



**PART R
of
STRATHFIELD
CONSOLIDATED DEVELOPMENT
CONTROL PLAN 2005**

Subdivision

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1 INTRODUCTION

1.1 Purpose of Part R

This part of the DCP applies to all land within the Strathfield Local Government Area and provides controls for the subdivision of land.

2 GENERAL

2.1 Objectives

- A. To ensure that subdivision and amalgamation reflects the prevailing subdivision pattern, including the lot size, lot width, dimensions, shape and orientation.
- B. To prevent the fragmentation of land and maintain a variety of lot sizes that are of sufficient size and shape to accommodate a variety of development types that comply with all other relevant DCP controls.
- C. To ensure a site's characteristics (features and constraints) are considered.
- D. To protect the setting of heritage items and the streetscape character of heritage conservation areas.
- E. To minimise any likely impact of subdivision and development on the amenity of neighbouring properties.

2.2 Controls

2.2.1 Minimum Lot Size

1. The size of any lot resulting from a subdivision of land must not be less than the minimum size shown on the Lot Size Map of *SLEP 2012* as shown in **Table R.1** below.

<u>SLEP Area</u>	<u>Minimum Lot Size</u>	<u>Zone</u>
K	560m ²	R2 – Low Density Residential
U	1000m ²	R3 –Medium Density Residential
Z	20000m ²	IN1 – General Industrial IN2 – Light Industrial

Table R.1 – Minimum lot size for the subdivision of land.

2. In addition to the table above, the development of dual occupancies, multi dwelling housing and residential flat buildings must be located in the zones and meet the minimum lot size requirements listed in accordance with Clause 4.1A of *SLEP 2012* as shown in **Table R.2** below.

<u>Development</u>	<u>Zone</u>	<u>Minimum Lot Size</u>
Dual occupancy	R3 – Medium Density Residential	560m ²
Multi dwelling housing	R3 – Medium Density Residential or R4 – High Density Residential	1000m ²
Residential flat building	R3 – Medium Density Residential, R4 – High Density Residential, B2 – Local Centre, B3 – Commercial Core or B4 – Mixed Use	1000m ²

Table R.2 – Minimum lot size for the subdivision of land based on dwelling type.

3. The size of the proposed lots may need to be greater than the area prescribed in the tables above in order to achieve the minimum setbacks required from significant landscape features and/or to address site constraints.

2.2.2 General Controls

1. Applications must demonstrate that the following has been considered:
 - (i) Site topography (minimise the need for cut and fill) and other natural and physical features;
 - (ii) Existing services;
 - (iii) Existing vegetation;
 - (iv) Existing easements or the need for new easements;
 - (v) Vehicle access;
 - (vi) Any land dedications required (e.g. road widening);
 - (vii) Existing vegetation;
 - (viii) Potential flood affectation and stormwater management requirements;
 - (ix) Existing buildings or structures; and
 - (x) Heritage items, heritage conservation areas and adjoining heritage items.
2. Subdivision or amalgamation must not compromise any significant features or the visual setting of the existing or adjoining sites including heritage values, streetscape character, significant gardens and landscape features or trees. The lot containing the heritage item should have a sufficient curtilage to provide a visual setting that is proportional to the size and design of the building.
3. Subdivision and amalgamation must not result in the isolation or creation of lots that contain significant site features that would render the land unable to be developed, such as allotments that are solely burdened by easements, flooding and/or significant trees. This land must be incorporated into any future development and maintained by the landowner/s. Applicants may be required to submit plans clearly identifying the future development potential of adjoining land to ensure its development potential will not be adversely impacted.

4. Development applications for subdivision should demonstrate through conceptual building plans providing an indicative building envelope that the newly created allotments would be able to accommodate permissible landuses that would comply with all parts of this DCP.

Note: Building envelope involves the design parameters set by the SLEP 2012 and DCP controls such as height, setbacks and floor area that determines the immediate curtilage of the future development.

5. Subdivision must not result in the creation of irregularly shaped allotments that would prevent the orderly economic development of land.
6. Stormwater from any new lot should be gravity drained to Council's stormwater system.
7. An inter-allotment drainage easement shall be provided if any proposed lots are not able to drain stormwater runoff from the site to a street or public drain. A letter of consent from the applicable downstream property owners must be provided with the development application.
8. Developable areas (i.e. built structures) on undeveloped lots should be above the 1:100 average recurrent interval flood event.

