



North-West Urban Release Area

Development Control Plan – Stage 1

Table of Contents - DCP

1.0	Introduction.....	3
1.1	Name and application of this Plan	3
1.2	Land to which this Plan applies.....	3
1.3	The Vision and Desired Future Character	3
1.4	Statutory context	4
1.5	Relationship to other plans and documents.....	4
1.6	How to use and navigate this DCP	4
1.7	Monitoring and Review	5
1.8	Supporting Studies	5
2.0	Staging and Implementing the Urban Structure	6
2.1	Staging	6
2.2	Initial Earthworks	6
2.3	Urban Infrastructure for Stage 1	7
2.4	Streets, Movement and Accessibility.....	7
2.5	Preserving Natural Elements and Open Space Network.....	11
2.6	Stormwater Drainage Systems	12
2.7	Services and Utilities.....	14
3.0	Subdivision, Design and Built Form.....	15
3.1	Subdivision Controls.....	15
3.2	Development near the Dubbo Regional Airport	17
3.3	Lot and Site Controls	17
3.4	Built Form and Streetscape Controls	20
3.5	Access, Parking, Garages and Driveways.....	21
Appendix A – Road Sections and Descriptions		23
Appendix B – Recommended Deemed to Satisfy Constructions for Traffic Noise (Category 3 Construction)*		28

1.0 Introduction

1.1 Name and application of this Plan

This Development Control Plan is known as North-West Urban Release Area (NWURA) Development Control Plan 2023.

1.2 Land to which this Plan applies

This Plan applies to land within the North-West Urban Release Area as outlined in red.



Figure 1: Site Location Plan (area to which this plan applies bordered in red)

1.3 The Vision and Desired Future Character

The NWURA vision and desired character embeds the provision of high-quality and innovative housing alongside retail and commercial services, a hierarchy of new roads and active transport connections, and well-connected open spaces. The North-West Urban Release Area will support diverse housing opportunities leveraged off quality green spaces such as the riverfront linear park network and will integrate and connect to the Dubbo Regional Airport, the CBD, the Macquarie River, and surrounding residential suburbs. The connections to and integration with surrounding land uses will encourage various and sustainable travel modes, a strong community character, and social interaction.

The NWURA will ultimately feature a village centre offering a range of commercial, mixed use, and potential educational (primary and secondary school) development opportunities designed to provide for the needs of local residents within walking and cycling distance from home. The mixed-use development located within the village centre will also incorporate seniors housing opportunities and associated medical support services.

Employing the principles of the United Nations Sustainable Development Goals, the NWURA seeks to integrate built form with environmental outcomes and considerations. The urban framework responds to the environmental characteristics of the site, including open space, existing significant vegetation, site surface hydrological features and the underlying groundwater flows. The framework will seek to maximise opportunities for open spaces and vegetation to ensure the effects of local environmental extremes and climate change impacts are mitigated on streets, dwellings and future populations.

To ensure that the land within this DCP contributes to the vision and desired future character, future development will include:

- (a) The establishment of the urban framework through the delivery of key roads, open spaces and transport linkages.
- (b) The provision of new open space areas and green linear corridors to maximise pedestrian and cycle access as well as incorporate infrastructure, where appropriate, including stormwater drainage and stormwater quality control measures to protect the water quality in the Macquarie River.
- (c) Buffers or controls for future development at the interfaces to other land uses and noise producing activities on adjoining land.
- (d) The preservation of existing trees and introduction of tree planting in streets, open spaces and linear parks to maximise the urban tree canopy cover and

mitigate urban heat-island effects.

- (e) The promotion of high quality urban design outcomes delivering environmental, social and economic sustainability.
- (f) Provision of greater housing diversity and choice.
- (g) Inclusive public spaces and access to amenities and services.
- (h) Embedding of a positive legacy for Dubbo.

These outcomes will be possible once the detailed planning of the Precinct has been completed in accordance with the North-West Dubbo Master Plan. This DCP seeks to facilitate initial residential development in accordance with the existing provisions of the Dubbo Regional LEP 2022.

Initial development of the NWURA will commence in the south eastern area of the Precinct and will be within easy walking and cycling distance to the Dubbo CBD and integrate with the existing Dubbo urban footprint. The proximity to the CBD provides ready access to services and facilities for incoming residents and maintains the primacy of the CBD.

1.4 Statutory context

This Development Control Plan (DCP) has been prepared by Council in accordance with Section 3.44 of the *Environmental Planning and Assessment Act, 1979* (the Act), Part 2 of the *Environmental Planning and Assessment Regulation, 2021* (the Regulation) and Clause 6.3 of *Dubbo Regional Local Environmental Plan 2022* (Dubbo Regional LEP 2022).

The Plan was adopted by Council on 28 September 2023 and commenced on 2 October 2023.

The DCP is required to be read in conjunction with the Dubbo Regional LEP 2022 (LEP) and other relevant provisions of the Dubbo DCP 2013. In the event of any inconsistency between this DCP and the Dubbo DCP 2013, this DCP will prevail.

This DCP will be reviewed and will be amended to respond to the on-going planning for the NWURA. The urban framework has been designed to accommodate and cater for evolving housing trends and advances, climate change and technological advances.

1.5 Relationship to other plans and documents

Under the Act, Council is required to take into consideration the relevant provisions of this

Plan in determining Development Applications on land to which this Plan applies.

In addition to the provisions of the Dubbo Regional LEP 2022, the DCP must be read in conjunction with:

- applicable Development Contributions Plans, and
- any Planning Agreement made between the landowners and Council as relevant to the assessment of a development application.

1.6 How to use and navigate this DCP

This DCP is divided into two sections:

A. Staging and Implementing the Urban Structure

This section seeks to create an urban landscape that includes the embellishment of land to preserve and manage natural systems, create active and passive open spaces, and implement an accessible road and open space network.

B. Subdivision and Built Form

This section provides subdivision controls and to create lots consistent with the end use, as well as final building form on the lots, including setbacks, built form principles, landscaping and lot sustainability initiatives.

Each part identifies the key planning issues that the Council will consider when assessing development applications for that stage of the development.

The DCP provides a clear understanding of Council's expectations for the proposed development as shown in the table below:

Objectives:	Describe the rationale for the planning provision and what it is trying to achieve.
Performance Measures:	Qualitative measures against which a development's ability to achieve the objectives will be assessed. These measures provide flexibility for developers to achieve those objectives through a suite of design responses.
Development Controls:	Numeric based measures that, if adopted, demonstrate compliance with the relevant objectives.

1.7 Monitoring and Review

This DCP responds to the staged development process of the North-West Urban Release Area and will be revised over a period of time through an iterative process, as the planning and development of the Precinct evolves.

Future revisions of this DCP will be prepared to support the implementation by Council of the land use zoning, densities and infrastructure outcomes identified in the North-West Urban Release Area Precinct Plan.

1.8 Supporting Studies

The following supporting studies and documents have been used in the preparation of this DCP:

- Draft North-West Urban Release Area Master Plan 2023
- North-West Urban Release Area Precinct Plan 2023
- Dubbo Regional Council Open Space Masterplan 2018
- Dubbo Transportation Strategy 2020
- Dubbo Regional Airport Master Plan 2019
- Martens water cycle management
- Traffic impact assessment by STC Consulting

2.0 Staging and Implementing the Urban Structure

The urban structure for the area will be created through the delivery of roads and open spaces. The character will evolve and guides how these spaces are embellished. The envisioned urban landscape will support both the future and surrounding community.

Development will include initial earthworks as well as subdivision to dedicate and/or embellish environmental corridors and parks as well as the creation of roads and pedestrian/cycleway connections and stormwater corridors.

To facilitate the delivery of the urban framework there are a number of unformed road reserves within the NWURA that may be required to be closed by Council and replaced with the transport network envisioned in the overall Master Plan.

2.1 Staging

An important consideration for the NWURA is the staging of release which is shown in **Figure 2**. Stage 1 only is identified for initial release but shown in the context of the urban framework intended to be achieved for the entire Precinct as Council's planning for the area progresses. As planning progresses further stages for release will be identified, and each Stage should implement the works required to build on the urban structure, and extend important infrastructure to those stages.



Figure 2: Stage Identification Plan

It is anticipated that Stage 1 in the south-east area of the NWURA will address the extension of key utility services to the site. Stage 1 and the broader NWURA will benefit from and ultimately utilise the access created by the delivery of River Street West (Sub Arterial Road) connecting to the Newell Highway and the new River Street Bridge.

After Stage 1, the roll out of stages will relate to infrastructure sequencing. However, the likely delivery will be generally in accordance with the overall Staging Plan.

Variations to the staging order can occur if it is demonstrated that the delivery will not adversely impact the efficiency of the release, or undermine the overall implementation of the urban structure.

2.2 Initial Earthworks

Objectives

- 2.2.1 To create an appropriate landform across the site which allows for a high quality and accessible living environment; tied seamlessly into local and district open space

areas within the development and adjoining natural and urban areas.

2.2.2 To facilitate the initial delivery of necessary servicing infrastructure.

Performance Measures

These objectives may be achieved where:

- (a) Earthworks allow for the preservation of existing mature trees, where practicable, particularly in riverside, open space, and treed environments within and adjoining the development.
- (b) Earthworks allow for the creation of adequate grades to facilitate the provision of drainage, access and other services.

2.3 Urban Infrastructure for Stage 1

Development of Stage 1 will be generally consistent with and deliver the roads and open spaces as shown in **Figure 2**. Delivery of this layout in Stage 1 will align with, and connect to the anticipated future vision for the area through future stages to deliver the overall vision for the area as shown in **Figure 3**.

