Clearmont Rise Development Control Plan 2023

Table of Contents

Part 1 Introduction

1.1 Name of this Plan

This Development Control Plan (DCP) is known as Clearmont Rise Development Control Plan 2023.

1.2 Land to which this Plan applies

This DCP applies to part of 13L Narromine Road, Dubbo (Lot 22 DP1038924 and Lot 7 DP223428), outlined in black in **Figure 1** below, being within the Central West Urban Release Area.

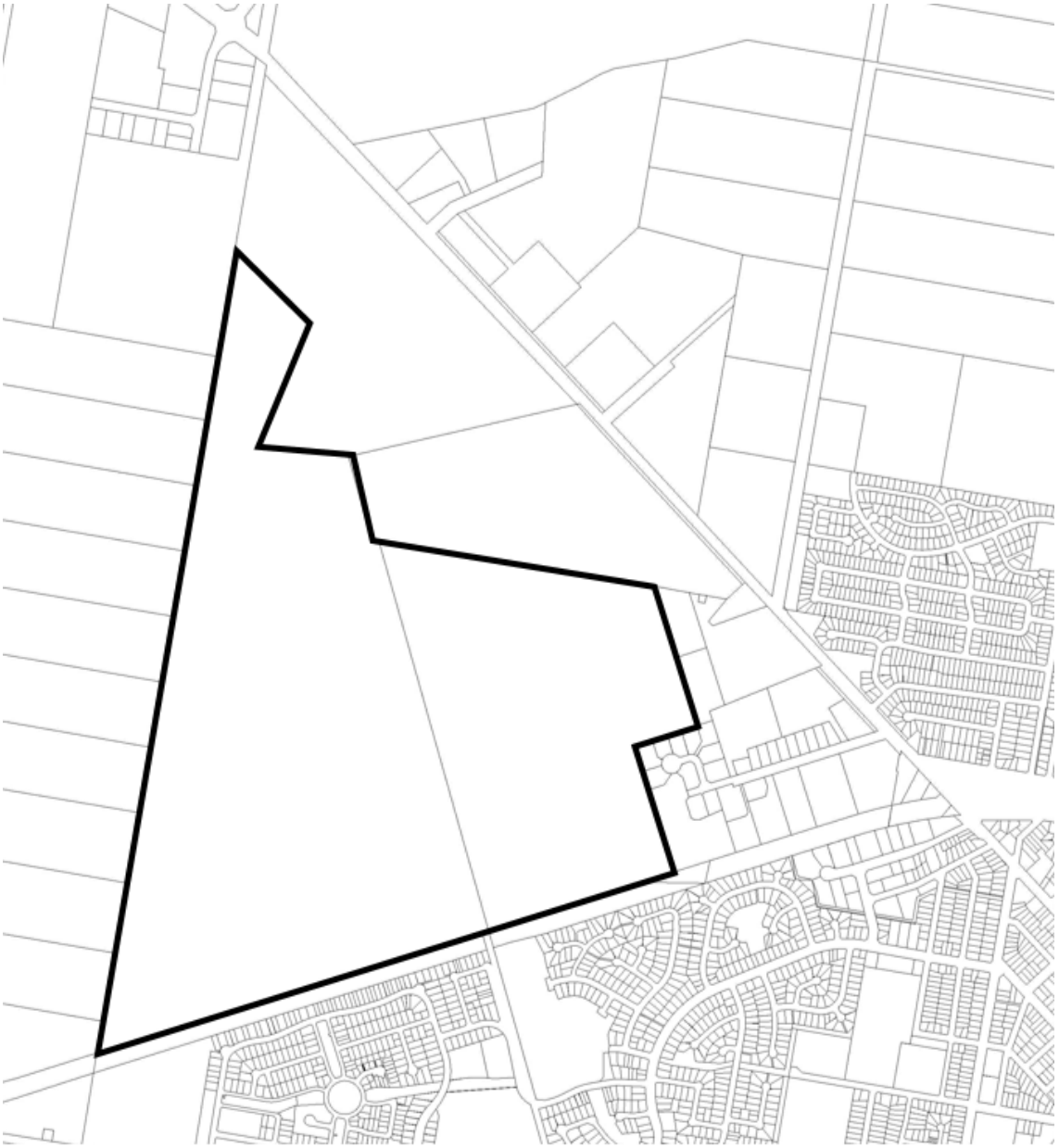


Figure 1 - Land to which this plan applies

1.3 The Vision and Desired Future Character

The vision and desired future character for Clearmont Rise provides for the development of detached dwellings and well located dual occupancies within a clear structure of new roads and well connected open space. Clearmont Rise will provide smaller lots to maximise diverse housing opportunities located adjacent to a new District Park and TAFE. This will mean that the precinct will become a cohesive community that meets the needs and aspirations of future residents. It will become an integrated, thriving and vibrant place, capitalising on connecting to nature and open spaces and respecting the natural qualities of the surrounding environment.

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

(a) Delivery of key roads as included in the Dubbo Transport Strategy 2020;

(b) 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;

(c) Buffers or controls for future development at the interfaces to other land uses and noise producing activities on adjoining land;

(d) To preserve existing trees and introduce tree planting in streets, open spaces and linear parks to help mitigate urban heat;

(e) Promote quality urban design outcomes within the context of environmental, social and economic sustainability.

1.4 Statutory Context

This 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 the Dubbo Regional Local Environmental Plan (LEP) 2022.

This DCP was adopted by Council on 28 September 2023 and commenced on 2 October 2023.

1.5 Relationship to other plans and documents

Under the Act, Council is required to take into consideration the relevant provisions of this DCP when determining a development application on land to which this DCP applies.

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

- applicable Development Contributions Plans;
- any Planning Agreement made between the landowners and Council as relevant to the assessment of a development application; and
- other relevant provisions of the Dubbo DCP 2013. In the event of any inconsistency between this DCP and the Dubbo DCP 2013, the provisions of this DCP prevail.

1.6 Supporting Studies

This DCP has been informed by the following studies:

- Urban Design and Master Plan prepared by Sitios;
- Traffic Impact Assessment prepared by Amber Traffic and Transport;
- Open Space and Community Infrastructure Assessment prepared by CRED ;
- Ecological Assessment prepared by Lodge Enviro;
- Bushfire Assessment prepared by Building Code and Bushfire Hazard Solutions;
- Water Cycle management, subdivision design and service prepared by MAKER ENG;
- Acoustic Assessment prepared by Acoustic Logic;
- Landscape for public domain areas – Streets and Parks prepared by Ground Ink;
- Geotechnical and Contamination prepared by Geotesta;
- Archaeological Report prepared by Apex Archaeology;
- Aboriginal Cultural Heritage Assessment Report prepared by Apex Archaeology;
- Preliminary Market Potential prepared by Location IQ;
- Utilities Service Report prepared by MAKER ENG;
- Biodiversity Development Assessment Report prepared by Anderson Environment & Planning (AEP);
- Dubbo Regional Council Open Space Masterplan 2018;
- Dubbo Transportation Strategy 2020.

1.7 How to use and navigate this DCP

This DCP is divided into the following three parts that identify the considerations for development within one or more of the following areas:

- **Staging and Implementing the Urban Structure** – This section progressively 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.
- **Subdividing Street Blocks** – This section guides subdivision of the street blocks created by the road system, creating lots consistent with the end use.
- **Delivering Built Form** – This section guides the final building form on the lots including setbacks, built form principles, landscaping and lot sustainability initiatives.

Each part identifies the key planning issues that Council will consider when assessing development applications for that stage of the development. Each planning issue identified is structured to provide 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.

Part 2 Staging and Implementing the Urban Structure

The urban structure for an area is implemented by delivering the urban landscape that will support the future community. Development on this precinct will include initial earthworks, as well as subdivisions to dedicate and/or embellish environmental corridors and parks, create roads, pedestrian/cycleway connections and stormwater corridors.

2.1 Implementing the Urban Structure

To implement the urban structure, development must be generally consistent with and deliver the urban infrastructure in accordance with **Figure 2**.

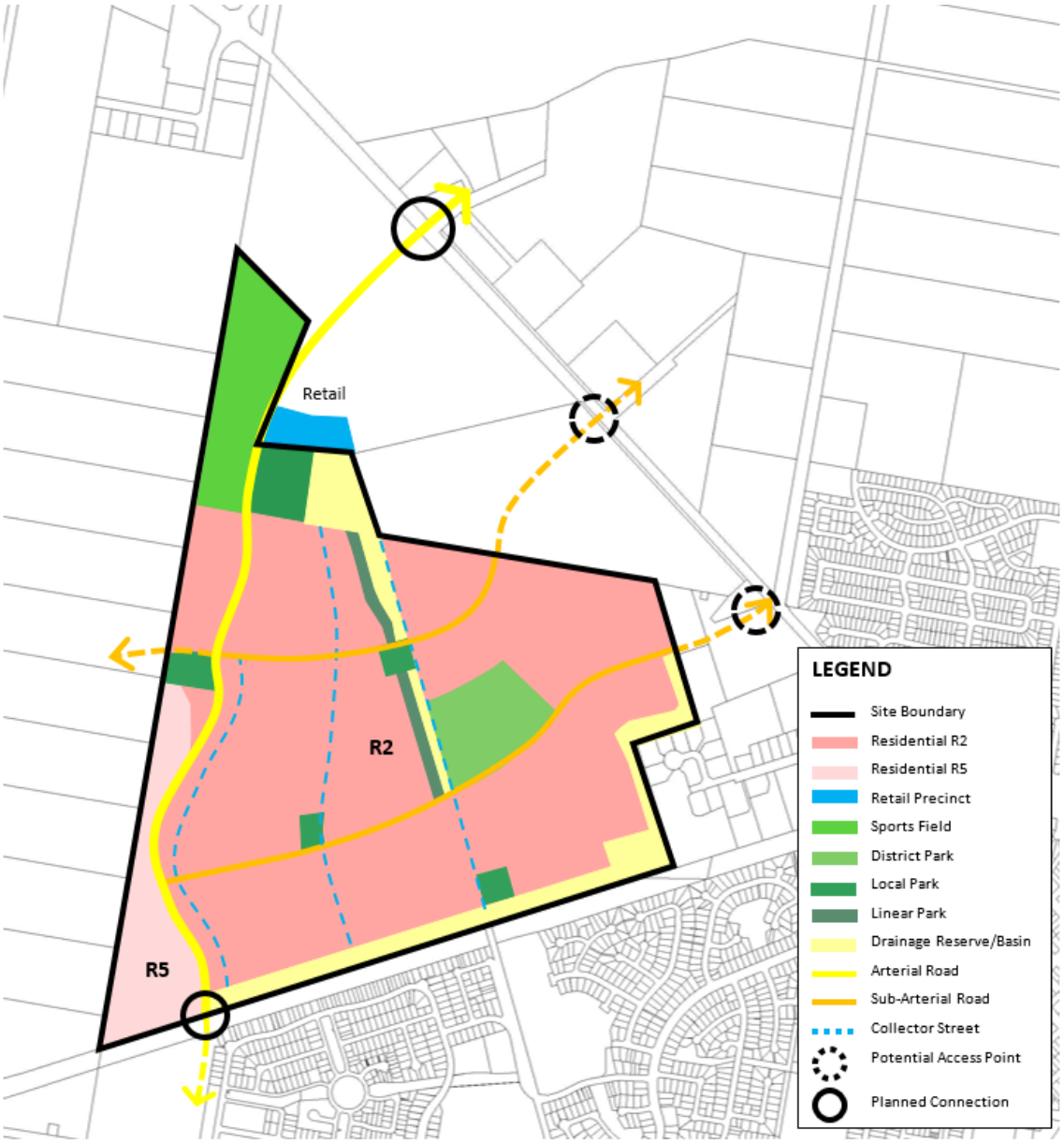


Figure 2 – Indicative Structure Plan

2.2 Staging

Development must be generally staged in accordance with **Figure 3** to assist in the coordinated provision of necessary infrastructure. Each stage must implement the works required to build on the urban structure, and extend important infrastructure to future stages.

