



Development Control Plan

1R Old Dubbo Road, Dubbo

Lot 1 DP 807767

ED19/174370

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Part 1 Introduction

1.1 Name and Application of this Plan

This Development Control Plan (DCP) is known as 1R Old Dubbo Road, Development Control Plan (the Plan).

1.2 Purpose of this Plan

The purpose of this Plan is to:

- Provide guidance to developers/applicants/builders in the design of development proposals for land to which this Plan applies.
- Communicate the planning, design, environmental objectives and controls against which the Consent Authority will assess development applications at 1R Old Dubbo Road.
- Promote the achievement of residential amenity and an attractive neighbourhood by encouraging quality urban design outcomes to meet environment, social and economic suitability.
- Reinforce the aims and objectives of the R2 Low Density Residential Zone under the provisions of the Dubbo Local Environmental Plan 2011.
- Promote quality urban design outcomes within the context of environmental, social and economic sustainability.
- Provide guidance on the orderly and efficient development of 1R Old Dubbo Road.

1.3 Statutory Context

This Plan has been prepared by Council in accordance with Section 3.43 of the Environmental Planning and Assessment Act, 1979 (the Act) and Part 3 of the Environmental Planning and Assessment Regulation, 2000 (the Regulation).

The Plan was adopted by Council and commenced on Monday 9 November 2019.

The Plan should be read in conjunction with the Dubbo Local Environmental Plan 2011 and the Dubbo Development Control Plan 2013 (DCP).

1.4 Application of Plan

This DCP applies to land known as 1R Old Dubbo Road being land identified (outlined red) as Lot 1 DP 807767 as shown in Figure 1.



Figure 1. Area to which this Plan applies

1.5 Background

This Plan has been written to guide residential development of the subject land. The development controls provided here rely on the proponents demonstrating how development of the land meets the objectives of each relevant element and the associated performance criteria.

1.6 Relationship to other plans and documents

Under the Act, Council is required to take into consideration the relevant provisions of this Plan in determining an application for development on land to which this Plan applies.

In the event of any inconsistency between an Environmental Planning Instrument (EPI) and this Plan, the provisions of the EPI will prevail.

Council in the assessment of a development application will consider all matters specified in Section 4.15 (previously S79C) of the Act. Compliance with any EPI or this Plan does not infer development consent will be granted.

1.7 How to use this Plan

When preparing a development application, all relevant sections of the Plan are required to be considered.

The majority of sections in the Plan incorporate design elements that are required to be considered and addressed by a proponent in the design process.

Each section of the Plan has a consistent format to allow for ease of use and understanding. The objectives of each section are stated at the top of the page and the proposed development is required to focus on satisfying these objectives.

Below the objectives is a table with two columns. The column on the left outlines the aim of the design element, while the column on the right offers default design guidelines that an applicant can choose to use in their development in lieu of designing to satisfy the intent of the column on the left.

In summary, the column on the left provides more flexibility in design, while the column on the right provides standard solutions that are acceptable to Council.

If a proponent chooses not to use the 'Acceptable Solutions' in the right hand column, written detail must be provided with any development application of how the design satisfies the 'Performance Criteria' in the left hand column.

An example of how an element of the Plan is structured has been provided below.

Performance criteria	Acceptable solutions
The streetscape character objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
Built form P1 The frontage of buildings and their entries are readily apparent from the street.	A1.1 Buildings adjacent to the public street, address the street by having a front door or living room window facing the street.

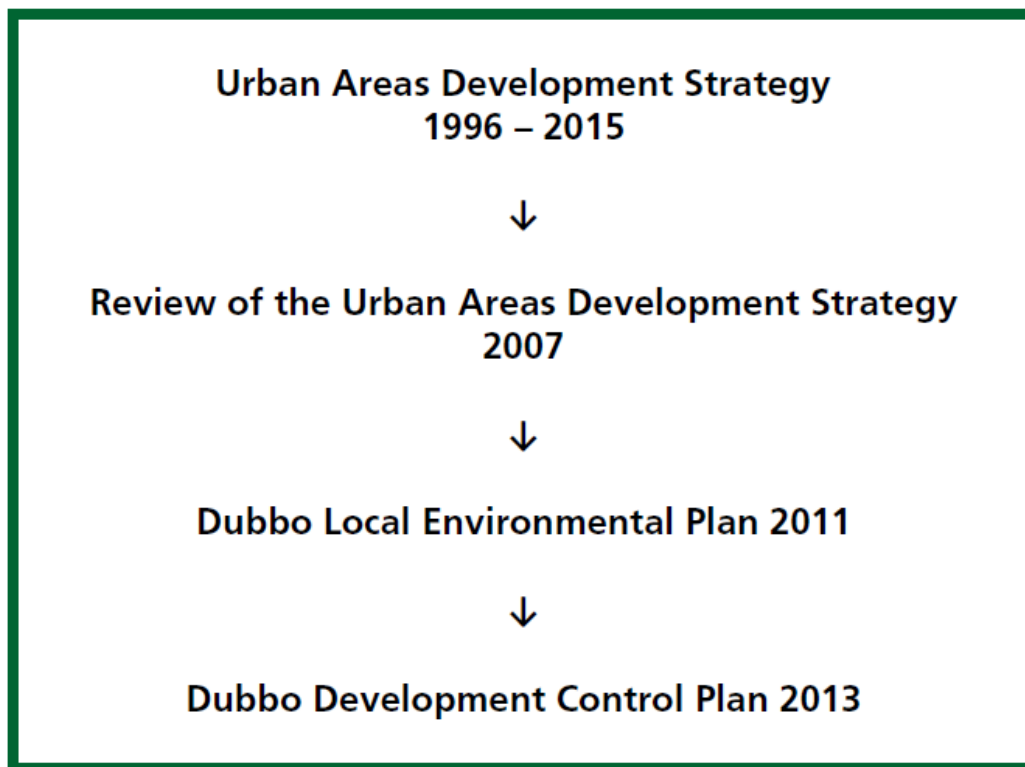
1.8 Strategic Context

Dubbo Urban Areas Development Strategy 1996

The Dubbo Urban Areas Development Strategy 1996 has facilitated the creation of a range of lifestyle options for the urban area of the city. Through the restriction of urban development to a defined area, Council is seeking to protect the long-term future of agricultural land located beyond the urban area.

These lifestyle options have been developed through the Dubbo Urban Areas Development Strategy (UADS) adopted by Council in 1996 and the Review of the UADS adopted by Council in 2007. The Dubbo Local Environmental Plan (LEP) 2011 facilitates achievement of the Strategy components in zoning land for the sustainable development of the city.

The following figure details the context of the planning documents applicable to residential lands.



The Dubbo Urban Areas Development Strategy consists of the following components:

- Residential Areas Development Strategy;
- Commercial Areas Development Strategy (Repealed);
- Industrial Areas Development Strategy (Repealed);
- Institutional Areas Development Strategy (Repealed);

- Recreational Areas Development Strategy; and
- Future Directions and Structure Plan

The Urban Areas Development Strategy was created to manage the development and conservation of land within the urban area of the city through ensuring the Central Business District is at the centre of the City.

The Employment Lands Strategy was adopted by Council 11 March 2019 and provides the strategic direction for all commercial, industrial and institutional lands within the Dubbo city urban area.

The Residential Areas Development Strategy facilitates further residential development being undertaken in west Dubbo to encourage the centralisation of Dubbo city surrounding the Central Business District. The Strategy includes extensive areas in north-west and south-west Dubbo as being suitable for further residential development to incorporate the following:

North-west sector – 2,600 lots (approximately)
South-west sector – 3,281 lots (approximately)

The Dubbo Local Environmental Plan 2011 offers a range of lot sizes in the West Dubbo Urban Release Areas, ranging from 600 square metres to 20 ha. This ensures a variety of lifestyle opportunities can be provided within a close proximity to the city centre.