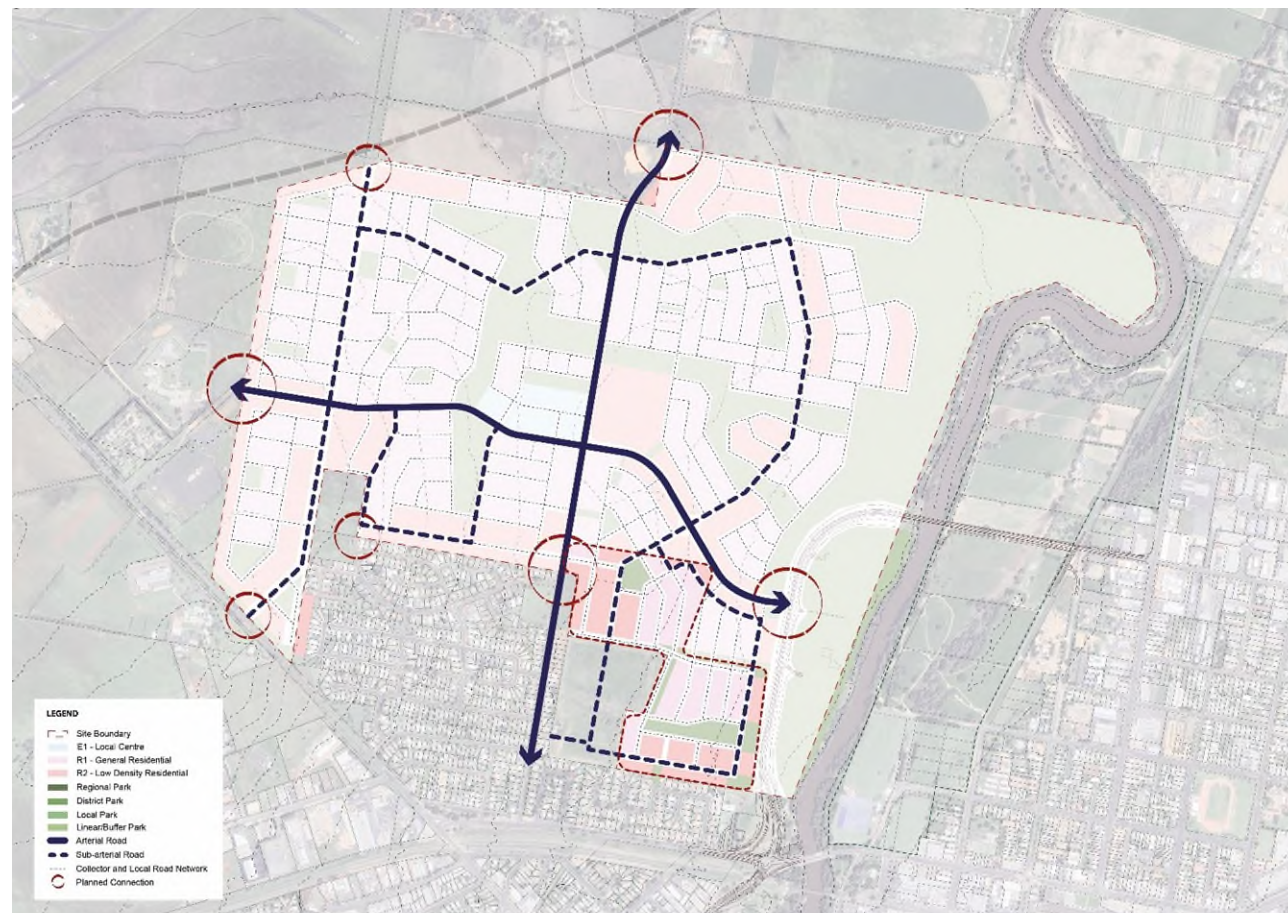


Figure 3: Stage 1 in context

Development of Stage 1 will be delivering the urban infrastructure (roads and open space identified within Stage 1 at **Figure 2**).

Matters that are required to be addressed are outlined in the following sub sections.

- Initial earthworks and protection of significant trees.
- Delivering public domain areas, including passive and active (sporting) spaces and environmental corridors.
- Delivering infrastructure to promote access and movement, including roads, pedestrian/cycle way linkages and utility services.

As part of Stage 1 urban infrastructure, a planned connection will be provided at 33 Chifley Drive through an open space, as shown in **Figure 3** and **4**. This connection will be for pedestrian and bicycle connectivity only. This is considered to be an integral connection point for future residents to access the Dubbo Central Business District.

Council will undertake further investigations and consultation with Transport for NSW in respect of a pedestrian and cycle link from the Stage 1 development area along the Western side of the Newell Highway (River Street Bridge).

2.4 Streets, Movement and Accessibility

Objectives

- 2.4.1 To incorporate a legible road hierarchy for residential development recognising the broader strategic road proposals through and external to the site.
- 2.4.2 To provide a high degree of connectivity within the development area and to adjoining areas for pedestrians, cyclists, and bus users to reduce reliance on private vehicles.
- 2.4.3 Traffic assessments must consider key pieces of infrastructure in the broader traffic network, as identified in the Dubbo Transportation Strategy 2020 that will relieve traffic congestion on the Mitchell Highway, Newell Highway, and Erskine Street.
- 2.4.4 A traffic assessment will be required to identify impacts and required infrastructure upgrades to the existing local road network and state highways, as well as the timing of these upgrades to support the additional traffic generated by the development.
- 2.4.5 Road and public infrastructure is to consider future demand and requirements for

electric vehicles and autonomous vehicles.

2.4.6 Where relevant, development must adhere to the *Development near Rail Corridors and Busy Roads– Interim Guideline*.

Performance Measures

These objectives may be achieved where:

- (a) The hierarchy of streets is to give effect to Council’s strategic road proposals and provide access to the residential lots reflecting the function and traffic load on each.
- (b) The road reserve widths are designed to accommodate the required urban services as well as capacity for generous street tree planting within the road reserves so as to provide shading to the road pavements.
- (c) The street network is to be a modified grid system to promote pedestrian and cycle movements, modified only where necessary to respond to environmental constraints or opportunities.
- (d) Cul-de-sac streets are to be avoided and will not be approved.
- (e) The street network considers the needs of pedestrians and cyclists by ensuring routes provide good connectivity and are suitable for these modes. Active transport links, pedestrian paths and cycleways are to be included generally in accordance with **Figure 4**.

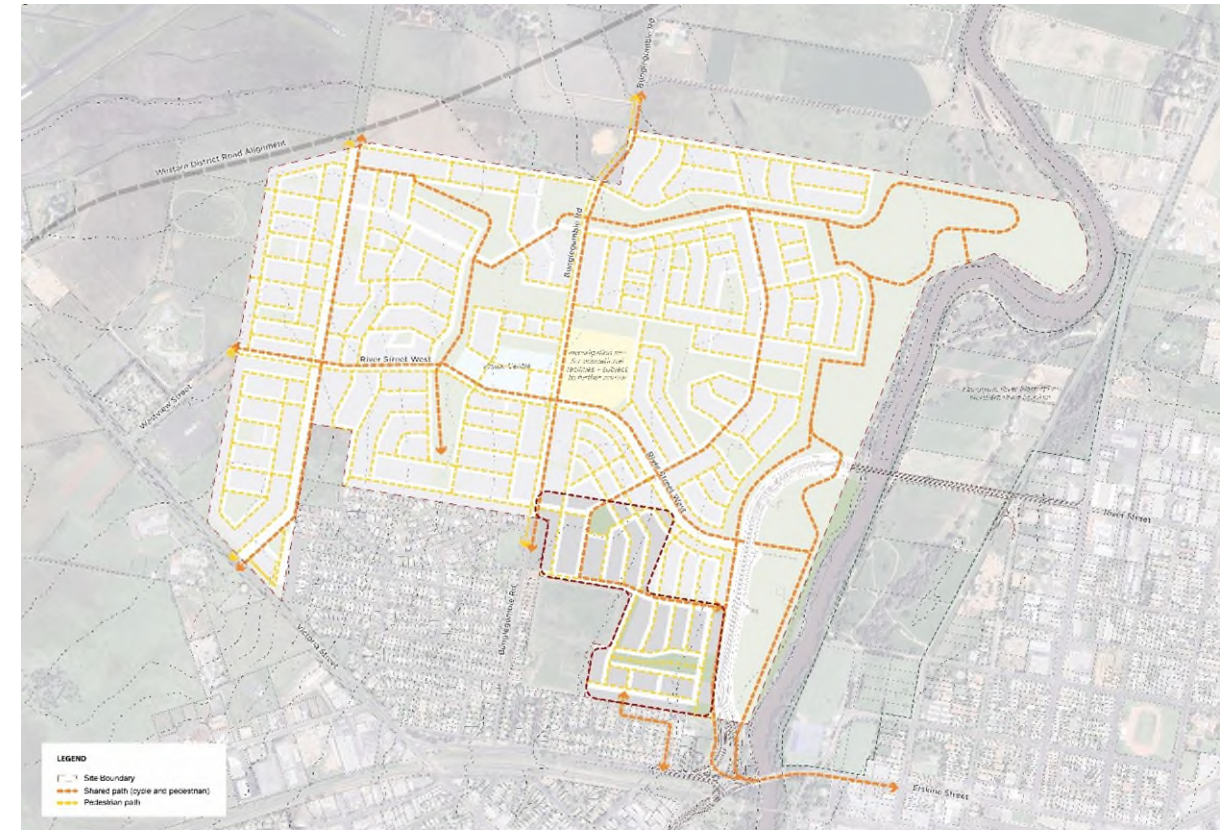


Figure 4: Indicative Pedestrian and Cycle Network within Stage 1

- (f) Streets provide a logical hierarchy to maximise accessibility to all parts of the community and provide an appropriate response to address key interfaces.
- (g) Footpaths and cycle ways are to be provided on at least one verge, and footpaths on both verges and are to be well-lit and located where there is casual surveillance.
- (h) Safe street crossings are to be provided for all street users with safe sight distances and adequate pavement markings, warning signs, regulatory signs (where applicable) and safety rails (where appropriate for cyclists).
- (i) Any traffic assessment is to clearly indicate traffic volumes on key arterial and sub-arterial roads, as well as key intersections.
- (j) Road hierarchy, cross sections and corridors within the development are to be implemented generally in accordance with the Dubbo Transportation Strategy 2020, and the requirements of with Council’s Infrastructure Division.
- (k) The sub-arterial east/west road (River Street West) is to be delivered generally in accordance with the structure plan at **Figure 3** and Road Hierarchy Plan at **Figure 5** and typical sections as shown in Master Plan.
- (l) Connection is to be provided to the roundabout located centrally on the east/west

sub-arterial road (River Street West), ensuring traffic can take advantage of the Newell Highway upgrade and connection to River Street West. No other intersections are to be provided on River Street West, unless approved by Council's Manager Infrastructure Strategy and Design.

- (m) The road connecting with Bunglegumbie Road at the northern boundary of 168A Bunglegumbie Road is to be provided as a collector road eastbound through the subdivision and to the eastern boundary of the site.