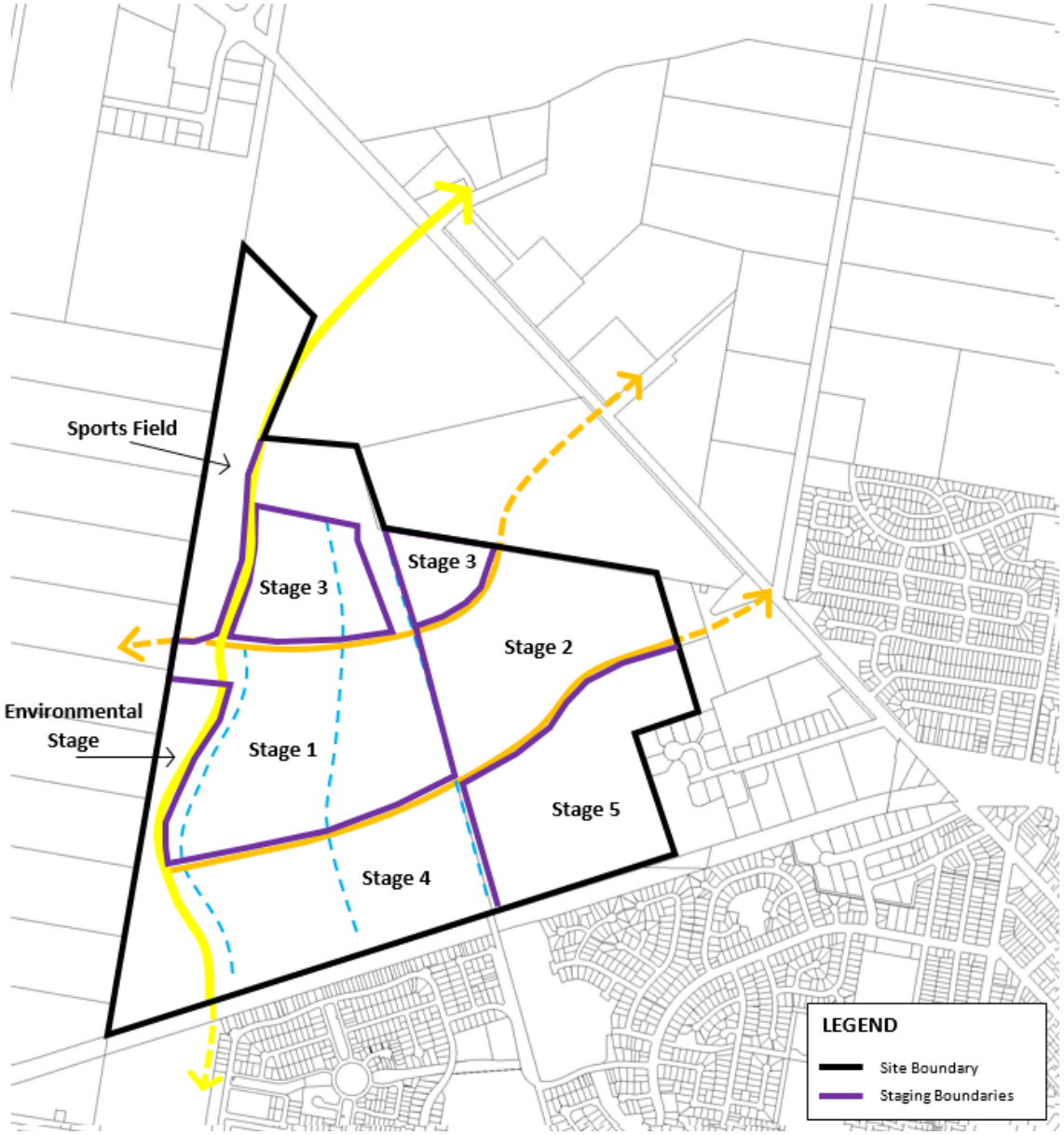


Figure 3 – Staging Plan

The delivery of infrastructure should be in accordance with the Staging Plan as follows:

- Stage 1 will extend key utility services to the precinct, and provide access by extending the arterial road from the north to the first sub-arterial road. Stage 1 will also provide local roads, a linear park including drainage infrastructure, and three local parks with each having an area of at least 0.5 hectares.
- Stage 2 will deliver local roads, the extension of the sub-arterial road to the TAFE boundary, and a district park that preserves existing trees.
- Stage 3 will deliver local roads, infrastructure and residential development.
- Stage 4 will deliver local roads, a linear park along the southern boundary, the relocation of

the electricity easement to land adjacent to the railway line, and a local park.

- Stage 5 will deliver local roads and a linear park along the southern and eastern boundaries.
- Sports Field Stage will deliver the sports fields, and be delivered after Stages 1-3 and before Stage 5, or as otherwise agreed to by Council.
- Environmental Stage is primarily zoned R5 Large Lot Residential and a small part R2 Low Density Residential, and is constrained as it contains areas of biodiversity with extremely limited development potential for subdivision. Any future applications for residential development in this stage will need to demonstrate that environmental values are appropriately addressed.

Implementing the staging requires, at a minimum, a new development application, new Traffic Impact Assessment for each stage, and other relevant studies as determined by Council. The Traffic Impact Assessment must consider the impact of the additional traffic proposed within the stage, the cumulative traffic volumes and impacts on the broader network.

Variations to the staging order can occur if demonstrated that the delivery will not adversely impact the efficiency of the release.

2.3 Initial Earthworks

Objectives

a) An appropriate landform is created across the development which allows for a high quality and accessible living environment, tied seamlessly into local and district open space areas and adjoining natural areas.

Performance Measures

a) Earthworks allow for the preservation of existing mature trees, where practicable, particularly in open space, and treed environments within and adjoining the development.

2.4 Preserving Natural Elements and Stormwater Drainage Systems

Objectives

a) Major and minor drainage systems are provided 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 costs and maintenance, and;
- Contribute positively to environmental enhancement of catchment areas.

b) Any water leaving the site (during construction and operation) is managed with stormwater treatment measures.

c) There is a legal discharge of stormwater.

d) Stormwater discharge is enabled from adjacent properties and managed within this development.

Performance Measures

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 and ensure peaks flows do not increase as a result of development.

b) Open channels to convey stormwater are located within minimum 20 metre wide drainage reserves. Where located next to linear parks, the parks also have a width of no less than 20 metres that also accommodate cycleway/pedestrian paths and landscaping.

c) The continuous base flows within the open channel system are managed with a low flow pipe system.

d) Post development peak flows (up to and including the 1% AEP storm event) are limited to 'pre-development' levels.

e) The stormwater drainage system has the capacity to convey stormwater flows resulting from the relevant design storm 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 causes nuisance or damage to downstream properties.

g) The stormwater management plan manages frequent base flows discharging at the outlet of the development to ensure it doesn't further exacerbate existing drainage issues downstream of the development.

h) Stormwater infrastructure is designed and placed in a manner to ensure the safe operations of the Dubbo Regional Airport are not impacted.

Development Controls

1) The stormwater drainage system is generally in accordance with **Figure 4**. Open channels and basins must not replace the usability of open space areas.

2) Stormwater is piped from the development's southern catchment to existing stormwater pipe systems in Thompson Street, approximately opposite Menzies Avenue, Dubbo.

3) The northern basin accepts and manages flows from the entire northern catchment, including stormwater discharge from neighboring properties. Stormwater discharge under Narromine Road meets pre-existing conditions.

4) The final size of basins ensures peak flows do not increase as a result of the development.

5) A Water Cycle Management Strategy is prepared and provided to Council prior to Stage 1. The Strategy it achieves the reduction of stormwater discharge and pollutants by including the following elements:

   - Rainwater tanks on each lot;
   - Gross pollutant removal prior to discharging to basins;
   - Bio-retention areas;
   - Detention basins.

6) The stormwater management regime achieves the following reductions:

   - Total Suspended Solids (TSS) – 85% reduction;
   - Total Phosphorus (TP) – 65% reduction;
   - Total Nitrogen (TN) – 45% reduction;
   - Litter - 90% Reduction.

7) The design and construction of the stormwater drainage system is in accordance with:

- Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019 and
- 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.

8) A Sediment and Erosion Control Plan is prepared for any earthworks, and implemented in accordance with 'Blue Book – Managing Urban Stormwater: Soils and Construction'.

9) An allowance to plant within the water retention basins is required to increase canopy coverage and reduce heat island effects.

10) The provision of stormwater infrastructure complies with the National Airports Safeguarding Framework guidelines.