3 RESIDENTIAL SUBDIVISION

3.1 Controls

1. The minimum lot size of any allotment resulting from the subdivision of residential zoned land must be in accordance with Clause 4.1 of Strathfield LEP 2012.
2. Subdivision in residential zones are to maintain a minimum lot width (frontage) that is compatible with the existing subdivision pattern, measured at the building line, adjacent to the primary street frontage as indicated in Table R3 and Figure R1 below:

Zone	Minimum Lot Size	Minimum Lot Width (Frontage requirement excluding access handle)	Minimum width of Access Handle
R2 – Low Density Residential zone	560m ²	15.24m	3m

Table R.3 – Minimum Lot Width Requirements in Residential Zones

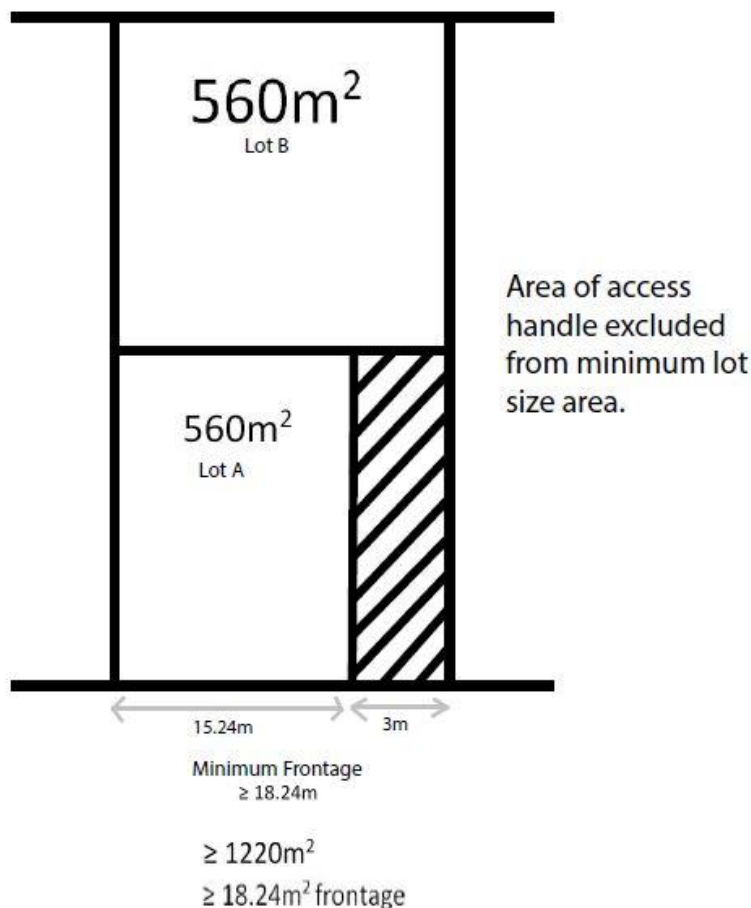


Figure R.1 – Minimum Frontage Requirements for R2 – Low Density Residential zone

Note: In order to comply with the minimum frontage requirement of 15.24m, the allotment (prior to subdivision) must have a minimum frontage of 18.24m

- Proposed subdivision or amalgamation must have characteristics similar to the prevailing subdivision pattern of lots fronting the same street, in terms of lot width, area, dimensions, shape and orientation. In the case of irregular shaped allotments, Council will require that a suitable building envelope be available for development.

Note: Council generally considers the 'prevailing subdivision pattern' to be the typical characteristic of up to ten allotments on either side of the subject site and corresponding number of allotments directly opposite the subject site. Properties located in the surrounding streets do not usually form part of the streetscape character and are therefore not taken into consideration when determining the prevailing subdivision pattern.

- Lots must be oriented to maximise solar access for future dwellings.

Battle-axe Allotments

- When calculating the lot size of a battle-axe lot resulting from a subdivision, the area of any access way, right of carriageway or the like is to be excluded as illustrated in **Figure R.2**.
- For the purposes of calculating the floor space ratio (FSR), the area of the access way, right of carriageway or the like is to be included in the calculation of FSR.

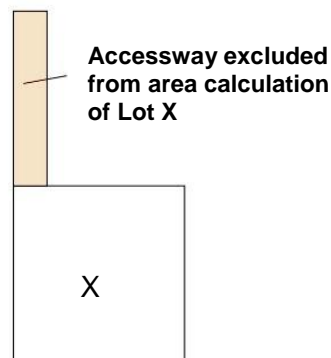


Figure R.2 – Accessways are excluded from site area calculations.

4 INDUSTRIAL SUBDIVISION

Note: Where there is any inconsistency regarding subdivision of industrial land, this part prevails over Part D – Industrial Development of SCDCP 2005.

4.1 Objective

- A. To preserve large industrial lots in order to provide a range of large-scale sites suitable for industrial activities.

4.2 Controls

- 1. The size of any allotment resulting from the subdivision of industrial zoned land must be in accordance with Section 2.2.1 of this Part of the DCP.
- 2. Where possible, amalgamation of smaller lots is encouraged to provide large industrial parcels of land that cater for a range of industrial uses that achieve efficiency through shared facilities and services such as car parking and waste collection.