Development Controls

- (1) Street blocks are to be generally consistent with the layout in the structure plan in **Figure 2**.
- (2) The roads within the site are to be generally consistent with **Figure 4** and the corresponding street section at **Appendix A**, the Master Plan and the requirements of Council's Infrastructure Division.
- (3) Verge widths may vary to accommodate water cycle management measures, paths and landscaping. Shared paths should be set back 1000mm from the property boundary and footpaths should be setback 1000mm to the property boundary.
- (4) A bus route generally consistent with **Figure 6**, with opportunities for bus stops within 400 metres walking distance of most residents to be provided. The bus stop routes are indicative only and the final stop provision will be determined at the development application stage.
- (5) Landscaping design must ensure the provision of clear zones and adequate sight lines in accordance with Austroads and be reflective of the road hierarchy.
- (6) Tree planting is to be in accordance with Council's Tree Planting Standards (as adopted). Landscaping plans including street tree planting is to be approved by Council.
- (7) Trees are to have clearance of minimum 5 metres from street lights and 3 metres from stormwater entry pits.
- (8) One street tree is to be provided per allotment. On corner allotments, one (1) street tree is to be provided on each street frontage. Each lot is to accommodate a location for at least one (1) canopy tree to the rear of future development.
- (9) The pedestrian and cyclist connection at 33 Chifley Drive serves as a local park and must be constructed to include the open space area immediately to its north, i.e. as shown in **Figure 4**.
- (10) The pedestrian and cyclist connection at 33 Chifley Drive as shown in **Figure 4** must only provide pedestrian and cycle connectivity. No vehicular access will be

permitted at this connection.

- (11) The pedestrian and cycle connection at 33 Chifley Drive as shown in **Figure 4** must be designed in accordance with Crime Prevention Through Environmental Design Principles and in consultation with NSW Police.

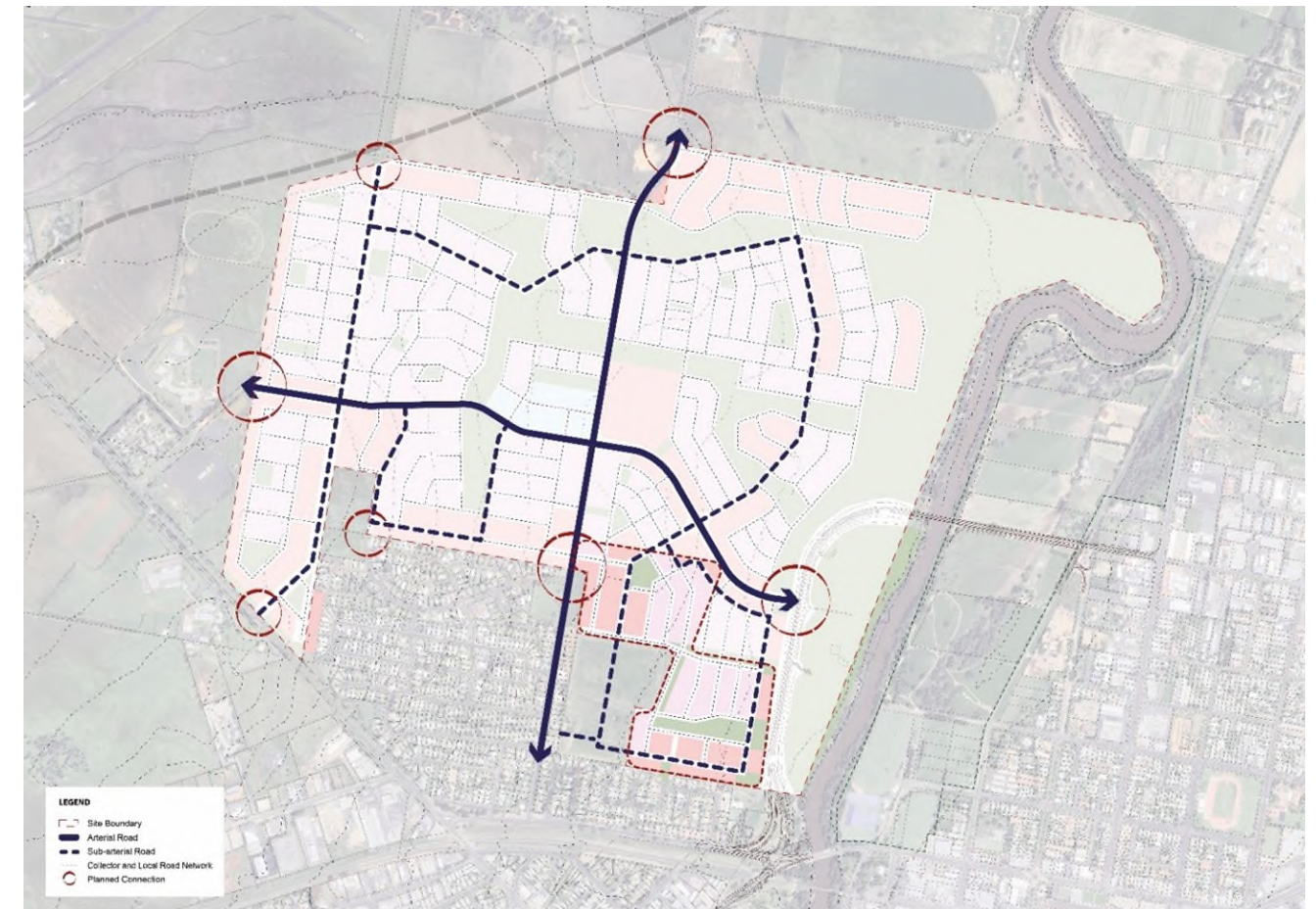


Figure 5: Indicative Road Hierarchy



Figure 6: Indicative future Bus Network within Stage 1

2.5 Preserving Natural Elements and Open Space Network

Objectives

- 2.5.1 Provide a hierarchy of open spaces and connections that will contribute to the overall character and environmental sustainability of the development. Access and views to nature within and beyond the site will enhance the quality of the urban environment.
- 2.5.2 To create open spaces that provide a wide variety of public amenities supporting passive, informal and formal recreation uses.
- 2.5.3 To provide for linear drainage infrastructure and the recreational needs of the community including active recreation, local open spaces and green connections within easy access to residents.
- 2.5.4 To conserve natural features and vegetation on land identified for open spaces and environmental corridors to support and enhance biodiversity.
- 2.5.5 Design of open spaces to balance open areas for recreation and areas for increased tree canopy.

Performance Measures

These objectives may be achieved where:

- (a) Open space areas, linear corridors and green links are provided in each stage consistent with the Open Space Network Map at **Figure 7**.
- (b) Linear parks including drainage corridors are to include active transport links, including cycle and pedestrian paths, and other embellishments such as seating, public art and landscaping to increase the use and enjoyment of residents.
- (c) Open spaces are to be bordered by streets. Buildings on the adjoining streets provide passive surveillance of parks or sports field areas.



Figure 7: Open Space Network Map

Development Controls

- (1) Embellishments must not impact on native vegetation.
- (2) Planting species must be endemic to the area and include largely low mass planting and canopy trees with clear trunks to maintain passive surveillance of open space areas.
- (3) Development proposals are to be assessed against the Biodiversity Offset Scheme (BOS) triggers under the Biodiversity Conservation Act 2016, and preparation of any necessary BDAR must be based on the total footprint.
- (4) Existing native vegetation must be retained where possible.
- (5) Future plantings within and adjacent to remnant native vegetation must be consistent with the existing plant community types. Avoid using invasive native scrub species such as *Callitris glaucophylla*. Species are to be approved by the Council's Community, Culture and Places Division.
- (6) Any embellishment and public art is to address relevant Council requirements and

standards as set out by Council’s Community, Culture and Places Division.

- (7) Open space for sporting fields and local open spaces are to be embellished in accordance with Council’s requirements.
- (8) Local parks are to be a minimum area of 0.5ha. Local parks should be suitable for playgrounds, passive recreation, seating and shade.
- (9) Linear parks are intended to function as the green spine through the development and may include stormwater open channels, sporting fields, and cycle pedestrian paths with appropriate landscaping.
- (10) Regional parks and sporting fields may be either irrigated turf, hard surfaces, or a combination of both, in consultation with Council. Regional parks are to be embellished with playing fields and courts.
- (11) Desired Level of Service areas are to be as per below:

Open Space	Desired Level of Service (Ha/1000 residents)
Local Parks	1.5
District Parks	3
Regional	0.5

Table 1: Desired Standard of Service (Source: Dubbo Regional Council Open Space Masterplan 2018)

2.6 Stormwater Drainage Systems

Objectives

- 2.6.1 To provide major and minor drainage systems which:
 - Adequately protect people and the natural and built environments to an acceptable level of risk and in a cost-effective manner in terms of initial and ongoing maintenance costs, and
 - Contribute positively to environmental enhancement of the Macquarie River catchment.
- 2.6.2 To manage any water leaving the site (during construction and operation) with appropriate stormwater treatment measures.
- 2.6.3 To provide for the legal discharge of stormwater.
- 2.6.4 To enable stormwater discharge from adjacent properties and its management within the development.

Performance Measures

These objectives may be achieved where:

- (a) The stormwater management regime includes a treatment train incorporating piped drainage, open channels and basins within open spaces to achieve a minimum percentage reduction of stormwater pollutants.
- (b) The increased peak flows from the site as a result of development do not cause harm to the environment or nuisance to adjoining land owners.
- (c) Open channels to convey stormwater are to be located within minimum 20 metre wide drainage reserves. Where located next to linear parks, the parks will also have a width of no less than 20 metres that also accommodate cycleway/pedestrian paths and landscaping.
- (d) The continuous base flows within the open channel system are managed with a low flow system.
- (e) The stormwater drainage system has the capacity to convey stormwater flows resulting from the relevant design storm event under normal operating conditions, taking partial minor system blockage into account.
- (f) Development does not alter the site’s stormwater drainage characteristics in a manner that may cause nuisance or damage to downstream property.
- (g) The stormwater management system is to manage any frequent base flows discharging at the outlet of the site to ensure that these flows do not exacerbate any existing downstream drainage issues.
- (h) Stormwater infrastructure is designed and placed in a manner to ensure the safe operations of the Dubbo Regional Airport are not impacted. This includes ensuring drainage infrastructure is well maintained and does not collect waste over time.
- (i) Stormwater discharge from the development is to be conveyed through existing pipe systems or culverts provided under the Newell Highway/River Street Bridge. A drainage strategy is to be provided.

Development Controls

- (1) A Water Cycle Management Strategy is to be prepared and provided to Council prior to Stage 1 and is to manage stormwater discharges and pollutants by including, but not being limited to, one or more of the following elements:
 - Rainwater tanks on each lot.
 - Gross pollutant removal prior to discharging to basins.
 - Bio-retention areas.

