SECTION 2

SUBDIVISIONS
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2.1 SUBDIVISION OF LAND

h) Subdivision of land is a form of development recognised in existing planning legislation. The location, design and functionality of subdivisions influence the efficiency and effectiveness of settlement and land use activities and the eventual form of urban and rural areas. During the subdivision process, land is divided into convenient individual blocks for particular purposes, properly laid out and serviced.

i) Subdivisions may either be new settlements or extensions to existing communities.

j) Residential use is one of the single largest land uses in most communities. Successful design of these areas is important for them to function efficiently, be affordable to the target population and to be aesthetically pleasing.

k) In the design of residential subdivisions the main elements are lot sizes and configuration, the layout roads, general circulation, provision of services (mainly water, electricity, waste water disposal), open space provision for parks and playgrounds and community support facilities where necessary.

l) The provision of landscaped areas is an important aspect of good subdivision design and the Planning Division will ensure that such provision is made.

2.2.1 Layout of Subdivisions – (Plate 2-1)

The design of the subdivision should be simple, clear and the roads easy to follow. The road patterns in general are:

- The **Grid System**, which produces parallel streets with junctions at right angle to each other. This system is suitable for flat or gently rolling land.

- The **Radial System** in which traffic are concentrated on centres with the consequent high concentration of traffic and activity.

- The **Curvilinear System** in which the roads follow closely the contours of the land.

- The **Planned Unit Development** of the Land in which the roads follow the land contours but the introduction of cul-de-sacs creates discrete clusters of houses and mixtures of housing types. This development type is suitable for large sites.
2.1.2 Lot Layout – (Plates 2-3 and 2-4)

a) Plot arrangements must be sensitive to topography, environmental conditions, road patterns and the size of the lots proposed. (Plate 1-2). Plots must be capable of being used for the purpose for which they are designed.

b) Plots should be laid out to take advantage of the topography and should minimize changes to the natural topography through the needs for large land formation, excavation and filling. The design must therefore, take into account the existing drain patterns and seek to preserve to the extent possible, the existing patterns of storm water flows.

c) Plots must have a frontage on the access roads. The frontage must be wide enough to allow the access of vehicles.

d) The creation of double frontage must be avoided. Where this is unavoidable, the plots must be large enough to allow the stipulated building setbacks.

e) Plot line should preferably be perpendicular to the street. This avoids the creation of irregular shaped lots. Such lots would have to be relatively large to allow the required setbacks and to provide enough land for the building.

f) Corner lots should in general be larger than other standard lots in the development. No fence or other structure should be constructed which would impede the visibility at the corners. The building lines at corner lots are shown on Plate 2-5.

2.1.3 Lot Sizes and Dimensions

a) The minimum lot sizes for different classes of development are given in Table 1-1 and the building Setbacks are defined in 1.3.3 and in Table 1-2.

b) In general, the size of the lots varies with:
   - The use to which the lot is to be put;
   - The desired intensity of the development;
   - The physical characteristics of the land and the surrounding area;
   - The capacity of the existing infrastructure.

c) The width of the lot shall not be less than 40ft.;

d) The length of a lot should not be more than 2 to 5 times the width.