

# DCP 45 FREEWAY SERVICE CENTRES

This plan shall be known as:


FREEWAY SERVICE CENTRES  
DEVELOPMENT CONTROL PLAN 45

## OBJECTIVES

This Development Control Plan aims to achieve the following:

- 1 The aim of this Plan is to provide environmental controls and guidelines to facilitate the proper development of direct access service centres on the F3 Freeway in accordance with the environmental criteria of Section 90 of the Environmental Planning and Assessment Act, 1979.

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: 10 <sup>th</sup> July 1991 Effective: 31 <sup>st</sup> October 1991 Certified in accordance with the Environmental Planning and Assessment Act 1979 and Regulations	Dated _____ General Manager  Date: _____
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- 1.1 This Plan provides the development concepts, standards and design requirements for the development of direct access comprehensive service centres on the F3 Sydney to Newcastle Freeway at Wyong.
- 1.2 The Plan has statutory force in so far as Council is required by Section 90 of the Environmental Planning and Assessment Act, 1979, to take it into consideration when determining development applications to which the Plan is relevant.
- 1.3 The Plan has been prepared in accordance with the provisions of Section 72 of the Environmental Planning and Assessment Act, 1979 and Clauses 19-25 of the Environmental Planning and Assessment Regulation, 1980.

## 2.0 CITATION AND APPLICATION

- 2.1 This Plan may be cited as the "WYONG SHIRE FREEWAY SERVICE CENTRES DEVELOPMENT CONTROL PLAN".
- 2.2 This Plan applies to all land referred to as Lot 4 DP 803116, Lot 1 DP 740957, Lot 2 and Part Lot 3 DP 792825 and shown edged heavy black on the plan marked Development Control Plan No 45.
- 2.3 This Plan came into force on October 31 1991 in accordance with Clause 24(2) of the Environmental Planning and Assessment Regulation, 1980.

- 2.4 This Plan is to be read in conjunction with Wyong Local Environmental Plan 1991 (Amendment No 9) and the report titled "Freeway Service Centre - Local Environmental Study".

## 3.0 DEFINITIONS

- 3.1 The definitions contained within Wyong Local Environmental Plan 1991 are adopted for the purposes of this Plan with the following exceptions:
  - . "the Study" means the report titled "Freeway Service Centre - Local Environmental Study".
  - . "height" means the vertical distance between the topmost point of a structure and the finished ground level.

## 4.0 OBJECTIVES OF THE PLAN

- 4.1 The objectives of this Plan are:
  - i. to protect environmentally sensitive areas from development and minimise adverse impacts of development on the natural environment;
  - ii. to ensure flood mitigation measures are undertaken in order

- that flood behaviour is not significantly altered;
- iii. to protect public health, safety and welfare by requiring stormwater management and erosion controls;
  - iv. to control the height, scale, bulk and appearance of development in order to minimise visual impacts;
  - v. to protect, conserve and provide for the enhancement of significant vegetation and habitat;
  - vi. to ensure adequate consultation with Statutory Authorities and other affected organisations in the formulation of the design of the development;
  - vii. to ensure adequate levels of on-site parking for staff and customer cars, coaches and trucks;
  - viii. to ensure that vehicle movements into and out of the development and circulation within the development are efficient and safe;
  - ix. to ensure development proceeds without causing significant adverse impacts on the amenity of existing or likely future land uses in the locality; and
  - x. to ensure development does not effect the existing or future operations of the Warnervale Airport.
- 5.0 CONSULTATION WITH PUBLIC AUTHORITIES AND AFFECTED ORGANISATIONS**
- 5.1 In formulating the design of the development the applicant shall consult with and give due consideration to the requirements of the following Statutory Authorities and affected organisations:
- i. The Roads and Traffic Authority;
  - ii. The Soil Conservation Service;
  - iii. The State Pollution Control Commission;
  - iv. The Department of Minerals and Energy;
  - v. The Mine Subsidence Board;
  - vi. The Civil Aviation Authority;
  - vii. The Fire Safety Division of the NSW Fire Brigades;
  - viii. The Electricity Commission;
  - ix. The National Parks and Wildlife Service;
  - x. The Natural Gas Company; and
  - xi. The Newcastle Pipeline Company.
- 5.2 Details of the advice given by the Statutory Authorities and organisations listed in clause 5.1 shall be provided to Council with the development application.