- Detention basins.
- (2) The Water Cycle Management Strategy should achieve the following reductions:
- Total Suspended Solids (TSS) – 85% reduction.
 - Total Phosphorus (TP) – 65% reduction.
 - Total Nitrogen (TN) – 45% reduction.
 - Litter - 90% Reduction.
- (3) The Water Cycle Management Strategy must demonstrate that the increased peak flows from the site as a result of development do not cause harm to the environment or nuisance to adjoining land owners.
- (4) The Water Cycle Management Strategy should demonstrate:
- That stormwater can be discharged to a lawful point of discharge.
 - That stormwater from any adjoining land is appropriately accommodated.
 - Where appropriate, an allowance is made to plant within the water area of retention basins for increased canopy coverage and reducing heat-island effects.
 - Cost and energy efficient stormwater management.
 - Achievement of the performance measures of this strategy.
 - Include opportunities for irrigation of open space areas.

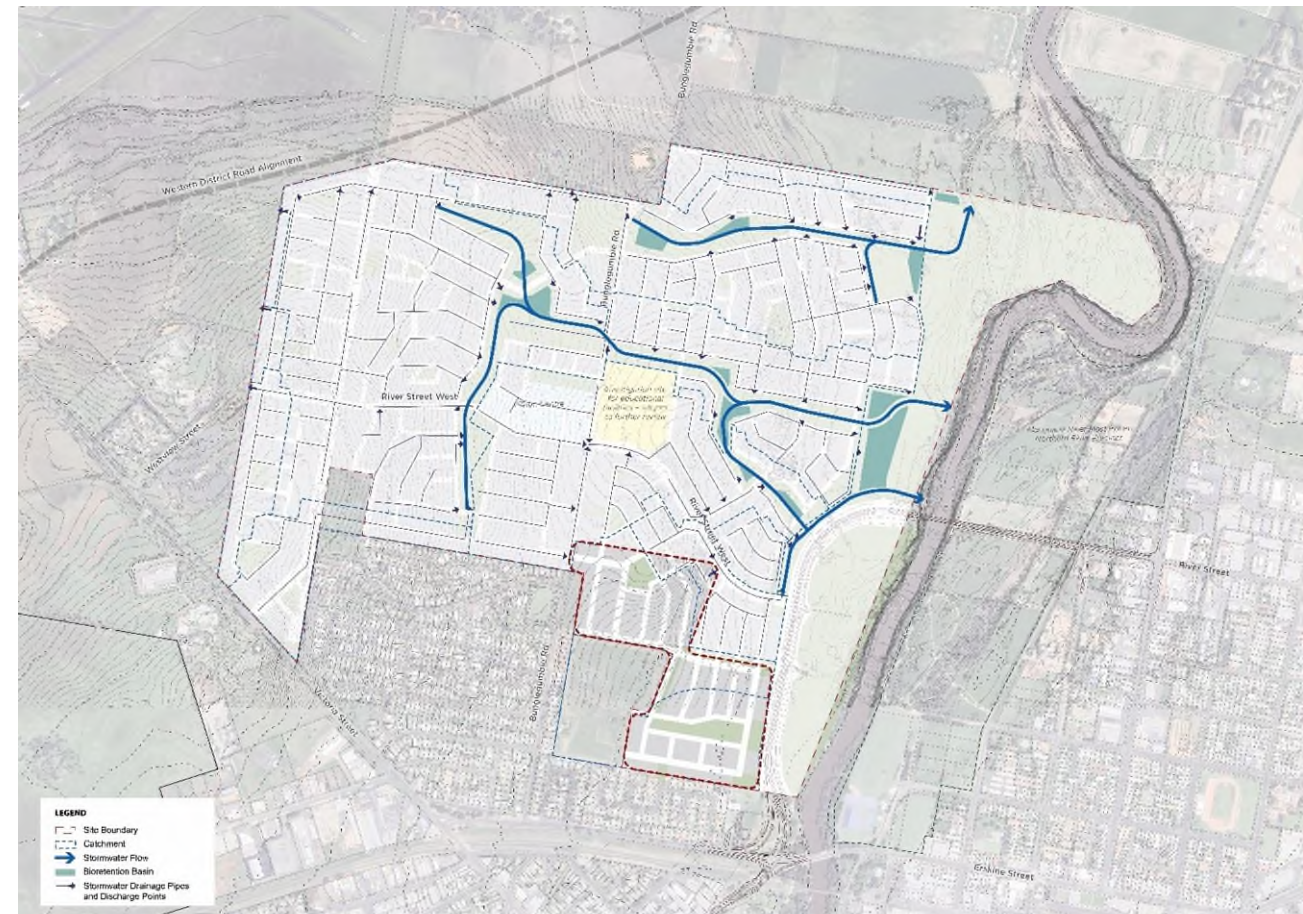


Figure 8: Indicative Water Management Plan

- (5) The design and construction of the stormwater drainage system is to be in accordance with the following documents:
- Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019
 - Dubbo Regional Council’s adopted AUS-SPEC #1 NSW 1999 Development Specification Series – Design and Construction
 - Austroad Guidelines - Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface.
- (6) A Sediment and Erosion Control Plan must be prepared for any earthworks and implemented in accordance with ‘Blue Book – Managing Urban Stormwater: Soils and Construction’.
- (7) The provision of stormwater infrastructure on the land shall be compliant with the National Airports Safeguarding Framework guidelines.
- (8) Linear parks with drainage infrastructure are to achieve the minimum width of 40 metres including a 20 metres wide linear park, and minimum 20 metres wide

drainage area to convey 1% AEP flows. The linear park will provide areas for seating nodes and active transport links.

2.7 Services and Utilities

Objectives

- 2.7.1 To ensure residential areas are serviced with essential public service utilities including water, sewer and electricity in a cost-effective and timely manner.
- 2.7.2 To ensure water and sewer servicing considers the broader servicing strategy of West Dubbo and how it may impact downstream infrastructure.

Performance Measures

- (a) Design and provision of utility services including sewerage, water, electricity, street lighting and communication services are to be cost-effective over their lifecycle, consider embedded energy costs and incorporate provisions to minimise adverse environmental impact in the short and long term.

Development Controls

- (1) The design and provision of utility services should conform to the requirements of relevant service authorities, to each allotment, at the full cost of the developer.
- (2) Services are to be located next to each other in accordance with Council's Policy for trenching allocation in footways.
- (3) Servicing for water must consider Dubbo Regional Council Integrated Water Cycle Management Plan (IWCM) and confirm there is sufficient capacity to service the Precinct.

3.0 Subdivision, Design and Built Form

Development applications for residential subdivisions will implement appropriate lot sizes and shapes to accommodate the future built form anticipated by the LEP as well as identify any environmental matter to be placed on title to ensure the future dwelling/s have acceptable amenity.

The development within Stage 1 will predominantly be detached dwellings with opportunities for dual occupancies.

3.1 Subdivision Controls

Objectives

- 3.1.1 To ensure the efficient use of zoned land and required infrastructure is achieved.
- 3.1.2 To ensure appropriate restrictions are included to address acoustic and drainage where required.
- 3.1.3 To provide a range of lot sizes to suit a variety of household types and forms of development.
- 3.1.4 To promote better walkability, improve access to amenities and enhance overall connectivity in the Precinct.

Performance Measures

- (a) Lots are designed to optimise outlook and proximity to public and community facilities, parks and public transport with increased residential activity.
- (b) Lots are created to enable the permissible development including opportunities for dual occupancies.
- (c) Lots should be provided on street corners that allow development to address both street frontages.
- (d) Lots should front streets and overlook open spaces to provide passive surveillance of those areas.
- (e) Stormwater should be gravity drained to Council's stormwater system which may require inter-allotment drainage.
- (f) Lots in locations near noise sources should include restrictions requiring acoustic fencing or acoustic treatments to facades of dwellings.

Development Controls

- (1) Lots are to have a minimum frontage of 15 metres where the minimum lot size area is 600m² or larger.
- (2) Street blocks are to be generally between 160 to 220 metres maximum in length for residential and mixed use developments.
- (3) Battle-axe lots will not be supported as the Structure Plan layout has been designed to avoid the need to provide cul-de-sacs and battle axe allotments
- (4) Corner lots can be larger to allow residential accommodation to positively address both street frontages.
- (5) Where a development application for a subdivision triggers the Biodiversity Offset Scheme a Biodiversity Development Assessment Report (BDAR) is required.
- (6) Noise impacts on land adjoining the arterial or sub-arterial roads within the Precinct, and land adjoining the Dubbo Regional Airport to the north-west of the Precinct are to be mitigated and comply with the NSW Noise Guide for Local Government. A noise impact assessment is required to identify the acoustic impacts and alleviation treatments at the development application stage if deemed required by Council. The report must identify receivers, determine background noise levels, establish noise criteria, provide predicted noise levels and assumptions, assess potential impacts.
- (7) Should the acoustic assessment identify that mitigation measures are required to achieve the recommended noise levels, the acoustic impact assessment is to include the details of recommended mitigation measures and how they are to be implemented, including if necessary appropriate restrictions on title. Mitigation measures could include the incorporation of acoustic barriers into the subdivision design and/or minimum construction standards addressing as window glazing and seals.
- (8) Dwellings within close proximity to arterial, sub-arterial or collector roads and rail corridors locate non-habitable rooms on the noise affected side, and enable doors to be sealed off from living areas and bedrooms.
- (9) Lots proposed in Stage 1 within 100 metres of the Newell Highway bypass alignment and River Street West are to be supported by acoustic impact assessment to confirm that future dwellings on these lots will be capable of meeting the recommended design levels of 35 dB(A) Leq(9 hour) for sleeping areas (between 10pm and 7am) and 40 dB(A) Leq(15 hour) for living areas. This may be able to be achieved by constructing a solid 2.1 metre high barrier.
- (10) Table 2 provides the required constructions within Noise Affected Areas with or

without the 2.1 metre high barrier.