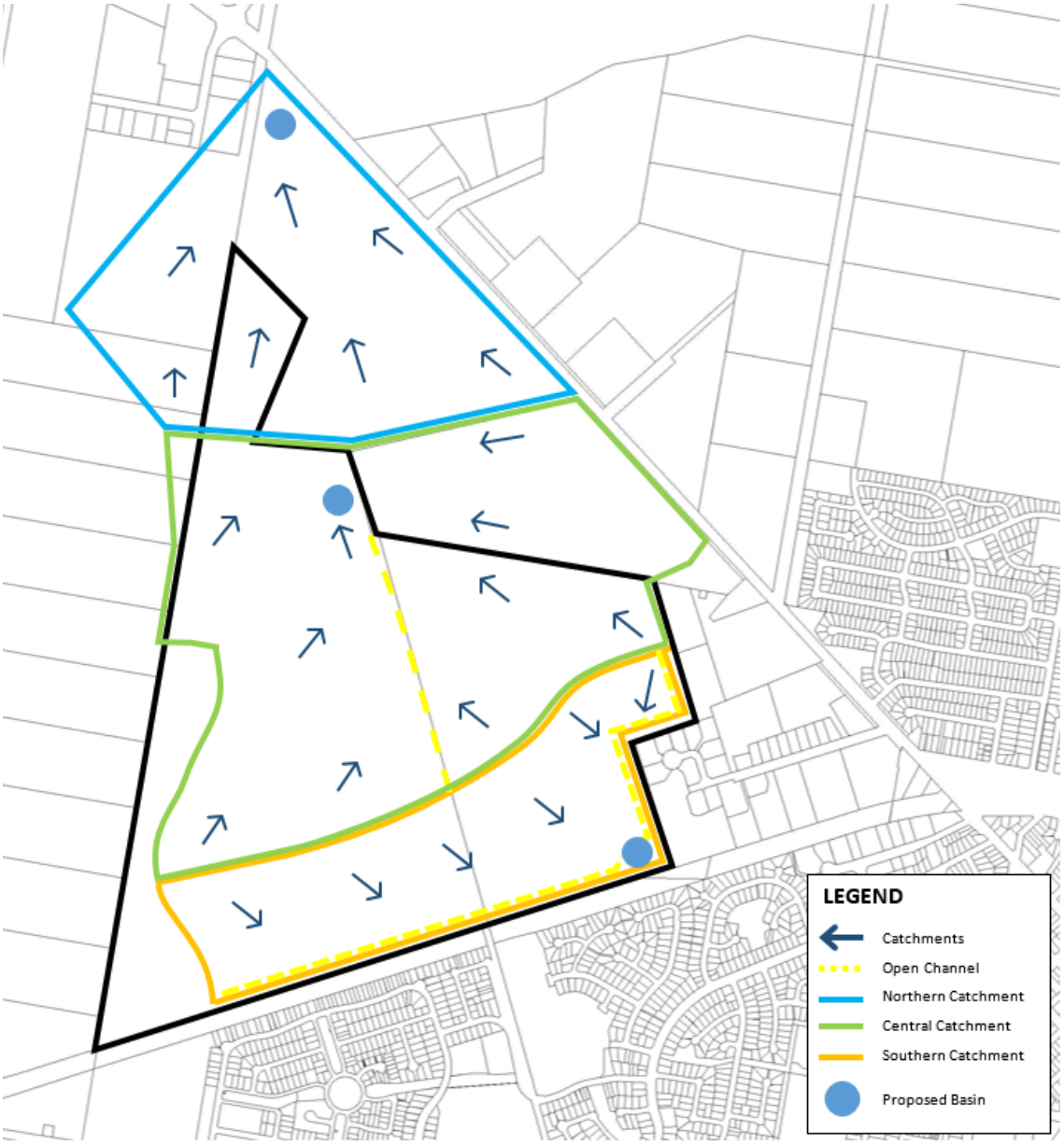


Figure 4 – Water Management Plan

2.5 Open Space Network

Objectives

a) A hierarchy of open spaces and connections is provided that contribute to the overall character of the development. Access and views to nature within and beyond the precinct are maintained to enhance the quality of the urban environment.

b) Parks provide a wide variety of public amenities that support passive, informal and formal active uses.

c) Development provides for the recreational needs of the community, and includes active recreation and local open spaces within easy access to residents.

d) Natural features and vegetation are conserved on land identified for open spaces and environmental corridors.

e) Plantings are provided within open spaces to balance open areas for recreation and areas for increased tree canopy.

Performance Measures

a) Linear parks, including drainage corridors, include active transport links and other embellishments such as seating and landscaping to increase the use and enjoyment of residents.

b) Open spaces are bordered by streets. Buildings on the adjoining streets provide passive surveillance of parks or sports field areas.

c) Planting species are appropriate for the area and include largely low mass planting and canopy trees with clear trunks to maintain passive surveillance of open space areas.

Development Controls

1) Open space areas, linear corridors and green links are provided in generally in accordance with **Figure 5**.

2) Existing native vegetation is retained within parks where practical.

3) District open space for sporting fields and local open spaces are embellished in accordance with Council's requirements.

4) Embellishments must not impact native vegetation.

5) Linear parks with drainage infrastructure have a minimum width of 40 metres, including a 20 metre wide linear park and a 20 metre wide drainage area. The linear parks provide areas for seating nodes and active transport links.

6) Remnant native vegetation is retained where possible. Future plantings within and adjacent to remnant native vegetation must be consistent with the existing plant community types. Planting of endemic species are to be approved by Council's Community, Culture and Places Division.

7) Tree species such as Acacia salicinia, Eucalyptus blakelyi and similar native trees and shrubs are used to create habitat for local wildlife and provide important environmental and ecological connectivity through the development site. Invasive native scrub species such as Callitris glaucophylla are avoided.

8) Any embellishment adheres to relevant Council requirements and standards required by Council's Community, Culture and Places Division. Embellished minimum areas are described

in the table below:

Open Space	Description
Sporting fields	Meets district level sporting needs. May be either irrigated turf or hard surfaces, or a combination of both, in consultation with Council. To be embellished with playing fields and courts.
District Open Space	8 hectares of district level parkland located east of the arterial road. To be embellished with playground facilities, picnic areas and walking trails.
Local Parks	Generally located within 400m walking distance of residents and with a minimum area of 0.5ha. Suitable for playgrounds, passive recreation, seating and shade.
Linear Parks	Intended to function as the green spine through the development and as a transition along the railway line and industrial properties. This open space area will include storm water open channels, the relocated electrical line adjacent to the railway line and cycle and pedestrian paths with appropriate landscaping.

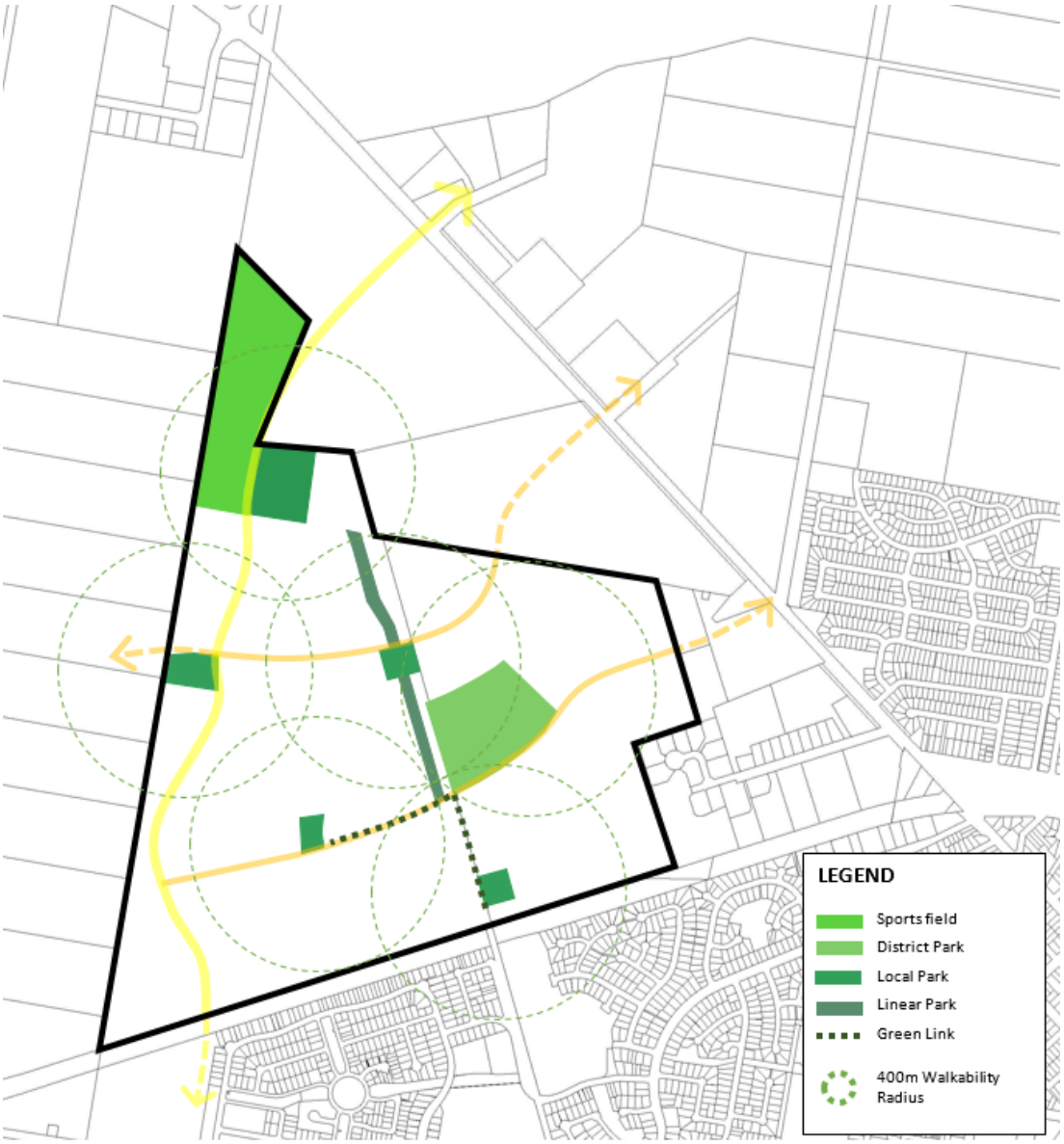


Figure 5 – Open Space Network

2.6 Services and Utilities

Objectives

a) Residential areas are serviced with essential public service utilities including water, sewer and electricity in a cost-effective and timely manner.

b) The servicing strategy for sewer must not rely on discharging to the existing Thompson Street collection well. A trunk main will need to be considered around the back of the Airport, as identified in the West Dubbo Servicing Strategy.

c) Water and Sewer servicing consider the broader servicing strategy of West Dubbo and how it will impact downstream infrastructure.

Performance Measures

a) The design and provision of utility services including sewerage, water, electricity, street lighting and communication services are cost-effective over their lifecycle and incorporate provisions to minimise adverse environmental impact in the short and long term.

Development Controls

1) The design and provision of utility services conforms to the requirements of relevant service authorities, and are provided to each lot at the full cost of the developer.

2) Services are located next to each other in accordance with Council's Policy for trenching allocation in footways (Standard Drawing 5268).

3) Street lighting is designed and installed in accordance with Transport for NSW TD 93/21 Road Lighting Installations, Requirements for Design of Transport for NSW and Standard Drawings R0600 Street Lighting Series, as well as relevant Australian Standards including AS1158.1, and applicable Transport for NSW Supplements.

4) Servicing for water considers the Dubbo Regional Council Integrated Water Cycle Management Plan (IWCM), reservoir feed zones and whether there is sufficient capacity within the existing West Dubbo Rifle Range reservoir to service this subdivision.

2.7 Streets, Movement and Accessibility

Objectives

a) A legible road hierarchy is incorporated and recognises the broader strategic road proposals, within, through and external to the precinct.

b) A high degree of connectivity is provided within the precinct and adjoining areas for pedestrian, cyclist and bus users to reduce reliance on private vehicles.

c) Traffic assessments 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 and Newell Highway. Any traffic assessment will also need to consider the impacts and the timing of such infrastructure as the development progresses.

d) Development adheres to the *Development near Rail Corridors and Busy Roads– Interim Guideline.*

Performance Measures

a) All roads are designed in accordance with Austroad Guidelines - Guide to Road Design, and with geometry to suit the design speeds specified.

b) The hierarchy of streets gives effect to Council's strategic roads and provides access to the residential lots reflecting the function and traffic load on each.

c) Main entry points to the precinct are thoughtfully designed to provide a sense of entry and incorporate landscaping treatments. The scale and design of the entry features reflect the significance of the entry point.

d) The street network is designed in a grid system to promote pedestrian and cycle movements, modified only where necessary to respond to environmental constraints or opportunities. Cul-de-sac streets are minimised and are to serve no more than 10 lots.

e) The street network considers the needs of pedestrians and cyclists and provides good routes and connectivity to key attractors both internal and external to the precinct.

