

SUPPLEMENTARY PROVISIONS FOR SPECIFIC NEW RELEASE AREAS



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Amendments to Part G – Supplementary Provisions for Specific New Release Areas
(as of 2 July 2008)

Amendment No.	Location	Description	Adoption Date	Enforcement Date

1.0 INTRODUCTION

1.1 New Release Areas

Over time land is released for urban development. In these new release areas Council may impose supplementary requirements in recognition of, and to preserve, any special characteristics of the area, to put into practice new planning approaches and technologies and to encourage innovative developments.

1.2 Purpose of this Part of Blacktown Development Control Plan 2006

The purpose of this Part of the DCP is to provide detailed guidance for the preparation and assessment of Development Applications for specific areas where supplementary requirements apply. This part of the DCP must be read in conjunction with Part A (Introduction and General Guidelines) and the relevant Part of the DCP applying to the zoning of the land which you intend to develop or are interested in.



2.0 PARKLEA RELEASE AREA



2.1 Prospect Energy 132kV Transmission Easement

All buildings including dwellings, sheds, garages and the like on allotments affected by Prospect Energy's existing and proposed 132kV Transmission easements must be located clear of the easement. In this regard increased building setbacks shall apply to such land. The building setbacks for any building shall be:

- (a) 10.5m from the power poles; or
- (b) the boundary of the easement or 6m, whichever is the greater.

Applicants proposing to develop land affected by the 132kV transmission, easement or land adjacent to Sunnyholt Road, should first consult with Integral Energy on its regulations concerning the use of land within easements prior to carrying out the development. All Development Applications for land affected by the transmission easement must be accompanied by advice from Integral Energy in relation to this matter.

2.2 Temporary Turning Circles

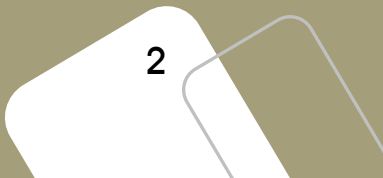
Certain subdivisional roads within the Release Area are shown on the DCP map as extending outside the area into the adjoining rural land. Those sections of such roads outside the Release Area will not be built until the land is released for urban development in the future. There is the need therefore for the roads that are shown to extend outside the Release Area to incorporate temporary turning circles to accommodate service and other vehicles. These temporary turning circles should have a minimum carriageway radius of 8.5m.

2.3 Delayed Service Area

The DCP map show areas within the Release Area where water, sewerage and trunk drainage services will not be available for some years. These areas are designated with the letters "DSA" on the DCP map. Notwithstanding that the land has been released for urban development, these areas will not be able to be developed until services are available. Enquiries regarding when services will be available to these areas should be directed to Sydney Water.

2.4 Cycle Routes

Through the arrangement of certain roads and through the provision of signs and other treatments, Council has sought to provide safe cycle routes linking destinations such as schools, open space, community facilities and shops. Recreation cycling is also encouraged by the provision of pleasant and scenic cycle routes through open space areas. Cycle routes are shown by the symbol --oo-- on the DCP map. The location of any cycle route through open space areas is a preferred location but roads which also form part of a cycle route must be provided in the location shown on the DCP map unless an alternative, that is satisfactory to Council, can be established.



In order to provide safe cycle routes and to enhance safe cycling opportunities throughout Parklea, provision for safe cycling will be provided via a variety of measures. These measures range from providing specific cycle routes through open space areas, limiting vehicle speeds and volumes on certain residential streets, providing clear warnings to motorists that cyclists should be expected, and providing pedestrian and cyclist refuges within some collector roads. The location and nature of individual facilities are illustrated on Map Reference Sheet 4 of Parklea Release Area Section 94 maps. The responsibility for providing cycling facilities is addressed in section 2.5.

2.5 Pedestrian and Cyclist Safety Facilities

2.5.1 Pedestrian and Cyclist Refuges

Places of potential conflict between cyclists and vehicles and between pedestrians and vehicles occur where pedestrian and cycle routes cross other roads. This conflict mainly occurs where the cyclist or the pedestrian attempts to cross the line of vehicular traffic. In order to minimise this potential conflict and facilitate safe crossing, pedestrian and cyclist refuge islands shall be provided at selected locations along collector roads. Refuges will be provided by Council from Section 94 contributions for local roads.