Noise Affected Area	Barrier Height	Level	Deemed-to-Satisfy Constructions
Noise Affected Area	2.1m High, Solid and Imperforate Fencing	Ground Floor	No Acoustic Requirement
		First Floor or above	Appendix B
	No Barrier	All levels	Appendix B

Table 2: Deemed-to-Satisfy Constructions for Noise Affected Areas

- (11) Where barriers are to be installed to satisfy acoustic requirements for dwellings within lots, they are to be:
- (a) Constructed at least 2.1 metres high.
 - (b) Constructed of a solid and imperforate material, such as 75mm thick autoclaved aerated concrete (e.g. Hebel), lapped and capped timber fencing, sheetmetal, or other material which provides a minimum acoustic performance of Rw35.
 - (c) Alternatively, any lot within the Noise Affected Areas may conduct a supplementary detailed acoustic assessment at the development application stage to demonstrate internal noise requirements will be satisfied with an alternative construction type.
- (12) Where a landscape buffer is proposed as part of acoustic treatments, it is designed, constructed and maintained in accordance with the following:
- Earth mounding is provided where necessary to achieve satisfactory acoustic attenuation and visual screening;
 - Selected plant species meet the buffer’s functional requirements and require minimal ongoing maintenance;
 - Selected plant species are appropriate to the location, drainage and soil type;
 - Plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the buffer.

3.2 Development near the Dubbo Regional Airport

Objectives

- 3.2.1 Development does not impact the safety and ongoing efficiency of the Dubbo Regional Airport.

Performance measures

- (a) Development addresses the National Airports Safeguarding Framework (NASF).
- (b) Developments considers a range of factors that could affect the operation of the Airport, including light glare, plumes and bird attractants.
- (c) Development does not increase wind shear impacts on aircraft.

Development Controls

- 1) Development applications include information detailing compliance with the National Airports Safeguarding Framework.
- 2) Development does not impact PANS-OPS for the Dubbo Regional Airport.
- 3) Development in the vicinity of the airport does not protrude into the obstacle limitation surface (OLS):
 - cranes do not penetrate into the OLS.
 - development complies with specifications provided by the Civil Aviation Safety Authority (CASA). The OLS protects the immediate airspace in the vicinity of the airport for visual operation.
- 4) Any lighting associated with development in vicinity of the airport may be subject to lighting limitations as advised by CASA.
- 5) Development must take into consideration any amenity impacts resulting from the airport operations, including but not limited to noise and vibration. Noise sensitive development near the vicinity of the airport may be required to demonstrate that noise impacts from aircrafts and airspace operations are minimized, including via building noise attenuation.
- 6) Development minimises the hazard to aircraft operations created by the presence of birds and or animals resulting from the development, and does not attract wildlife.
- 7) Development does not release emissions that could cause air turbulence or reduce the visibility or operation of aircraft engines.
- 8) Development does not create a physical line-of-sight obstruction between transmitting or receiving devices that:

- transmits an electromagnetic field that will interfere with the functioning of the airport;
- contains a reflective surface that will interfere with the functioning of the airport.

3.3 Lot and Site Controls

Objectives

- 3.3.1 Residential housing is sited to contribute to the desired streetscape appearance and neighbourhood character.
- 3.3.2 To ensure habitable rooms of dwellings and private open space within the development and in adjacent development can receive adequate sunlight, ventilation and amenity.
- 3.3.3 To ensure that there is no conflict with existing services such as power, water, sewer and stormwater.

Performance Measures

- (a) Dwellings must comply with the standards outlined in the Dwelling Controls Table.
- (b) Development applications are to demonstrate how the dwelling design and site planning responds to passive energy conservation principles including solar access, prevailing weather and cross ventilation.
- (c) Dwellings are to be sited to face the street, with visible front entries and habitable rooms fronting the street, particularly at ground level.
- (d) Dwellings are to achieve at least 3 hours of sunlight to a main living area between 9am and 5pm, in mid-winter (21st June).

Development Controls

- (1) Dwellings must comply with the development standards outlined in Dwelling Controls at Table 3.
- (2) Where a dual occupancy is located on a corner block, the development is designed to face each street frontage.
- (3) Driveways are to be located clear of obstacles such as power poles, trees, and stormwater pits.
- (4) Garages and carports for a single dwelling on a secondary frontage of a corner allotment may extend beyond the alignment of the secondary façade of the dwelling but shall achieve a minimum 5.5 metre setback from the secondary property boundary.

Note: The controls listed below are specific to North-West Urban Release Area (Table 3) and must be read in conjunction with other controls in Part 3 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

Dwelling House		Dual Occupancy		CDC
Lot Range	>600sqm <900sqm	>900sqm	>600sqm	>600sqm
Minimum lot width	15 metres	<u>25 metres</u>	<u>15 metres</u>	15 metres (12 metres if parking accessed from a secondary street)
Landscaped Area (Min)	15%	35%	20%	Minimum 50% of the parent lot area minus 100m ² .
	<p><i>A minimum of 25% of the lot forward of the building line is to be landscaped.</i></p> <p><i>A minimum of 50% of the lot located behind the building line is to be landscaped.</i></p>			<p><i>A minimum of 25% of the lot forward of the building line is to be landscaped.</i></p> <p><i>A minimum of 50% of the lot located behind the building line is to be landscaped.</i></p>
Principal Private Open Space (Min)	25sqm with a minimum dimension of 5 metres	25sqm with a minimum dimension of 5 metres	256sqm with a minimum dimension of 5 metres	16sqm with a minimum dimension of 3 metres
	50% of the area of the required PPOS (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)			
Setbacks	>600sqm <900sqm	>900sqm	>600sqm	
Front setback (Min)	4.5 metres to building façade line 3 metres to articulation zone*	6 metres to building façade line 4.5 metres to articulation zone*	4.5 metres to building façade line 3 metres to articulation zone*	4.5 metres to building façade line 3 metres to articulation zone*
Secondary Street Setback (Min)	3 metres	3 metres	3 metres	2 metres
Side Setback (Min)- Ground floor**	0.9 metres	1.5 metres**	0.9 metres	Min 0.9metres increasing by 25% for any wall height above 4.5 metres
Side Setback (Min) – First Floor**	1.5 metres	2 metres**	1.5 metres	Min 0.9 metres increasing by 25% for any wall

				height above 4.5 metres
Rear Setback (Mn)	3 metres	3 metres	3 metres	3 metres for wall less than 4.5 metres in height. 8 metres for wall height 4.5 metres to 8.5 metres
Classified Road Setback (Min)	9 metres	9 metres	9 metres	9 metres
Public Reserve Setbacks (Min)	3 metres	3 metres	3 metres	30 metres
Garage and Outbuilding Setbacks	>600sqm <900sqm	>900sqm	>600sqm	
Front Setback (Min)	5.5 metres to façade of garage 1 metres behind building façade line Third garage to be setback 2m behind building façade line	7 metres to façade of garage 1 metres behind building façade line Third garage to be setback 2 metres behind building facade line	5.5 metres to façade of garage 1 metres behind building façade line	4.5 metres
Secondary Front Setback	5.5 metres to façade of garage 1 metres behind building facade line Third garage to be setback 2 metres behind building façade line	5.5 metres to façade of garage 1 metres behind building facade line Third garage to be setback 2 metres behind building façade line	5.5 metres to façade of garage 1 metres behind building façade line	2 metres
Percentage of dwelling frontage(max)	The width of a garage shall not be greater than 50% of the total width of the lot measured at the building façade line.			
Car Parking	Maximum garage width 3 metres (single) and 6 metres (double) 1 bedroom dwelling – minimum 1 garaged car space 2+ bedroom dwelling – minimum 2 parking spaces, with at least 1 garaged space			Minimum of 1 car parking space per dwelling

Table 3: Summary of residential controls - North-West Urban Release Area

*Open verandah's, bay windows, balconies, and pergolas, if appropriately designed, are permitted within the articulation zone.

**Lots greater than 600sqm should have greater side setbacks.

3.4 Built Form and Streetscape Controls

Objectives

- 3.4.1 Residential housing is in keeping with the desired future streetscape and neighbourhood character of well landscaped public domain areas and front setback areas.
- 3.4.2 To ensure landscaping is appropriate in nature and scale for the site and the local environment.
- 3.4.3 To provide street tree planting that creates a pleasant environment and contributes to street character.

Performance Measures

- (a) Built form should display a variety of materials, colours and shading structures, with garages integrated into the overall architectural form and design.
- (b) Avoid bland façade presentation to the street through the inclusion in designs of façade and roof articulation, variable materials and finishes selection.
- (c) The frontage of buildings and their entries are readily apparent from the street.
- (d) Encourage the use of materials in the construction of new dwellings that are compatible with adjoining dwellings, and the streetscape in terms of material, colour and form.
- (e) Fencing on corner allotments does not impede motorists' visibility at the intersection.
- (f) Verandahs and balconies are encouraged.
- (g) Landscaping is provided at a scale and density which is appropriate for the development.

Development Controls

Design

- (1) The primary street façade of a dwelling must incorporate at least two (2) of the following design elements as part of the articulation zone:
 - (a) Entry feature or porch
 - (b) Awnings or other features over windows
 - (c) Verandahs, pergolas or similar features above ground level door entries

- (d) Bay windows; or
- (e) Window box treatments.
- (2) Dwellings on corner lots:
 - (a) Must address both the primary and secondary road frontage.
 - (b) Walls facing the secondary frontage (corner lots) shall have an active frontage (i.e., at least one window).
 - (c) Avoid repetition and monotonous designs within the streetscape
- (3) The front elevation of any two (2) storey dwelling shall include of a combination of single and two storey elements. These elements may include a verandah, porch, bay window or single storey attachment.
- (4) External wall heights are not to exceed 8 metres above finished or natural ground level (whichever one is lower) to the underside of eaves at any point.
- (5) All dwellings have eaves in proportion with the roof pitch or alternative treatment to provide appropriate shading to openings, particularly on exposed western elevations.
- (6) Rooftop solar collectors, satellite dishes and antennae should be located and/or finished to ensure they have limited visual impact from the street.
- (7) Windows located on the roof should not dominate the roof.
- (8) Bright, strong colours, black/dark will not be supported. Services which penetrate the roof and flashing should be painted or finished in a material that is consistent with the roof colour.
- (9) Where dual occupancy is situated on corner blocks (where one is not a laneway), the development is designed to face each street frontage.
- (10) Two (2) storey dwellings and outbuildings will consider overshadowing and visual privacy to the existing or likely private open space areas of adjoining residential lots. Shadow diagrams are to be submitted to demonstrate the impact of overshadowing on adjoining and adjacent allotments for any residential development above single storey.

Materials

- (1) Walls are to utilise rendered or bagged masonry, face brick or weatherboard materials (timber, fibre cement or corrugated metal profiles). Alternative materials that meet the objectives may be considered on merit.
- (2) Roof coverings are to utilise corrugated metal, flat or low profile tile materials.

