

## 2.3 SUBDIVISION

(ADOPTED 27 NOVEMBER 2007)

### 1. INTRODUCTION

The subdivision pattern, as determined by the area of lots and particularly by the width of lot frontages, is one of the most basic elements contributing to the character of surrounding development. The width of a lot determines the type and size of the dwelling that can be built on that lot and even has an effect on the nature of design elements such as roof pitches. The subdivision of lots resulting in frontages which are noticeably narrower than those of surrounding development, significantly affects the type of built form that can be developed on those lots.

In Subiaco new development generally takes the form of infill development within established areas. Some new development which includes extensions and alterations occurs on lots less than 250m<sup>2</sup> in area, or on sites comprised of one or more of such lots. Lots with areas less than 250 m<sup>2</sup> are undersized lots in areas with an R-Coding of less than R50. Given current pressures for the construction of increasingly larger dwellings on smaller lots the potential amenity and streetscape impacts of such development require careful consideration and management.

This policy seeks to address those aspects of development and subdivision and is to be read in conjunction with other relevant planning policies, in particular those related to residential land development in section 3 of the Policy Manual.

*Note: The Western Australian Planning Commission (WAPC) is the approval authority for amalgamations/subdivisions and the City only provides comments and recommendations to the WAPC on the suitability of such proposals.*

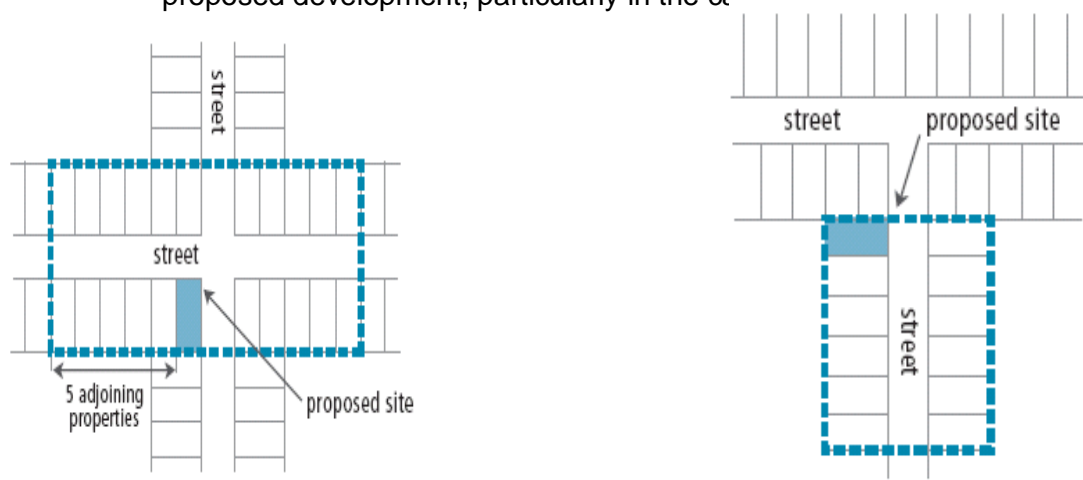
#### 1.1 Definitions

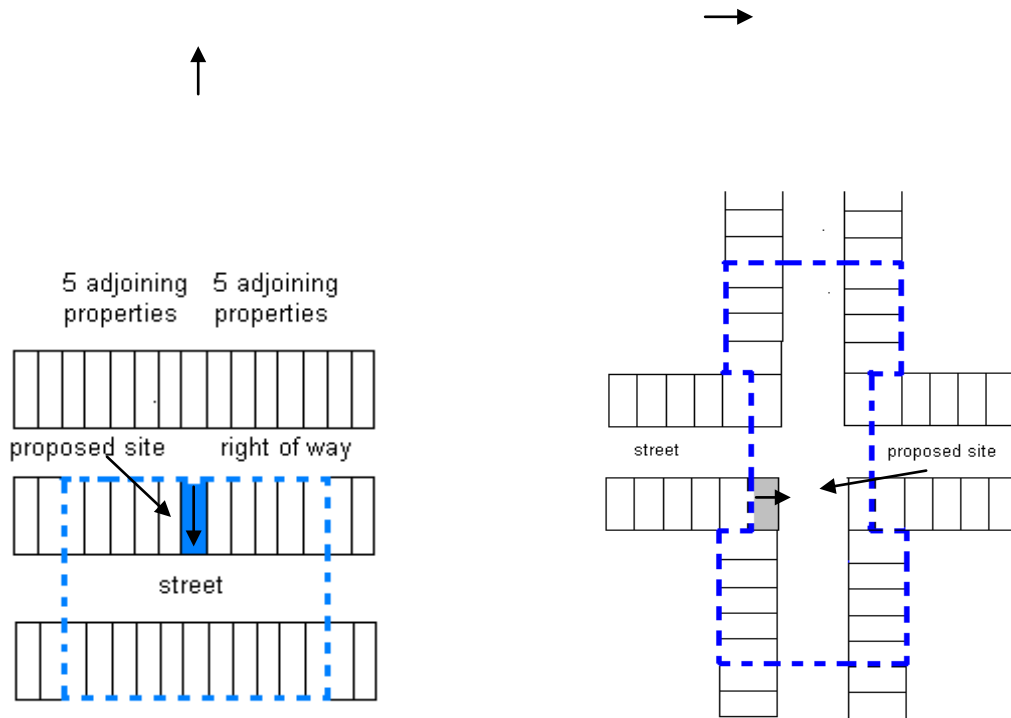
The following terms are used in this policy:

**Character:** Means the qualitative interplay of built form, vegetation and topographic characteristics in both the private and public domains that make one place different from another. Character is generally limited to height, front setbacks, side setbacks and bulk and does not relate to colours and finishes.

**Small lot:** For the purpose of this policy, a small lot is defined as any lot with an area less than 250 m<sup>2</sup> in area or with a frontage to any street less than 8.5 metres.

**Surrounding development :** Means the five properties on either side of the proposed development on both sides of the street (excluding laneways/right-of-ways) that the dwelling is orientated towards (refer to illustrations below). More significance will be given to surrounding development that is closer to the proposed development, particularly in the case of corner lots





All other terms have the same meaning as defined in the Codes and Scheme.

## 2. PURPOSE

The purpose of this policy is to provide a framework for the exercise of discretion under the relevant sections of the Residential Design Codes (the Codes) and TPS4 in relation to the subdivision of lots. The policy is to be read in conjunction with other relevant planning policies, in particular those related to residential land development in section 3 of the Policy Manual.

## 3. RATIONALE FOR POLICY

A number of key planning instruments provide a statutory basis for the City to prepare a local planning policy to ensure the protection and enhancement of streetscape and neighbourhood character.

### *Town Planning Scheme No. 4*

The protection and enhancement of streetscape and neighbourhood character are key initiatives of Town Planning Scheme No. 4 (the Scheme). The concept of “character” is identified as an intrinsic component of the definition of amenity contained within the Scheme.

The Scheme definition clearly compels the City to consider the implications of proposed subdivision upon the character of a given area.

### *Residential Design Codes*

The Codes encourage local governments to prepare local planning policies that specifically address the issues of streetscape and neighbourhood character.

## **4. PRINCIPLES**

Subdivision is generally guided by the following key principles:

- 1) Lots should be designed/configured so as to enable the resultant development to meet the standard requirements of the Codes, TPS4 and relevant policies.
- 2) Lots should be developed in a fashion that is compatible with the established streetscape, character and amenity of the area as well as the amenity of adjacent property;
- 3) Small lots have a reduced development potential compared with larger lots, and small lot size is not a justification for variation (reduction) of development standards otherwise applicable under the Codes and/or TPS4.
- 4) Small lots can provide increased choice of housing, and assist in meeting the diverse housing needs of the community.

## **5. OBJECTIVES**

The specific objectives of the policy are to:

- 1) Outline the City's requirements with respect to lot subdivision and amalgamation;
- 2) Provide guidance for the exercise of discretion under TPS4 and the Codes;
- 3) Protect traditional streetscape characteristics and amenity; and
- 4) Provide guidance for the subdivision of small lots.

## **6.0 SUBDIVISION STANDARDS**

### **6.1 Lot frontage**

The lot frontage requirements apply to single, grouped or multiple dwelling developments. The City will generally support the following:

- 1) Lot frontage widths that comply with the requirements outlined in the Residential Design Codes; or
- 2) A minimum frontage width of 8.5 metres only where surrounding development exhibits frontage widths less than that specified in Table 1 of the Codes.

