

DCP 32 KANWAL URBAN RELEASE AREA (PRECINCT 9)

This plan shall be known as:

KANWAL URBAN RELEASE AREA (PRECINCT 9)

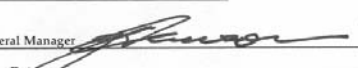
DEVELOPMENT CONTROL PLAN NO 32

OBJECTIVES

This Development Control Plan aims to achieve the following:

- 1 a Provide opportunity for a variety of housing types.
- b Provide a safe and efficient system of roads and pathways for vehicular, pedestrian and cycle movement.
- c Ensure the economic and orderly development and servicing of land.
- d Provide a high quality residential environment with accessible open space and community facilities.
- e Provide a clear framework for contributions pursuant to Section 94 of the Environmental Planning and Assessment Act, 1979, as amended.

This Development Control Plan (DCP) may be amended from time to time by Council. Proposed amendments are required to be advertised and exhibited in draft form and any submissions received must be considered by Council before the amended plan is adopted. People using this DCP should ensure that they have the current copy of the plan, including any amendments. If in doubt, please check with Council's Customer Service Centre.

Adopted as per council resolution number: August 1990 Effective:	Dated ..
Certified in accordance with the Environmental Planning and Assessment Act 1979 and Regulations	General Manager 
	Date:

1 CITATION AND APPLICATION

- 1.1 This document and accompanying plans may be cited as "Wyong Development Control Plan No. 32 - Kanwal Urban Release Area" (herein called "the Plan") and is a Development Control Plan within the meaning of Section 72 of the Environmental Planning and Assessment Act, 1979, as amended.
- 1.2 The land to which the Plan applies is shown edged heavy black on the plan marked "Wyong Development Control Plan No. 32 - Kanwal Urban Release Area".
- 1.3 The Plan should be read in conjunction with Wyong Local Environmental Plan 1987 - Urban Lands and Amendment No. 30 thereto.
- 1.4 The Plan takes precedence over other Council Codes and Policies, unless otherwise specified.

2 AIMS AND OBJECTIVES

- 2.1 The Plan aims to facilitate development for primarily residential purposes in accordance with the provisions of Wyong Local Environmental Plan 1987 - Urban Lands (Amendment No. 30) in a manner that will:

3 ROAD HIERARCHY AND LAYOUT

- 3.1 Roads shall be located generally in the position indicated on the Plan.
- 3.2 The distributor road linking Wallarah Road and Craigie Avenue shall have a reserve width generally of 26 metres to provide a 6 metre cycleway reservation other than adjacent to Lot A DP 372943 where the reserve width shall be 22 metres to provide a 5.5 metre footpath along the western side of the road.
- 3.3 Variations to road patterns to accommodate medium density development proposals shall not significantly alter the general layout of access roads nor the location of intersection with either the main distributor road or the extension of Kaye Avenue.
- 3.4 A traffic control facility will be required between Kaye Avenue and Craigie Avenue to provide for a maximum speed 60 kph. The facility may be one or more Road and Traffic Authority approved traffic control devices.

3.5 Access to the areas north of Wallarah Road shall be from the proposed signalised intersection adjacent to the neighbourhood shopping centre. Alternative access may be provided to the north through proposed Lot 10 in the subdivision of Pt Lot 47 DP 7527. Negotiation for the acquisition of this allotment is the responsibility of the developer.

3.6 Wherever possible, developments (including redevelopments) shall be required to replace existing direct vehicular access to Wallarah Road with access to the adjoining local road system.

4 MAJOR INTERSECTIONS

4.1 The intersection of the main distributor road with Wallarah Road shall be a signalised intersection designed in accordance with the requirements of the Roads and Traffic Authority.

4.2 The intersection of the main distributor road with Craigie Avenue shall be a controlled intersection with appropriate signs and pavement marking giving priority to Craigie Avenue.

4.3 The intersection of Kaye Avenue and Phyllis Avenue shall, on completion of the westward extension of Kaye Avenue, be a controlled intersection with appropriate signs and pavement marking giving priority to Kaye Avenue.

4.4 Internal four-way intersections shall be constructed with a roundabout.

5 SUBDIVISION DESIGN

5.1 Development of residential land shall comply with Council's Code No. S3 - Subdivision.

5.2 Provision for pedestrian pathways from all cul-de-sac heads shall be made generally in accordance with the Plan.

5.3 Areas where multiple dwelling development is preferred, are shown on the Plan.

5.4 Undergrounding of all services shall be required in all developments or subdivisions.

6 RESIDENTIAL DENSITIES

6.1 Development of residential land shall be in accordance with Council's Residential Densities Development Control Plan.