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 provided on at least one verge, are well-lit and located where there is casual surveillance.

h) Safe street crossings are provided for all street users with safe sight distances and adequate pavement markings, warning signs and safety rails (where appropriate for cyclists).

i) Any traffic impact assessment clearly indicates 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 implemented in accordance with the Dubbo Transportation Strategy 2020 and in consultation with Council's Infrastructure Division.

k) The arterial road ultimately accommodates four lanes in the future. The road to serve this residential release, subject to traffic assessment, is to include Stage 1 pavement as shown in Appendix A to the intersections that connect into release as well as shared cycle ways, utilities and tree planting on the residential side of the development.

l) An intersection is to be included on the arterial road toward the southern end of the residential zone, ensuring traffic can take advantage of the southern link to Minore Road. The

location of the intersection is to be mid-distance between Minore Road and the sub-arterial road, in the vicinity of the existing crest point on the arterial road. This provides good connectivity for Clearmont Rise to Minore Road, as well as the undeveloped land west of the arterial road. The location of the intersection is to consider the safety of turns, topography and designed to avoid traffic rat runs through the release. Clear road linkages are also to be made to the undeveloped land west of the arterial road. The internal collector and local roads network are to be adjusted to align with this new intersection location.

m) Intersection treatments on the arterial road enable PBS Level 3 (desirable length of 60m/minimum 42m) access and be designed to accommodate a posted speed of 80km/hr.

Development Controls

1) Active transport links, pedestrian paths and cycleways are provided generally in accordance with **Figure 6**.

2) Roads within the site are provided generally in accordance with **Figure 7** and **Appendix A** Road Sections and Descriptions.

3) The road hierarchy makes provision for future road and pedestrian connections to remaining land within the Central West Urban Release Area.

4) Verge widths may vary to accommodate water cycle management measures, paths and landscaping. Shared paths are set back 800mm from the property boundary and footpaths are setback 800mm to the property boundary.

5) A bus route is provided generally in accordance with **Figure 8**, and bus stops are provided within 400 metres walking distance of most lots.

6) The arterial road and associated intersections are designed to allow for b-triple road train (36.5m) access.

7) Landscaping plans, including street tree planting, must be approved by Council.

8) Trees have a minimum clearance of 5 metres from street lights and 3 metres from storm water entry pits. Tree planting and landscaping must consider the provision of clear zones and adequate sight lines in accordance with Austroads as well as Council's Tree Planting Standards (as adopted).

9) One street tree is to be provided per lot. On corner lots, one street tree is provided on each street frontage.

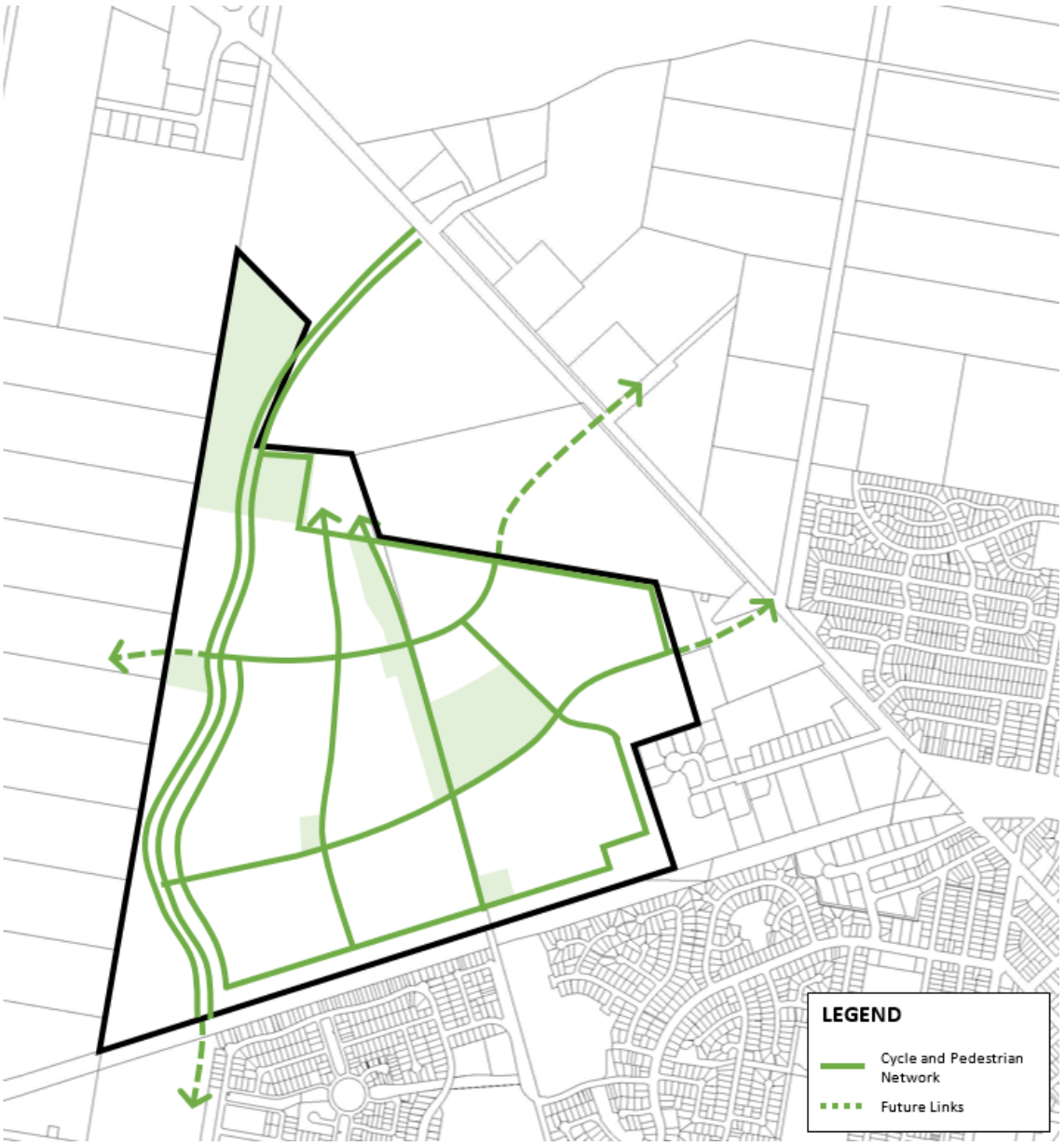


Figure 6 – Pedestrian and Cycle Network

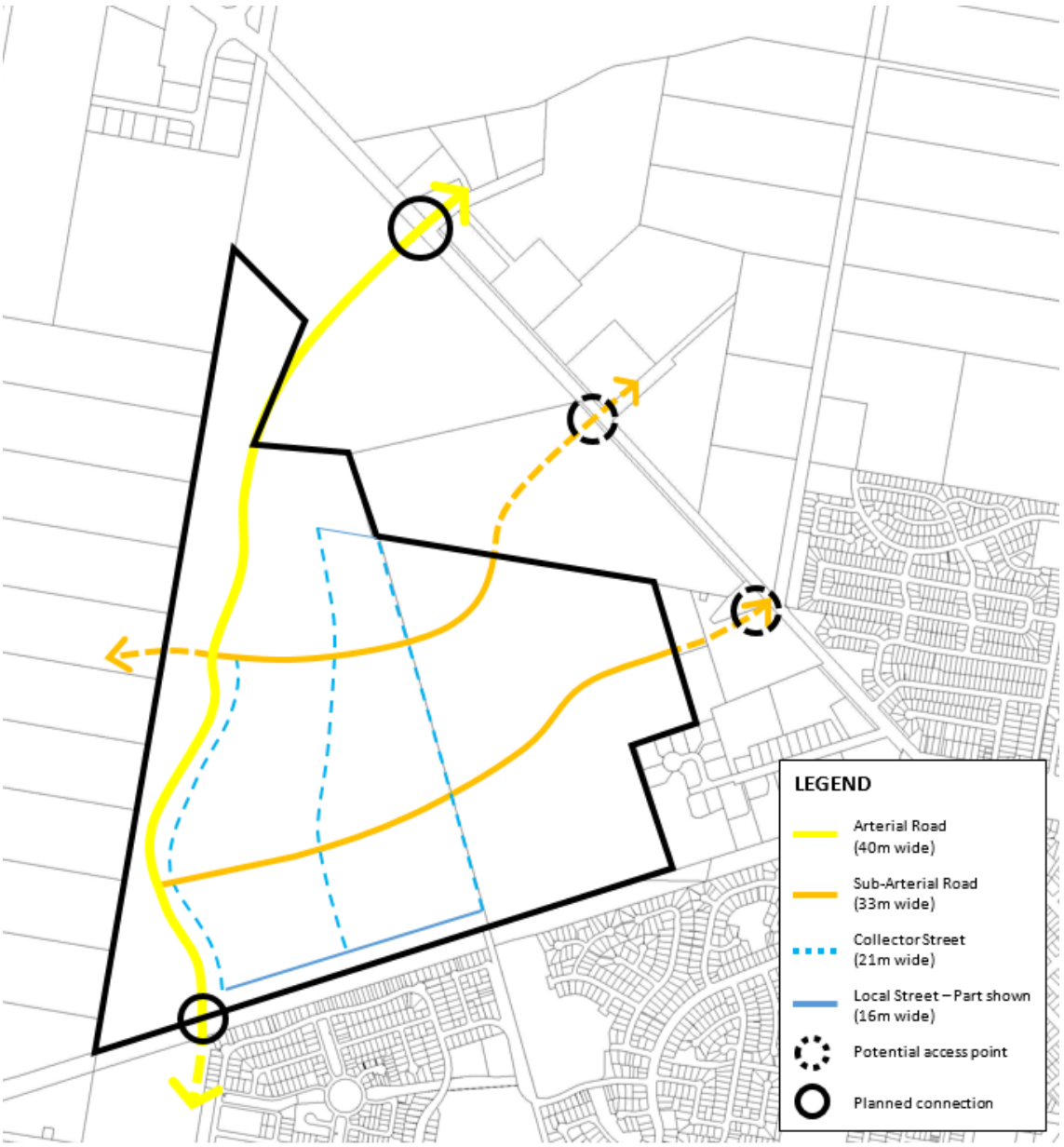


Figure 7 – Road Hierarchy (Road profiles are described further in **Appendix A**)

