



Neighbourhood planning and design

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Introduction

Purpose of the guideline

This guideline outlines the standards for the planning and design of neighbourhoods in Priority Development Areas (PDAs) in Queensland. A development scheme or interim land use plan (ILUP) may specify a different standard or specific response. Applicants may propose alternative, innovative solutions that meet the PDA-wide criteria in consultation with the Minister for Economic Development Queensland (MEDQ) and other relevant parties as appropriate.

This guideline should be read in conjunction with the provisions of PDA development schemes, ILUPs and relevant PDA guidelines and practice notes. PDA Guideline no. 1 Residential 30 provides more detailed information, including case studies of residential development of varying densities up to 30 dwellings per hectare, to complement and support this guideline. This guideline takes precedence in the event of any inconsistencies with Guideline no. 1.

There are two broad categories of neighbourhoods addressed in this guideline - suburban neighbourhoods and urban neighbourhoods. Suburban neighbourhoods generally have a net residential density of 15-30 dwellings per hectare (dw/ha). Urban neighbourhoods have a minimum net residential density of 30 dw/ha.



Neighbourhood design

Neighbourhood design standards

All new development will be, where possible, planned, designed and delivered, to facilitate the creation of new neighbourhoods and contribute to the enhancement of existing neighbourhoods. Neighbourhood layout and design should respect and respond to local conditions including the local market, physical features, cultural heritage significance, views and vistas and connections to existing facilities and movement networks.

	Design standards
Access	<ul style="list-style-type: none"> » Maximum 400 metres walk to neighbourhood recreation park or equivalent (see PDA Guideline no. 12 Park planning and design). » Clear, direct walk or cycle access to neighbourhood centre. » Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop.
Dwelling density	<ul style="list-style-type: none"> » Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints). » Urban neighbourhood - average net residential density of at least 30 dwellings per hectare. » Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes. <p><i>Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.</i></p>
Land use	<ul style="list-style-type: none"> » Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access. » Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.
Street network	<ul style="list-style-type: none"> » Grid pattern or modified grid responsive to site characteristics. » Where slope allows, orientation within 15 degrees of north-south or east-west. » Connector and main streets of centres orientated to landmarks. » To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.
Streets	<p>Street network includes:</p> <ul style="list-style-type: none"> » neighbourhood streets within neighbourhoods » neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods » major connector streets linking groups of neighbourhoods » neighbourhood main streets in centres » rear lanes <p>(See PDA Guideline no. 6 - Street and movement network)</p>
Block sizes	<ul style="list-style-type: none"> » Length 100-200 metres » Mid-block break providing a pedestrian link when blocks are over 130 metres » Depth 40-80 metres

	Design standards
Suburban neighbourhood lot layout	<ul style="list-style-type: none"> » No more than eight narrow (less than 10.0 metres) frontage lots in a row. » No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane. » No more than twelve lots with a width of less than 5.0 metres in a row. » Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage. » Lot corners match or are within 1.0 metre of corners of adjoining lots.
Urban neighbourhood lot layout	<ul style="list-style-type: none"> » Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage. » One lot type is not to dominate a street block. » Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.
Natural hazards	<ul style="list-style-type: none"> » State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide.