The Strategy also allows for infill subdivision opportunities in the south-east sector with the Dubbo LEP 2011 allowing for the potential development of 1,059 lots within this sector. The subdivision considered by this Plan is in the south-east sector.

The Strategy does not provide for any further reduction in the minimum lot size for subdivision in the eastern sector of the city based on centralisation of the Central Business District to the west, environmental constraints, infrastructure provision and transport requirements.

1.9 Notification of Development

Council will generally not publicly notify any development applications for residential accommodation within the area to which the Plan applies. However, if in the opinion of the Council a proposed development could impact the amenity of surrounding development, Council may publicly notify and/or advertise the development application in the local print media.

Any development application received by Council for non-residential development will be publicly notified to adjoining and adjacent property owners in the immediate locality who in the opinion of Council may be impacted by the proposed development.

Part 2 Residential Development and Subdivision

Residential Subdivision Controls (Dwellings and Dual Occupancy)

This section is designed to encourage current 'best practice' solutions for the design of residential subdivision on the subject land. The achievement of a pleasant, safe and functional subdivision is the main objective for design of any subdivision on the land.

This section lists subdivision design elements under the following headings:

- Element 1 Neighbourhood design
- Element 2 Lot layout
- Element 3 Landscaping
- Element 4 Infrastructure
- Element 5 Street design and road hierarchy
- Element 6 Stormwater management
- Element 7 Water quality management

Each design element has been structured so that it contains:

- 'Objectives' for each design element that describe the required outcomes;
- 'Performance criteria' which outlines the range of matters which shall be addressed to satisfy the objectives (i.e. the performance criteria explains how an objective is to be achieved);

Note: Not all performance criteria will be applicable to every development.

- 'Acceptable Solutions' which are specific measures which illustrate one way of meeting both the performance criteria and objectives of an element. They are examples only and are not mandatory; and
- 'References' to relevant clauses of the Dubbo LEP 2011, other relevant legislation, Council policies and literature relevant to the design element.

Element 1. Neighbourhood Design

Objectives

- To provide a neighbourhood that offers opportunities for social interaction;
- To encourage aesthetically pleasing neighbourhood design that caters for a broad diversity of housing needs;
- To ensure motor vehicles do not dominate the neighbourhood;
- To establish a clear residential structure that facilitates a 'sense of neighbourhood' and encourage walking and cycling within the estate and connections into adjoining estates; and
- To encourage a subdivision design which is sympathetic to the local heritage item onsite.

Performance criteria The streetscape character and building design objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Natural and cultural features in the area are emphasised and enhanced in the design of the subdivision.	A1.1 Where practicable, watercourses and natural vegetation are retained and emphasised in the design of the subdivision.
P2 The subdivision layout provides for community focal points and public open space that promotes social interaction.	A2.1 Pedestrian connectivity is maximised within the development with a particular focus on pedestrian routes connecting to public open space, walking tracks bus stops, and recreation facilities in the extended locality.
P3 Neighbourhood design provides for passive surveillance of residences and public areas to enhance personal safety and minimise the potential for crime.	A3.1 Layout of the subdivision minimises narrow pedestrian pathways between or behind development. A3.2 The subdivision layout enhances legibility and way-finding through an easily-understood street layout. A3.3 The subdivision is designed with high levels of physical connectivity for pedestrians, cyclists and vehicles.
P4 Street networks provide good external connections for local vehicle, pedestrian and cycle movements.	A4.1 The subdivision development is designed to allow the future road connectivity link between this estate and future adjoining residential estates.

Performance criteria The streetscape character and building design objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Street design promotes functional movement while limiting speed and detours through traffic.</p> <p>Street design allows for connectivity links with adjoining future residential development.</p>	
P5 The Subdivision Layout is designed to provide an appropriate curtilage around the local heritage item 'Miriam'.	A5.1 A Heritage Impact Statement is submitted with any applications for the subdivision of land.

Element 2. Lot Layout

Objectives

- To provide a range of lot sizes to suit a variety of household types and requirements whilst considering the characteristics of the surrounding locality; and
- To create attractive residential streets by carefully planning the location of garage and driveways within street frontages and improving the presentation of dwelling houses.

Performance criteria The lot layout objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Lot frontage P1 Where practicable, the subdivision is designed to optimise outlook and proximity to public open space and to utilise the rural outlook of the land.	There is no applicable Acceptable Solution to this Performance Criteria.
Lot Types P2 Lots shall be provided with varying dimensions and street frontages to encourage a variety of housing types and styles.	There is no applicable Acceptable Solution to this Performance Criteria.
P3 A variety in dwelling size, type and design is provided to promote housing choice and create attractive streetscapes with distinctive character.	A3.1 Lots should generally be rectangular in shape. Where lots are an irregular shape, they are to be of a sufficient size and orientation to enable siting of a dwelling house in compliance with the controls contained in this Plan. A3.2 Optimal lot orientation is east-west, or north-south where the road pattern requires. Exceptions to the preferred lot orientation may be considered where factors such as topography or drainage lines prevent achievement of the preferred orientation. A3.3 Lot size and shape take into account the slope of the land and minimise earthworks/retaining walls associated with dwelling construction.

Performance criteria The lot layout objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P5 The visual impact to the streetscape of battle-axe entry ways and driveways should be ameliorated, where possible.	A5.1 There is no applicable Acceptable Solution to this Performance Criteria.
Corner Lots P6 To ensure corner lots are of sufficient dimensions and size to enable residential controls to be met.	A6.1 Corner lots are to be designed to allow residential accommodation to positively address both street frontages as indicated in Figure 2. A6.2 Garages on corner lots are encouraged to be accessed from the secondary street frontage.

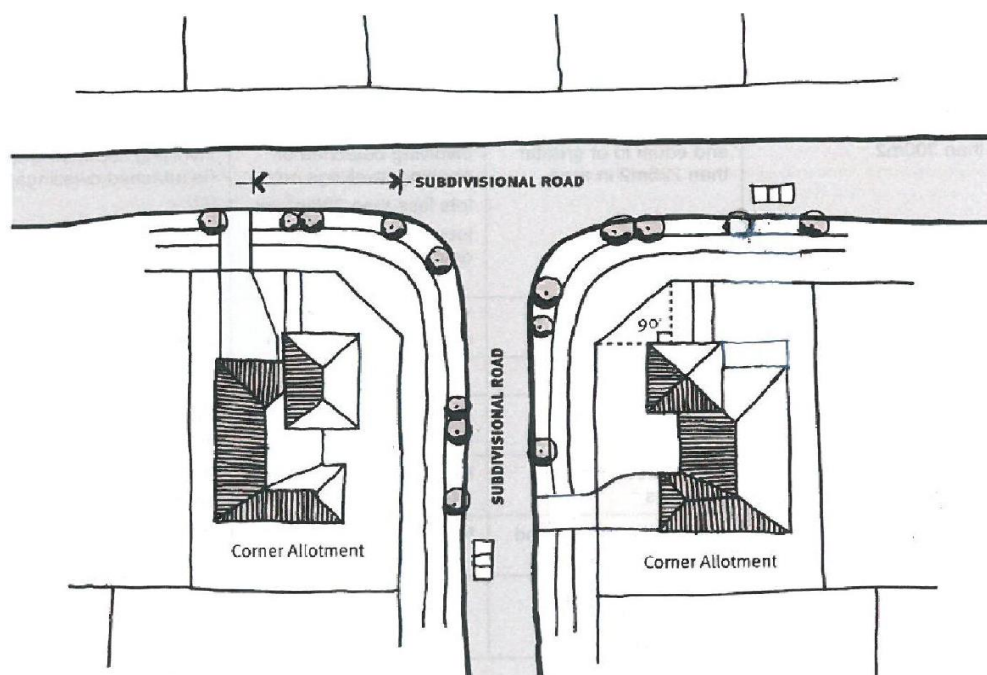


Figure 2. Corner lots

Element 3. Landscaping

Objectives

- To provide landscaping that contributes to the identity and environmental health of the community; and
- To ensure streetscape components do not detrimentally affect solar access to individual dwellings.