5 ACCESSWAY DESIGN

5.1 Objectives

- A. To ensure access along private accessways to all new lots is simple, safe and direct.
- B. To minimise the visual impact of driveways on the existing streetscape.
- C. To limit the number of driveway crossings and additional dwellings with direct access to main roads to minimise the cumulative impacts on traffic flows and safety.

5.2 Controls

5.2.1 General

- 1. Driveway and access details must be indicated on plans accompanying a Development Application for subdivision.
- 2. The location of driveways in relation to off-street parking areas and queuing areas is to be accordance with *AS2890.1 – Off-street car parking, Section 3 – Access driveways*.
- 3. Vehicular crossings and driveways should be consolidated and street tree planting retained where possible.
- 4. The distance between adjacent driveways should be less than 3 metres or more than 6 metres to avoid the creation of an undersized on-street parking space.
- 5. Where a rear lane is provided to adjoining land, the laneway configuration must be continued through the new lot and existing access arrangements to adjoining land maintained.

5.2.2 Residential Subdivision

- 1. Driveways are to have a minimum width of 3m.
- 2. Direct vehicular access to main roads should be avoided where alternative access can be provided via a local road or service lane.

Battle-axe Allotments

- 3. A minimum of 0.5m of landscaping should be provided on each side of the access corridor. Where this is not possible, a 1m landscaping strip should be provided on one side.

5.2.3 Industrial Subdivision

- 1. Access to the proposed development is to be via a non-residential street, unless the proposed development:
 - I. Has no other alternative access;
 - II. Demonstrates that consideration has been given to the effect of traffic generated from the site and the likely impact on surrounding residential areas; and

- III. Identifies an appropriate traffic management scheme which would mitigate potential impacts on residential areas.

A statement addressing the above must be submitted with any application which involves access via a residential street.

2. Any driveway/s required to service allotments must be designed to accommodate the largest vehicles accessing the site (based upon vehicle size identified in AS2890.2 – *Parking Facilities – Off-street commercial vehicle facilities*). In any case, the driveway is to have a minimum width of 6 metres at the property boundary.

Note: Council may require new road connections to be greater than 6 metres in width if cycleway and/or pedestrian footpaths are required. Any additional works required to the road network will be at the expense of the applicant.

3. Development applications must include plans showing details of the vehicle access points, any internal road networks and/or driveways that require servicing each new allotment. The plans must also demonstrate the following:
 - i. There is sufficient turning area within the new allotment to accommodate the largest vehicles entering and leaving the site in a forward direction; and
 - ii. The vehicle crossing does not interfere with the functioning of the existing road network by blocking lanes, or impacting on footpaths and kerbs or gutter.
4. Any driveway servicing multiple allotments must be registered as a right of way easement for the benefit of all allotments created and maintain access to any existing allotment/s which currently has access arrangements through the subject site.

6 STRATA SUBDIVISION

Strata title subdivision refers to the subdivision of land into separate lots and common property. Individual ownership is provided to part of the property (generally an apartment, townhouse or commercial/industrial unit) with shared ownership of the remainder of the property (i.e. common property). The common property in the strata title includes the building itself, common open space, waste and recycling storage bin areas, visitor car parking and driveways.

Strata title subdivision enables a strata body, body corporate or 'Owners Corporation' being a corporate body comprising and representing the owners of all the units in the building to manage and collect levies for the running and maintenance of the strata scheme.

6.1 Objective

- A. To ensure that common areas are clearly defined, access is maintained from all proposed strata allotments and they are appropriately managed.

6.2 Controls

1. Any proposed subdivision must not contravene any conditions of consent applied to the development or building which is the subject of the proposed subdivision.
2. Any communal areas or right of way easements (i.e. common driveways or footpaths) must be shown within the common property of the development to be managed either by a body corporate or strata body.
3. Any car parking or other purposes of the specific unit must be included in the same strata lot as the unit and be indicated on the strata subdivision plan.

7 COMMUNITY TITLE SUBDIVISION

Community title subdivision is similar to strata title subdivision in that an allotment can be created for common property and all owners of the community title allotments share ownership of the common property. However, community title subdivision relates to the land rather than a building and is usually defined by survey rather than physical cubic space.

Community title subdivision can be in the form of staged development of land. This enables the future development of necessary infrastructure such as roads, open spaces or recreational facilities that will be owned and managed by an association comprising of the landowners of other lots in the community scheme. Community title subdivision allows further subdivision to occur at a later time including strata title subdivision of individual buildings.

7.1 Objectives

- A. To ensure the community title scheme is appropriate for the development of land.
- B. To ensure all common areas in the community scheme area are appropriately nominated and managed.

7.2 Controls

- 1. Development Applications must include a plan of the community title subdivision clearly identifying the common land to be managed by a community association.
- 2. Development Applications must include a management plan for the common property to be maintained by the association and details of the proposed staging of any future development.