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**Figure 1 - Cardiff orchards and railway line 1936**

## 1 INTRODUCTION

This section applies to land as shown in Figure 3 - Cardiff Structure Plan and contains local objectives and controls for development in Cardiff Economic Centre that are in addition to the guidelines contained in Part 4 – Development in Centres and Mixed Use Employment Zones. Where conflict arises between this section and the Part 4 controls, the controls in the Cardiff Town Centre Area Plan take precedence.

### 1.1 BACKGROUND

Cardiff suburb is located 13km west-southwest of Newcastle’s central business district and 4km north-west of the Charlestown regional centre.

Cardiff is situated on Awabakal land. While there are no identified indigenous sites or artefacts close to the town centre, Cardiff has an outlook to Mount Sugarloaf, that is significant as an indigenous ceremonial site.

The recent European occupation of the area commenced in 1833 and the locality became known for its orchards along the Winding Creek valley. Later in the 1800s coal mining began in what is now Cardiff South, with four main collieries and later multiple smaller pits opened up in the Depression years.

The Cardiff Railway Station opened in 1889. The railway was originally built through Tickhole Tunnel and ran along an alignment that is now Myall Road. It proved too steep for locomotives, and the line changed to the present route in 1902. The government railway workshops relocated from Honeysuckle to Glendale in 1928, and remain a major local employer.

Over the decades Cardiff developed as a residential area for workers in local industries.

### 1.2 EXISTING CHARACTER

#### **The Railway Station Precinct**

The railway station is now located on sloping terrain uphill and east from the town centre and at the point of the overpass crossing of Main Road.

The Newcastle Central Coast line connects from Newcastle to Sydney Central via Strathfield or Gordon. It is one of the busiest stations in the region with approximately 50 per cent more passenger arrivals and departures than Fassifern. Access on the difficult grades is managed with a lift as well as ramps and stairs. The railway station is serviced by Newcastle Buses and Hunter Valley Buses. Bus stops for both eastbound and westbound buses, a kiss and ride stop, and a taxi stop are all located east of the station on Main Road.

The commuter car park located on the western side of the railway station provides all day parking. Pedestrian access is awkward and open to improvement. Many train travellers park on surrounding streets and walk to the platform.

#### **Town Centre**

Cardiff provides a diverse range of shopping and services to the local community; including Aldi and Woolworths supermarkets, post office, take-away food shops, opportunity stores, gym, hotel, real estate agencies, numerous hairdressers, and a vet clinic. Within the Woolworths shopping centre is a bottle shop, newsagency, bakery, sushi cafe, hairdresser, and travel agency.

The suburb is home to a large number of car dealerships surrounding the shopping area.

Despite the locational advantages, most of the town centre buildings are of poor or moderate quality. A small number of buildings including a group of inter-war shops near the railway station and the original Masonic Hall turned dance academy in Margaret Street near Main Road have heritage significance. Harrison Street and Main Road have an eclectic mix of buildings that form a low scale pedestrian street. There is minimal outdoor trading.

### **Post Office**

The Post Office has traditionally been an important service hub for the Cardiff community. It's central Main Road location supports main street pedestrian activity and nearby businesses.

### **Community and Recreation Facilities**

The Cardiff Library, the Cardiff Seniors Citizens Centre, and the Cardiff Child Care Centre are all important community facilities located close to the shops.

Cardiff has extensive open space and sporting facilities south and north of the town centre, including Cardiff Bicentennial Park, Cardiff Park, Wilkinson Park, a skate park, tennis courts and the bowling and services clubs.

Public or civic space is minimal in the town centre.

### **Cycling and Walking Routes**

There are few cycling facilities in Cardiff, with the exception of a section of Main Road / Macquarie Road that has on-road cycle lanes. These on-road cycle lanes are short sections with gaps in between and require cyclists to merge with traffic at several points.

A new shared path from Fifth Street to the Bowling Club on Myall Road is the next priority.

### **Winding Creek**

Winding Creek is a channelised creek. Re-naturalisation of the waterway has the potential to improve urban amenity, increase tree cover, reduce heat island effects, provide walking and cycling links, encourage private investment on neighbouring sites and generally change how people use the public domain surrounding the creek.

### **Medium Density Housing**

Though most of the precinct is currently single storey detached houses, the precinct has significant potential for new townhouses and low-rise apartments or shop top housing.