- (3) Roof colours and materials are to be thermally reflective and be of lighter shades (other than reflective shades of white).
- (4) Roofs that absorb heat are not supported. Roof materials to minimise glare, particularly for those near the Dubbo Regional Airport.

Fencing

- (1) Any front fencing is to be of quality construction. Front fences have a maximum height of 1.2 metres if solid or less than 50% transparent and 1.5 metres if greater than 50% transparent.
- (2) Fencing on corner lots is to be either splayed, set-back, reduced in height or transparent to maintain visibility for motorists.
- (3) Where there is no front fencing then suitable dense hedging or other landscaping is to be provided to create clear boundary delineation.
- (4) Any front and side fencing forward of the front building setback is to be a maximum 1.2 metres in height and is to be finished on both sides to the same level of quality. Where there is no fence forward of the building line, it is required that side fencing returns into the building at the front building line.
- (5) Side and rear fencing is to have a maximum height of 1.8 metres behind the front building line.
- (6) Chain or solid metal fencing is not permitted for front fencing or forward of the front building line. Defining pillars and/or well detailed posts are encouraged.
- (7) Permitted front fencing materials are to be:
 - (a) Timber or metal slat fencing (vertical or horizontal) with stained or painted finish.
 - (b) Wrought iron feature fencing.
 - (c) Timber post and rail fencing with stained or painted finish.
- (8) For corner lots, the secondary street frontage fencing is to be a maximum height of 1.2 metres for the first 30% of the lot length from that frontage. The remaining secondary fencing is to be a maximum height of 1.8 metres. Fencing on corner allotments must not impede motorists' visibility at the intersection.
- (9) Chain link fencing is not permitted.

Landscaping

- (1) A landscape plan is required to be provided for assessment with the lodgement of development applications to ensure the species selected screen and soften the

development and are suitable for the local climate (gardens with watering requirements).

- (2) Landscaping is to be planted in a manner to ensure the amenity of adjoining and adjacent properties is not impacted.
- (3) Each dwelling house is to be provided with at least one (1) canopy tree in the front setback and one (1) canopy tree in the rear yard. The canopy trees planted are to be appropriate native species to support local bio-diversity.
- (4) Trees are to be planted in accordance with Council's Street Tree Planting Standards to minimise the future risk of damage to public and private infrastructure.
- (5) Tree root zones should be sized appropriately and show appropriate tree root protection structures or vaults in accordance with Council's Standard Tree Planting drawings.
- (6) Cross-sections should show deep root zones of trees.
- (7) Tree species are to be predominately endemic to the Dubbo area, or otherwise approved by Council's Community, Culture and Places Division, and take into account the size of the tree in relation to the scale of the landscape that they are being planted. This would enable an assessment of the suitability of the landscape for the subdivision and minimise future conflicts.
- (8) Construction of pedestrian paths/cycle ways, water management basins and drainage structures should avoid remnant trees as a priority and provide a clear managed edge for bushfire hazard protection.

3.5 Access, Parking, Garages and Driveways

Objectives

- 3.5.1 To provide adequate and convenient parking for residents, visitors and service vehicles.
- 3.5.2 Driveways to have the smallest configuration as practical and be as per Australian Standards.

Performance Measures

- (a) Garages are to be setback behind the front most element of the house and fully integrated into the front façade.

Development Controls

- (1) Dwelling house and dual occupancy development is to provide the following vehicle

parking requirements:

- (a) 1 bedroom dwelling – minimum 1 garaged car space
- (b) 2+ bedroom dwelling – minimum 2 parking spaces, with at least 1 garaged space
- (2) Where garages form part of the front of a dwelling, the garage doors should not exceed more than 50% of the total width of the dwelling frontage.
- (3) Garage doors facing the street are not to exceed a width of 6 metres in total.
- (4) Driveway pavement areas are to be minimised and the use of pervious treatments are encouraged.
- (5) Driveways are to be located clear of obstacles such as power poles, and stormwater pits.
- (6) Freestanding garages or sheds will be single storey and located so as to not compromise the minimum landscape area or usability of private open space or overshadow adjoining private open space areas.

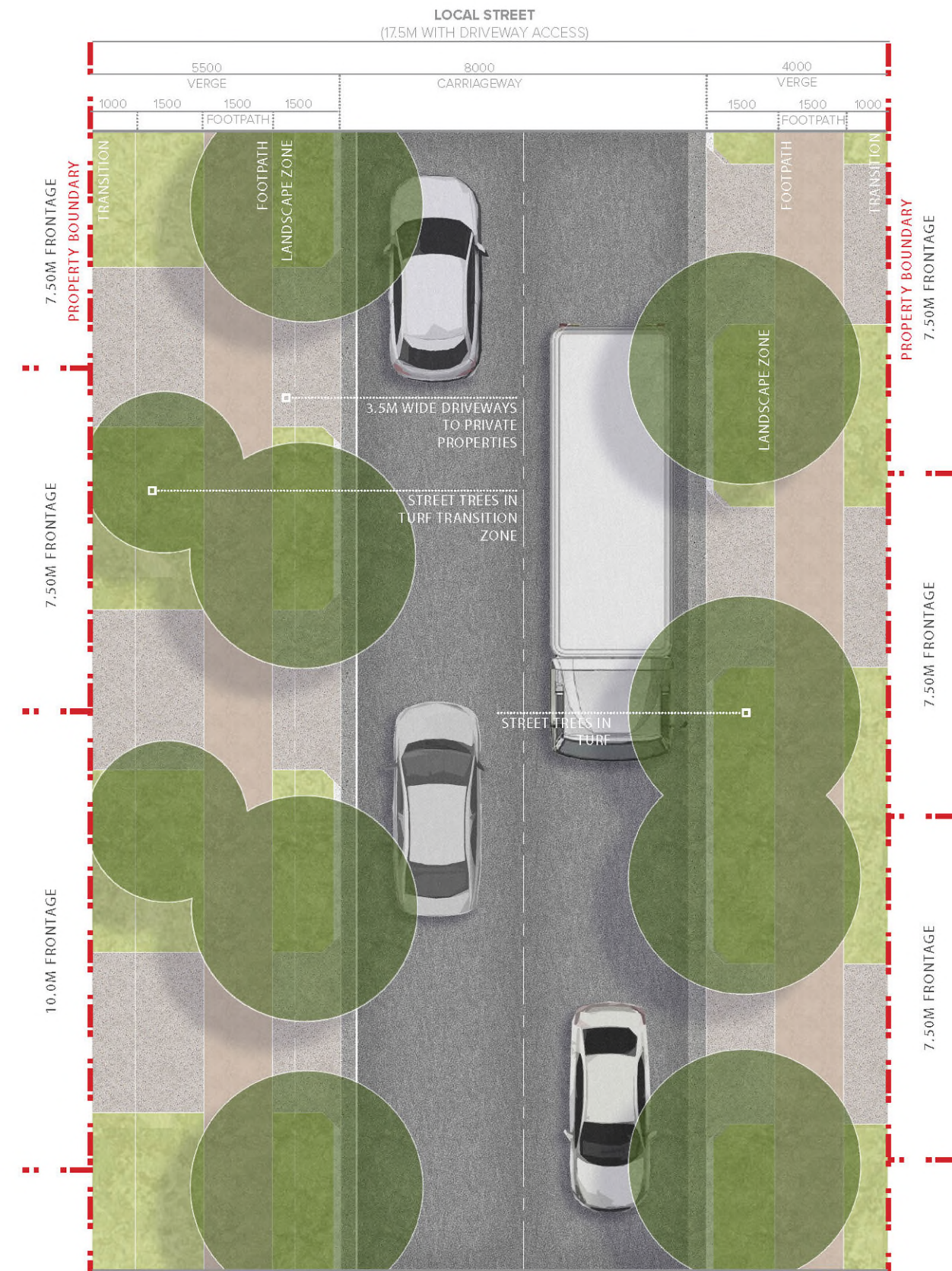
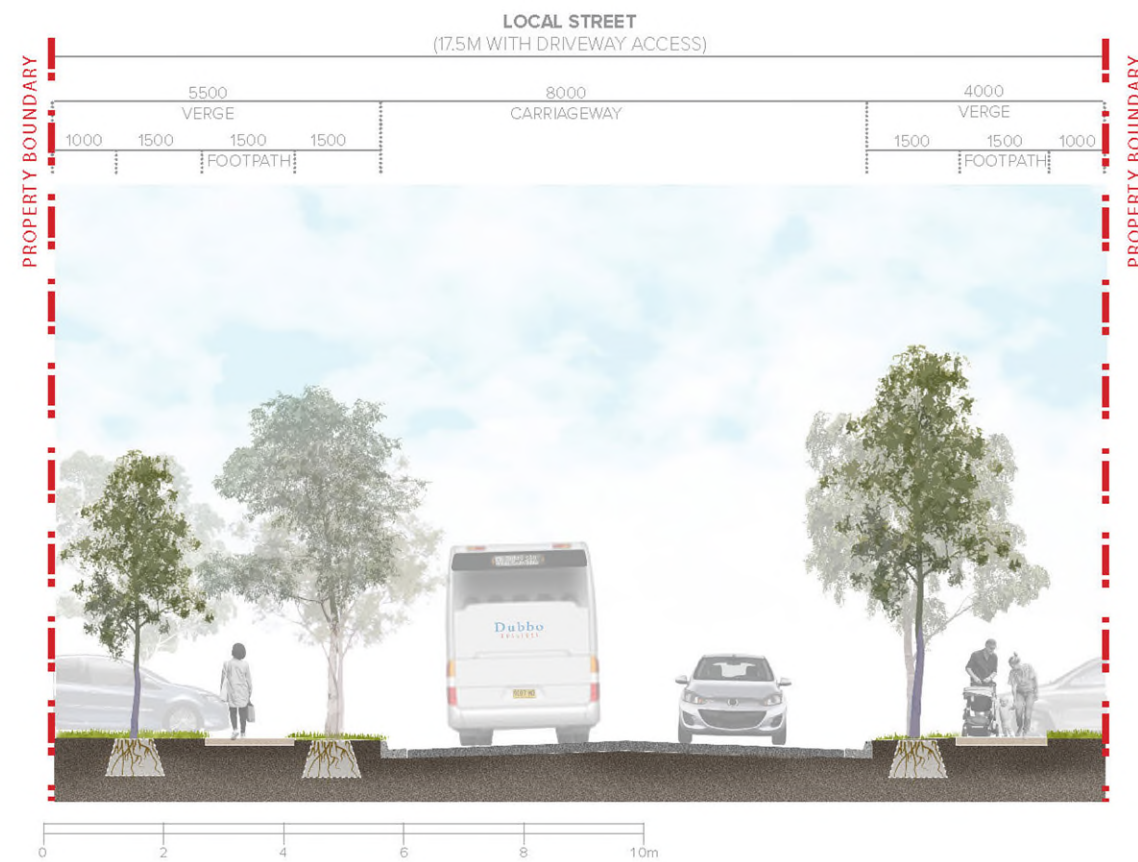
Appendix A – Road Sections and Descriptions

Street Sections

TYPE A: LOCAL STREET

17.5M WITH DRIVEWAY ACCESS

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.