6.2 Any development of existing residential allotments with direct frontage to the Pacific Highway for any purpose other than single dwelling houses shall require vehicular access to the local road system.

7 OPEN SPACE AND LANDSCAPE

7.1 Local open space shall be provided in the locations shown on the Plan. Minor variations in configuration of local parks as a result of subdivision design are acceptable provided that the area of each park is not reduced.

7.2 No trees shall be removed from areas designated on the Plan as open space.

7.3 Areas dedicated for noise buffer purposes shall not be accepted as contributing to open space requirements of a subdivision.

7.4 The area zoned 6(c) Open Space along the northern boundary of the release area shall be required to be transferred to Council as a condition of development or subdivision approval in total satisfaction of the open space requirements for Lot 3 DP 518378.

7.5 Landscaping of the detention basin and sewer pump station shall be provided to screen views from the Pacific Highway and internal roads and shall be considered to be part of the cost of construction of drainage works.

7.6 Street tree planting shall be required as a condition of any development or subdivision approval.

8 CYCLEWAY SYSTEM

8.1 The main cycleway shall be provided within a 6 metre reserve immediately west of the 13 metre carriageway of the main distributor road and shall consist of a rigid pavement a minimum of 2 metres wide. The reserve shall be landscaped.

8.2 Notwithstanding clause 7.1, the cycleway reserve shall merge with the footpath reserve to provide a shared 2.5 metre rigid pavement pathway within a 5.5 metre reserve adjacent to the neighbourhood shopping centre on Lot A DP 372943.

8.3 Internal roundabouts shall be designed to provide a cycle and pedestrian refuge within the splitter island on the approaches to the roundabout in accordance with NAASRA standards.

8.4 Where the cycleway crosses a roadway the cycleway path and pedestrian footpath shall be merged to form a 2.5 metre concrete pathway prior to the crossing point.

9 TRAFFIC NOISE AMELIORATION

9.1 Areas zoned 6(c) Open Space and shown on the Plan as noise buffer areas along the Pacific Highway shall be required to be dedicated to Council as a condition of development or subdivision approval.

9.2 Construction of landscaped earth mounds to a height of 3 metres and a design satisfactory to Council, shall be required within the noise buffer areas as a condition of any development or subdivision approval and prior to the dedication of such land to Council.

9.3 Any development within 74 metres of the Pacific Highway shall incorporate measures to achieve an internal noise level of 45dBA.

10 COMMUNITY BUILDINGS

10.1 The land identified on the Plan for community facilities shall be required to be transferred to Council as a condition of any development or subdivision approval with credit for the area in excess of that required for the development or subdivision as appropriate.

11 PROVISION OF SEWERAGE

11.1 Sewerage infrastructure including the pump station is to be provided by the initial developer. Credit for the value of works undertaken not attributable to the initial development or subdivision shall be calculated on a pro-rata basis for land in separate ownership.

11.2 Notwithstanding clause 11.1, where temporary sewerage augmentation is provided by the initial developer it shall be at full cost to that developer and no credit for such works shall be allowed against contributions other than for components of the temporary works which can be retained in the final scheme.

11.3 It is the developers responsibility to negotiate agreements where necessary with adjoining landowners to facilitate the provision of sewerage infrastructure.

12 DRAINAGE INFRASTRUCTURE

12.1 Construction of the drainage detention basin and channel is to be undertaken by the initial developer. Credit for the value of works not attributable to the initial development or subdivision shall be calculated on a pro-rata basis for land in separate ownership.

12.2 The developer is responsible for negotiating with adjoining owners for the transfer to Council of land zoned 5(a) Special Uses - Drainage.

13 STAGING AND IMPLEMENTATION

13.1 The initial stage of development must provide one of the three major access points, ie. access to Craigie Avenue, Wallarah Road or Kaye Avenue.