It is well serviced by public transport, close to employment, with a retail centre, schools, medical and recreational facilities. The residential area between the rail loop and the Main Road shops is flatter land suited to diverse housing and commercial development within an easy walk of the shopping and business core and the Cardiff railway station.

### **Industrial Area**

Cardiff is a major employment area in the Hunter Region owing to the Cardiff Industrial Estate. The intersection of Munibung Road with Macquarie and Myall Roads is the main access point for the entire industrial estate. The recent completion of the Munibung Road link at Cockle Creek has opened up a new through access route and potential benefits for the centre.

### 1.3 ENVIRONMENTAL CONSIDERATIONS

#### Topography, Flooding and Drainage

The economic centre is on relatively low-lying ground with sloping ridges to the north and east.

The lower parts of the shopping centre in the vicinity of Main Road and Harrison Street and through the large Woolworths and Aldi car park areas are affected by local flooding events and most drainage runs to the Winding Creek channel.

The hilly topography can present difficulties for inter-allotment drainage and may limit development on sloping sites, particularly those on the low side of a street.

#### Mine Subsidence

The economic centre and surrounds are within a mine subsidence area and partly affected by older underground workings. Some developments will require guidance from Subsidence Advisory NSW.

### 1.4 DESIRED FUTURE CHARACTER

#### Landscape Qualities

The slopes and hills surrounding Cardiff retain their scenic quality, and the broad views to Mount Sugarloaf are highlighted and protected. The elevated Main Road views to the centre become known for a distinctive urban landscape of rooftops.

Cardiff's historical landscape of peach and plum orchards inspires new landscape planting and park space in the centre and surrounding neighbourhood. Winding Creek is recovered as a green, shady, vegetated creek line for walking, cycling and recreation.

Walkers and bikers approaching from Fern Valley Road Reserve and the rail overpass enjoy the outlook along the rail line and over the valley.

#### Vibrant Centre

Cardiff develops as a lively pedestrian friendly centre with a broad range of services, shops, eateries, the library, gym, dance academy, youth venue, well sheltered footpaths and some smaller public spaces. The vitality of Cardiff is enhanced by visiting train travellers and by the residents of new and diverse housing to the north and east and south of the centre.

A balance of parking, walking and cycling spaces supports more pedestrian life and trade.

#### Main Walk

The centrepiece of Cardiff is *Main Walk* directly connecting the railway station and shopping centre, making the walk quicker, safer, easier and more appealing.

#### Sociable Civic Spaces

The existing community and new residents enjoy the central location, easy safe walking and bike access to shops, services, public transport and community facilities. A quality civic square and public park provides residents, shoppers, workers, and visitors with a sociable and enjoyable place for meeting and relaxing. The pedestrian-friendly character of the main streets, especially Main Road and Harrison Street is developed.

**Green and Shady Streets**

Mature shady trees, planted and well maintained in front setbacks, along street, in public spaces and along Winding Creek give this precinct a comfortable and pleasant green character.

**Cultural Life**

The Cardiff centre attracts and supports more cultural and social venues particularly suited for youth and seniors. These places are a focus for community life, exchange of ideas, education and group enterprises.



**Figure 2 - Main Walk from station to shops**

## 2 DEVELOPMENT CONTROLS

This Area Plan applies to the extent of Area Plan shown in Figure 3 - Cardiff Town Centre Structure Plan.

### 2.1 PLANNING AND DESIGN PRINCIPLES

The following principles guide the application of development objectives and controls:

1. Maintain and improve vistas from Main Road to surrounding treed ridgelines and the Watagans National Park.
2. Enhance and foster urban landscape spaces that reflect the historical landscape of Winding Creek orchards.
3. Develop the potential for revegetation, and walking or cycling paths along Winding Creek
4. Ensure that Main Walk between the railway station and shopping centre is a priority for a safe, direct and appealing walk.
5. Make it a priority to deliver new public spaces for the vitality of Main Road, Harrison Street and close to new housing.
6. Deliver economic centre buildings that contribute to a distinctive rooftop character for Cardiff.
7. Make Cardiff known for delivering a range of townhouses, apartments, manor houses and studio dwellings that add to street life and trade. Continually expand the network of safe, convenient and shady walking and cycling paths into and through the Cardiff centre.
8. Maximise shade tree planting in front setback areas, along street verges and in parks.

