

9 Development codes

9.2 Statewide codes

Click on the required Statewide code from the menu beside.

9.2.1 Reconfiguring a lot (subdividing one lot into two lots) and associated operational work code

9.2.1.1 Application

This code applies to assessing reconfiguring a lot (subdividing one lot into two lots) and associated operational work which requires compliance assessment as prescribed in the assessment criteria column of a table of assessment for prescribed levels of assessment (section 5.4).

9.2.1.2 Purpose

- The purpose of the reconfiguring a lot (subdividing one lot into two lots) and associated operational work code is for assessing requests for compliance assessment for development for reconfiguring a lot that requires compliance assessment as prescribed in Part 5, section 5.4 under Table 5.4.3 - Prescribed level of assessment: reconfiguring a lot.

Note - Development subject to compliance assessment must be able to achieve compliance with the compliance outcomes for a compliance permit to be issued.

Note - If compliance with the code is not possible, the development cannot be considered for compliance assessment and a development application for assessable development must be made to the local government as outlined in Schedule 18 of the regulation.

Table 9.2.1.1 Reconfiguring a lot (subdividing one lot into two lots) and associated operational work requiring compliance assessment

Compliance outcomes			
Lot design			
CO1	Each lot must comply with the following minimum road frontage and minimum area requirements:		
	Zone (precinct)	Minimum primary frontage (metres)	Minimum area (m ²)
	General Residential Zone		
	Coastal Communities	32	800
	Suburban	18	600
	Next Generation	18	600
	Urban	32	800
	Industry Zone		
	Mixed Industry and Business	25	1000
	Light Industry	35	2500
	General Industry	45	4000
	Restricted Industry	55	6000
	Marine Industry	45	4000
	Note - The minimum area of the lot and minimum frontage (for the purpose of rear lots, road frontage is the average width of the lot) comply with the minimum road frontage and minimum lot areas for each zone precinct as listed in above.		

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	Note - Minimum area excludes the area of any access strip and any land encumbered by an easement.
CO2	Each lot provides for a development footprint.
CO3	Any rear lot must comply with the following: <ul style="list-style-type: none"> a. the number of adjoining rear lots does not exceed 2 along the same street; b. only one rear lot is provided behind each standard lot; c. no more than two rear lot access strips directly adjoin each other; d. no more than two rear lots gain access from the head of a cul-de-sac; e. a development does not involve the dedication of land as road reserve.
CO4	The reconfiguration ensures that any existing buildings and structures are set back to any new property boundary in accordance with the setback requirements in the applicable General residential zone and Industrial zone codes.
CO5	The reconfiguration enables that any proposed buildings and structures can comply with boundary setback requirements to any new property boundary in accordance with the setback requirements in the applicable General residential zone and Industry zone codes.
CO6	The reconfiguration enables proposed buildings and structures to avoid easements, such as easements for trunk sewer lines. No new lots are created where proposed buildings and structures cannot be constructed due to existing or planned underground or above ground infrastructure.
Hazard management	
CO7	No new lots are created on land within: <ul style="list-style-type: none"> • Medium risk area of the Overlay maps – Flood hazard • High risk area of the Overlay maps – Flood hazard; • Medium risk storm tide inundation area of the Overlay maps – Coastal hazard (storm tide inundation); • High risk storm tide inundation area of the Overlay maps – Coastal hazard (Storm tide inundation); or • Erosion prone area of the Overlay maps- Coastal hazard (Erosion prone area). <p>Note - Information on the flood hazard for individual sites is available on Council's Floodcheck website. Available at https://www.moretonbay.qld.gov.au/floodcheck/</p>
CO8	No new lots are created on land identified in Overlay map - Bushfire hazard areas.
CO9	No new lots are created where the existing slope of the land is 15 % or greater (refer Overlay map - Landslide hazard).
Infrastructure	
CO10	For premises within a reticulated water area, each lot is connected to the reticulated water supply system. <p>or</p>

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	For premises outside a reticulated water area, each lot is provided with an alternate potable water supply source (e.g rainwater, bore water), with a minimum storage capacity in accordance with Planning scheme policy - Integrated design.
CO11	For premises within a sewerage area, each lot is connected to the sewerage service. or For premises outside a sewerage area, each lot provides for an effluent treatment and disposal system in accordance with Planning scheme policy - Integrated design. <small>Editor's note - sewerage area is defined in the <i>Plumbing and Drainage Act 2002</i> and means a service area for a sewerage service under the <i>Water Supply (Safety and Reliability) Act 2008</i>.</small>
CO12	Each lot is connected to an electricity supply network in accordance with Planning scheme policy - Integrated design.
CO13	Each lot is connected to a telecommunications network in accordance with Planning scheme policy - Integrated design.
CO14	Infrastructure (water supply, sewerage, roads, stormwater quality and quantity, recreation parks, land only for community purposes) is designed and constructed to service lots in accordance with Planning scheme policy - Integrated design.
Access	
CO15	Each lot has lawful, safe and practical access to the existing road network via: <ul style="list-style-type: none"> • direct road frontage; or • an access strip (for a rear lot); or • an access easement.
CO16	Where access to a lot is proposed via an access strip or easement, the access strip or easement has: <ul style="list-style-type: none"> • a minimum width in accordance with Planning scheme policy - Integrated design; or • if no minimum width is prescribed above, a minimum width of 5 m in the General residential zone or 8 m in the Industrial zone.
CO17	The maximum length of an access strip or easement : <ul style="list-style-type: none"> • does not exceed any maximum length prescribed in Planning scheme policy - Integrated design; or • if no maximum length is prescribed above, the maximum length of an access strip or easement is 50m.
CO18	The gradient of an access strip or easement does not exceed 15%.
CO19	A driveway crossover to each lot is designed and constructed in accordance with Planning scheme policy - Integrated design and AS/NZS 2890.1 section 3.

Stormwater	
CO20	<p>On-site erosion and the release of sediment or sediment-laden stormwater from the premises is minimised at all times including during construction and complies with Planning scheme policy - Integrated design.</p> <p>or</p> <p>A Sediment and Erosion Control Plan complies with the draft Urban Stormwater - Quality Planning Guidelines.</p>
Earthworks	
CO21	Filling or excavation on the premises does not exceed a maximum of 1m vertical change in natural ground level at any one point.
CO22	Filling or excavation does not cause ponding on the premises or adjoining land.
CO23	Filling or excavation are undertaken in accordance with Planning scheme policy - Integrated design.