Performance criteria The public open space and landscaping objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Landscaping – General P1 Landscaping is designed and located to not impact built infrastructure.	A1.1 Landscaping is provided in accordance with the requirements of a landscaping schedule that has been approved by Council’s Liveability Division.
P2 Landscaping is undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.	A2.1 Species selected are suitable for the local climate. A2.2 Species selected require a minimal amount of watering. A2.3 Landscaping does not impact ground-water levels by encouraging over-watering resulting in groundwater level increases or the pollution of waters.
Existing Vegetation P3 The subdivision is designed in an sensible manner which limits the amount of existing/native vegetation being removed.	P3.1 Existing native trees are retained wherever possible. P3.2 Documentation is to accompany the application which highlights that any relevant vegetation and biodiversity legislation is complied with.
Street Trees P4 Street trees are selected to provide summer shading while not impeding solar access to dwellings in winter.	A4.1 Street trees are provided in accordance with the requirements of Council’s Liveability Division generally and any applicable Tree Planting Standards.

Performance criteria The public open space and landscaping objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A4.2 Deciduous trees are selected where shadows adversely impact solar access.</p> <p>A4.3 Taller tree species are planted on the northern side of east-west aligned streets, shorter species are planted on the southern side.</p> <p>A4.4 Indigenous species or species with a proven tolerance to the local climate and conditions that preserve solar access of adjoining properties are provided.</p> <p>A4.5 Plantings with low maintenance and low water consumption are provided.</p> <p>A4.6 Evergreen species for windbreaks and planting along the south or west side of the area are protected against wind.</p>
<p>Fencing</p> <p>P5 Continual lengths of solid fencing along open space areas is avoided.</p> <p>Fencing along the rail corridor prevents unauthorised entry.</p>	<p>A5.1 For any private allotment having a boundary with an area of public open space, open style fencing, low hedges or permeable vegetation shall be provided along the boundary.</p> <p>A5.2 Fencing is provided during construction and will remain installed along the rail corridor which is 1.8m in height and provides delineation between the estate alignment and the rail corridor.</p> <p>Landscaping will be used to provide a permeable vegetation barrier to soften the fencing.</p>

A landscape plan is required to be submitted with any development application for subdivision of the land, where land may be sought to be dedicated to Council. Table 1 specifies the level of information required to be included on the landscape plan:

Minimum information standard
<p>A separate landscape plan and planting schedule including the following:</p> <ol style="list-style-type: none">1. Any land proposed to be dedicated to Council and the location of the landscaping on that site.2. Scientific name of all plant material.3. Height and characteristics of plant material at maturity.4. Status of landscaping at planting.5. Specification of a maintenance regime.6. Specification of irrigation systems for maintenance of landscaping referencing Council's current standards.7. Planting specifications showing staking, hole preparation, depth and root control devices.8. Provision for mulching.9. Specification that a horticultural professional will supervise implementation of the works in the landscape plan.10. The plan shall be drawn to a recognised scale. <p>The landscape plan and supporting information shall be prepared by a suitably qualified and experienced horticultural professional or landscape architect.</p>

Element 4. Infrastructure

Objectives

- To ensure the estate is serviced with essential services in a cost-effective and timely manner;
- To ensure the estate is adequately serviced with water and sewerage infrastructure; and
- To ensure any subdivision and development on the land adequately plans for the provision of required stormwater infrastructure in accordance with the requirements of Council.

Performance criteria The infrastructure objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Utilities</p> <p>P1 Design and provision of utility services including sewerage, water, electricity, gas, street lighting and communication services are cost-effective over their lifecycle and incorporate provisions to minimise adverse environmental impacts in the short and long term.</p>	<p>A1.1 The design and provision of utility services conforms to the requirements of Dubbo Regional Council and all relevant service authorities.</p> <p>A1.2 Water and sewerage services are to be provided to each allotment at the full cost of the developer.</p> <p>A1.3 Water and sewerage services are to be designed and constructed in accordance with the requirements of NAT-SPEC (Dubbo Regional Council version) Development Specification Series – Design and Development Specification Services – Construction.</p> <p>A1.4 Electricity supply is provided via underground trenching in accordance with the requirements of the energy supply authority.</p> <p>A1.5 Activities near or within Electricity Easements or close to Electricity Infrastructure comply with ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Electricity Infrastructure 2012.</p>

Performance criteria The infrastructure objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Common Trenching P2 Compatible public utility services are located in common trenching in order to minimise the land required and the costs for underground services.	A2.1 Services are located next to each other in accordance with Council’s policy for trenching allocation in footways (Standard Drawing 5268).
Availability of Services P3 Water supply and sewerage networks are available, accessible, easy to maintain and are cost-effective based on life cycle costs.	A3.1 Council will not consent to the subdivision of land until adequate water supply and facilities for sewage and drainage are available or until arrangements satisfactory to Council have been made for the provision of such supply and facilities. A3.2 Council considers that further investigation by the proponent is required to ascertain how the estate will be connected to Council gravity sewer and potable water supply. A3.3 Development is to be carried out within the water supply and sewer catchment as described by Council Section 64 Policy for Water and Sewerage.

Element 5. Street Design and Road Hierarchy

Objectives

- To ensure streets fulfil their designated function within the street network;
- To facilitate public service utilities;
- Encourage street designs that accommodate drainage systems; and
- Create safe and attractive street environments.

Performance criteria	Acceptable solutions
The street design and road hierarchy objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Function and Width</p> <p>P1 The street reserve width is sufficient to cater for all street functions.</p> <ul style="list-style-type: none"> - Safe and efficient movement of all users, including pedestrians and cyclists; - Provision for parked vehicles; - Provision for landscaping; and - Location, construction and maintenance of public utilities. 	<p>A1.1 The road hierarchy complies with the South-East Dubbo Residential Release Strategy Residential Release Strategy.</p> <p>A1.2 The road hierarchy is designed and constructed in accordance with Aus-Spec (Dubbo Regional Council version).</p> <p>A1.3 Road reserve widths are in conformity with the Dubbo Road Transportation Strategy to 2045 (or its subsequent replacement). Roads within any subdivision on the land shall be constructed in accordance with Council’s Engineers requirements.</p> <p>A1.4 The road layout provides appropriate connectivity as approved by Council, between adjoining residential land for both vehicular and pedestrian movement.</p> <p>A1.5 No direct vehicular access from any of the proposed lots will be permitted onto Old Dubbo Road.</p>
<p>P2 The verge width is sufficient to provide for special site conditions and future requirements.</p>	<p>A2.1 The verge width is increased where necessary to allow space for:</p> <ul style="list-style-type: none"> - Larger scale landscaping; - Future carriageway widening; - Retaining walls; - Cycle paths; and

Performance criteria The street design and road hierarchy objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> - Overland flow paths.
Design for Safety P3 Street design caters for all pedestrian users including the elderly, disabled and children by designing streets to limit the speed motorists can travel.	There is no Acceptable Solution for this Performance Criteria.
Driveway Access P4 Driveway egress movements do not create a safety hazard.	A4.1 Motorists can enter or reverse from a residential lot in a single movement. A4.2 Driveways and vehicular access to lots do not directly access Old Dubbo Road.
Geometric Design P5 Bus routes have a carriageway width that: <ul style="list-style-type: none"> - Allows for the movement of buses unimpeded by parked cars; - Safely accommodates cyclists; and - Avoids cars overtaking parked buses. 	A5.1 The geometry of streets identified as bus routes provides suitable turning, stopping sight distance, grade and parking for buses.
P6 Geometric design for intersections, roundabouts and slow points is consistent with the vehicle speed intended for each street.	A6.1 Sufficient area is provided at the head of cul-de-sacs for waste disposal vehicles to make a three point turn.
P7 Car parking is provided in accordance with projected need determined by: <ul style="list-style-type: none"> - The number and size of probable future dwellings. - The car parking requirements of likely future residents. - Availability of public transport. - Likely future onsite parking provisions. 	There is no applicable Acceptable Solution to this Performance Criteria

Performance criteria The street design and road hierarchy objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<ul style="list-style-type: none"> - Location of non-residential uses such as schools/shops - The occasional need for overflow parking. 	
<p>P8 Car parking is designed and located to:</p> <ul style="list-style-type: none"> - Conveniently and safely serve users, including pedestrian, cyclists and motorist. - Enable efficient use of car spaces and access ways including adequate manoeuvrability between the street and lots. - Fit in with adopted street network and hierarchy objectives and any related traffic movement plans. - Be cost effective. - Achieve relevant streetscape objectives 	<p>There is no applicable Acceptable Solution to this Performance Criteria</p>

Element 6. Stormwater Management

Objectives

- To provide major and minor drainage systems which:
 - Adequately protect people, 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.
- To manage any water leaving the site (during construction and operation) with stormwater treatment measures.