### 2.2 CARDIFF STRUCTURE PLAN

The Cardiff structure plan establishes:

- the key connections between the shopping centre and the railway station
- the movement network for walking and cycling, public transit and private vehicles
- the public space network of streets, parks, reserves, proposed urban public spaces and the Winding Creek corridor
- the future building types and interface between the ground floor uses and the street or public space.

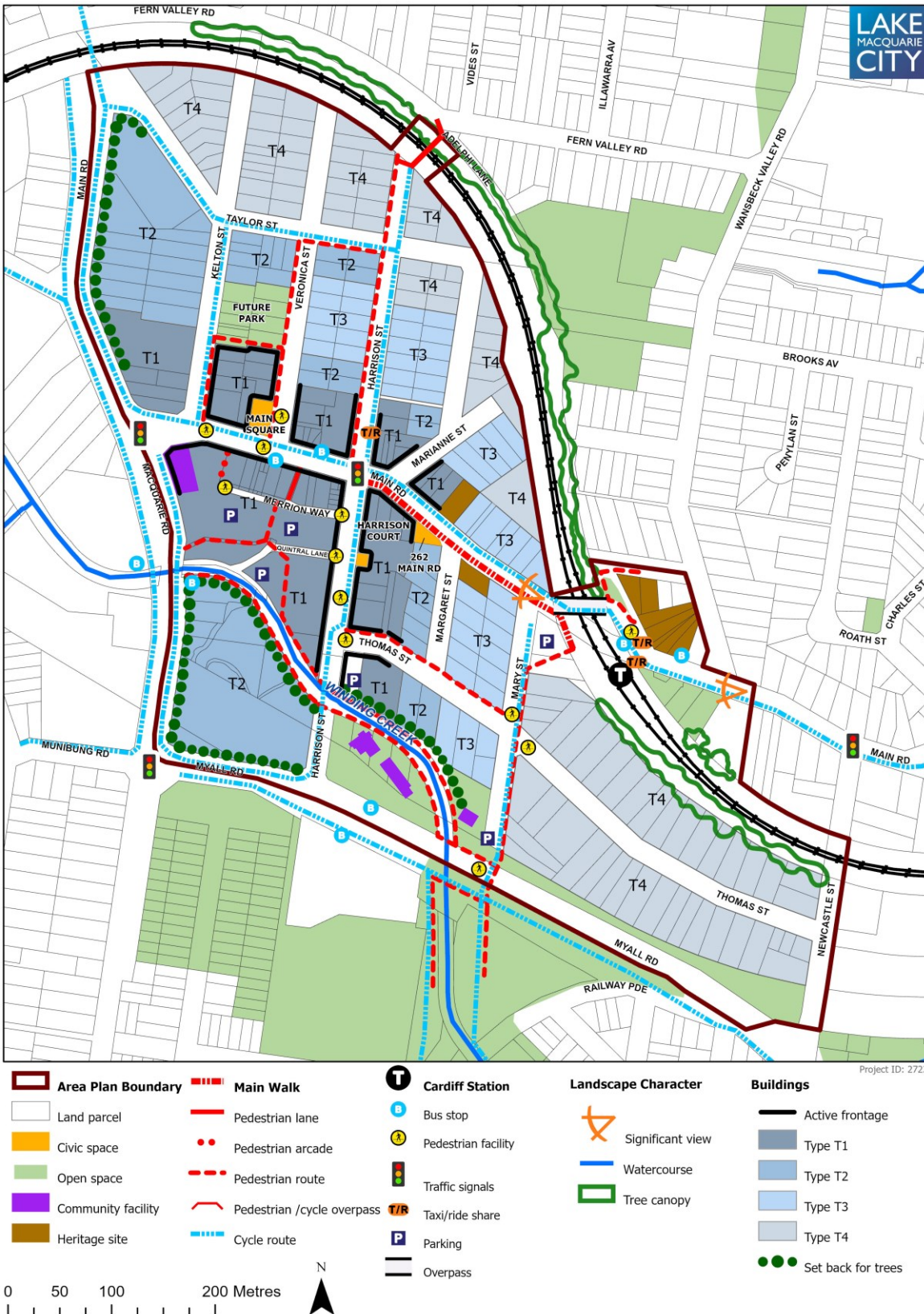


Figure 3 - Cardiff Structure Plan



## 2.2 MAIN WALK

### *Objectives*

- a. To provide a highly recognisable centrepiece route for walking between Cardiff railway station and main shops.
- b. To provide a quicker, safer, easier and more enjoyable walk from Cardiff railway station to shops.
- c. To maximise outdoor meeting and trading activity on Main Walk.
- d. To maximise tree planting opportunities along Main Walk