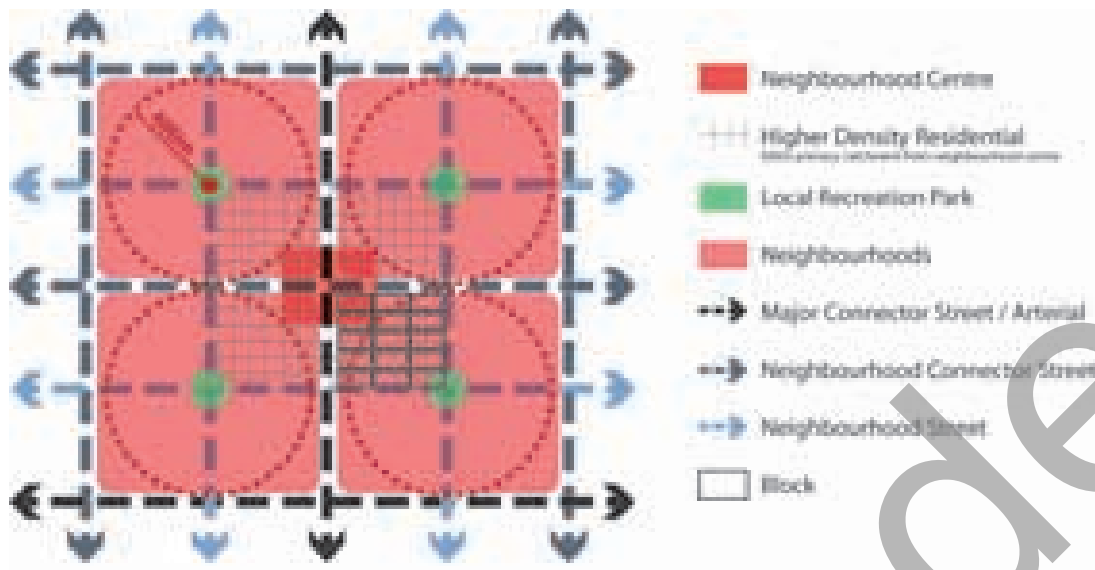
On-street parking

House and Multiple residential (where development includes up to 6 dwelling units)	One room or one bedroom house/dwelling unit	Two or more bedroom house/dwelling unit
	0.5 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit.	0.75 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit.
Parking analysis plan	A parking analysis plan* is required to demonstrate compliance with the above standards if the development proposal includes lots less than 12.5m wide, and/or a Multiple residential development including up to 6 dwelling units.	
Relaxation	A relaxation to the above standards may be approved where: <ul style="list-style-type: none"> » The development is in proximity to high frequency public transport (e.g. within 800metres of a railway station) and/or » The development secures a higher proportion of on-site parking 	

*For more information on on-street parking see PDA practice note on parking analysis plans.

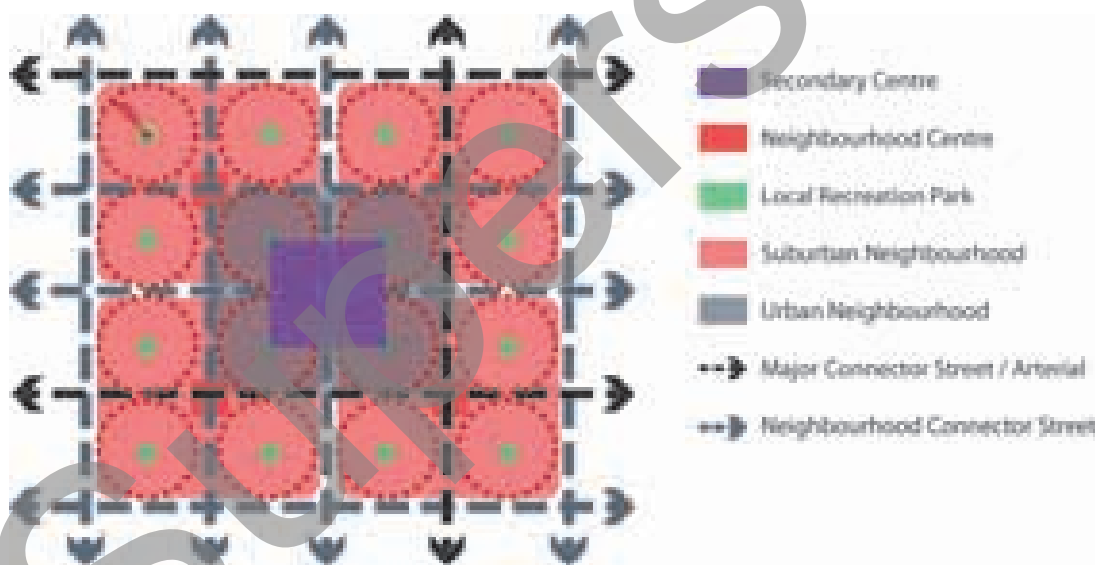
Suburban neighbourhood planning and design model

Suburban neighbourhoods generally have a net residential density of 15-30 dwellings per hectare (dw/ha) with a community facility such as a local recreation park providing a focal point. Three or more neighbourhoods are generally required to support a neighbourhood centre.



Urban neighbourhood planning and design model

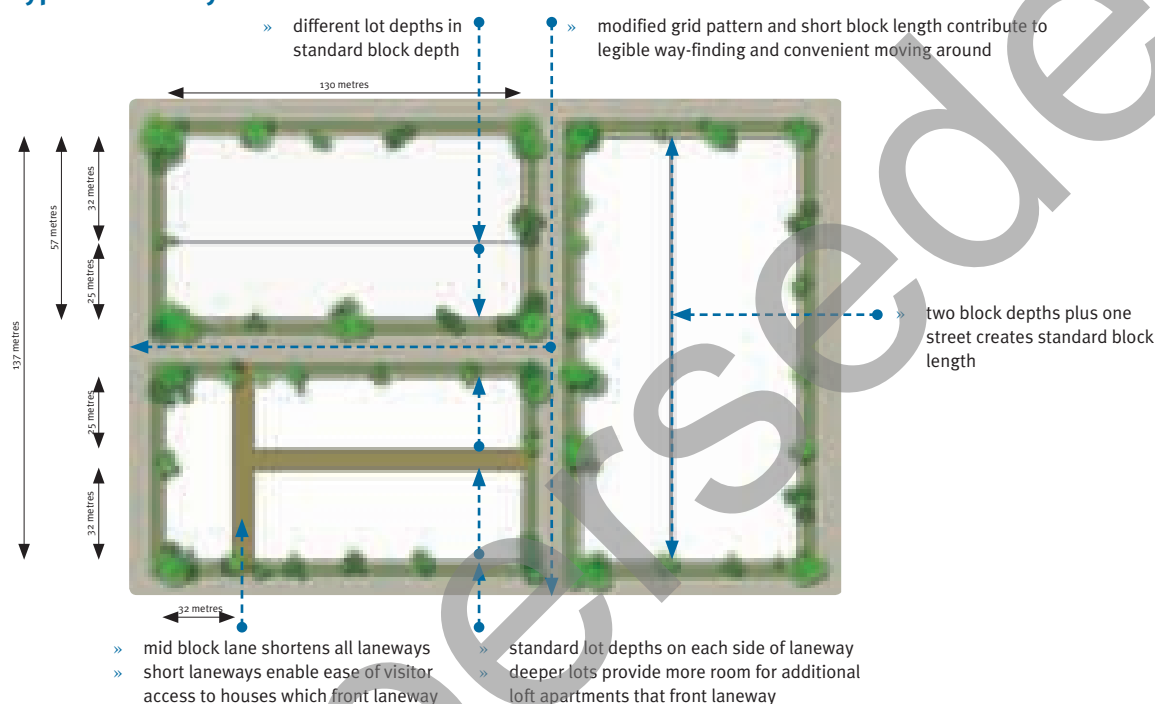
Urban neighbourhoods are higher density neighbourhoods typically located around a major centre or secondary centre or large transit node such as a railway station.