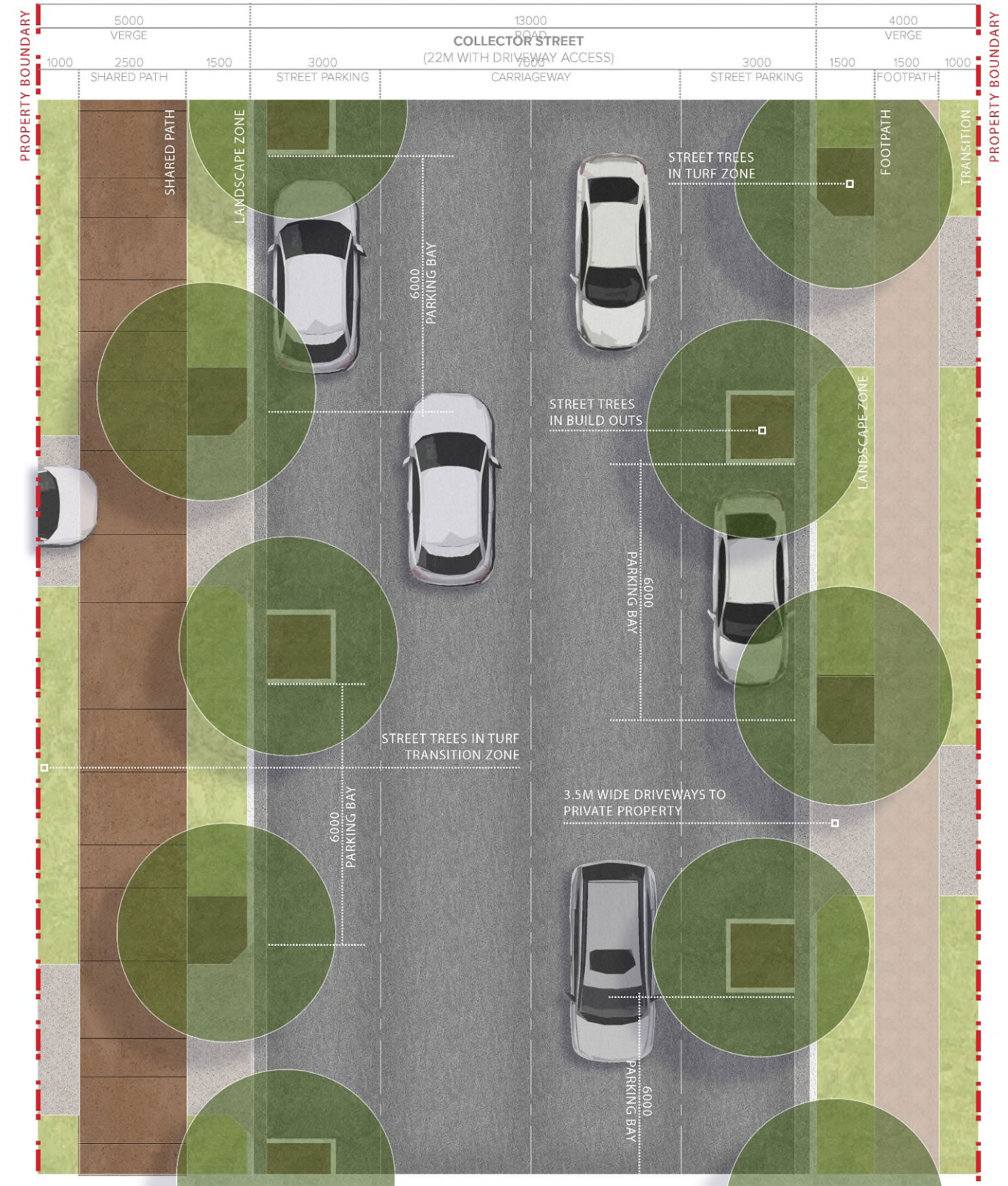
Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

Street Sections

TYPE B: TYPICAL COLLECTOR STREET

22m WITH DRIVEWAY ACCESS

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.



Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

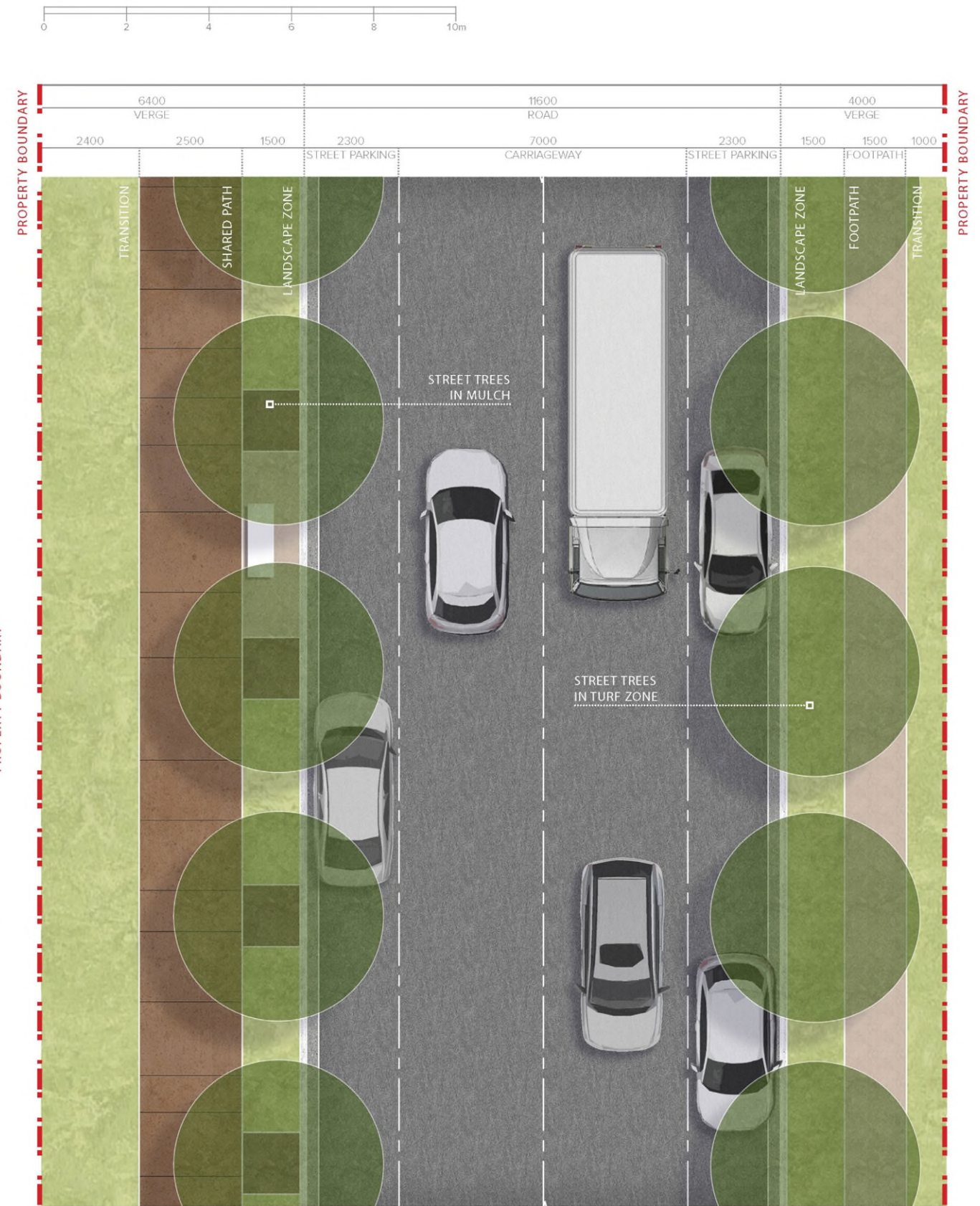
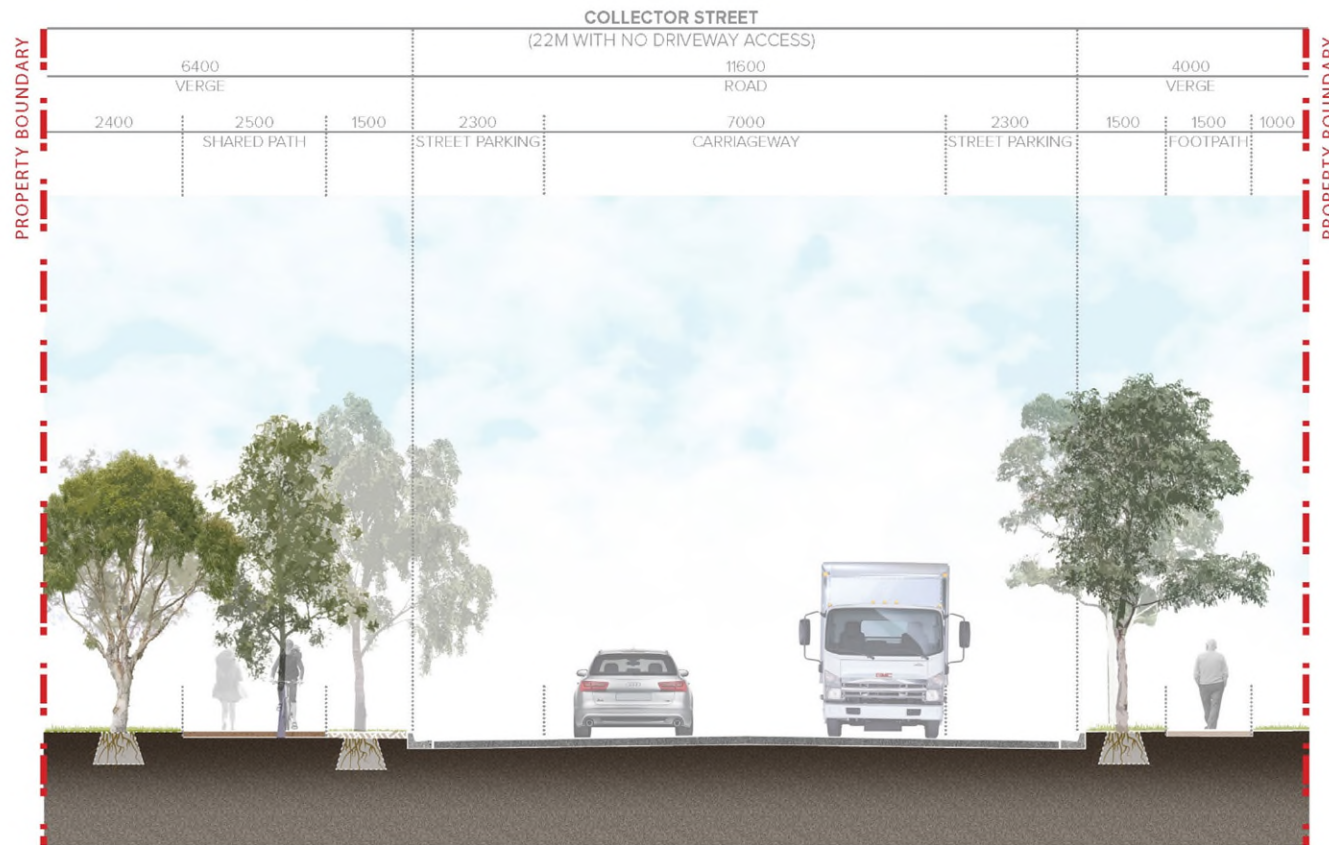