Performance criteria	Acceptable solutions
The stormwater management objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Stormwater infrastructure is provided on the land in accordance with the requirements of Council.	A1.1 An independent stormwater drainage Strategy shall detail how the projected stormwater volumes can be managed on the subject land and through to receiving waters.
P2 Post development peak flows (up to 100 year ARI storm events) are limited to 'pre-development' levels.	A2.1 Water sensitive urban design or onsite bio-retention in the form of rain gardens, swales and absorption trenches are amalgamated into the design of the road network.
P3 The stormwater drainage system has the capacity to safely convey stormwater flows resulting from the relevant design storm under normal operating conditions, taking partial minor system blockage into account.	<p>A3.1 The design and construction of the stormwater drainage system is in accordance with the requirements of Australian Rainfall and Runoff 1987 and Aus-Spec (Former Dubbo Regional Council version) Development Specification Series – Design and Development Specification Series – Construction.</p> <p>A3.2 Infrastructure plans for the subdivision of the land shall show all minor and major stormwater systems clearly defined and identified.</p> <p>Minor systems for residential areas are designed to cater for the 10 year</p>

Performance criteria The stormwater management objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	ARI, whilst ‘major’ systems are to be designed to cater for the 1-in-100 year storm event. 1 in 100 year storm event. These systems are to be evident as ‘self-draining’ without impacting or flooding of residential houses etc.
P5 The stormwater system/drainage network is designed to ensure that there are no flow paths which would increase risk to public safety and property.	There is no applicable Acceptable Solution to this Performance Criteria.
P6 The system design allows for the safe passage of vehicles at reduced speeds on streets which have been affected by run-off from the relevant design storm.	A6.1 The system allows for the safe passage of vehicles at reduced speeds on streets which have been affected by run-off from a 20% AEP event.
Site Drainage P7 The design and layout of the subdivision provides for adequate site drainage.	A5.1 Where site topography prevents the discharge of stormwater directly to the street gutter or a Council controlled piped system, inter-allotment drainage is provided to accept run-off from all existing or future impervious areas that are likely to be directly connected. A5.2 The design and construction of the inter-allotment drainage system are in accordance with the requirements of Australian Rainfall and Runoff (1987) and Aus-Spec (Former Dubbo City Council version) Development Specification Series – Design and Development Specification Series – Construction.
P8 Site Drainage should be considered the Development near Rail Corridors and Busy Roads – Interim Guideline 2008.	A8.1 Drainage systems should be designed in a way that stormwater is diverted away from the rail corridor. A8.2 Run off from the development is not to impact on the rail corridor by

Performance criteria The stormwater management objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	increasing pre-construction flows into the rail corridor.

Element 7. Water Quality Management

Objective

- To provide water quality management systems which:
 - Ensure that disturbance to natural stream systems is minimised, and;
 - Stormwater discharge to surface and underground receiving waters, during construction and in developing catchments, does not degrade the quality of water in the receiving areas.

Performance criteria	Acceptable solutions
The water quality management objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Adequate provision is made for measures during construction to ensure that the land form is stabilised and erosion is controlled.	A1.1 An Erosion and Sediment Control Plan is prepared by suitably qualified professionals using the 'Blue Book – Managing Urban Stormwater: Soils and Construction' and provided to Council with the subdivision Construction Certificate.
P2 The system design optimises the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.	A2.1 The Erosion and Sediment Control Plan is to comply with the document 'Managing Urban Stormwater: Soils and Construction', produced by NSW Department of Housing.

Residential Design (Dwellings and Dual Occupancy)

This section is designed to encourage ‘best practice’ solutions and clearly explain requirements for the development of dwelling houses and dual occupancy development (attached or detached).

The objectives of this section are:

- To facilitate a mix of dwelling sizes complementing the character of the area and that provide accommodation for all sectors of the community; and
- To facilitate low density residential accommodation with an economic use of infrastructure.

This section lists design elements under the following headings:

- Element 1 Streetscape character
- Element 2 Building setbacks
- Element 3 Solar access
- Element 4 Private open space and landscaping
- Element 5 Infrastructure
- Element 6 Visual and acoustic privacy
- Element 7 Vehicular access and car parking
- Element 8 Waste management
- Element 9 Site facilities
- Element 10 Signage
- Element 11 Non-residential uses

Each design element has been structured so that it contains:

- ‘Objectives’ describing the required outcomes;
- ‘Performance criteria’ outlining the range of matters that need to be addressed to satisfy the objectives (i.e. the performance criteria explains how an objective is to be achieved);

Note: Not all performance criteria will be applicable to every development.

- ‘Acceptable solutions’ are specific measures which illustrate one way of meeting both the performance criteria and objectives of an element. They are examples only and are not mandatory; and
- ‘References’ to relevant clauses of the Dubbo LEP 2011, other relevant legislation, Council policies and literature relevant to the design element.

Element 1. Streetscape Character

Objectives

- To design residential housing in keeping with the desired future streetscape and neighbourhood character.
- To design residential housing in keeping with the general intent of Section 3.8 Development near Rail Corridors and Busy Road – Interim Guideline 2008.

Performance criteria The streetscape character objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Built form P1 The frontage of buildings and their entries are apparent from the street.	A1.1 Buildings adjacent to the public street, address the street by having a front door facing the street. A1.2 Where dual occupancies are situated on corner blocks, the development is designed to face each street frontage. A1.3 Dual occupancy development shall not be designed as ‘mirror reversed’.
P2 The development is to be designed to respect and reinforce the positive characteristics of the neighbourhood, including: <ul style="list-style-type: none"> – Built form; – Bulk and scale; – Vegetation; and – Topography. 	A2.1 Design elements to consider include: <ul style="list-style-type: none"> – Massing and proportions; – Roof form and pitch; – Façade articulation and detailing; – Window and door proportions; – Features such as verandahs, eaves and parapets; – Building materials, patterns, textures and colours; – Decorative elements; – Vehicular footpath crossing (location and width); – Fence styles; and – Building setbacks.
P3 Walls visible from the street are adequately detailed for visual interest.	A3.1 This may be achieved by recesses, windows, projections or variations of colour, texture or materials.