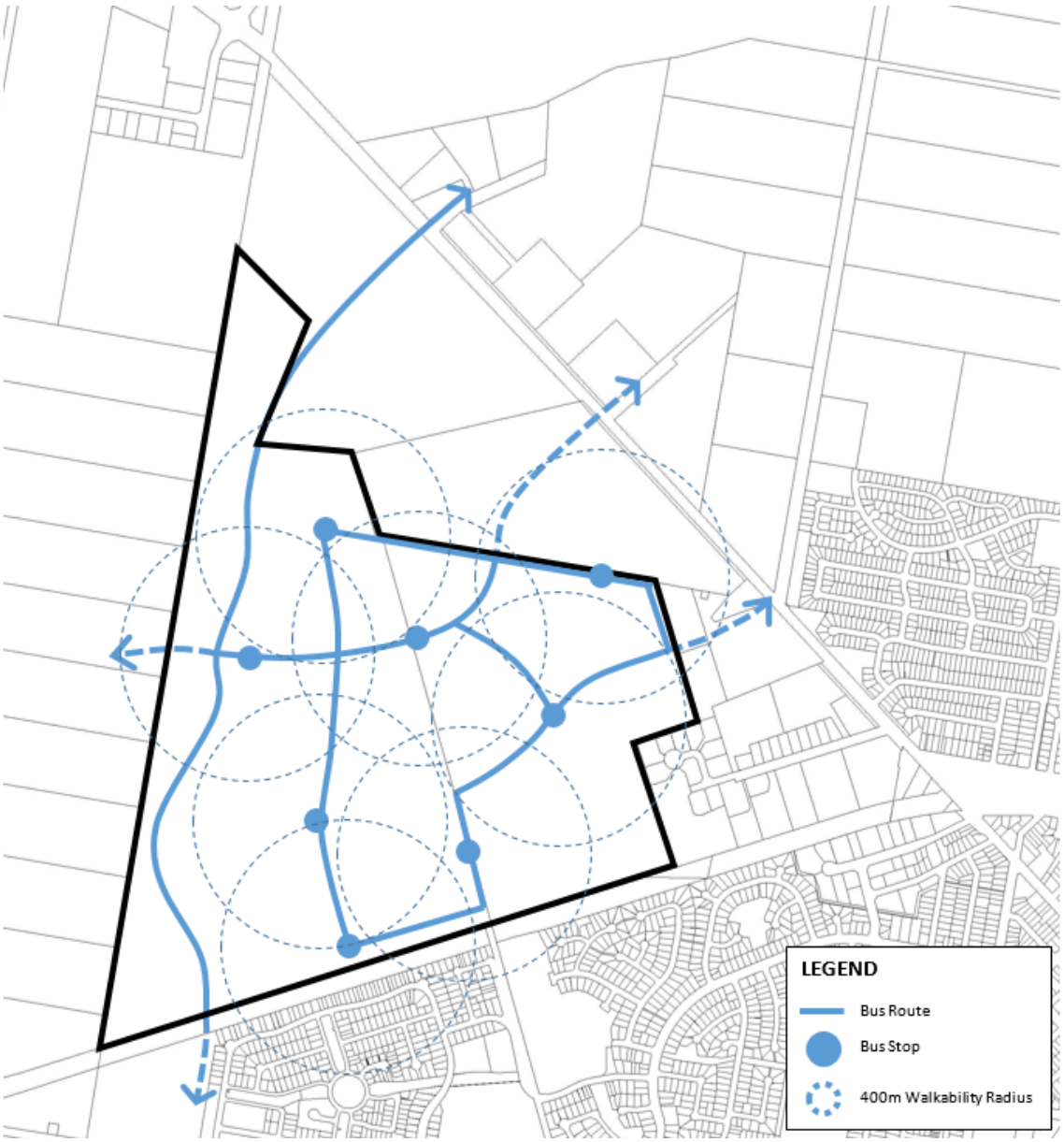


Figure 8 – Bus Network

Part 3 Subdividing Street Blocks

Development applications for residential subdivisions within each street block will provide appropriate lot sizes and shapes to accommodate the future built form anticipated by the Dubbo Regional LEP 2022 as well as identify any environmental matter to be placed on title to ensure the future dwelling has acceptable amenity.

3.1 Minimum Lot Sizes

Objectives

a) The efficient use of zoned land and required infrastructure is achieved.

b) Appropriate restrictions are included to address acoustic and drainage where required.

c) A range of lot sizes are provided to suit a variety of household types and forms of development.

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. Larger lots are provided on street corners to allow development to address both street frontages.

c) Lots have a frontage to streets and overlook open spaces to provide passive surveillance of those areas.

d) Stormwater is be gravity drained to Council's stormwater system which may require inter-allotment drainage.

e) Lots in locations near noise sources include restrictions requiring acoustic fencing or acoustic treatments to facades of dwellings.

f) Battle-axe lots are only provided in limited circumstances where the topography and development orientation results in regular subdivision not being able to be achieved. Battle axe handles have a width of 4.3 metres. If used the application must show location of mail boxes and bin collection areas.

g) Cul-de-sacs as a street subdivision design option will not be considered by Council under any circumstance.

Development Controls

1) Lots have a minimum frontage of 15 metres where the minimum lot size area is 600m^2 or larger.

2) Corner lots are larger to allow residential accommodation to positively address both street frontages.

3) Street blocks are generally 220 - 300 metres long and maximum 80 metres deep. Block lengths in excess of 300 metres are only considered where pedestrian connectivity, storm water management and traffic safety objectives are achieved.

4) Noise impacts on land adjoining the arterial or sub-arterial roads within the precinct, and land adjoining employment and industrial development to the north and east of the precinct are to be mitigated and comply with the NSW Noise Guide for Local Government. A noise impact

assessment is be equired 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, and consider mitigation measures.

5) Dwellings located within noise affected areas in **Figure 9** meet the recommended design levels of 35 dB(A) $L_{eq(9\ hour)}$ for sleeping areas (between 10pm and 7am) and 40 dB(A) $L_{eq(15\ hour)}$ for living areas. This can be achieved by:

- Within Noise Affected Areas 1, 2 and 3 – a solid 2.1m high barrier is located in accordance with **Figure 9**. The following table provides the required constructions within Noise Affected Areas 1, 2 and 3 with or without the 2.1 metre high barrier for deemed-to-satisfy constructions:

Deemed-to-Satisfy Constructions for Noise Affected Areas

Noise Affected Area	Barrier Height	Level	Deemed-to-Satisfy Constructions
Noise Affected Area 1, 2 and 3	2.1m High, Solid and Imperforate Barrier	Ground Floor	No Acoustic Requirement
		First Floor or above	Appendix B
	No Barrier	All levels	Appendix B

6) Where barriers are installed to satisfy acoustic requirements for dwellings within lots, they are:

- Constructed at least 2.1 metres high.
- 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 R_w35.
- 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.

7) 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.

8) 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.

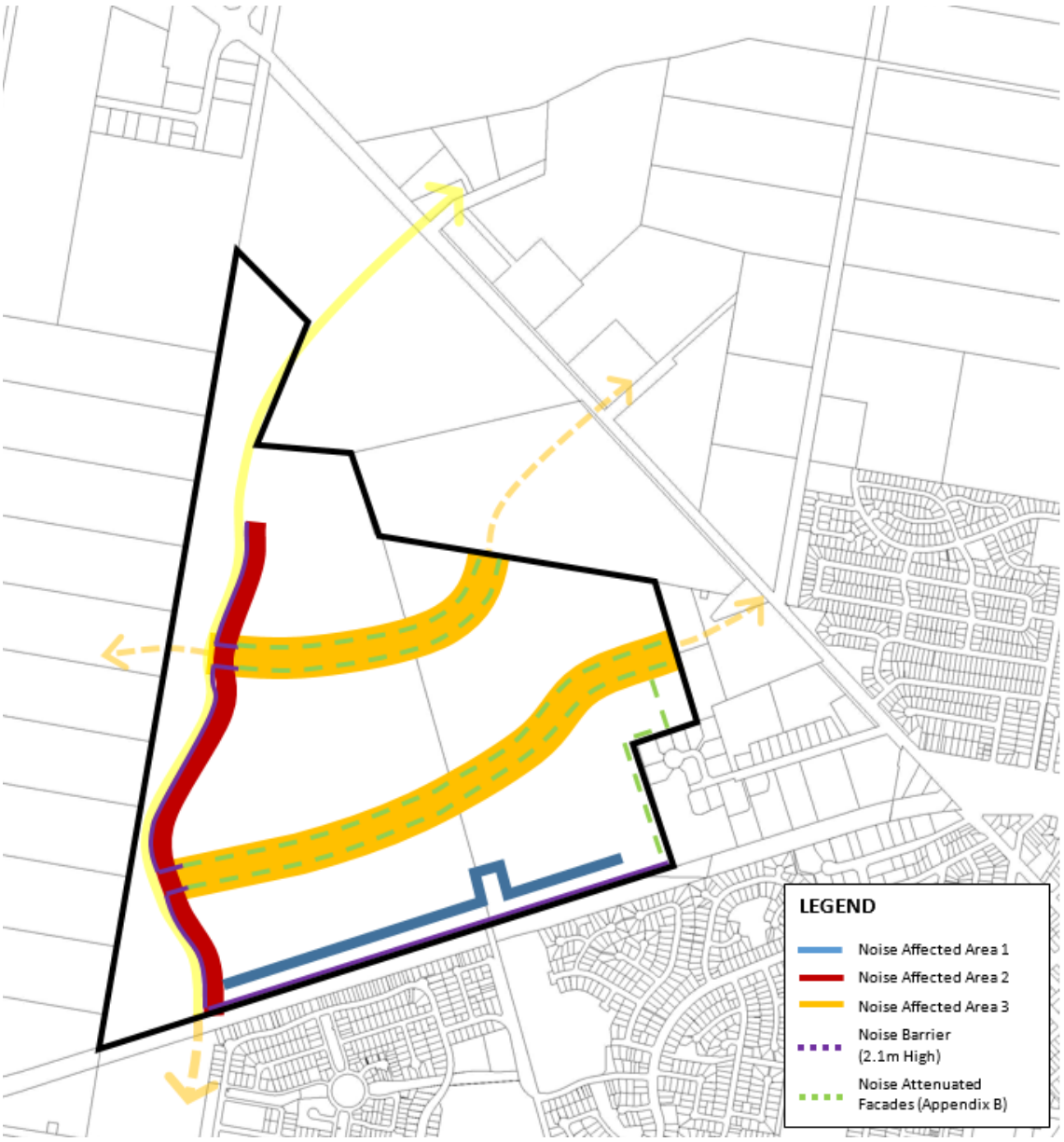


Figure 9 – Noise Affected Areas

3.2 Development near the Dubbo Regional Airport

Objectives

a) Development does not impact the safety and ongoing efficiency of the Dubbo Regional Airport.

Performance measures

a) Development addresses the National Airports Safeguarding Framework.

b) Developments considers a range of factors that could affect the operation of the Airport, including light glare, plumes, 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 in significant numbers.

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.

