency vehicles.			

Performance outcomes		Acceptable outcomes	
PO16		No acceptable outcome is nominated.	
The road network provides for convenient and safe movement between local streets and higher order roads.			
PO 1	17	No acceptable outcome is nominated.	
Loca exte cycl	al streets do not operate as through traffic routes for ernally generated traffic (other than for pedestrians, ists and public transport).		
PO1	18	No acceptable outcome is nominated.	
The cycl	siting and design of pedestrian paths and eways:		
(a)	provides direct, convenient and continuous routes, having regard to likely trip purpose, topography and likely user volumes and types;		
(b)	creates a safe environment for pedestrians and cyclists by maximising sightlines and opportunities for casual surveillance, avoiding concealment points and being well lit;		
(c)	protects the retention of trees and responds to significant features;		
(d)	maximises the visual interest provided by views and landmarks;		
(e)	does not compromise the operation of or access to other infrastructure services; and		
(f)	minimises potential conflict points or provides appropriate and safe design solutions.		
PO1	19	AO19	
The movement network is designed to allow for the extension of existing, or provision of future public transport routes, that are convenient and accessible to		At least 90% of proposed lots are within:(a) 400 metres safe walking distance from an existing or potential bus stop; or	
the	community.	(b) 800 metres safe walking distance from rail and busway stations.	
PO2	20	AO20	
Safe, convenient and efficient intersections are provided for vehicles, pedestrians, cyclists and public transport.		Intersections and pedestrian and cyclist crossings are provided in accordance with <i><insert design="" lg="" reference="" standards="" to=""></insert></i>	
PO	21	AO21	
Access arrangements for lots do not affect the function, safety and efficiency of streets.		Access arrangements to lots are consistent with the characteristics intended for the particular type of road or street specified in <i>insert reference to LG design</i> standards>	
PO22		A022	
I he extent of street trontages dominated by driveways is minimised to maintain an attractive streetscape and avoid conflicts between vehicle access and on street parking.		For lots with a frontage of 7.5 metres or less, driveways are provided from a rear lane.	
PO23		No acceptable outcome is nominated.	
On-street car parking is well accommodated in all street types other than controlled access roads.			
Note: a parking analysis plan may assist in demonstrating compliance with this performance outcome			

Performance outcomes		Acceptable outcomes	
PO24		No acceptable outcome is nominated.	
Rear lanes are designed to:			
(a)	provide enough width for safe and efficient vehicle movement, including service and emergency vehicles and for street lighting;		
(b)	allow for good visibility from one end of the lane to the other;		
(c)	not create a more direct through-route alternative for vehicles than the adjoining street network;		
(d)	ensure any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards; and		
(e)	not provide for visitor parking within the lane unless in specifically designated areas.		
PO	25	AO25	
Wh	ere the proposed site has primary frontage to a rear	Rear lanes are designed to:	
lane, the lane is designed to minimise the impacts of stormwater on adjacent lots and ensure stormwater is conveyed into the lane and not through the site.		 (a) have a pavement kerb constructed 100mm lower than the adjoining lot/building level; 	
		 (b) have a central draining profile with the stormwater catchment limited to the lane; and 	
		(c) have a pavement cross fall to the centre of 2.5 to 3 per cent.	
PO26		AO26	
The	e design of each type of street and road facilitates	The design of each type of street includes:	
sha	ded use for pedestrians.	(a) a footpath in accordance with Table 1 and with <insert design="" lg="" reference="" standards="" to="">; and</insert>	
		(b) large crown street trees planted on each side of the street with a minimum of one tree every 10 metres.	
PO	27	AO27	
The geometric design features of each type of street, road and lane:		The design of streets, roads and lanes is in accordance with Table 1 and with < <i>insert reference to LG design</i>	
(a)	ensures it can perform its function in the hierarchy safely and efficiently;	standards>.	
(b)	has an adequate horizontal and vertical alignment to accommodate utilities, on-street parking, access to lots, street trees and furniture and safe pedestrian and cyclist movement;		
(c)	encourages traffic speeds and volumes to levels commensurate with road hierarchy function; and		
(d)	ensures unhindered access by service and emergency vehicles.		

