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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.