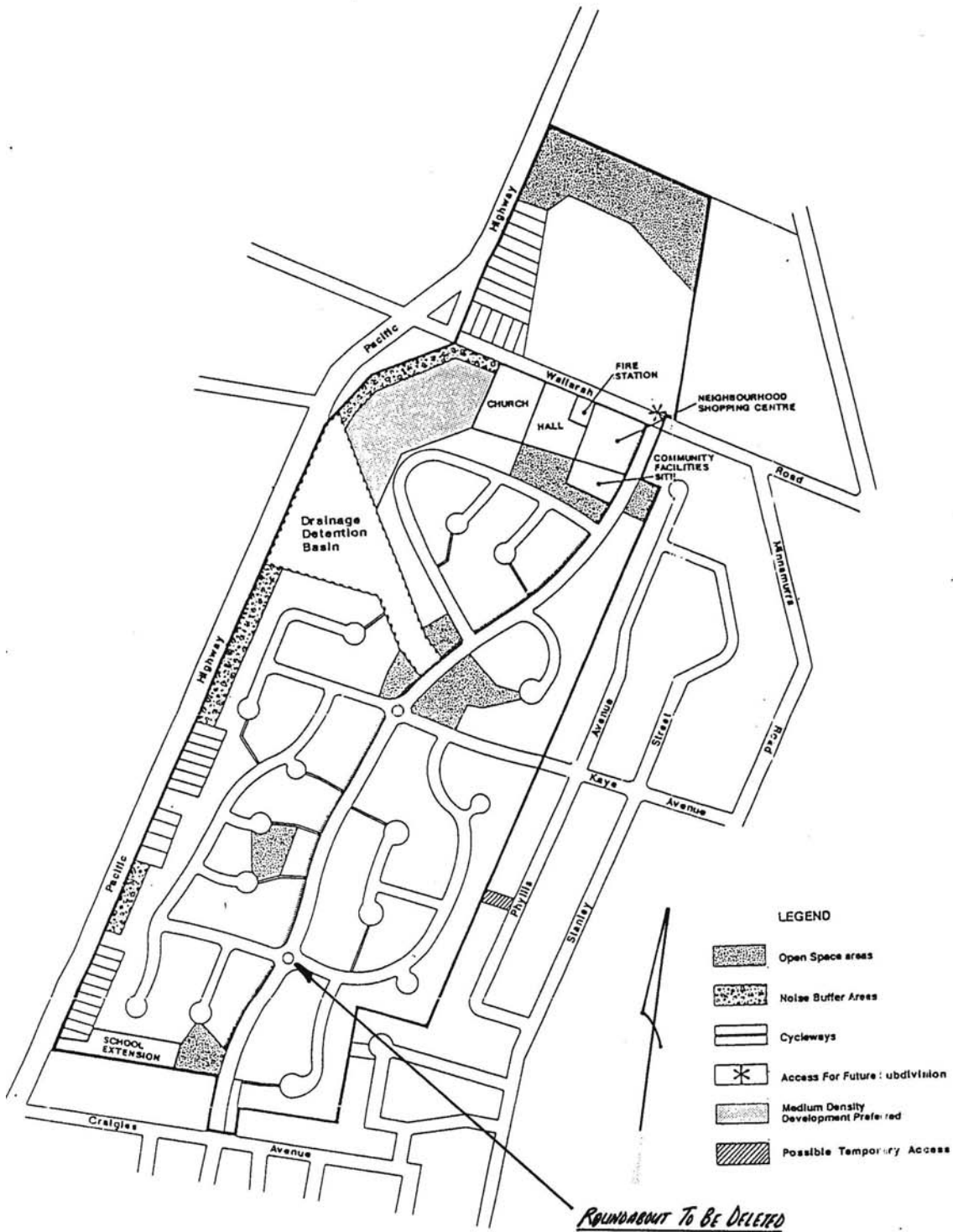
13.2 Notwithstanding Clause 12.1, the initial stage of development may be permitted temporary access off Phyllis Avenue as indicated on the Plan, subject to:

- a Compliance with Clauses 11.1, 11.2, 12.1 and 12.2.
- b Submission of proof that traffic generation from the proposed development would not significantly impact on residential amenity in Phyllis Avenue.

14 SECTION 94 CONTRIBUTIONS

- 14.1 Payments towards the improvement or provision of facilities and services will be required as identified in the Kanwal Urban Release Area Local Environmental Study, and pursuant to Section 94 of the Environmental Planning and Assessment Act, 1979, as amended.
- 14.2 The rates for monetary contributions are specified in the schedule to the Plan and are subject to indexation in accordance with Council's policy.
- 14.3 Details of contributions are contained in the relevant contributions plans.

Map 1 - Wyong Development Control Plan No 32 Kanwal Urban Release Area



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WYONG DEVELOPMENT CONTROL PLAN NO. 32
KANWAL URBAN RELEASE AREA



DATE: 21/10/88
PLANING: 1778

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