Block design

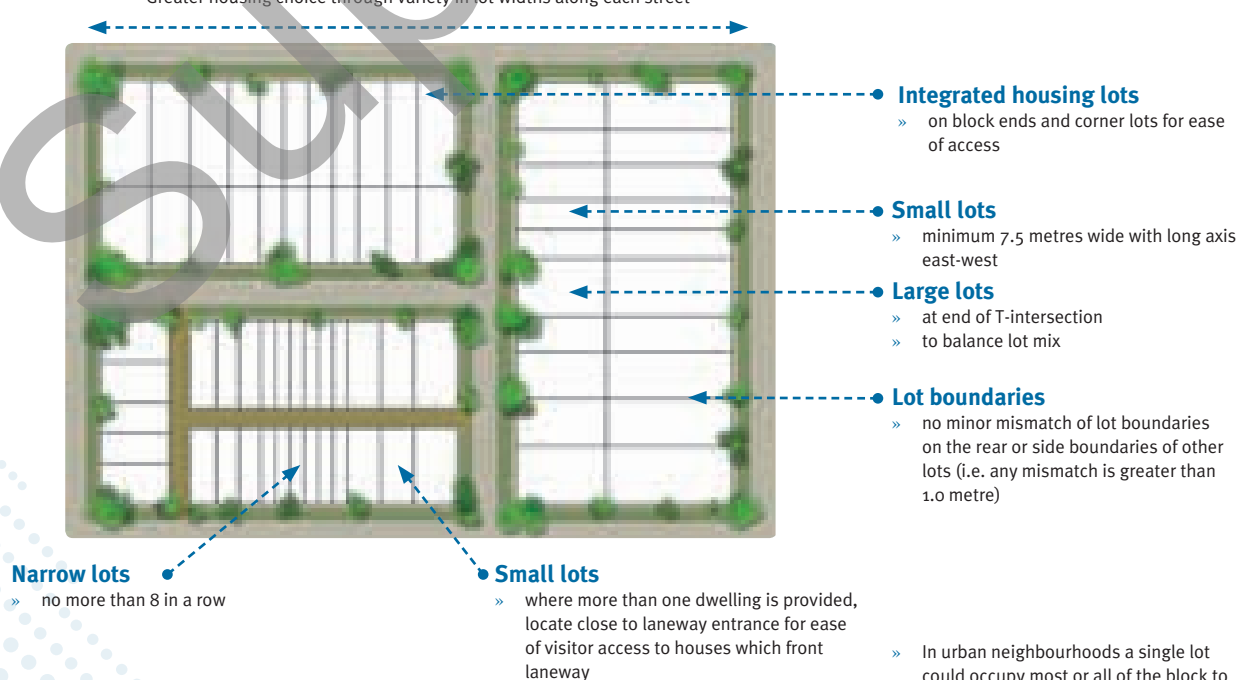
The size and dimension of blocks should facilitate efficient neighbourhood pattern, scale and area, pedestrian connectivity, access to destinations such as centres, transport hubs and parks, housing choice and rear lanes. Where not constrained by adjoining road pattern, a rectilinear or modified grid pattern is necessary to achieve densities of 20-30 dw/ha.

Typical block layout



Typical lot arrangement within suburban neighbourhood blocks

Greater housing choice through variety in lot widths along each street



Lot design

Housing diversity can be achieved by maximising lot variety to suit community needs. A choice of lot sizes and dimensions requires design that uses standard lot dimensions, rectilinear street patterns for rectangular lots and dispersal of different lot sizes for streetscape variety.

Lot design standards

	Design standard
Size	No minimum lot size
Shape	Typical depth 20.0 - 40.0 metres, but can be less in urban neighbourhoods Width in multiples of 2.5 metres and 5.0 metres consistent with typical lot dimensions
Slope	Unless constructed in an integrated or attached development, the slope on a lot less than 450m ² in area does not exceed: <ul style="list-style-type: none">» 10 per cent side slope» 5 per cent lengthwise slope» less, if both these figures approach the maximum together Platform construction required when finished slope on lot is 16 per cent or greater

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