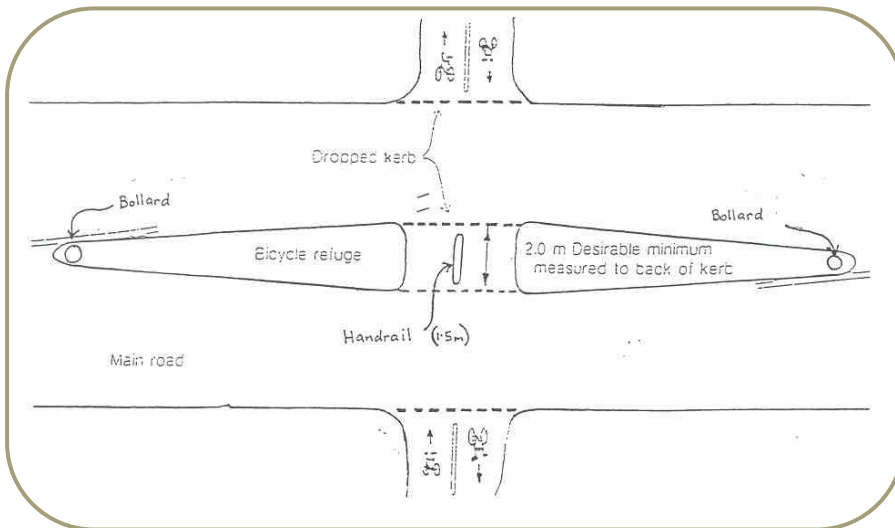


Figure 2.1 Pedestrian and Cyclist Refuges

2.5.2 Bicycle and Pedestrian Signage

Bicycle and bicycle/pedestrian signs will be erected along roads that form part of the cycle routes to alert motorists that the road space is also used by cyclists and pedestrians and the need for care and caution. Signs will be provided by Council from Section 94 contributions for local roads.

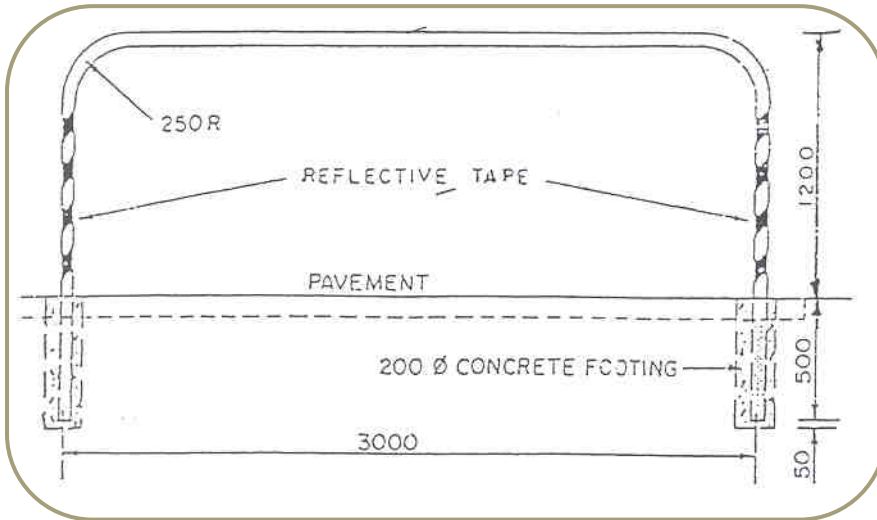
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Figure 2.2 Examples of Bicycle and Pedestrian Signage

2.5.3 Cyclist Handrails

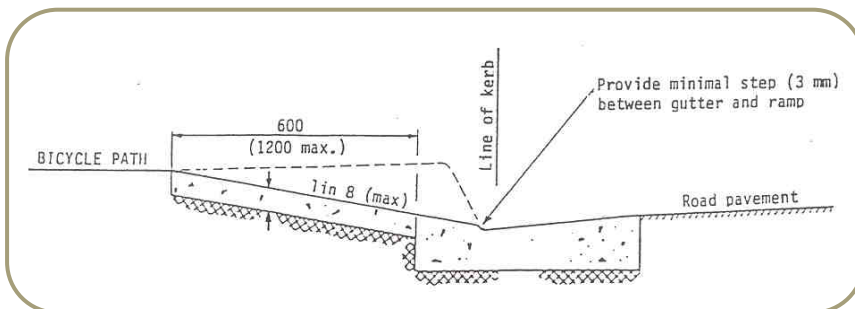
For the convenience and safety of cyclists, handrails will be provided at the intersections of cycle routes and roads. Handrails will be provided by Council from Section 94 contributions for local roads.