Part 4 Built Form Siting and Design

Development will predominantly be detached dwellings, with opportunities for dual occupancies. Built form and development will address the controls for the siting and design of dwellings.

4.1 Building Siting

Objectives

a) Residential housing is sited to contribute to the desired streetscape appearance and neighbourhood character.

b) Habitable rooms of dwellings and private open space within the development and in adjacent development can receive adequate sunlight, ventilation and amenity.

c) There is no conflict with existing services such as power, water, sewer and stormwater.

Performance Measures

a) The design and site planning responds to passive energy conservation principles including solar access, prevailing weather and cross ventilation.

b) Dwellings are sited to face the street, with visible front entries and habitable rooms fronting the street, particularly at ground level.

c) Dwellings 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 comply with the development standards outlined in the Dwelling Controls Table **Figure 11** and **Figure 11**.

2) Where a dual occupancy is located on a corner block, it is designed to face each street frontage.

3) Driveways are located clear of obstacles such as power poles, trees, and stormwater pits.

Dwelling Controls Table				
Lot Range	**600m^2 – 899m^{2*}**	**900m^2 – 1,500+m^2**	**Dual Occupancy**	**Battle-Axe**
Lot Width (Min)	15 metres	25 metres	15 metres	N/A
Landscaped Area (Min)	15%	35%	20%	20%
Principal Private Open Space (Min)	25m^2 with a minimum dimension of 5 metres			
	50% of the area of the required PPOS (of both the proposed development and adjoining properties) must receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)			
Dwelling Setbacks				
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**	4.5m to building façade line 3m to articulation zone**	
Secondary Front Setback (Min)	3 metres	3 metres	3 metres	N/A

Side Setback (Min)	0.9 – 1.2 metres	1.5 metres	0.9 metres	0.9 metres
Side Setback 2nd storey (Min)	1.5 metres	2 metres	2 metres	2 metres
Rear Setback (Min)	3 metres			
Garage, Carport and Outbuilding Setbacks				
General Requiements	Development complies with Chapter 2, Part 2.1.1, Element 12 of the Dubbp DCP 2013.			
Front Setback (Min)	5.5 metres to facade	7 metres to facade	5.5 metres to facade of garage	
Secondary Front Setback	5.5 metres to facade			N/A
Percentage of dwelling frontage(max)	The garage must not dominate the street space. The width of a garage shall not be greater than 50% of the total width of the lot.			
Car parking requirement	Maximum garage width 3m (single) and 6m (double) 1 bedroom dwellings will provide at least 1 car space 2 bedroom dwellings will provide at a minimum 2 parking spaces, with at least 1 behind the building line 3 bedroom or more dwellings will provide at least 2 car spaces			

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

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

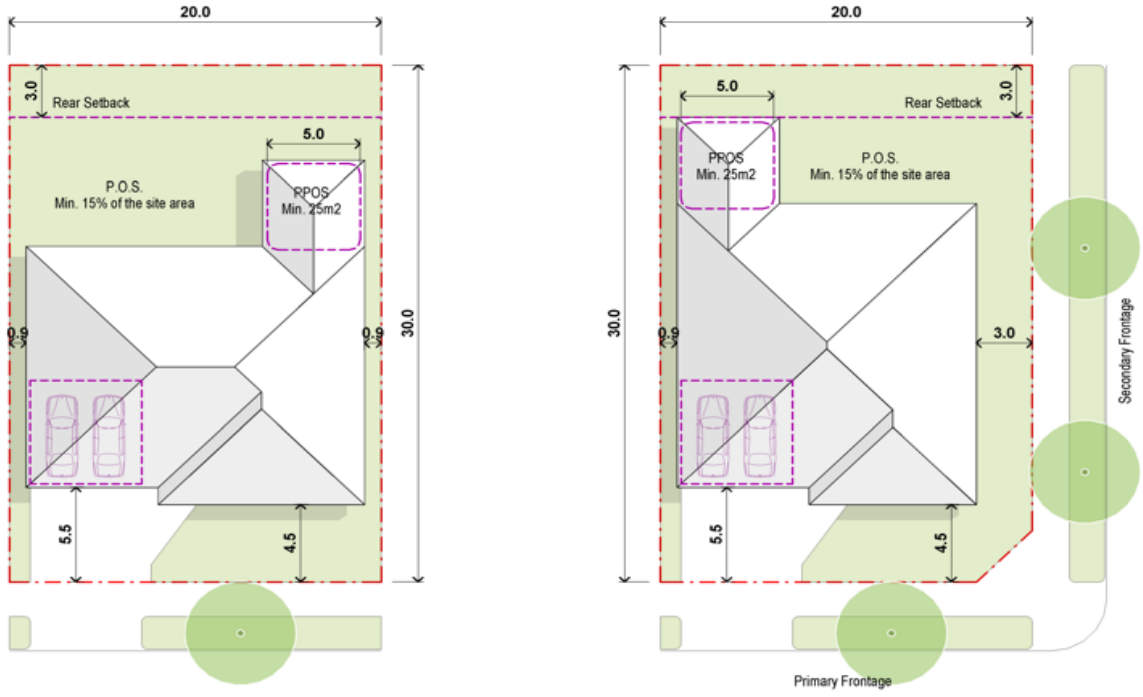


Figure 10 – Typical 600m^2 Dwelling House

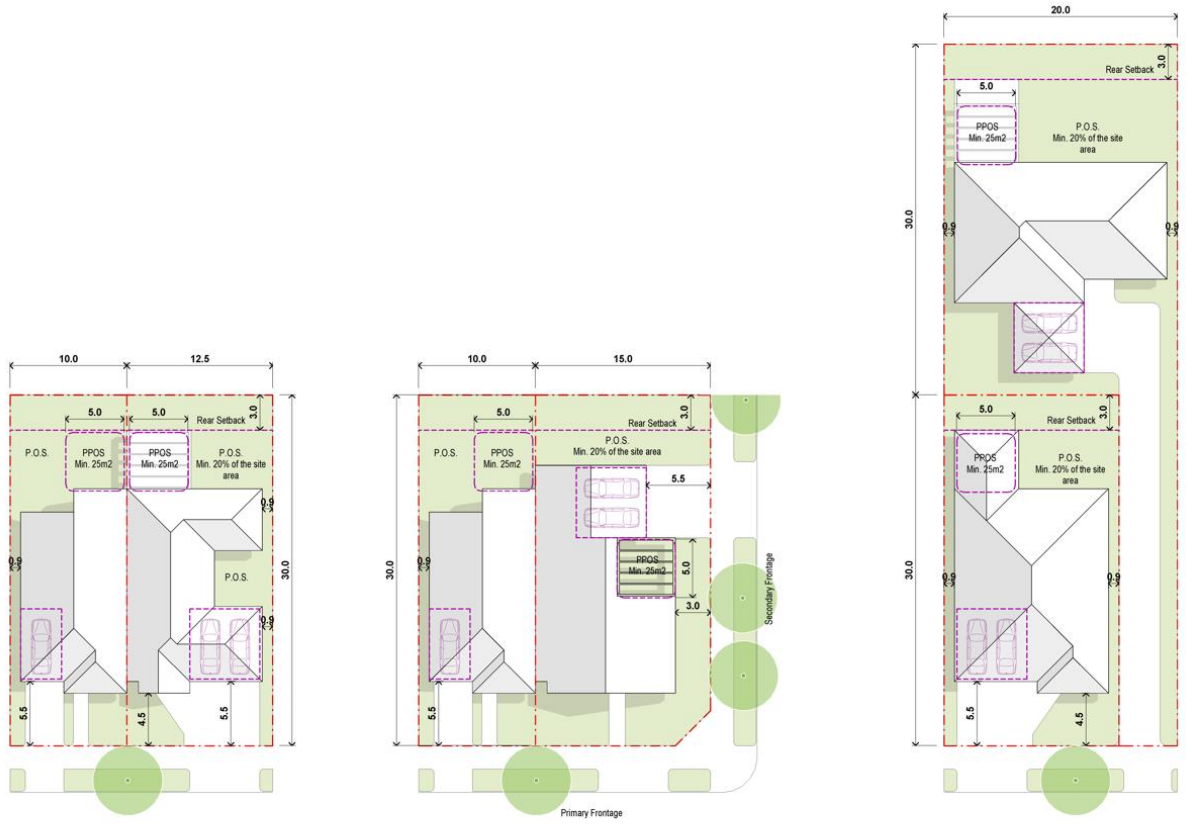


Figure 11 – Typical Dual Occupancy and Battle-Axe

4.2 Built Form and Streetscape Character

Objectives

a) Residential housing keeps with the desired future streetscape and neighbourhood character and values architectural interest and compatible fencing outcomes.

b) Landscaping is appropriate in nature and scale for the site and the local environment.

c) Street tree planting creates a pleasant environment and contributes to street character.

Performance Measures

a) Built form displays a variety of materials, colours and shading structures, with garages integrated into the overall architectural form and design.

b) Development avoids repetition, 'mirror image' designs, and monotony within the streetscape.

c) The frontage of buildings and their entries are readily apparent from the street.

d) Materials are compatible with adjoining dwellings and the streetscape in terms of type, colour and form.

e) Fencing is consistent with the existing character of the area.

f) Fencing on corner allotments does not impede motorists' visibility at the intersection.

g) Verandahs and balconies are encouraged.

h) 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 incorporates at least two of the following design elements as part of the articulation zone:
    - Entry feature of porch;
    - Awnings or other features over windows;
    - Verandahs, pergolas or similar features above ground level door entries.
2) Dwellings on corner lots:
    - Address both the primary and secondary road frontage
    - Walls facing the secondary frontage (corner lots) have an active frontage (i.e. at least one window)
    - Avoid repetition and monotonous designs within the streetscape
3) The front elevation of any two storey dwelling is composed 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 do not 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. Eaves have a minimum width of 450mm. Eaves less than 450mm will be assessed on merit.
6) Rooftop solar collectors, satellite dishes and antennae are located and/or finished to ensure they have limited visual impact from the street.
7) Bright, strong and black/dark colours are not supported. Services which penetrate the roof and flashing are painted or finished in a material that is consistent with the roof colour.
8) Where dual occupancy or multi-dwelling housing is situated on corner blocks (where one is not a laneway), the development is designed to face each street frontage.
9) Dual occupancy development is not designed as 'mirror image'.
10) Two storey dwellings and outbuildings 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

11) Walls utilise rendered or bagged masonry, face brick or weatherboard materials (timber of fibre cement). Alternative materials that meet the objectives will be considered on merit.
12) Roof coverings utilise corrugated steel, flat or low profile tile materials.
13) Roof colours and materials are thermally reflective and are of lighter shades (other than reflective shades of white). Roofs that absorb heat are not supported. Roof materials minimise glare, particularly for those near the Dubbo Regional Airport.

Fencing

14) Front fencing is 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.

15) Fencing is either splayed, set-back, reduced in height or transparent to maintain visibility for motorists.

16) Where there is no front fencing, suitable dense hedging or other landscaping is provided to create clear boundary delineation.

17) Front and side fencing forward of the primary building line has a maximum height of 1.2 metres in height and is 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 primary building line.