Per	formance outcomes	Acceptable outcomes		
Оре	en space network			
PO	28	No acceptable outcome is nominated.		
Neighbourhood design provides for an accessible open space network that:		<remove if="" not="" relevant=""> Note: the local government infrastructure plan identifies the general location and desired</remove>		
(a)	accommodates the planned location of trunk open space infrastructure;	standards of service for trunk open space infrastructure.		
(b)	contributes to the legibility and character of the neighbourhood;			
(c)	links to existing parkland or open space networks wherever possible;			
(d)	meets the community's needs and is designed to maximise use by the community it serves; and			
(e)	offers a broad range of informal and formal experiences to the community including provision of parks which range from small pocket parks to large district parks.			
PO	29	AO29.1		
With crea	nin residential areas, local recreation parks are ated which provide informal recreational	Local recreational parks are provided at a rate of 1ha per 1000 residents.		
neig	phourhood.	AO29.2		
		Local recreational parks are provided at a maximum distance of 400 metres from the residents they serve.		
PO	30	AO30.1		
Locand	al recreational parks are of a sufficient size, shape topography to accommodate a usable activity area,	Local recreational parks have a minimum usable activity area of 0.2ha.		
accommodating recreational facilities that meet local needs for a range of age cohorts, such as play equipment, kick-about areas, picnic areas and seating.		AO30.2 Local recreational parks are predominantly square to rectangular with the ratio of dimensions no greater than 2:1.		
		AO30.3 At least 80% of the local recreational park has a grade of no more than 1:10.		
PO	31	AO31		
Local recreational parks are provided with a reasonable level of flood immunity such that activity areas remain available during most flood events.		At least 10% of the local recreational park area is located above the 2% Annual Exceedance Probability (AEP) flood level and embellishments, including play equipment, shelters and shared pathways are constructed above the 2% AEP flood level.		
PO	32	AO32		
Des	ign and embellishments of local recreational parks:	The design and embellishments of local recreational		
(a)	reflect the likely demographic needs of the local community which the park services;	parks is in accordance with <i><insert design="" lg="" reference="" standards="" to=""></insert></i> .		
(b)	complement those in nearby parks, increasing the range of facilities available to the community; and			
(C)	are fit for purpose.			
PO	33	No acceptable outcome is nominated.		
Local recreational parks provide pathway connections to the on-street verge pathway network and pathways are provided to connect to activity areas within the park.				

Performance outcomes	Acceptable outcomes		
Services			
 PO34 Services, including water supply, stormwater management, sewage disposal, waste disposal, drainage, electricity and telecommunications, are provided in a manner that: (a) is efficient; (b) minimises risk of adverse environmental or amenity related impacts; and (c) ensures water is used efficiently and hydrological regimes and water quality is protected. 	AO34 The design of services is in accordance with the <insert design="" lg="" or="" reference="" standards="" to="" where<br="">located in South East Queensland, the SEQ Water Supply and Sewerage Design and Construction Code>.</insert>		
PO35 Where smaller or narrower lots are proposed of 10 metres and less in width or 400m ² and less in area, services are located so they are not unduly restricted.	 AO35 Where lots are 10 metres or less in width or 400m² and less in area, services and associated easements: (a) do not traverse lots; and (b) do not require buildings to be set back from site boundaries further than the relevant assessment benchmarks under the planning scheme. 		
 PO36 Subdivision layouts incorporating lots 10 metres or less in width or 400m² or less in area are designed to ensure drainage and servicing has no adverse impact on adjacent lots. Note: indicative engineering plans for subdivisions incorporating lots 400m² or less, showing the location of all services and driveway locations, may assist in demonstrating compliance with this performance outcome. 	 AO36 Lots 10 metres or less in width or 400m² or less in area are designed so that: (a) lots grade to the street or other lawful point of discharge; and (b) no low points in the road or drainage design are located adjacent to lots 10 metres or less in width or 400m² or less in area. 		

Table 1: Design for access

Aspect	Street type				
Application	Connector street	Access road	Access street	Rear lane	
Contributing Lots	600 max	300 max	75 max	40 max	
Reserve width (metres)	18	15.5	15.5	6 (1)	
Pavement width (metres)	7.5	7.5	5.5 where up to 50 contributing lots ⁽²⁾	5 (1)	
			7.5 where 50 or more contributing lots		
Footpath	Both sides	One side	One side	N/A	
Kerb type	Upright	Mountable	Mountable	Flush	
Lot access	Yes	Yes	Yes	Yes	

Notes:

- (1) A minimum acceptable reserve width of a rear lane is 6.0 6.5 metres. A maximum is recommended to be no wider than 8 metres. The width is determined by the space required for the service infrastructure, vehicle turning movements, refuse bin collection, landscaping and planting and the lane length.
- (2) A 5.5 metres pavement width may be insufficient where lots with a frontage of 12.5 metres or less are opposite lots with a frontage of 12.5 metres or less.



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