Performance criteria The streetscape character objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A3.2 Walls longer than 15 m are articulated with a variation of not less than 600 mm for a minimum length of 4 m.
P4 Garages and parking structures (carports) are sited and detailed to ensure they do not dominate the street frontage, integrate with features of the dwelling and do not dominate views of the dwelling from the street.	A4.1 Garages or parking structures are located in line with or behind the alignment of the front façade/ entrance of the dwelling, with a minimum setback of 5.5 m (see Element 2 – Building Setbacks), where the street frontage is in excess of 12 m. A4.2 The width of a garage door or parking structure facing the street shall not be greater than 50% if the total width of the front of the building for an allotment in excess of 12m in widths, measure at the street frontage.
Fencing P5 Fencing is consistent with the existing character of the area.	A5.1 Fences shall take elements from neighbouring properties where elements are representative of the character of the street.
P6 Front fences enable outlook from the development to the street or open space to facilitate surveillance and safety.	A6.1 Front fences have a maximum height of 1.2 m if solid or less than 20% transparent and 1.5 m if greater than 50% transparent. A6.2 A front fence on the secondary frontage may have a maximum height of 1.8 m for 50% of the length of the boundary to the secondary road, which is measured from the corner splay of the primary road boundary. In addition, <ul style="list-style-type: none"> - The fence is constructed of materials which are consistent with those used in

Performance criteria The streetscape character objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	development on the site and adjoining developments; and – The fence is softened with the use of landscaping.
P8 Fencing style and materials reflect the local streetscape and do not cause undue overshadowing of adjoining development. Note: Barbed/razor wire or electrified fencing in residential areas is not permitted.	A8.1 Side fences on corner allotments are setback and/or articulated to provide for vegetation screening to soften the visual impact of the fence. A8.2 Side fences forward of the building line are not constructed of solid metal panels or chain wire fencing (including factory pre-coloured materials).
P9 Fencing on corner allotments does not impede motorists' visibility at the intersection.	A9.1 Fencing is either splayed, setback, reduced in height or transparent to maintain visibility for motorists.
P10 Gates are designed to ensure pedestrian and motorist safety. Note: Gates are not permitted to open across the footpath (Clause 21, Roads Regulation 2008).	A10.1 Where a driveway is provided through a solid fence, adequate visibility for the driver is maintained.
Heritage P11 New building design for any properties adjoining a heritage item shall relate to the significance and the character of the heritage item.	A11.1 If new buildings adjoin a heritage item, the application to build will be accompanied by an analysis (Heritage Management Document or Heritage Impact Assessment) of how new buildings relate to the heritage item A11.2 New buildings adjoining a heritage item are designed in a contemporary manner that is sympathetic to the heritage item
P12 In designing new buildings adjoining a heritage item, the size, shape and	A12.1 Differences in building height between existing buildings and new

Performance criteria The streetscape character objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
height shall reflect the predominant height and proportions of the heritage item.	development is not more than one storey when viewed from the public street.
P13 Development shall visually relate to the streetscape of the heritage item.	A13.1 Development shall not visually dominate or obscure views or sightlines to the heritage item. A13.2 Development shall enhance and complement the streetscape and amenity of the heritage item.
P14 Fencing adjoining a heritage item is in keeping with the existing character of the heritage item.	A14.1 New fencing shall be simple, compatible in height and of suitable material and spacing to the building and the heritage item. The exact reproduction of traditional fence styles should be avoided.
P15 Lighting and external finishes of buildings do not hinder the Rail Corridor efficiency.	A15.1 The use of red or green lights is to be avoided in all signage facing the Rail Corridor. A15.2 The use of red or green coloured paint or materials is avoided for buildings or facades facing the Rail Corridor.

Element 2. Building Setbacks

Objectives

- To ensure that the setback of a building from the property boundaries, the height and length of walls, site coverage and visual bulk are appropriate for a low density residential neighbourhood; and
- To ensure habitable rooms of dwellings and private open space within the development and in adjacent development can receive adequate sunlight, ventilation and amenity.

Performance criteria The building setback objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>P1 Front Boundary Setback – Dwellings and ancillary structures</p> <p>The setback of development from the front boundary of the allotment is consistent with the desired low density character of the subdivision.</p> <p>Note: The setback is measured from the property boundary to the first vertical structural element of the development. No portico, posts, etc shall be any closer than the stated setback.</p> <p>Note: This applies to a dwelling house and any ancillary structure that is attached or detached to a dwelling house.</p>	<p>Primary Frontage</p> <p>A1.1 Minimum setback of 4.5 m from the front property boundary where no streetscape setback has been established.</p> <p>Secondary Frontage</p> <p>A1.2 The secondary (side) setback is 3 m. Where the corner is splayed, residential development is designed accordingly.</p>
<p>P2 Side and rear boundary setbacks – dwellings</p> <p>The setback of development from the side and rear boundaries of the allotment is consistent with the desired low density character of the subdivision.</p> <p>Note: The setback is measured from the property boundary to the first vertical structural element of the development. No portico, posts etc. shall be any closer than the stated setback.</p>	<p>A2.1 Residential development is setback such that it complies with the requirements of the Building Code of Australia (BCA).</p>

Performance criteria The building setback objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>P3 Front boundary setback – garages and carports</p> <p>The location of garages and carports does not diminish the attractiveness of the streetscape, does not dominate views of the dwelling from the street and integrates with features of associated dwellings.</p>	<p>Primary frontage</p> <p>A3.1 Garages and carports are setback a minimum of 5.5 m from the front property boundary and in line with or behind the alignment of the front façade of the dwelling.</p> <p>Secondary frontage</p> <p>A3.2 Garages and carports on secondary frontages of corner allotments may extend beyond the alignment of the secondary façade of the dwelling and shall achieve a minimum 5.5 m setback from the secondary property boundary (see Figure 3).</p>
<p>P4 Side and rear boundary setbacks – garages and carports</p> <p>The location of garages and carports does not diminish the attractiveness of the locality and integrates with features of associated dwellings.</p>	<p>A4.1 Garages and carports are setback such that they comply with the requirements of the Building Code of Australia.</p> <p>Where a garage or carport is provided on a secondary street frontage, regular building setback requirements of this Plan are applicable.</p>

PRIMARY FRONTAGE

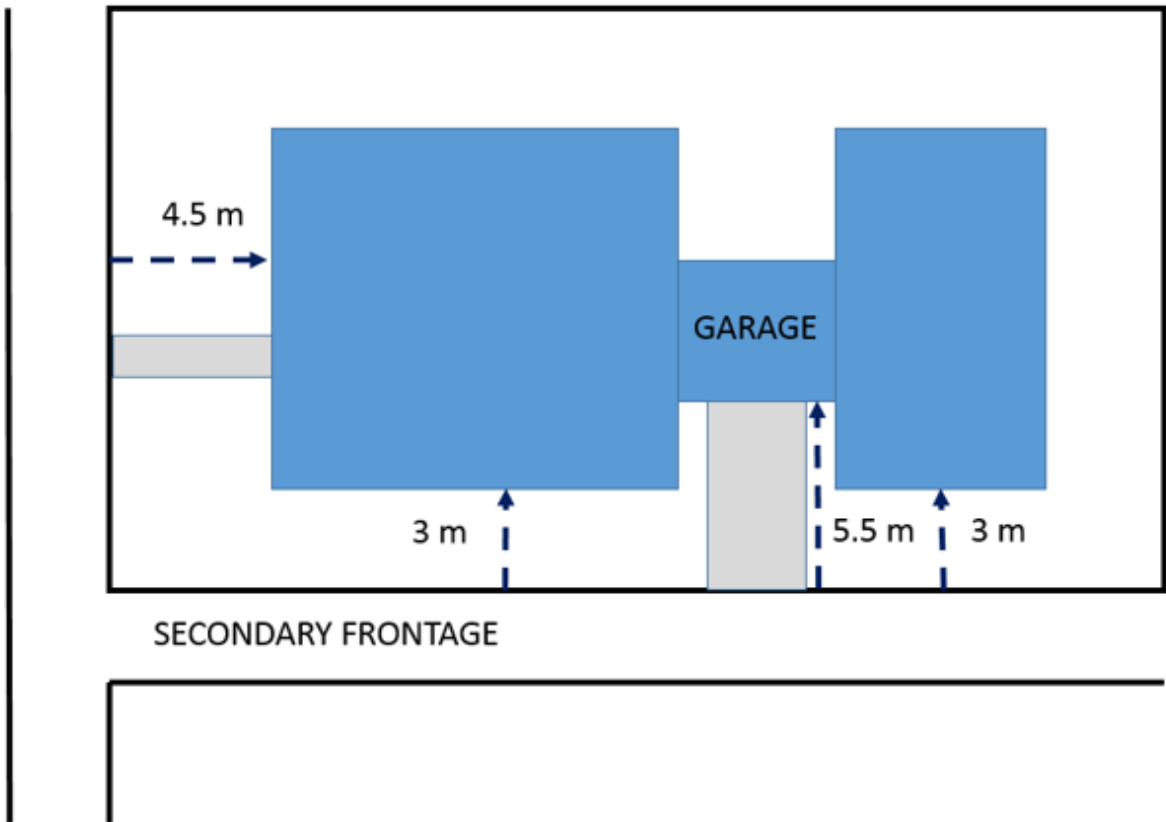


Figure 3. Corner allotment with the main entry to the primary road and the garage to the secondary road, with a setback minimum of 5.5 metres

Element 3. Solar Access

Objectives

- To ensure all development provides an acceptable level of solar access for occupants; and
- To ensure development does not significantly impact on the solar access and amenity of adjoining and adjacent allotments.