18) Side and rear fencing on a standard lot have a maximum height of 1.8 metres behind the front building line.

19) Chain or solid metal fencing is not permitted for front fencing or in front of the building line. Defining pillars and/or well detailed posts are encouraged.

20) Permitted front fencing materials are to be:

- Timber or metal slat fencing (vertical or horizontal) with stained or painted finish.
- Wrought iron feature fencing.
- Timber post and rail fencing with stained or painted finish.

21) 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.

22) Chain link fencing is not permitted.

Landscaping

23) A landscape plan is required with any development application to ensure the species selected screen and soften the development, and are suitable for the local climate (gardens with watering requirements).

24) Landscaping is planted in a manner to ensure the amenity of adjoining and adjacent properties is not impacted.

25) Trees are planted in accordance with Council's Street Tree Planting Standards to minimise future risk of damage to public and private infrastructure.

26) Cross-sections show root zones of trees.

27) Tree species are 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 with 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.

28) Construction of pedestrian paths/cycle ways, water management basins and drainage structures avoid remnant trees as a priority and provide a clear managed edge for bushfire hazard protection.

4.3 Access, Parking, Garages and Driveways

Objectives

a) Adequate and convenient parking is provided for residents, visitors and service vehicles.

b) Driveways have the smallest configuration as practical and are as per Australian Standards.

Performance Measures

a) Garages are setback behind the front most element of the dwelling and fully integrate into the front façade.

Development Controls

1) Dwelling houses and dual occupancy development provides the following vehicle parking:

- One bedroom dwellings – at least one car space;
- Two bedroom dwellings – a minimum of two parking spaces, with at least one behind the building line;
- Three bedroom or more dwellings – at least two car spaces.

2) Where garages form part of the front of a dwelling, the garage doors do not exceed more than 50% of the total width of the dwelling frontage.

3) Garage doors facing the street do not exceed a total width of 6 metres.

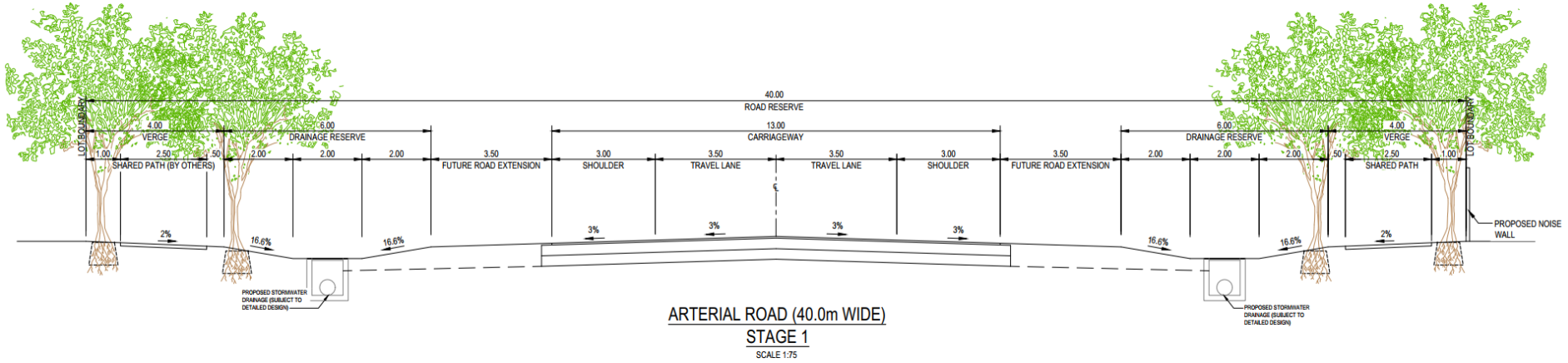
4) Driveways are located clear of obstacles such as power poles, and stormwater pits.

5) Freestanding garages or sheds are 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.

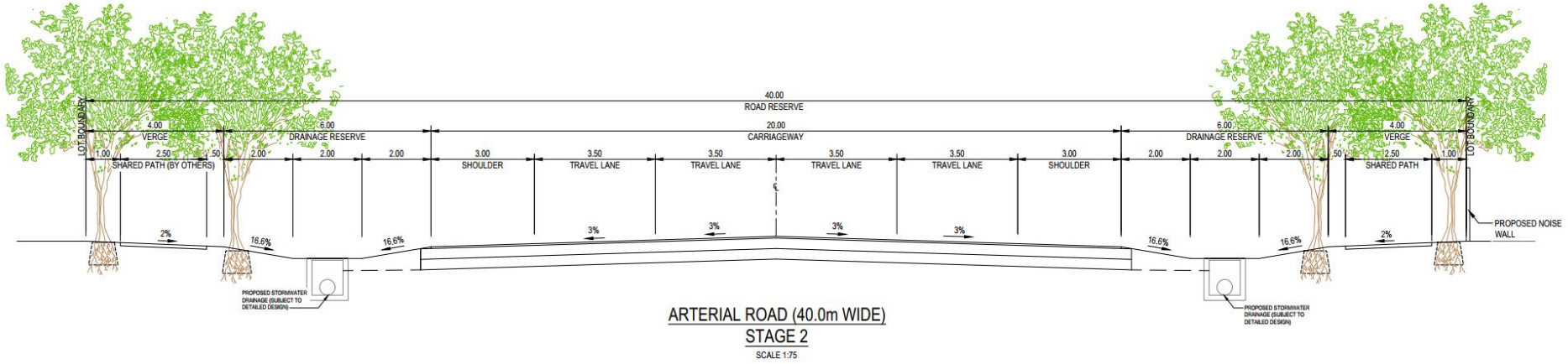
Appendix A – Road Sections and Descriptions

Arterial Road

This road will be developed as part of the industrial subdivision to the north. It has a 40 metre wide reserve, with Stage 1 having a 13 metre carriageway width and Stage 2 designed to be expanded to 20 metres when planning for the ultimate reservation of other road sections take place as shown on this page:



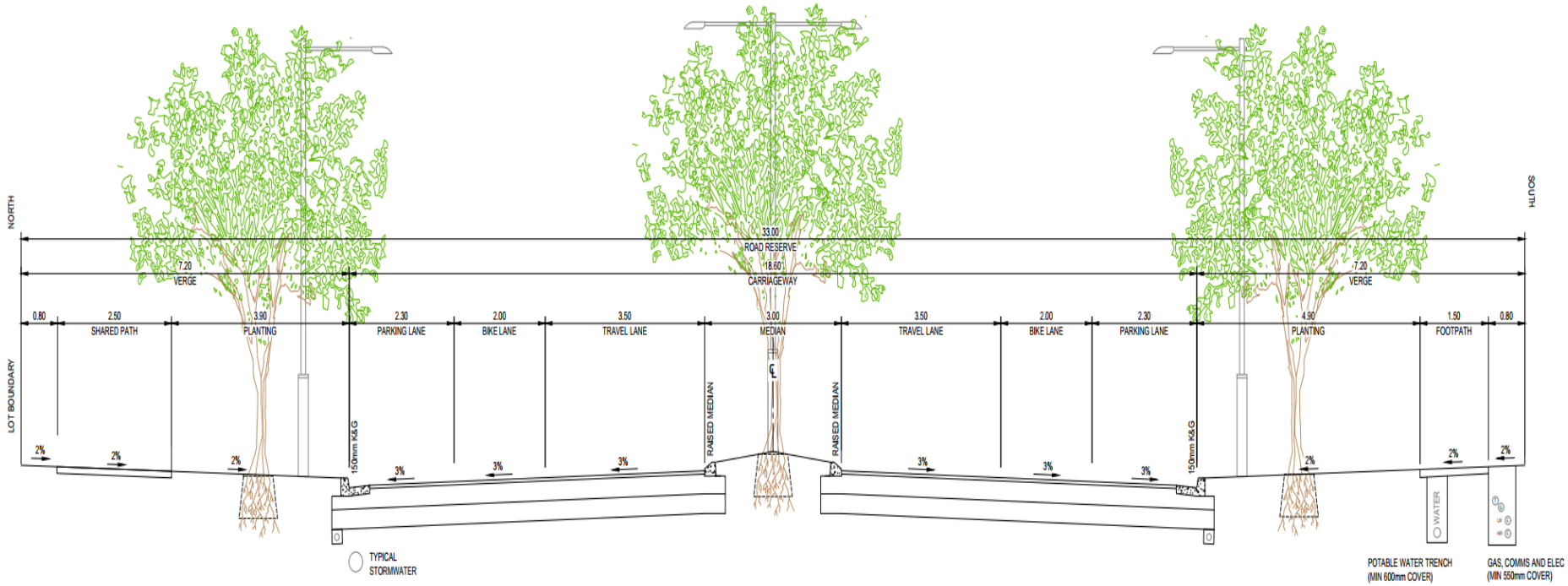
ARTERIAL ROAD (40.0m WIDE)
STAGE 1
SCALE 1:75



ARTERIAL ROAD (40.0m WIDE)
STAGE 2
SCALE 1:75

Sub-Arterial Road

This road has a 33 metre reserve width, incorporating two 7.8 metre carriageways with a 3.5 metre travel lane, 2 metre bike lane and 2.3 metre parking lane on either side of a 3 metre wide landscape median. There is a 7.2 metre wide verge incorporating a 1.5m footpath on one side and a 2.5 metre shared path on the other side.