### *Controls*

- 1 Development of 262 Main Road provides:
  - i. Public open space and pleasant sitting places on the eastern part of the site;
  - ii. Opportunity for outdoor trading to north and east of the building;
  - iii. A solid cantilever awning at least 3m deep to the northern and eastern elevations;
  - iv. Openable walls or half walls to north and eastern elevations;
  - v. Planting and establishment of advanced size trees on the street verge and in the open space area;
- 2 Development on any site that faces Main Walk provides:
  - i. A solid cantilever awning at least 3m deep;
  - ii. Clear space for pedestrians;
  - iii. Opportunity for footpath trading;
  - iv. Openable walls or half walls;
  - v. Street trees In the verge.

## 2.3 MAIN SQUARE AND POST OFFICE

### *Objectives*

- a. To provide a focus for social and public life in Cardiff.
- b. To provide a sunny, sheltered high amenity civic square (Main Square) on Main Road in the core main street area.
- c. To facilitate the establishment of a new Post Office facility fronting onto the Main Square
- d. To maximise outdoor trading activity on the edges of Main Square.
- e. To provide, and maximise the use of, balconies and terraces overlooking Main Square.
- f. To provide tree canopy cover for shady sitting and reducing heat island effects.

### **Controls**

- 1 Development on Lot 2 Sec B DP 10159 (31 Veronica Street) or Lot 2 DP 323681 (339 Main Road) can accommodate the operational needs of Australia Post including:
  - i. A minimum of 250m<sup>2</sup> ground floor commercial floorspace
  - ii. Vehicle access to the rear of the new building suitable for parcel and post deliveries
  - iii. Direct pedestrian access from Lot 1 Sec B DP 10159 (337A Main Road) to the new ground floor retail space
  - iv. Continuous solid cantilever awnings along the common boundary with Lot 1 Sec B DP 10159 (337A Main Road)
  - v. Potential for upper level commercial space including co-work facilities, and
  - vi. Opportunity for a long-term lease with options to renew.
- 2 Development on any site adjacent to the proposed Main Square site
  - i. Maintains sun access to at least 50 per cent of the future public space at 12pm on 21 June
  - ii. Provides a continuous solid cantilever awning at least 3m deep to the Main Square site boundary, and
  - iii. Provides balconies, terraces and habitable rooms that overlook Main Square.

## **2.4 HARRISON COURT**

### **Objectives**

- a. To support public use and trade in the court area compatible with neighbouring businesses.
- b. To improve the amenity and shade cover in Harrison Court.
- c. To support surrounding businesses to interact with the outdoor space.

### **Controls**

- 1 Proposals for new activity in Harrison Court provide:
  - i. additional shade trees
  - ii. additional seating, and
  - iii. mobile trading compatible with adjacent businesses.
- 2 Development of the square includes planting and establishment of advanced trees that can provide at least 50 per cent shade cover in five years.
- 3 Proposals for new activity in Harrison Court support existing businesses and clients.

## **2.5 PEDESTRIAN LANES**

### **Objectives**

- a. To provide convenient and pleasant walking access to and from Merrion Way and Main Road.
- b. To maximise the pedestrian flow along pedestrian lanes.
- c. To ensure pedestrian lanes are open safe, visible, convenient and have active frontage.
- d. To provide intermittent shelter and sun access along each open pedestrian lane.

- e. To ensure pedestrian lanes are wide enough to support footpath trading as well as pedestrian accessibility.
- f. To ensure pedestrian lanes provide all hours public access.

**Controls**

- 1 Re-development of 286 Main Road includes a pedestrian lane on a single alignment from Merrion Way to Main Road, with a minimum clear corridor width of 5m and open to the sky.
- 2 The lane is free of visual intrusions, including occupiable floor space, stairs, lifts and signage structures.
- 3 Any furniture, fixings and landscape works provide high amenity footpath dining or public seating.
- 4 The lane is accessible to the public all hours.
- 5 The lane is made available for dedication to Council.

**2.6 PEDESTRIAN ARCADES**

**Objectives**

- a. To provide convenient pedestrian movement through buildings where a lane that is open to the sky is not practicable.

**Controls**

1. Re-development of 300 Main Road maintains a pedestrian arcade from Merrion Way to Main Road.
2. The pedestrian arcade is on a single alignment.

