

Draft Maitland Development Control Plan 2025

Residential and Subdivision Key Summary

Chapter 6: Residential Uses

The new Residential chapter in the draft Maitland Development Control Plan 2025 (MDCP 2025) serves as a full replacement and expansion of the existing C.8 Residential Design of the MDCP 2011.

The chapter is split into two distinct parts – the first dealing with general housing controls, and the second applying controls to specific types of housing, such as secondary dwellings and multi-dwelling housing, including setbacks and privacy, landscaping and open space areas. This helps ensure that no matter what residential development is being undertaken in Maitland, any applicant, from a family to a housing developer, can have confidence and transparency in Council's position and requirements.

1. New types of housing covered

From the freestanding home to terraces to a block of units, Council has ensured that, where other legislation does not apply, we provide clear guidance and expectations around the design, amenity, and servicing of a suite of different types of homes.

Aligned with Maitland's Community Strategic Plan – Priorities 1.1, 1.2.3, and 1.3.1.

2. Sheds, carports, and more

Often an overlooked element within DCPs, Council is ensuring that where a shed, carport and the like fall within the bounds of a development application, the criteria for these smaller scale projects are simple and in a consolidated format.

Aligned with Maitland's Community Strategic Plan – Priority 1.1.

3. Landscaping and open space

In line with Council's Environmental Sustainability Strategy 2030, the landscaping and open space requirements within the DCP have seen a significant overhaul, with more granular requirements for each based on the type of home you plan on constructing.

Aligned with Maitland's Community Strategic Plan – Priorities 1.1 and 2.1.2.

4. Controlling density

With the rapid changes at the state level to addressing housing availability and affordability, special attention has been paid within the Residential Uses chapter to ensure that common issues such as waste management, property access, and communal spaces are appropriately designed for higher densities. This will help ensure that where housing like unit complexes are proposed, their impact can be effectively managed within a growing and evolving city.

Aligned with Maitland's Community Strategic Plan – Priorities 1.1.3 and 1.2.3.

5. Garages

To help ensure that garages are not the dominant element of a house, we've implemented controls to help encourage more innovative and different arrangements of garages in the design of our houses, including along laneways and an increased setback of the garage compared to the remainder of a house. This will contribute to making driveways and garage space more functional and accessible in Maitland.

Aligned with Maitland's Community Strategic Plan – Priorities 1.1 and 1.2.

Chapter 5: Subdivision

Driven by changes made within the draft Maitland MoES 2025, the Subdivision chapter is a complete overhaul of the existing C.10 Subdivision of the MDCP 2011. As such, a wide range of modifications have been made throughout, to reflect industry standard subdivision practices in many other growth councils.

1. Re-introducing laneways

With the new DCP and MoES comes the reintroduction of laneways as a road type for Maitland. Previously having to undergo an assessment for their use on a case-by-case basis, Council now has a proposed design standard that gives clear direction for rear of property vehicle access while simultaneously enabling increased housing density in areas that can facilitate it.

Aligned with Maitland's Community Strategic Plan – Priorities 1.1.3, 1.2.1, 1.2.2, and 1.2.3.

2. Improving the road network

A core change is the various improvements made by both documents to how our road network functions and interacts with active and public transport. Some of the highlights include:

- reducing the length of street blocks to encourage walking and cycling
- providing pedestrian and active transport links along higher order roads
- provisioning for bus connections
- requiring street tree provision as part of new subdivisions, with associated maintenance bonds and guidelines.

Aligned with Maitland's Community Strategic Plan – Priorities 1.1.2, 1.2.1, 1.2.2, 1.2.3, 2.2.2, and 3.2.3.

3. Rethinking battle-axe lots and cul-de-sacs

Following changes to the Maitland DCP 2011 around battle-axe lots and cul-de-sacs in Maitland, we are further clarifying Council's position on where and how they are utilised. This will help ensure that our local neighbourhoods can strike a balance between traffic volumes, amenity, safety and walkability into the future.

Aligned with Maitland's Community Strategic Plan – Priorities 1.1.3, 1.2.1, 1.2.2, and 1.2.3.

4. Not one size fits all

At present, Maitland's DCP makes little distinction between a family trying to subdivide for just one extra lot and a housing developer subdividing for a hundred lots. We've made this simpler by tiering subdivisions into three categories: Small (between one and nine lots), medium (Between 10 and 49 lots), and large (more than 50 lots).

Aligned with Maitland's Community Strategic Plan – Priorities 1.1.3, 1.2.1, 1.2.2, and 1.2.3.