TYPE C: COLLECTOR STREET

22m WITH NO DRIVEWAY ACCESS

If a 22m street has driveway access, Type A applies. If a 22m street does NOT have driveway access, Type B or C applies.

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.



Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

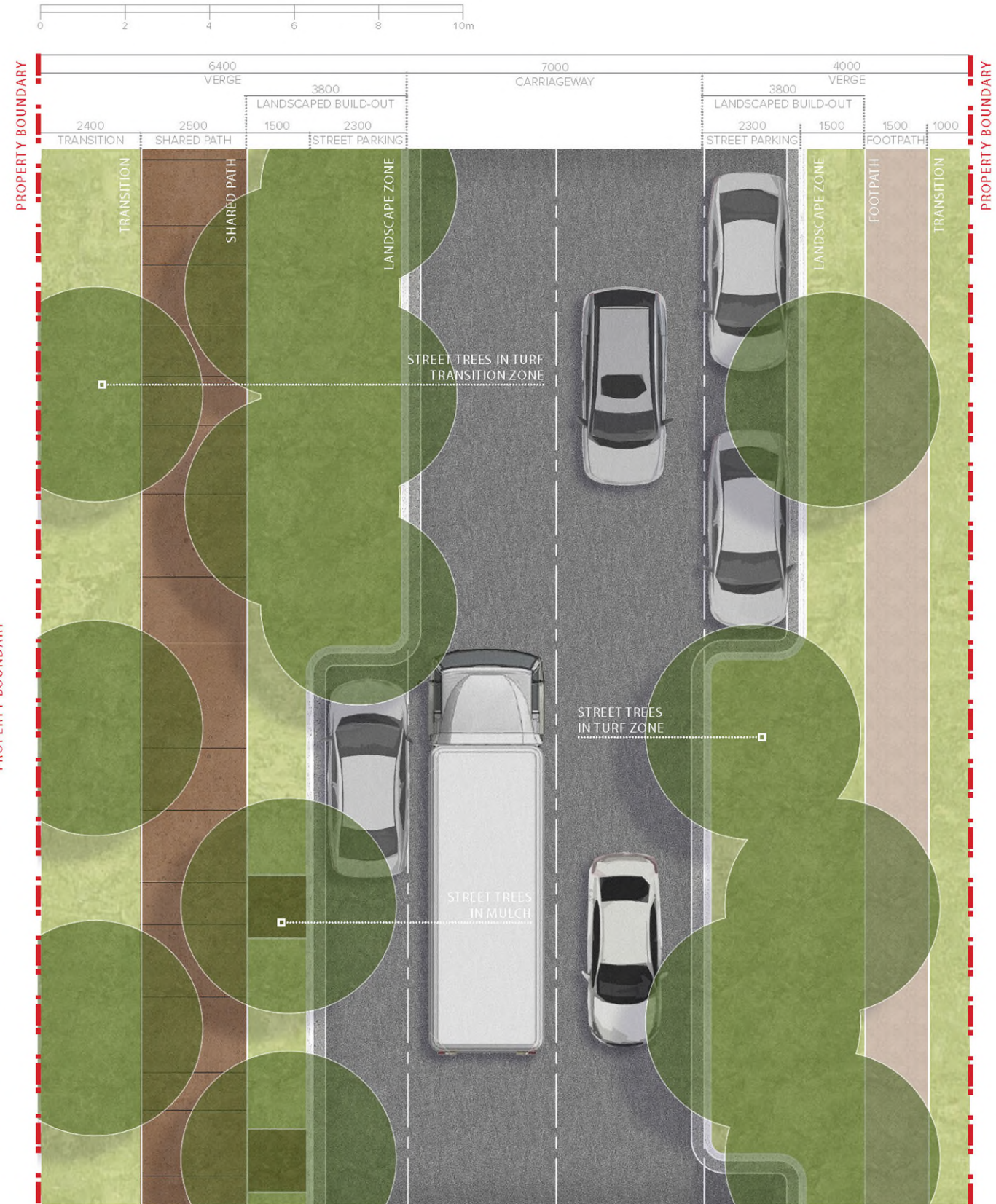
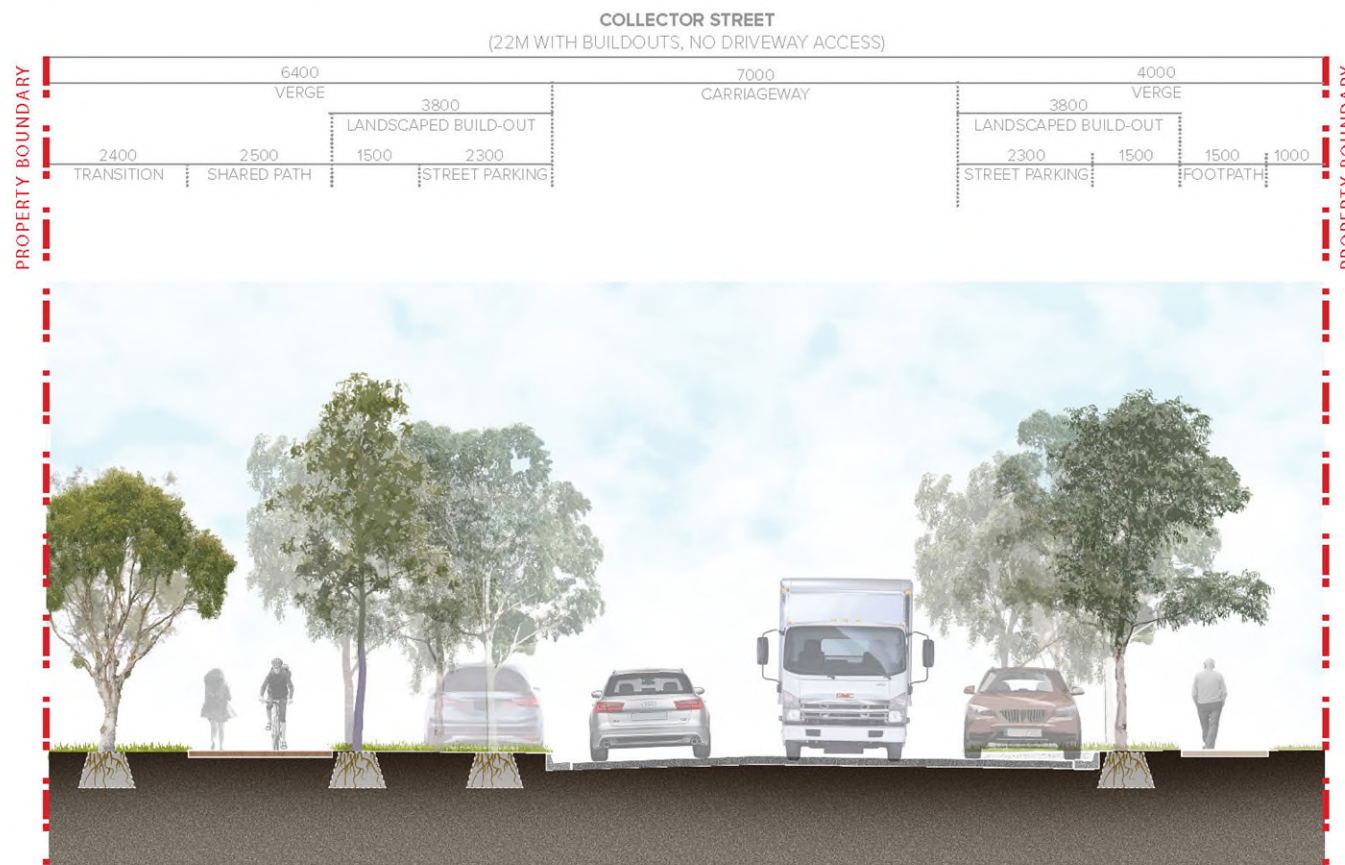


TYPE D: COLLECTOR STREET

22M WITH BUILD OUTS, NO DRIVEWAY ACCESS

If a 22m street has driveway access, Type A applies. If a 22m street does NOT have driveway access, Type B or C applies.




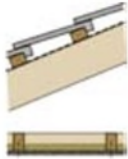

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.



Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

Appendix B – Recommended Deemed to Satisfy Constructions for Traffic Noise (Category 3 Construction)*

* Subject to change, depending on additional detailed assessment

Category No.	Building Element	Standard Constructions	sample
3	Windows/Sliding Doors	Openable with minimum 6.38mm laminated glass and full perimeter acoustic seals	
	Frontage Facade	Brick Veneer Construction: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.	
		Double Brick Cavity Construction: 2 leaves of 110mm brickwork separated by 50mm gap	
	Roof	Pitched concrete or terracotta tile or sheet metal roof with sarking, 1 layer of 13mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.	
	Entry Door	45mm solid core timber door fitted with full perimeter acoustic seals	
	Floor	Concrete slab floor on ground	