Performance criteria The solar access objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Solar Access</p> <p>P1 Development is designed to ensure solar access is available to habitable rooms, solar collectors (photovoltaic panels, solar hot water systems etc.) private open space and clothes drying facilities.</p> <p>Note 1: Council requires the submission of a shadow diagram to demonstrate the impact of overshadowing on adjoining and adjacent allotments for any residential development above single storey.</p> <p>Shadow diagrams are to be prepared for 9 am, 12 noon and 3 pm on 22 June. The shadow diagrams are to demonstrate the extent of overshadowing of the proposed and existing development on the subject land and adjacent sites.</p>	<p>A1.1 Dwellings are sited in accordance with Figure 5.</p> <p>A1.2 On east/west orientated lots, the setback on the north-side of the lot is increased to allow for maximum solar access to habitable rooms located on the north-side of the dwelling.</p> <p>A1.3 A roof area sufficient to meet the space requirements for a solar hot water service is provided where it faces within 20° of north and receives direct sunlight between the hours of 9 am and 3 pm on 22 June.</p> <p>A1.3 Outdoor clothes drying area are located to ensure adequate sunlight and ventilation are provided between the hours of 9am and 3pm on 22 June to a plan of 1m above the finished ground-level under the drying lines.</p>
<p>P2 Development does not reduce the level of solar access currently enjoyed by adjoining or adjacent allotments.</p>	<p>A2.1 Habitable rooms of adjoining development receive a minimum of four hours solar access between the hours of 9 am and 3 pm on 22 June.</p>

Performance criteria The solar access objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A2.2 The solar impact of development shall be shown with the submission of shadow diagrams taken on 22 June (winter solstice).</p> <p>A2.3 Principal Private Open Space (PPOS) of adjoining and adjacent development receives a minimum of four hours solar access over 75% of the principal private open space area between 9am and 3pm on 22 June.</p> <p>A2.3 Landscaping is designed to ensure that when mature, required areas of private open space or established BBQ/pergola areas on adjoining allotments maintain solar access on 22 June.</p>

House orientation not encouraged

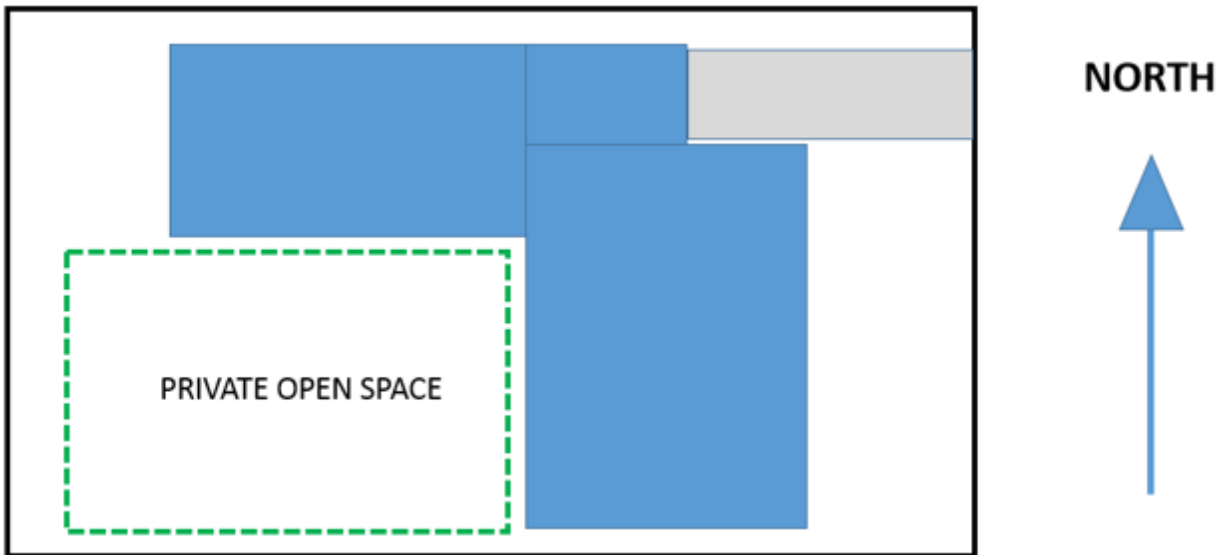


Figure 4. Siting of dwellings on east/west lots

Rationale

A dwelling built close to the northern boundary results in little to no winter sunlight being able to enter habitable rooms in the dwelling. The location of the house increases the shading of the private open space area.

House orientation encouraged

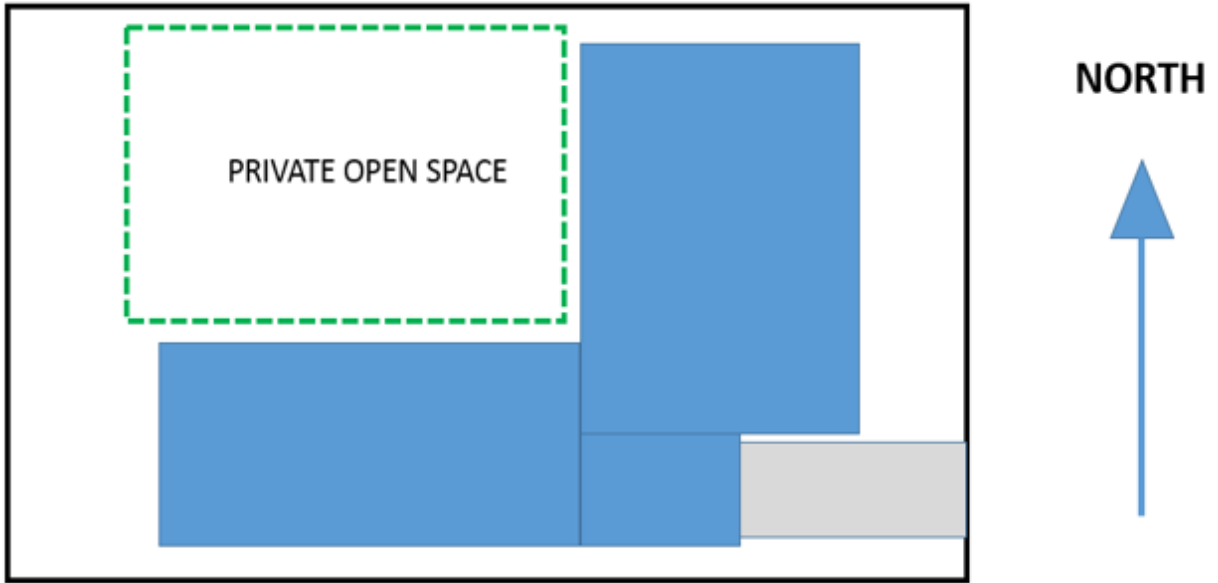


Figure 5. Siting of dwellings on east/west lots

Rationale

A dwelling built close to the southern boundary enables winter sunlight to enter habitable rooms in the dwelling. Good solar access is available to private open space during winter.

