

# CHAPTER 6.16 WARNERVALE – M1 PACIFIC MOTORWAY SERVICE CENTRES

## 1.0 INTRODUCTION

This Plan provides the development concepts, standards and design requirements for the direct access service centres located on the M1 Pacific Motorway.

### 1.1 Land to which this Chapter Applies

This Chapter applies to all land shown in Figure 1. The land denoted as development sites in Figure 1, being part of Lot 41 DP 814963 and Lot 32 DP 814964, are considered the sites appropriate for the development of service centres on the M1 Pacific Motorway within Wyong Shire.

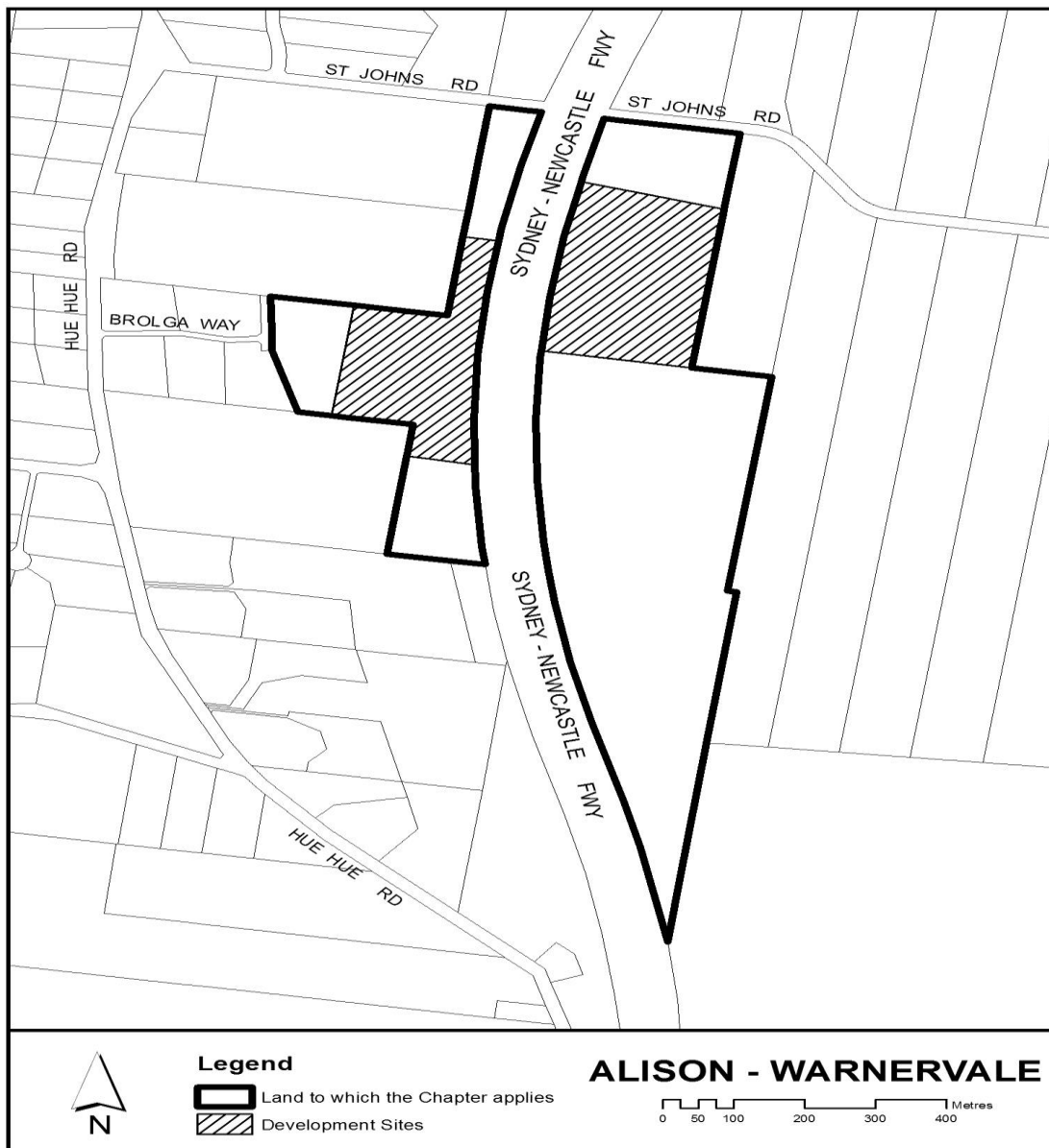


Figure 1 Land to which Chapter 6.16 applies

## 1.2 Relationship to other Chapters and Policies

This Chapter should be read in conjunction with other relevant Chapters of this Development Control Plan and other Policy Documents of Council, including but not limited to:

- Chapter 2.11– Parking and Access
- Chapter 3.3 – Floodplain Management
- Chapter 3.6 – Tree and Vegetation Management
- Chapter 3.10 – Wetlands Management
- Council’s Civil Works Design Guideline and Construction Specification

## 2.0 DEVELOPMENT PRINCIPLES

### 2.1 Operational Restrictions

#### OBJECTIVES

- To provide guidance for the appropriate development and operation of the M1 Pacific Motorway Service Centres
- To ensure that vehicle movements into and out of the development and circulation within the development are efficient and safe through requiring a co-ordinated approach to the development of the M1 Pacific Motorway Service Centres

#### REQUIREMENTS

- a In accordance with WLEP 2013, the M1 Pacific Motorway Service Centre falls under the definition of Highway Service Centre. This definition lists the individual land uses that may be considered appropriate on the subject sites.
- b The Council shall not consent to the carrying out of development for the purposes of a service centre unless it is satisfied that the centre is to be managed by a single operator.
- c The two service centres are to be operated as an integrated complex.

## 2.2 Design Guidelines

### OBJECTIVES

- To control the height, scale, bulk and appearance of development in order to minimise visual impacts
- To minimise impacts on the amenity of existing and future residences in the locality

### REQUIREMENTS

#### 2.2.1 Building Design

- a The design of all buildings shall be generally consistent, using complementary architecture, building materials and colours.
- b All buildings shall be setback a minimum distance of 25 metres from the M1 Pacific Motorway reservation.
- c Development of land for a service centre to the east of the M1 Pacific Motorway shall not occur above the RL 22 metre contour.
- d No roof should have a highly reflective surface; any metal roof finish is to be approved by Council.
- e The general height of the building shall not exceed 6 metres with the topmost point of buildings erected to the east of the M1 Pacific Motorway not to exceed RL 22 metres.

#### 2.2.2 Signage and Ancillary Structures

- a No advertising structures shall be higher than the parapets or ridges of buildings to which they are attached.
- b Flagpoles or other similar structures shall be considered on their merits.
- c 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.
- d Advertising signs shall be of a consistent design and shall be consolidated onto as few advertising structures as is practical.
- e 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 the consent authority that such structures are necessary to the operation of the Highway Service Centres and the proposal is consistent with relevant State Government policy related to signage (e.g., SEPP No. 64 – Advertising and Signage).

### 2.2.3 Landscaping

- a The land between the entry and exit ramps of each service centre shall be landscaped to provide general screening of the service centres.
- b The service centre to the west of the M1 Pacific Motorway shall be generally screened from view from all adjoining R5 Zoned land located to the west of the M1 Pacific Motorway. Screening shall be achieved through the appropriate use of landscaping.
- c The service centre to the east of the M1 Pacific Motorway shall be generally screened from view, by the use of landscaping from the following areas:
  - i land generally in the vicinity of the intersection of Jilliby Road and Hue Hue Road; and
  - ii land to the north of St Johns Road.

### 2.2.4 Lighting

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

- a minimise impacts on the amenity of existing and future residences in the locality;
- b not cause disruption to the operation of the Warnervale Airport; and
- c not affect traffic safety on the M1 Pacific Motorway.

## 2.3 Traffic Arrangements

### OBJECTIVES

- To ensure that vehicle movements into and out of the development and circulation within the development are efficient and safe
- To ensure adequate levels of on-site parking for staff and customer cars, coaches and trucks

### REQUIREMENTS

- a Access ramps to the service centres are to comply with the requirements of NSW Roads and Maritime Services.
- b Vehicular access to the sites shall be restricted to access from the M1 Pacific Motorway only.
- c Vehicle types such as trucks and cars 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.
- d Staff and customer parking shall be separated with customer parking provided as close as possible to proposed facilities.
- e Pedestrian access to the service centres shall be prohibited by the use of appropriate fencing along the M1 Pacific Motorway boundaries of the sites.

## 2.4 Ecological Impacts

### OBJECTIVE

- To protect environmentally sensitive areas from development and minimise adverse impacts of development on the natural environment

### REQUIREMENTS

Development of the service centre shall not be permitted where harm to the Melaleuca swamp forest vegetation community, wetlands or other environmentally sensitive land would be caused by way of:

- a the removal of vegetation;
- b uncontrolled flow of water across the land;
- c substantial changes in the amount and condition of runoff entering the vegetation community or wetland;
- d the transmission of soil, sediment or waste products from any development onto land containing the vegetation community or the wetland.