



Technical Manual

Wickham: Streets and Laneways

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1. Wickham

This manual supplements Section 6.03 Wickham of the Newcastle Development Control Plan by providing detailed design criteria for streets and laneways.

2. Streets

Wickham's streets have a variety of characters, including:

- major street (eg Railway Street, Throsby Street): wide bitumen seal between kerbs, catering for two way traffic with occasional on- street parking, wide verge with narrow footpath, occasional street planting and services on one side;
- local street (e.g Church Street, Greenway Street): minimum width bitumen seal between kerbs catering for two way traffic and on-street parking, narrow verge with some grassed area and continuous footpath, small tree planting and electricity pole on one side;
- minor local street (eg Bishopsgate Street, Dickson Street): bitumen seal between kerbs, slightly wider than a laneway, two way or one way traffic, no on-street parking, narrow footpath and no street planting; and
- laneway (eg Lee Terrace): narrow bitumen seal without kerbs, two way or one way traffic no footpaths, street lighting or street planting.

Objectives

To:

- create 'streets' that encourage pedestrian movement and maintain a pedestrian scale;
- promote 'streets' that protect the residential amenity of the community and pedestrians;
- create active public streets that define an interface between the public and private domain; and
- allow for planting to enhance streetscape amenity as Wickham moves from a generally industrial character to a residential/mixed use village.

Specific Provisions

- i) New streets are to include traffic calming measures such as on street parking, street planting and widened footpaths.
- ii) Street planting is to complement the scale of the street and surrounding built form – large scale significant trees for Railway Street and Throsby Street, smaller scale trees for local streets (Note: location of street trees is to avoid conflict with overhanging verandas and balconies).
- iii) Street planting is to provide protection from the sun in summer while allowing sunlight in winter.
- iv) Local streets are to have a minimum 1.5m wide footpath.
- v) Railway Street is to have a minimum 1.8m wide footpath or a minimum 3m wide verge for mixed use areas.

- vi) Laneways and parking courts are to be for service purpose only. A footpath is not required for laneways/parking court access, though incidental planting to enhance the appearance should be provided where possible.
- vii) On streets that generate significant noise levels (ie Railway and Albert streets), sound proofing of residential buildings is to be implemented.

3. Laneways / Rear Access

Objectives

To:

- provide functional and efficient service lanes;
- reduce the impact of garages and vehicular crossings;
- encourage passive surveillance of lanes for safer public domain; and
- create attractive access places within the constraints of primary service function.

Specific Provisions

- i) All single dwellings with rear garage access are to provide landscaping to the back of rear fence/wall between garages.
- ii) Multi dwellings with rear lane access and/or rear parking court areas are to provide adequate openings (ie balconies, windows) facing the rear lane for surveillance.
- iii) Any dwellings which have less than 12m frontages are to be serviced by rear lane or rear access garages.
- iv) Studio dwellings over rear garages are encouraged at the rear of dwellings with lane access.
- v) Where laneways are required (refer to Section 6.03 of the Newcastle Development Control Plan), these are to be a minimum of 5m in width.
- vi) Where garages front lanes, a minimum 0.5m setback is to be provided from the laneway boundary.
- vii) A 2m strip of laneway widening is to be dedicated on the south side of Lee Terrace, with a public footpath provided to create a suitable streetscape for low rise residential fronting the laneway. The widening will create an equivalent street type to Minor Streets.
- viii) Where laneways are constructed, they are to drain to one side via a one way cross fall with a mountable kerb.