**6.0 DOCUMENTATION TO ACCOMPANY THE DEVELOPMENT APPLICATION**

- 6.1 Information required to be provided with the development application is listed in clause 26 of the Environmental Planning and Assessment Regulation, 1980.
- 6.2 A Statement of Environmental Effects shall accompany the development application and shall include the following matters:
- i. a report on the acoustic impact of the development and the ameliorative effect of proposed noise mitigation measures;
  - ii. details of site illumination including photometric data and an assessment of the effects of site illumination on residences in the locality, traffic safety and the operations of Warnervale Airport;
  - iii. a sediment control and drainage management plan to satisfy the requirements of the Council and Soil Conservation Service;
  - iv. a traffic study providing traffic data from a comparable facility and including percentage of passing traffic using the facility, length of stay of vehicles and peak usage of the facility;
  - v. a risk and hazard analysis detailing potential risks to residential properties in the locality from accidents; and
- vi. a vegetation management plan providing the following:
    - \* a plan of the areas where natural vegetation is to be retained;
    - \* measures to control exotic plants and animals on the sites; and
    - \* a landscaping plan which identifies the areas to be landscaped, the methods of establishing and maintaining landscaping and the plant species to be used.

## 7.0 RANGE OF USES ALLOWED

7.1 The range of uses permitted within the service centres shall be generally consistent with the definition of a service centre contained in the Department of Planning's Circular No. C14. The definition is:

"a development which has direct access to a freeway or restricted access highway and contain the following:

- \* petrol and diesel fuel;

- \* toilets;
- \* restaurant facilities, preferably both sit-down and fast food;
- \* adequate parking for cars, buses and trucks; and
- \* limited emergency repair facilities (towing facilities may be provided)".

7.2 Other ancillary uses will be considered such as outdoor rest areas, convenience stores, a souvenir shop, a tourist information centre and a children's playground.

## 8.0 OPERATION OF THE DEVELOPMENT

- 8.1 All land to be developed shall be consolidated into no more than two lots of land, that is one consolidated lot for each service centre.
- 8.2 All land to be developed to accommodate the service centres shall be held under one ownership.
- 8.3 The service centres are to be operated as an integrated complex.
- 8.4 Identical facilities shall be provided within each service centre.
- 8.5 The service centres shall commence operation at the same time.

## 9.0 DEVELOPMENT CONTROL

### 9.1 General

9.1 Development control guidelines are provided to ensure that development of the land proceeds in a manner that is generally in accordance with the findings of the Study;

9.1.2 The development controls provided in this Plan are in some cases provided on a performance approach. Where appropriate numerical standards are provided. Compliance with these standards may not necessarily guarantee approval of a development application as a merit assessment of all aspects of the development proposal will be undertaken. Conversely numerical standards may be exceeded where it can be demonstrated that performance standards or the aims and objectives of this Plan are complied with.

### 9.2 Ecological Impacts

9.2.1 The Melaleuca swamp forest vegetation community located within the area has been identified as having significant conservation value.

9.2.2 Development of the eastern service centre shall not be permitted where harm to the Melaleuca swamp forest vegetation community or wetland located on the eastern side of the Freeway would be caused by way of:

- i. the denudation of the land;
- ii. uncontrolled flow of water across the land;
- iii. substantial changes in the amount and

condition of runoff entering the vegetation community or wetland;

- iv. the transmission of soil, sediment or waste products from any development onto land containing the vegetation community or the wetland.

9.2.3 Development of the western service centre shall only proceed if the Council is satisfied that all feasible measures have been adopted to minimise the extent of clearing of the Melaleuca swamp forest community. The development application shall detail the area of the community proposed to be cleared.

Generally the vegetation community located south of the western development site, as indicated on the accompanying plan, shall be preserved.