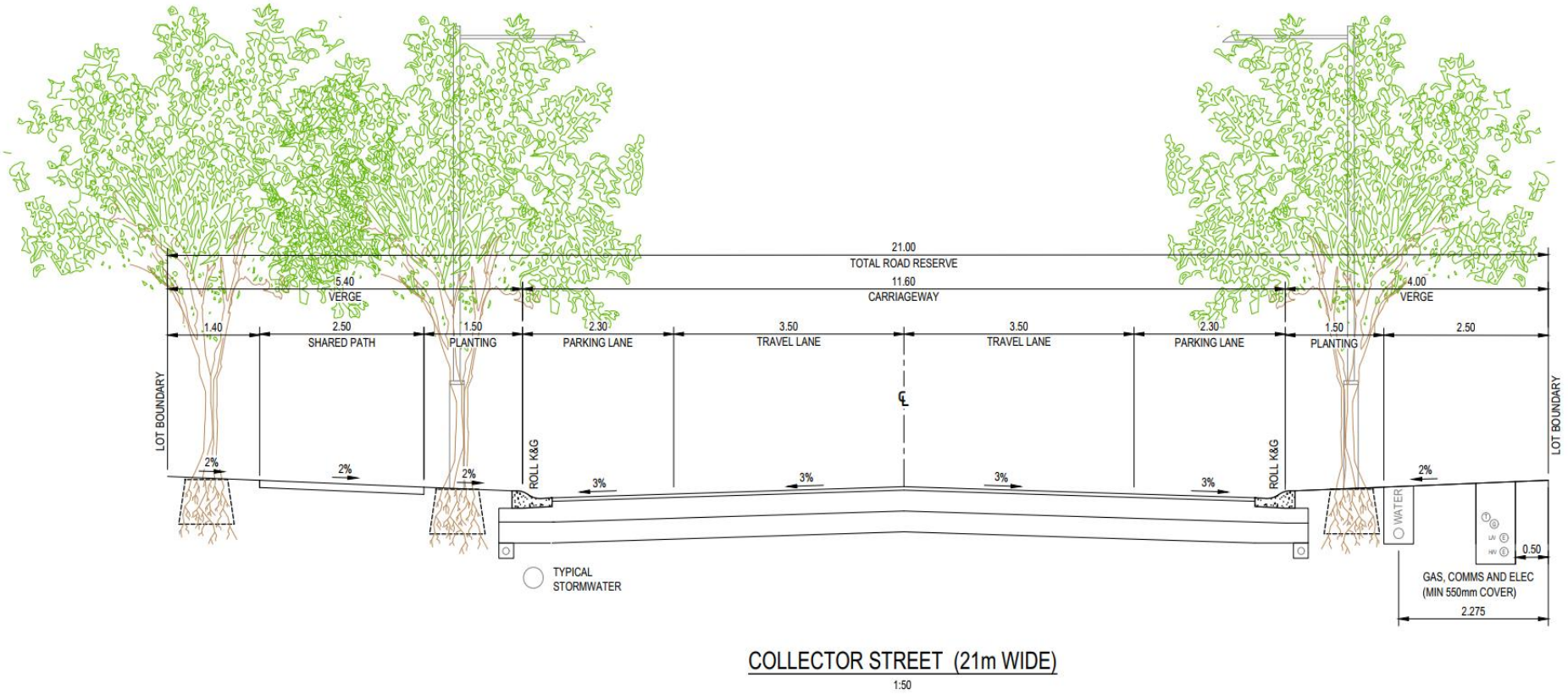


SUB ARTERIAL ROAD - (33.0m WIDE)

SCALE 1:50

Collector Street

This road has a 21 metre reserve width, and 11.6 metre carriageway incorporating 3.5 metre travel lanes and 2.3 metre parking lane on either side. There is a 4 metre landscaped verge on one side and a 5.4 metre verge on the other accommodating a 2.5 metre share path with 2% crossfall.

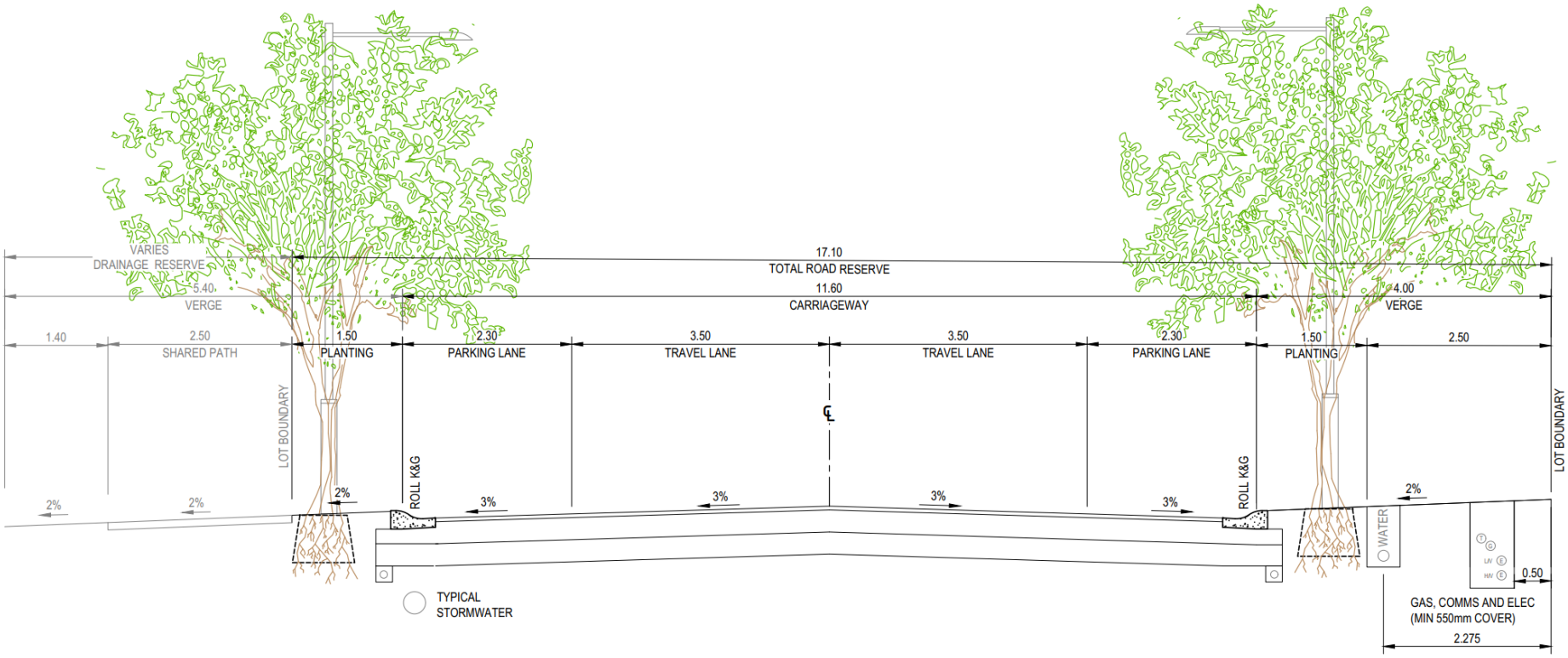


COLLECTOR STREET (21m WIDE)

1:50

Collector Street (drainage road interface)

This road has a 17.1 metre reserve width, and 11.6 metre carriageway incorporating 3.5 metre travel lanes and 2.3 metre parking lanes on both sides. There is a 4 metre landscaped verge on one side and a 1.5 metre verge on the other adjacent to the open space or drainage reserve. A 2.5 metre shared path with 2% crossfall is located within the reserve.

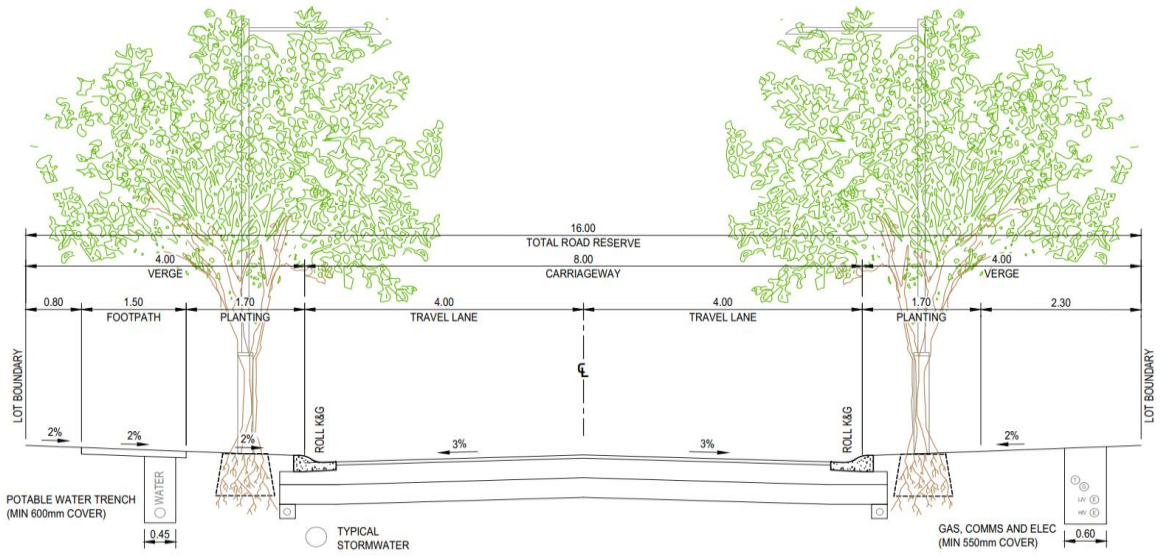


COLLECTOR STREET - DRAINAGE RESERVE INTERFACE (17.10m WIDE)

1:50

Local Street

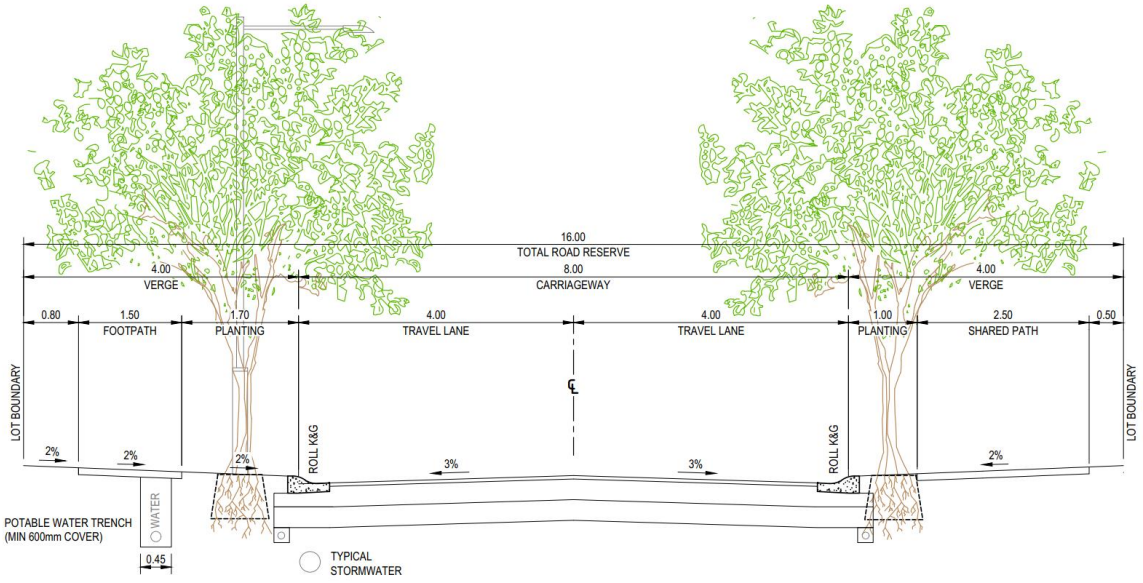
This road has a 16 metre reserve width, and 8 metre carriageway incorporating a 4 metre verge a 1.5 metre footpath with 2% cross fall on one side.



LOCAL STREET (16m WIDE)
1:50

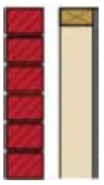
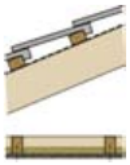
Local Street with Shared Path

This road type is provided adjacent to the rail line and adjacent to the TAFE land and rural land. It is the same as the local road except for the incorporation of the shared path on to the outside verge of the road.



LOCAL STREET WITH SHARED PATH (16m WIDE)
1:50

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

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	

Note: Facades of dwellings within noise affected areas 2 and 3 will require mechanical ventilation if there are no openable windows to those rooms in adjoining (side or rear) facades.