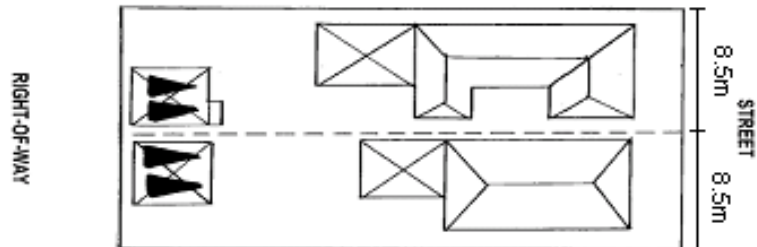
Note: Blocks that are too narrow often cannot accommodate parking structures of sufficient width and require that parking structures be either undersized or inappropriately placed in relation to the City's policy on 'Residential Car Parking'.

### **6.2 Access and lot configuration**

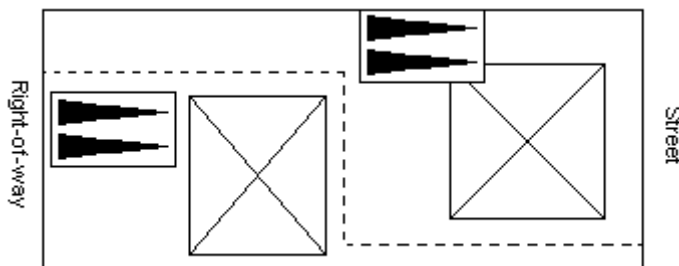
Typically lots within Subiaco are provided with vehicle access via rear right of ways. Such access arrangements allow houses to address the primary street and be visually unencumbered by car parking structures and associated vehicle crossovers and driveways. The City seeks to maintain this pattern of subdivision, access and resultant development, which is detailed in Policy 3.7 relating to parking and access.

Accordingly, the City's preferred form of subdivision and access (in descending order of preference) is as follows:

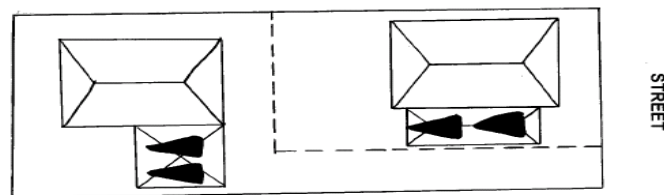
- 1) All lots front the primary street and all have vehicle access off a right-of-way to the rear. A minimum frontage width of 8.5 metres only where surrounding development exhibits frontage widths less than that specified in Table 1 of the Codes.



- 2) Lots that both obtain vehicle access from a right-of-way to the rear of the site and maintain access to the primary street.

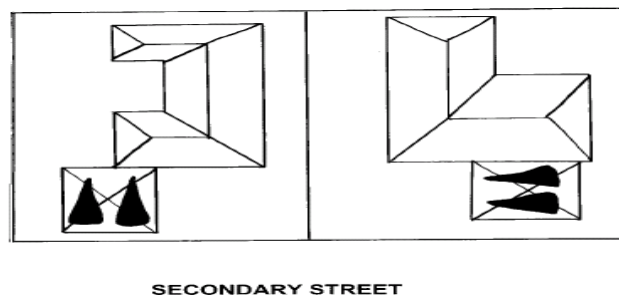


- 3) Lots that only have vehicle access from the primary street where no access to a



right of way is available.

- 4) Lots that only have access off the primary street or secondary street (in the case of a parent lot on a corner).



### **6.3 Undersized lots**

The City will support the creation of lots with areas that comply with the requirements outlined in the Codes. Where surrounding development exhibits lot sizes less than that specified in the Codes, the City may support a reduction in area to a standard no less than that of the surrounding development, provided it can be demonstrated that the resultant development of the lots will accord with the character of the surrounding development.