9.2.4 Development of the western service centre shall not be permitted, where harm to the remaining Melaleuca swamp forest community located on the western side of the Freeway would be caused by way of:

- i. the denudation of the land;
- ii. uncontrolled flow of water across the land;
- iii. substantial changes in the amount and condition of runoff entering the vegetation community or wetland;

- iv. the transmission of soil, sediment or waste products from any development onto land containing the vegetation community or the wetland.

9.2.5 Development shall not be permitted unless the development contains management measures to enhance the viability of the vegetation community and habitat including the following:

- i. a reduction of public access to the vegetation community in order to discourage harvesting of bark from Melaleuca trees;
- ii. adequate fencing to exclude livestock and domestic dogs from the area containing the vegetation community;
- iii. cessation of all hazard reduction burning of the vegetation community;
- iv. fences should be of a design so as not to significantly interrupt the passage of wildlife; and
- v. landscaping of the site is to be conducted in such a manner as to increase the buffer role of the vegetation community with regard to the wetland. Plantings undertaken should make use of plants propagated from local plant material.

9.2.6 The sediment control and drainage management plan shall incorporate the following measures:

- i. the rehabilitation of cleared or denuded areas by the planting, fertilising and maintenance of grasses, shrubs and trees, as appropriate;
- ii. where earthworks are involved, the removal, stockpiling and replacement of topsoil, and the prevention of erosion of excavated areas and topsoil stockpiles;
- iii. the stabilisation and maintenance of the beds and banks of natural watercourses traversing the site;
- iv. the control of water flows onto and across the land by the provision of surface and sub-surface drains where appropriate;
- v. the prevention of transmission of soil, sediment and waste products from the land by the construction and maintenance of settling ponds and sediment traps in all watercourses which discharge water from the site; and
- vi. the control of runoff contaminated by litter through a program of sweeping and vacuuming of parking areas and the provision

of trash racks upstream of ponds.

9.2.7 The ringbarking, cutting down, topping, lopping, removing, injuring or wilful destruction of any tree or group of trees is prohibited unless permission in writing is first obtained from the Council. Any such permission will not be granted prior to consent to development and approval of a building application.

### 9.3 Visual Impacts

9.3.1 The visual impact of the development of the service centres is a product of many factors including building design, height and landscaping.

9.3.2 The service centre to the west of the F3 Freeway shall be generally screened from view from all adjoining 7(c) zoned land located to the west of the F3 Freeway. Screening shall be achieved through the appropriate use of landscaping.

9.3.3 The service centre to the east of the F3 Freeway shall be generally screened from view, by the use of landscaping from the following areas:

\* land generally in the vicinity of the intersection of Jilliby Road and Hue Hue Road; and

\* land to the north of St Johns Road.

9.3.4 Development of land for a service centre to the east of

the Freeway shall not occur above the RL 22 metre contour.

9.3.5 The land between the entry and exit ramps of each service centre shall be landscaped to provide general screening of the service centres.

9.3.6 No roof should have a highly reflective surface, any metal roof should have a colourbond or equivalent finish in a colour approved by Council.

9.3. The general height of the building shall not exceed 6 metres with the topmost point of buildings erected to the east of the Freeway not to exceed RL 22 metres.

9.3.8 No advertising structures shall be higher than the parapets or ridges of buildings to which they are attached.

9.3.9 Flagpoles or other similar structures shall be considered on their merits.

#### 9.4 Acoustic Impacts

9.4.1 Development shall comply with the guidelines published by the State Pollution Control Commission in the Environmental Noise Control Manual.

9.4.2 The LA10 contributed continuous noise from the service centres should not exceed 42 dB(A) during the night.

9.4.3 The LA10 contributed continuous noise from the service centres should not exceed 46 dB(A) during the day.

9.4.4 The daytime construction noise levels associated with the service centres should not exceed the following LA10 levels:

i. less than 4 weeks duration - 61 dB(A);

ii. between 4 to 26 weeks duration - 51 dB(A);

iii. more than 26 weeks duration - 46 dB(A).

9.4.5 The combined noise level from all sources of mechanical plant should not exceed an LA10 noise level of 35 dB(A) at the nearest rural-residential property or existing residence. For a large amount of plant producing similar amounts of noise, the design goal for each piece of plant should be in the order of 25 dB(A) to 30 dB(A) depending upon the actual circumstances. As a guideline, without any attenuation through building partitions, plant producing more than 67 dB(A) at 7 metres may require some type of acoustic treatment.