**2.7 PEDESTRIAN ROUTES**

**Objectives**

- a. To provide clear, convenient, safe and direct walking routes:
  - i. between the railway station and the shopping area
  - ii. from neighbourhood dwellings to the railway station, to public space, community facilities, services and shopping destinations, and
  - iii. through carpark areas.

**Controls**

- 1 Development and infrastructure projects contribute to the network of walking routes shown in Figure 3.
- 2 Development of 30 Kelton Street and 25 Veronica Street provide for a direct pedestrian route between the two streets as shown in Figure 3.

**2.8 STREET TREE PLANTING**

**Objectives:**

- a. To enhance the amenity and desired character of the street.
- b. To provide tree shade and shelter for pedestrians.
- c. To reduce urban heat island effects.

**Controls:**

- 1 Where the verge is 4.2 metres or wider, development includes supply, installation and establishment of at least one advanced clear trunk medium size canopy tree for every 10 metres (or part thereof) of street frontage.
- 2 Where the verge is less than 4.2 metres wide, development includes supply, installation and establishment of at least one advanced small-sized clear trunk canopy tree for every 10 metres (or part thereof) of street frontage.
- 3 The root volume for each tree is a minimum of 8m<sup>3</sup> and between 600 and 750mm deep.
- 4 All trees installed are advanced stock, and at least 100L container size.
- 5 The tree supplier or landscape contractor provides evidence that all trees comply with NATSPEC Guide to Specifying Trees - Assessment of Tree Quality.
- 6 All trees installed are established and maintained for a minimum period of 24 months. Any failed trees are replaced promptly.
- 7 Council may specify details for tree supply and installation, and associated paving, lighting, street furniture and similar landscape improvements.

**Note:** For tree planting in carparks see Part 4 – Development in Centres and Mixed Use Employment Zones.

## 2.9 TREE PLANTING IN FRONT SETBACK AREAS

**Objectives:**

- a. To allow for the planting and healthy growth of large and medium size canopy trees which enhance amenity and street character.
- b. To reduce the visual impact of development and car parking and service areas.
- c. To maintain sightlines from the street to building entrances and car parking areas.
- d. To reduce urban heat island effects.

**Controls:**

- 1 Development includes installation and maintenance of at least one advanced clear trunk medium size canopy tree for every 20m<sup>2</sup> of front setback area.
- 2 The root volume for each tree in the front setback area is:
  - i. A minimum of 8m<sup>3</sup> and between 600 and 750mm deep, and
  - ii. Located in deep soil outside the extent of any basement.
- 3 Each area allocated to tree planting has a corresponding clear air space that is at least eight metres high and six metres in width.
- 4 All trees installed are advanced stock, and at least 45L container size.
- 5 Understorey planting comprises low growing species less than 900mm in height.

## 2.10 BUILDING TYPES

**Note:** Each building type is determined by its relationship with:

- the public footpath or public space
- ground level to allow for preferred uses
- adjacent buildings, and
- landscape areas.

### **Objectives**

- a. To ensure that in the main shopping areas, building type supports physical and visual connection between the ground floor uses of the building and the public footpath.
- b. To ensure that in the area supporting the main shopping area, the building type can accommodate both office and residential use at the ground level.
- c. To ensure that the building types within easy walk of the town centre and railway station, deliver more dwellings and more diversity of dwelling type.

### **Controls**

- 1 Development makes a positive contribution to the desired future character of the town centre as described in Section 1.4.
- 2 Development meets the requirements of the Town Centre Structure Plan as shown in Figure 3.
- 3 Development complies with the relevant building type shown in Figures 4 to 9.
- 4 Development is based on the best option arrived at through thorough site and context mapping and analysis.

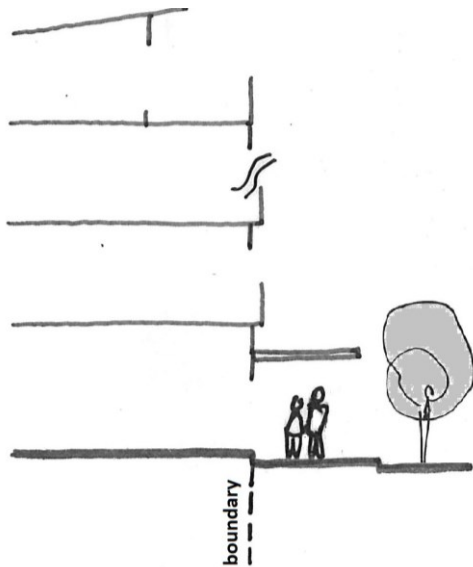
## **2.11 BUILDING TYPE T1**

### **Objectives**

- a. To ensure buildings have good physical connection between the ground floor and the public footpath.
- b. To ensure the building forms part of a continuous street wall.