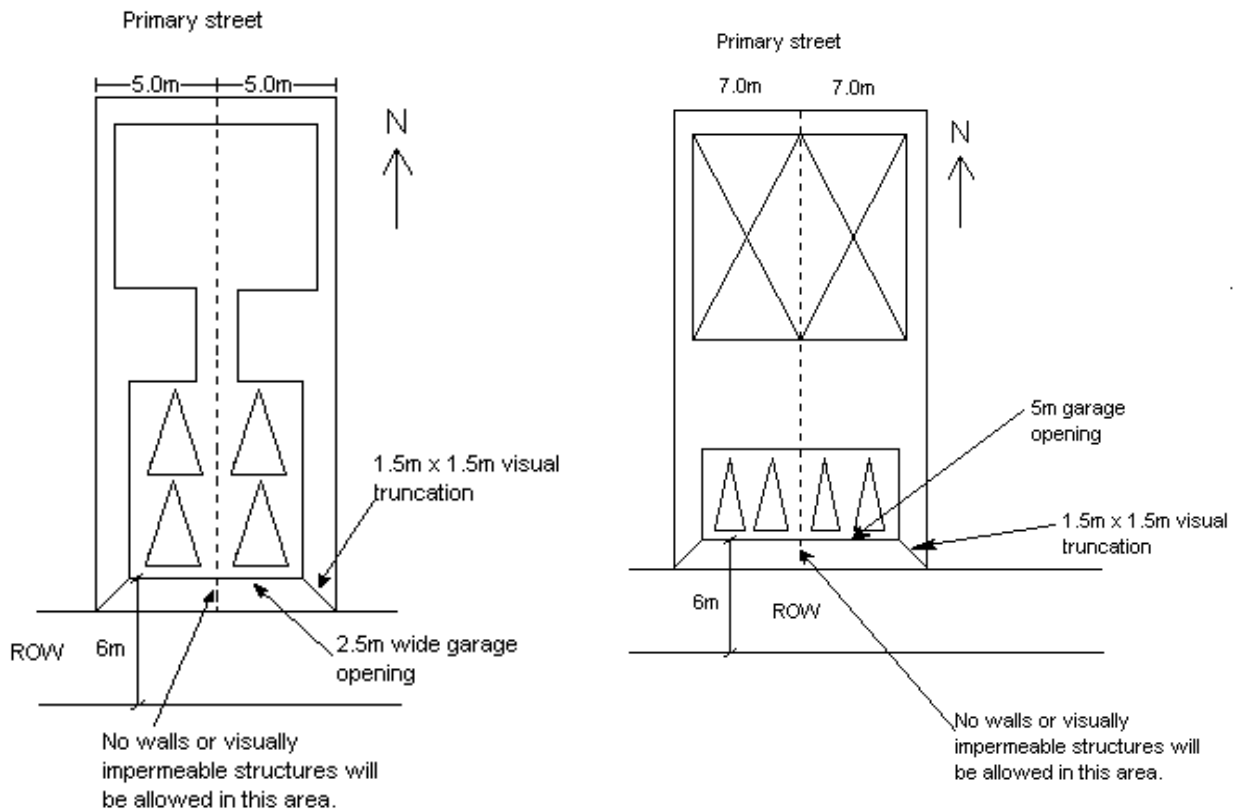
In the case of pre-existing lots which are smaller than the lot sizes specified in the Codes as well as those of the surrounding development, the City will encourage:

- a) the lot to be amalgamated with an adjoining lot so as to provide a larger and/or standard sized lot;
- b) the lot to be amalgamated with an adjoining lot and re-subdivided so as to provide two or more standard sized lots; or
- c) that the lots be amalgamated with an adjoining lot and re-subdivided so as to provide a more equitable distribution of area and/or frontage, (where there is insufficient area and/or frontage for two standard sized lots).

### **7.0 Variations to standards**

The City could support variations to the subdivision standards as follows:

- a) To conserve heritage significant buildings the City could support option 2 in lieu of option 1 in relation to the lot access and lot configuration standards; and
- b) A minimum 5.0m lot frontage for singular carbay entry parking configurations (i.e. single width tandem carbays or a single width car stacker) or a minimum 7.0m lot frontage for double carparking configurations (i.e. double garage) in the following instances:
  - i) The lot has a R50 or greater density zoning;
  - ii) The lot is orientated north-south;
  - iii) The lot has access to a right of way to the rear;
  - iv) The lot has the ability to provide the required number of on site car parking bays in accordance with the Acceptable Development Provisions of the Codes and the City's Residential Carparking Policy;
  - v) The lot has the ability to provide car parking spaces which meet Acceptable Development Provisions of the Codes in relation to manoeuvring distances, vehicle sightlines and the outdoor living area; and
  - vi) The surrounding development exhibits a similar lot width.



*Note: Should a lot be subdivided to incorporate reduced lot frontages it is noted that vehicular sightlines cannot be met on one side of each lot. In this instance the City will require that the car parking structures be setback equally and abut each other to provide the required vehicle sightlines in accordance with the Acceptable Development Provision of the Residential Design Codes. (Refer to above diagram).*