9.4.6 Noise mitigation measures shall be provided to ensure compliance with adopted guidelines.

9.4.7 Unless proven otherwise, noise barriers shall be provided around the periphery of the development in accordance with the acoustic study carried out for the local environmental study. Generally the barrier around the western service centre shall have a minimum height of 4.5 metres and the barrier around the eastern service

centre shall have a minimum height 4.0 metres.

- 9.4. Noise barriers shall be designed and constructed in a manner that minimises their visual impact. This may involve a combination of different materials, the use of earth mounding and extensive screen landscaping.

## 9.5 Lighting

9.5.1 Lighting of the service centres shall be provided in a manner so as to:

- i. minimise impacts on the amenity of existing and future residences in the locality;
- ii. not cause disruption to the operation of the Warnervale Airport; and
- iii. not effect traffic safety on the Freeway.

9.5.2 Matters that should be addressed in the design of lighting are:

- i. the intensity of lights;
- ii. the mounting height of lamps;
- iii. the use of shields on lamps; and
- iv. the reduction in the extent of lighting of the site during night time non-peak periods.

## 9.6 Traffic Arrangements

9.6.1 Access ramps to the service centres are to comply with the requirements of the

Roads and Traffic Authority and the guidelines of the National Association of Australian State Road Authorities.

9.6.2 The minimum distance between the access ramps of the service centres and the ramps to the Warnervale Interchange shall be two kilometres.

9.6.3 Vehicular access to the sites shall be restricted to access from the Freeway only.

9.6.4 The design of internal circulation roads should discourage excessive speed. It is suggested that on-site speeds in excess of 15 km per hour be discouraged.

9.6.5 Vehicle types shall be separated as soon as possible after leaving the entry ramp. Separate refuelling and parking areas shall be provided for cars and trucks/buses.

9.6.6 The location of service centres shall be adequately advertised through the use of advanced warning signs on the Freeway. The guidelines of the National Association of Australian State Road Authorities shall be complied with in this regard.

9.6.7 Council shall determine the level of provision of on-site parking having consideration to the following:

- i. the requirements of the Council's Car Parking Code;

- ii. the requirements of the Roads and Traffic Authority and their guidelines published in "Policy Guidelines and Procedures for Traffic Generating Developments";
  - iii. the projected increase in traffic using the Freeway;
  - iv. the policy or intentions of the Roads and Traffic Authority in permitting other direct access service centres on the Freeway in the future; and
  - v. relevant traffic data from a comparable facility provided by the Applicant.
- 9.6.8 Overflow parking areas shall be provided to cater for peak parking demand.
- 9.6. Adequate land shall be available on-site to allow for an increase in parking provision if required in future. Future parking requirements shall be assessed on the increased in traffic flows and the likelihood of additional service centres being provided to cater for increased demand.
- 9.6.10 Staff and customer parking shall be separated with customer parking provided as close as possible to proposed facilities.
- 9.6.11 Pedestrian access to the service centres shall be prohibited by the use of appropriate fencing along the Freeway boundaries of the sites.
- 9.7 Design Guidelines
- 9.7. The design of all buildings shall be generally consistent or complementary architecture, building materials and colours.
- 9.7.2 Advertising signs shall only display the corporate names of facilities provided within the service centres and the services provided therein. Advertising signs displaying the following will not be permitted:
- i. product names of retail items whether sold within the service centres or not;
  - ii. services, goods or any other information not directly associated with the service centres.
- 9.7.3 Advertising signs shall be of a consistent design and shall be consolidated onto as few advertising structures as is practical.
- 9.7.4 All buildings shall be setback a minimum distance of 25 metres from the Freeway reservation; and
- 9.7.5 Advertising structures shall generally be prohibited from being placed within the required 25 metre setback. Exceptions to this will only occur if the applicant can satisfy Council that such structures are necessary to the operation of the Highway Service Centres.

## 9.8 Services

9.8.1 Development shall not be permitted unless adequate means for the disposal of effluent are provided to the satisfaction of Council.