Element 4. Private Open Space and Landscaping

Objectives

- To provide private outdoor open space that is well-integrated with the development and is of sufficient area to meet the needs of occupants;
- To provide a pleasant, safe and attractive level of residential amenity; and
- To ensure landscaping is appropriate in nature and scale for the site and the local environment.

Performance criteria The private open space and landscaping objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Private Open Space</p> <p>P1 Private open space is of an area and dimension facilitating its intended use.</p> <p>Note: See Element 3 – Solar Access requirements for private open space development in the estate.</p>	<p>A1.1 Dwelling houses and dual occupancy developments shall have a Principal Private Open Space (PPOS) area, in addition to the general Private Open Space (POS).</p> <p>A1.2 The PPOS area has a minimum area per dwelling of 25 m² and a minimum dimension of 5 m. This area can include covered (not enclosed) outdoor entertainment areas.</p> <p>A1.3 Dwelling houses and dual occupancies have an overall minimum POS area (including PPOS) of 20% of the site area (excluding the area located forward of the building line).</p>
<p>P2 Private open space is easily accessible by the occupants of the development and provides an acceptable level of privacy.</p>	<p>A2.1 All Principal Private Open Space (PPOS) is directly accessible from the main living area.</p> <p>A2.2 All private open space is located behind the front building line and is screened to provide for the privacy of occupants and the occupants of adjoining properties.</p>

Performance criteria The private open space and landscaping objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Landscaping P3 Landscaping is provided at a scale and density which is appropriate for the development.	A3.1 Landscaping is provided in accordance with the requirements of the Landscaping Schedule. A3.2 The height and density of vegetation at maturity should be suitable to screen and soften the development. A3.3 A landscape plan is required to be provided for assessment with the lodgement of development applications for dual occupancy developments.
P4 Landscaping is located to not impact infrastructure, development on the site or development adjoining the site.	A4.1 Species are selected and located taking into consideration the size of the root zone of the tree at maturity and the likelihood of potential for the tree to shed/drop material. A4.2 Landscape species are selected and located to ensure the amenity of adjoining and adjacent properties is not impacted. This shall ensure that inappropriate vegetation is not provided that reduces the level of solar access enjoyed by adjoining and adjacent properties and is likely to provide any safety impacts to residents.
P5 Landscaping activities are undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.	A5.1 Species selected are suitable for the local climate. A5.2 Species selected require a minimal amount of watering. A5.3 Landscaping does not impact ground-water levels by over watering resulting in ground-water

Performance criteria The private open space and landscaping objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>level increases or the pollution of waters.</p> <p>A5.4 Existing native trees are retained when possible.</p> <p>A5.5 Landscaping is provided with a timed watering system and moisture meter to determine if watering is required.</p> <p>A5.6 Sensors are used to control watering systems.</p>

Landscaping Schedule

A Landscaping Plan is required to be submitted with a Development Application for a dual occupancy development. The table below shown below specifics the level of information required to be included for landscape plans:

Minimum information standard
<p>Details of ground cover and landscaping shown on the site plan including the following:</p> <ul style="list-style-type: none"> • Location of landscaping on the site. • Scientific name of all plant material. • Height and characteristics of plant material at maturity. • Status of landscaping at plantings. • Specification of a maintenance regime. • The plan shall be drawn to a recognised scale. <p>The landscape plan shall be prepared by a building design professional or appropriately qualified and experienced professional preparing the development plans.</p>

Element 5. Infrastructure

Objectives

- To encourage residential development in the estate where it can take advantage of existing physical and social infrastructure;
- To ensure infrastructure has the capacity or can be economically extended to accommodate new residential development;
- To efficiently provide development with appropriate physical services; and
- To minimise the impact of increased stormwater run-off to drainage systems.

Performance criteria The infrastructure objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Residential development shall not overload the capacity of public infrastructure including reticulated services, streets, open space and human services.	A1.1 Physical infrastructure is provided by the proponent in accordance with the former Dubbo City Council’s adopted version of NAT Spec and relevant policies.
P2 Design and layout of residential development provides space (including easements) and facilities to enable efficient and cost-effective provision of telecommunication services.	A2.1 Development is connected to a telecommunication system provided in accordance with the requirements of the appropriate authority.
P3 The development is connected to reticulated sewerage, water supply and electricity systems and to natural gas where available.	A3.1 Development is connected to Council’s reticulated water supply, stormwater drainage and sewerage system to the former Dubbo City Council’s adopted version of AUSPEC and relevant policies (including separate water meters where the development is to be subdivided). A3.2 Development is located where ready access to an electricity supply is available or where electricity supply can be easily extended.

Element 6. Visual and Acoustic Privacy

Objectives

- To limit overlooking of private open space and views into neighbouring development;
- To substantially contain noise within each dwelling and to limit noise from communal areas or shared facilities affecting nearby dwellings; and
- To protect internal living and sleeping areas from inappropriate levels of external noise.

Performance criteria The visual acoustic and privacy objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Visual Privacy</p> <p>P1 Private open spaces and living rooms of adjacent residential accommodation are protected from direct overlooking by an appropriate layout, screening device and distance.</p> <p>Note: No screening is required if:</p> <ul style="list-style-type: none"> - Bathrooms, toilets, laundries, storage rooms or other non-habitable rooms have translucent glazing or sill heights of at least 1.5 m. - Habitable rooms having sill heights of 1.5 m or greater above floor level or translucent glazing to any window less than 1.5 m above floor level. - Habitable rooms facing a property boundary have a visual barrier of at least 1.5 m high (fences and barriers other than landscaping are not to be any higher than 1.8 m) and the floor level of the room is less than 0.6 m above the level of the ground at the boundary. 	<p>A1.1 Windows of habitable rooms with an outlook to habitable room windows in adjacent development within 10 m:</p> <ul style="list-style-type: none"> - Are offset a minimum distance of 1 m from the edge of the opposite window in the proposed development; - Have a sill height of 1.5 m above floor level; - Have a fixed obscure glazing in any window pane below 1.5 m above floor level; or <p>A1.2 Screens are solid, translucent or perforated panels or trellis which:</p> <ul style="list-style-type: none"> - Have a minimum of 25% openings; - Are permanent and fixed; - Are of durable materials such as galvanised steel, iodised aluminium or treated timber; and <p>A1.3 Windows and balconies of residential accommodation shall be designed to prevent overlooking of more than 50% of the private open space of any adjoining residential accommodation.</p>

Performance criteria The visual acoustic and privacy objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Acoustic Privacy</p> <p>P2 The transmission of noise to and the impact upon habitable rooms within the proposed development and adjoining and adjacent development is minimised.</p>	<p>A2.1 Living rooms or garages of residential development does not adjoin or abut bedrooms if adjacent residential development.</p> <p>A2.2The plumbing of residential development and is separate and contained sufficiently to prevent transmission of noise.</p> <p>A2.3 Electrical, mechanical or hydraulic equipment or plant generating a noise level no greater than 5dBA above ambient L90 sound level at the boundary of the property.</p> <p>A2.4Residential development is constructed to ensure habitable rooms are not exposed to noise levels in excess of the standards contained in the relevant Australian Standard(s) including AS 3671 – Road Traffic.</p>

Performance criteria The visual acoustic and privacy objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Rail Noise Impacts P3 Development of the land is not unreasonably impacted by noise associated with use of the Dubbo-Molong Rail Corridor.	A3.1 The development complies with the requirements of State Environmental Planning Policy (infrastructure) 2007 and the Development near Rail Corridors and Busy Roads –Interim Guideline (2008) (or its equivalent). A3.2 All residential buildings located within 60m of the rail corridor (Zone B) require standard noise mitigation measures consistent with Category 2 Noise Control Treatments (interim Guideline C) which include: <ul style="list-style-type: none"> - Windows/sliding doors – openable with minimum 6mm monolithic glass and full perimeter acoustic seals - Wall construction 110mm brick, 90mm timber stud frame, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally. - Roof – Pitched concrete or terracotta tile or metal sheet roof sheeting with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity. - Entry Door -40mm solid core timber door fitted with full perimeter acoustic seals. - Floor – 1 layer of 19mm structural floor boards, timber joists on piers or concrete slab on floor on ground.