**Figure 2.3
Cyclist Handrails**

2.5.4 Kerb Crossings

To facilitate safe cycling, Council will require developers to make provision for smooth kerb crossings at transitions along cycle routes.



**Figure 2.4
Kerb Crossings**

2.5.5 Roadside Paving

Roadside paving shall be provided where cyclists would otherwise have to deviate onto the road system. Roadside paving is required along sections of Stanhope Parkway and Lalor Road. Paving shall be constructed to a minimum width of 2.5m concrete construction and be in accordance with Council's engineering standards. Roadside paving will be provided by Council from Section 94 contributions for major roads.

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**PARKLEA
RELEASE AREA**

2.6 Roads

2.6.1 Major Collector Roads

In the Parklea Release Area the major collector roads being Stanhope Parkway and Lalor Road shall have road reserves of 23m. These roads are to be constructed to collector road standard and will be constructed by Council from Section 94 contributions for major roads. The design features for Stanhope Parkway and Lalor Road include access being limited to intersections with the collector road system, the provision of roundabouts at all intersections, significant landscaping along the edge of the road reserves, and the provision of a 3m landscaped central median. Adjacent residential development will be separated from Stanhope Parkway and Lalor Road through the development of parallel access streets.

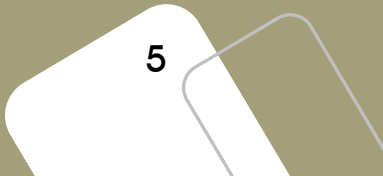
2.6.2 Subdivisional Roads

The DCP map shows proposed subdivisional roads in addition to those shown on the LEP map. The location of any subdivisional road is a preferred location except where the road is also identified as a cycle route and/or drainage flowpath or is a critical element in Council's urban design philosophy in a specific area in which instance the location of the road is fixed unless an alternative, that is satisfactory to Council, can be established. The function of the subdivisional roads, which may include minor loop roads and culs-de-sac, is to provide access to all future allotments. The construction and dedication of subdivisional roads is the responsibility of the developer.

2.6.3 Access Streets

Roads shown by the symbol --ACC-- on the DCP map are access streets. Access streets provide local residential access to a small number of dwellings and serve a multiple function of shared vehicular-pedestrian-cyclist use. The shorter road length and narrower road width associated with access streets encourages a safe, low vehicle speed environment in which the residential function is dominant. The construction and dedication of access streets is the responsibility of the developer.

Access streets may be designed to service developments on either one side or both sides of the street. Access streets shall incorporate slow points such as bends and different pavement material to limit the travel speed of vehicles. The entry and exit points of an access street shall incorporate threshold designs indicating to a driver that he/she is entering a low speed environment.



ROAD TYPE	CARRIAGEWAY (in metres)	FOOTWAY EACH SIDE (in metres)	TOTAL ROAD RESERVE (in metres)	NUMBER OF LANES
<u>Access Streets</u> Development <u>one</u> <u>side</u>	5.5 only for short lengths (maximum of 8 dwellings or 80m) to link culs-de-sac or local streets	3.5 (property side) 1 (opposite side)	10	1 travel lane with parking
Development <u>both</u> <u>sides</u>	5.5 only for short lengths (maximum of 8 dwellings or 80m) to link culs-de-sac or local streets	3.5	12.5	1 travel lane with parking

Figure 2.5
Access Street Width Requirements

2.6.4 Intersections

Intersections shall be provided with splay corners at the road reserve boundary in accordance with Council Plan A(BS)65F and kerb lines of 8.5m radius or as required by Council in certain circumstances to allow for the provision of roundabouts.

2.6.5 Trunk Bus Route

A trunk bus route linking the proposed Mungerie Park Subregional Centre in Baulkham Hills to Blacktown via Stanhope Parkway and Sunnyholt Road has been identified. The section of this trunk bus route from Merriville Road to Stanhope Parkway shall be an enhanced collector road of minimum road reserve of 22m. This reserve includes provision for 4m kerbside lanes. At the intersection of the trunk bus route with Stanhope Parkway will be located a major roundabout to facilitate safe and efficient traffic management.