### **Controls**

- 1 Ground floor levels are within 100-300mm of the footpath level.
- 2 The building has a solid cantilevered awning 3-3.5m deep over the footpath.
- 3 The building frontage has multiple door and window openings that are clear glazed and set in a solid masonry wall.
- 4 The window and door glazing are free of obscuring signage, blinds, films or finishes.
- 5 Food trading premises include walls or half walls that open directly to the street.



Note: On flood affected sites see Section 1.10

Figure 4 - T1 Building Type 1

## 2.12 BUILDING TYPE T1 MODIFIED FOR FLOOD AFFECTED SITES

### Objectives

- To accommodate level changes between the footpath and the ground floor for T1 type buildings on flood affected sites.
- To ensure a comfortable visual and physical connection between inside activity and the footpath activity for T1 type buildings on flood affected sites.
- To support café and footpath trading for T1 type buildings on flood affected sites.

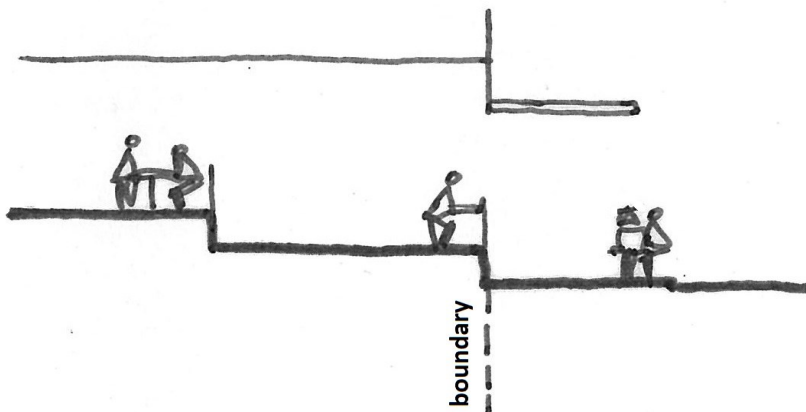


Figure 5 - T1 modified for flood affected sites

**Controls**

- 1 The building design incorporates the level change from footpath to the ground floor within the building. Footpath ramps are not acceptable.
- 2 Where the level change is greater than 600mm between the footpath and the main ground floor, the building design includes an intermediate level that is:
  - i. suitable for café or dining trading or shop front display, and
  - ii. designed to withstand temporary inundation.
- 3 Café or dining activity on the intermediate level maximises activity and amenity using a combination of openable walls, or retractable windows, half walls and bench seating.

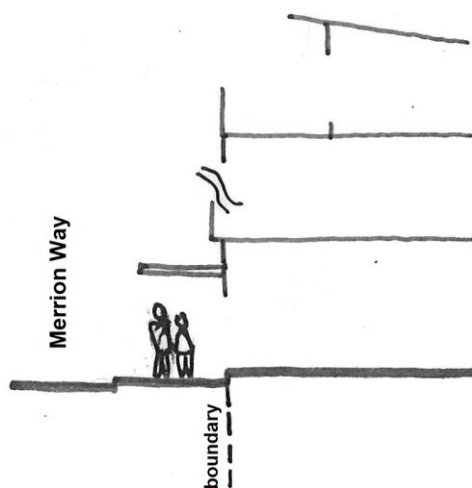
**2.13 BUILDING TYPE T1 WITH FRONTAGE TO MERRION WAY**

**Objectives**

- a. To ensure safe and convenient pedestrian movement along Merrion Way.
- b. To ensure easy public pedestrian access from Merrion Way footpath to buildings.

**Controls**

- 1 Each building has a clear public access entry direct from Merrion Way.
- 2 Each building has a wide and solid cantilevered awning 2-2.5m deep over the Merrion Way entry.
- 3 The Merrion Way building elevation has glazed windows at street level and above.
- 4 Each Merrion Way entry has clear signage on or near the entry awning to indicate the business name and services.
- 5 Driveway crossovers to rear parking spaces maintain a continuous footpath level for pedestrians.