Element 7. Vehicular access and car parking

Objectives

- To provide adequate and convenient parking for residents, visitors and service vehicles;
- To ensure street and access ways provide safe and convenient vehicle access to dwellings and can be efficiently managed; and
- To avoid parking and traffic difficulties in the development and the neighbourhood.

Performance criteria The vehicular access and car parking objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Parking Provision</p> <p>P1 Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.</p>	<p>A1.1 Dwelling houses and dual occupancy development provides the following vehicle parking:</p> <ul style="list-style-type: none"> - One bedroom dwelling – one car parking space per dwelling, situated behind the front building setback; and - Dwelling with two or more bedrooms – two car parking spaces per dwelling.
<p>Design</p> <p>P2 Car parking facilities are designed and located to conveniently and safely serve users including pedestrians, cyclists and vehicles.</p>	<p>A2.1 The dimensions of car spaces and access comply with AS2890.1.</p> <p>A2.2 Access ways and driveways are designed to enable vehicles to enter the designated parking space in a single turning movement and leave the space in no more than two turning movements.</p> <p>A2.3 The design and appearance of garages and carports shall:</p> <ul style="list-style-type: none"> - Be in line with or behind the alignment of the front façade of the dwelling (noting that they cannot be less than 5.5 m from the front property boundary in the R2 zone); - Garages and carports on secondary frontages of corner

Performance criteria The vehicular access and car parking objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	allotments may extend beyond the alignment of the secondary façade of the dwelling but shall achieve a minimum 5.5 m setback from the secondary property boundary; <ul style="list-style-type: none"> - Lots with a narrow frontage of 15 m or less have a single width garage/carport; - Large parking areas are broken up with trees, buildings or different surface treatments; - Parking is located so that the front windows of a dwelling are not obscured; - The dwelling design highlights the entry and front rooms rather than the garage; and - Garages are located under the roof of two-storey dwellings.
Emergency Vehicle Access P3 Standing and turning areas for service, emergency or delivery vehicles are provided where access to any dwelling from a public street is remote or difficult.	A3.1 Access ways are designed to cater for an 'AUSTROADS 8.8 m length Design Service Vehicle'.
Surface Treatment P4 Driveways, car parks and access points are designed in accordance with Section 3.5 Parking.	A4.1 Car spaces, accessways and driveways are formed, defined and drained to a Council drainage system and surfaced with: <ul style="list-style-type: none"> - An all-weather seal such as concrete, coloured concrete, asphalt or mortared pavers. - Stable, smooth, semi-porous paving material (such as brick, stone or concrete pavers) laid to the paving standard of light vehicle use.

Element 8. Waste Management

Objective

- To ensure waste disposal is carried out in a manner which is environmentally responsible and sustainable.

Performance criteria The waste management objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Domestic Solid Waste P1 Domestic solid waste is disposed of in an environmentally responsible and legal manner.	A1.1 Residential development shall participate in Council's garbage and recycling materials collection service. A1.2 Recycling of wastes such as paper (mulch in garden), plastics, glass and aluminium. A1.3 Reuse of waste such as timber. A1.4 Dispose of waste to a Council-approved waste facility or transfer station. A1.5 Organic waste shall be composted.
P2 The amount of liquid waste generated is minimised	A.2.1 Dual flush toilet systems and water saving fittings and appliances shall be used.
P3 Adequate space is provided to store waste collection bins in a position which will not adversely impact upon the amenity of the area.	A3.1 Waste collection bins are stored behind the building line.
P4 New buildings are constructed on land where the risk of harm to human health is low.	A4.1 State Environmental Planning Policy No 55 Remediation of Land is considered where potentially contaminating items or activities have historically been undertaken (e.g historical septic tanks on the land).

Element 9. Site Facilities

Objective

- To ensure that site facilities are functional, readily accessed from dwellings, visually attractive, blend in with the development and street character and require minimal maintenance.

Performance criteria The site facilities objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Mail Boxes P1 Mail boxes are located for convenient access by residents and the delivery authority.	A1.1 Individual mail boxes are located to each ground-floor entry of residential accommodation or a mail box structure is located close to the major pedestrian entrance to the site.
Antennae P2 Telecommunications facilities are provided to serve the needs of residents and do not present any adverse visual impacts	A2.1 The number of television antennae and other receiving structure is kept to a minimum, or where appropriate, a receiver is provided to serve all dwellings within a single building.

Element 10. Signage

Objectives

- The residential character of the locality is maintained; and
- Any signage is appropriate for the locality and does not detract from the development or the street character.

Performance criteria The signage objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Signage P1 Signs are appropriate for the nature of the business and the locality.	A1.1 Signage shall: <ul style="list-style-type: none"> - Be non-moving; - Relate to the lawful use of the building (except for temporary signs) on which the sign is located; - Not be detrimental to the character and functioning of the building; - Not cover mechanical ventilation inlet or outlet vents; - Not obstruct the sight line of vehicular traffic; - Not obstruct pedestrian traffic; and - Not be illuminated or flashing.
Business Identification Signage P2 Signs are appropriate for the nature of the business and the locality.	A2.1 Home-based child care, home business, home industry and home occupation development signage shall: <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have one sign per premises. - Have a maximum area — 0.75 m²; and - Not advertise specific products or brands. <p>Note: Signs meeting the above requirements will not require development approval.</p>

Performance criteria The signage objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A2.2 Permissible non-residential development signage shall:</p> <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have one sign per premises; and - Have a maximum area 1.5 m². <p>Note: Signs meeting the above requirements will not require development approval.</p>
<p>Real Estate Signs (Advertising Premises or Land Sale or Rent)</p> <p>P3 Signs are appropriate for the residential locality and are of a temporary nature.</p>	<p>A3.1 Real estate signage shall:</p> <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have a maximum area—3 m²; and - Be removed within seven days after the premises or land is sold or let. <p>Note: Signs meeting the above requirements will not require development approval.</p>
<p>Temporary Signs (Special Events)</p> <p>P4 Signs are appropriate for the residential locality and are of a temporary nature.</p>	<p>A4.1 Temporary (special events) signage shall:</p> <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have a maximum of two signs onsite; - Have a maximum one sign off site, which if located in a road reserve shall be acceptable to the relevant road authority in terms of location, traffic and pedestrian safety; - Have a maximum area 1.5 m² and maximum height of 1.5 m;

Performance criteria The signage objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> - Not include commercial advertising apart from the name of any event sponsors; and - Not be displayed earlier than one month before or later than two days after the event. <p>Note: Signs meeting the above requirements will not require development approval.</p>

Element 11. Non-Residential Uses

Objective

- To ensure non-residential development is of a type, scale and character which will maintain an acceptable level of amenity.

Performance criteria The non-residential uses objective may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Amenity</p> <p>P1 Non-residential use does not result in detrimental impacts to residential amenity having regard to traffic, parking, noise, odour, signage and safety.</p>	<p>A1.1 The level of noise and volume of traffic is not greater than the expected level associated with the regular activities of a residential area.</p> <p>A1.2 Car parking is provided and designed appropriate for the site, such that adequate off-street car parking will be provided so that it can be demonstrated that there will be no requirement for on-street car parking.</p> <p>A1.3 Traffic can manoeuvre in and out of the site in a forward direction.</p> <p>A1.4 Noise from the development does not exceed the background noise level (LA90) by more than 5dB(A) during approved business hours and does not exceed the background noise level at any frequency outside approved business hours.</p> <p>A1.5 Hours of operation are to be restricted to normal business hours.</p> <p>A1.6 The scale and character of non-residential buildings is compatible with the residential nature of the locality.</p>