9.8.2 Land application of treated effluent will not be permitted on land containing the Melaleuca swamp forest vegetation community or within 50 metres of the boundary of that vegetation community.

Fig 1 DCP 45 Freeway Service Centres

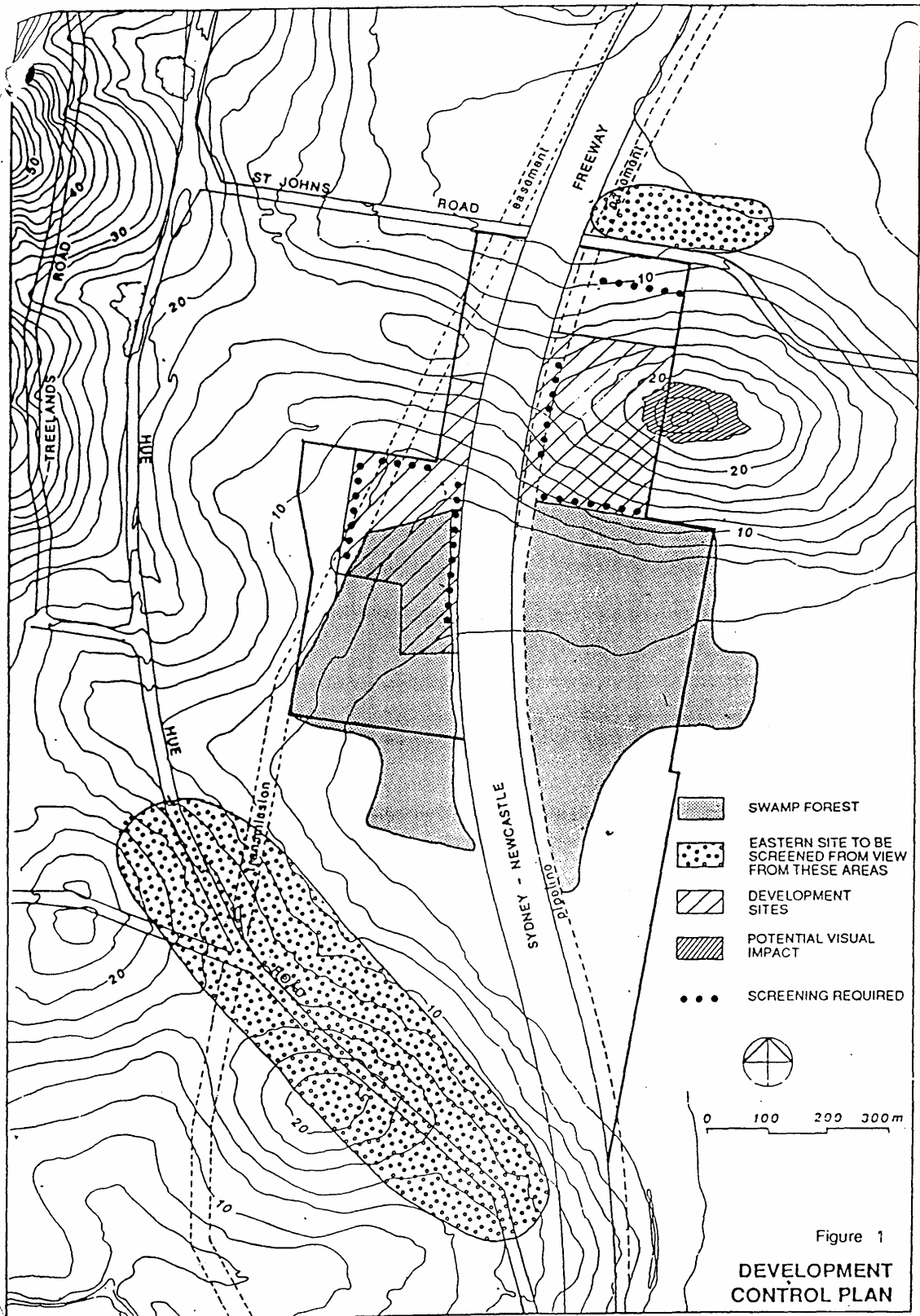


Figure 1  
DEVELOPMENT  
CONTROL PLAN