**Figure 6 - T1 building at the Merrion Way boundary**

## 2.14 BUILDING TYPE T2

### *Objectives*

- a. To ensure buildings have easy access to the public footpath.
- b. To ensure the building allows for both office and residential use at ground level.
- c. To provide a landscape buffer between the public footpath and the ground floor.

### *Controls*

- 1 Ground floor levels are within 600-900mm of the footpath level.
- 2 The building is setback 4-6m from the front boundary.
- 3 The building has a small terrace and solid awning at the building entry.
- 4 The ground level floor to ceiling heights are suitable for both office and residential use.

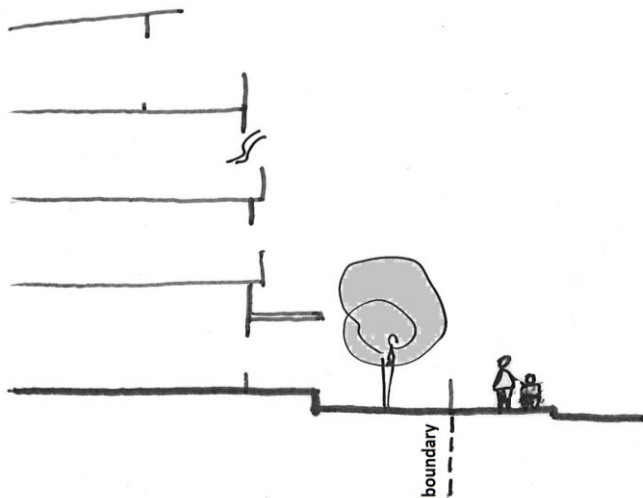


Figure 7 - T2 Building Type 2

## 2.15 BUILDING TYPE T3

### *Objectives*

- a. To ensure buildings have easy access to the public footpath.
- b. To ensure the front building allows for office or residential use at ground level.
- c. To provide tree canopy cover between the public footpath and the building façade.
- d. To allow for a smaller dwelling on the rear boundary.

### *Controls*

- 1 Ground floor levels at the front of the building building are within 600-900mm of the footpath level.
- 2 The building is setback 4-6m from the front boundary.
- 3 The building has at least a small terrace and solid awning at the building entry.
- 4 The rear building is built to the rear boundary, and extends no more than 50 per cent of the rear boundary length.
- 5 Private open space is provided between the two buildings.



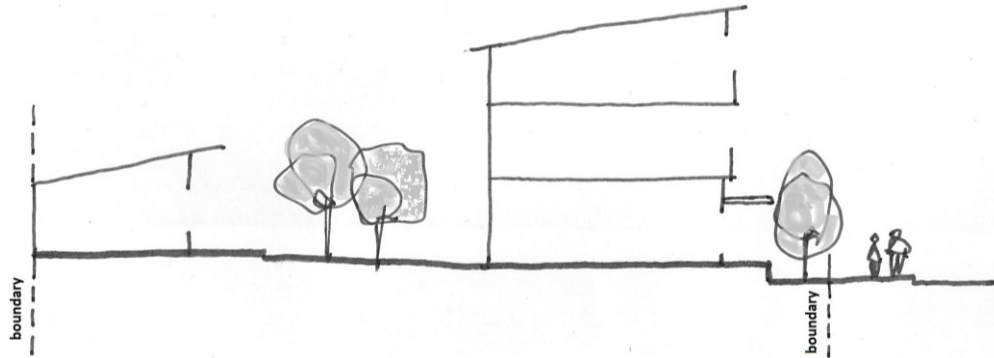


Figure 8 - T3 Building Type 3

## 2.16 BUILDING TYPE T4

### *Objectives*

- a. To ensure development contributes to the neighbourhood tree canopy.
- b. To allow for safe, comfortable and sociable interactions between people in the street and occupants of dwellings closest to the street frontage.

### *Controls*

- 1 Development is setback 4-6m from the front boundary.
- 2 Development provides one medium size canopy tree for every 20m<sup>2</sup> of front setback area.
- 3 Development includes part screened balconies and/or terraces that overlook the street.
- 4 Development includes a front fence that is 600-900mm high.

