



15. Reconfiguring a Lot

MO15.1	All lots are of a size and shape that is consistent and compatible with the lot layout and character of the surrounding area.
MO15.2	<p>All lots are of a size and shape that allows for their future development in a manner that is consistent with the established character and amenity of the surrounding area.</p> <p>Note – In determining compliance with this outcome, regard should be had to the Standard Outcomes of this planning scheme that will be applicable to the future use of any proposed lot.</p>
MO15.3	<p>All lots are of a size and shape that is sufficient to accommodate all required buildings, structures, facilities, infrastructure and services associated with their intended future use.</p> <p>Note – In determining compliance with this outcome, regard should be had to the Standard Outcomes of this planning scheme that will be applicable to the future use of any proposed lot.</p>
MO15.4	Reconfiguring a Lot, where resulting in the creation of new roads, provides for the efficient movement of vehicles and pedestrians with the development and to and from external destinations.
MO15.5	<p>The lot layout of any reconfiguration is responsive to, and reflective of, the opportunities and constraints of the land which is being reconfigured, including consideration of:</p> <ul style="list-style-type: none"> (a) topography; (b) existing vegetation; (c) existing and future land uses; (d) the existing road network; (e) the zoning pattern identified by this planning scheme; (f) the overlay designations of this planning scheme; (g) waterbodies; (h) solar patterns and daylight access; (i) prevailing air flow and breezes; and (j) the location of key attractors and destinations in the local area.
MO15.6	Reconfiguring a Lot provides a range of lot sizes and types to suit a range of uses, building sizes and development types.
MO15.7	New residential subdivisions ensure that residents have easy access to public parkland to meet their recreational and leisure demands.



15. Reconfiguring a Lot (continued)

<p>MO15.8</p>	<p>The layout of lots is designed to ensure that safety is achieved for people on-site, on adjoining land and in public places, having regard to:</p> <ul style="list-style-type: none"> (a) opportunities for casual surveillance; (b) potential entrapment locations; (c) frequency and nature of use; and (d) lighting.
<p>MO15.9</p>	<p><u>Rear lots</u> are only created where it is demonstrated that:</p> <ul style="list-style-type: none"> (a) it will provide for the efficient use of land; (b) the streetscape character of the local area will not be affected; (c) the lot is of sufficient size to accommodate a lawful use, including appropriate access arrangements; and (d) the number of <u>rear lots</u> proposed is limited to a single <u>rear lot</u> behind a standard lot (i.e. multiple <u>rear lots</u> using the same <u>access handle</u> are not proposed).
<p>MO15.10</p>	<p>Boundary realignments are undertaken only where:</p> <ul style="list-style-type: none"> (a) any new boundary takes into consideration the existing and future use of the land; (b) any new boundary takes into consideration the planning scheme designations, such as zoning and overlays, applicable to the land; (c) resulting lots remain capable of accommodating land uses intended to occur on the land under this planning scheme; and (d) the frontage of any new lot remains sufficient to accommodate all required services and infrastructure in a manner that is compatible with the established character and amenity of the zone and locality.
<p>MO15.11</p>	<p>Access easements are only created to:</p> <ul style="list-style-type: none"> (a) provide legal protection for existing access arrangements; or (b) provide for the efficient use of land in urban areas; or (c) provide for the combination of accesses in urban areas to improve the pedestrian environment; or (d) provide for the creation of rear access lanes, where these are desirable; or (e) allow access to a secondary road, where it is undesirable for access to be gained from the <u>primary frontage</u>; or (f) allow for the combination of accesses in non-urban areas, where doing so would reduce the extent of public road required solely for property access; or (g) provide access to infrastructure for maintenance purposes.
<p>MO15.12</p>	<p>Access easements are sufficiently sized to accommodate all likely vehicular and pedestrian traffic resulting from the land uses and lots serviced by the easement.</p>



15. Reconfiguring a Lot (continued)

MO15.13

The creation or modification of a lease:

- (a) reflects the existing and future use of the land to which it relates;
- (b) ensures that the area and dimension of the lease is sufficient to accommodate land uses and other works in a manner that is consistent with this planning scheme;
- (c) ensures that any area of land not located within the lease is capable of use for a purpose intended by the zone within which it is located;
- (d) ensures that the lot upon which the lease is located is provided with sufficient infrastructure and service connections, including water, sewerage, stormwater, electricity, telecommunications and transport/access, to support the use of the lease.