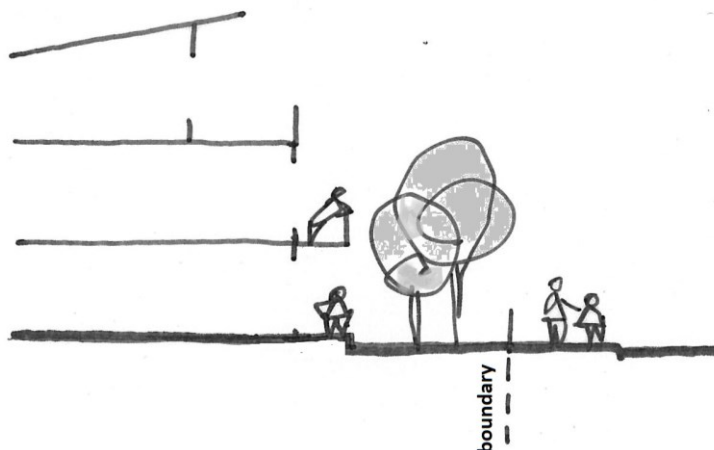


Figure 9 - T4 Building Type 4

### 2.17 BUILDING HEIGHT ALLOWANCE FOR ARCHITECTURAL ROOF FEATURES

#### **Objectives**

- a. To make the elevated Main Road views to Cardiff town centre known for a unique urban landscape of rooftops.
- b. To ensure the form and colours used in the rooftop creates a cohesive character.
- c. To ensure that services, air conditioning units and lift overruns are included in the roof volume and not visible from higher viewing points.

#### **Controls**

- 1 Development complies with the provisions of LMLEP 2014 CI 5.6 Architectural roof features
- 2 Development incorporates all services, air conditioning elements and lift overruns within an architectural roof form.
- 3 The architectural roof form is pitched with coloured sheet type finish. Flat roofs are not supported.
- 4 The selected roof finish colour is from a palette of natural colours reflecting the historic Winding Creek Valley landscape. Multi-colour roofs are not supported.

### 2.18 DEVELOPMENT ALONG WINDING CREEK

#### **Objectives**

- a. Support the potential for rehabilitation and revegetation of Winding Creek
- b. To ensure any redevelopment along Winding Creek allows for revegetation and future walking and cycling paths.
- c. To ensure any redevelopment of the Harrison Street carpark addresses Winding Creek as well as Harrison and Thomas Streets.

#### **Controls**

- 1 Development on any site with a boundary to Winding Creek between Macquarie Road and Harrison Street is setback a minimum of 10m from the creek property boundary for revegetation and walking and cycling access.
- 2 Development on any site with a boundary to Winding Creek between Harrison Street and Myall Road is setback a minimum of 6m from the creek property boundary for revegetation and walking and cycling access.
- 3 Development of the Harrison Street carpark site includes quality architectural façade and window openings on the Winding Creek aspect.
- 4 Development of the Harrison Street carpark site maintains vehicle access from Thomas Street, and any loading dock or service area is contained within the building volume.
- 5 Development on any site with a boundary to Winding Creek provides appropriate tree and landscape planting within the setback area.

## 2.19 CAR PARKING

### Objectives

- a. To facilitate change of use between business, office and retail uses.
- b. To ensure that the number of car parking spaces provided does not undermine incentives for alternative modes of transport.
- c. To maximise the equitable use of all on-street and off-street town centre car parking space across all hours.

### Controls

1. The number of car parking spaces provided for development of T1 and T2 type buildings is consistent with the specifications of Table 1.
2. Visitor car parking for residential uses is not required for T1 and T2 type buildings.
3. Where the proposed number of car parking spaces is **less than** or **greater than** specified in Table 1, a clear rationale is provided for the variation that supports delivery of the Cardiff Transport Management Plan.

Table 1 - Car Parking Rates for Development of T1 and T2 type buildings.

Development Type	Car Parking Rate	
<b>residential flat buildings, shop top housing, and including dwellings as a component of mixed-use developments.</b>	<b>Dwelling Type</b>	<b>Parking spaces per dwelling</b>
	1 bedroom	0.5
	2 bedrooms	0.75
	3 bedrooms	1.0
	visitor parking	nil
<b>serviced apartments</b>	1 space per unit	
<b>business premises office premises retail premises</b>	1 space per 40m <sup>2</sup> GFA	
<b>medical centres health consulting rooms</b>	1 space per 40m <sup>2</sup> GFA	
<b>community facilities</b>	1 space per 40m <sup>2</sup> GFA	

**Note:** for all other parking rates see Part 4: Development in Centres and Mixed Use Employment Zones