Bunglegumbie Road Development Control Plan

168A Bunglegumbie Road, Dubbo
Lot 6 DP 250606

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Part 1 Introduction

1.1. Name of this Plan

This Development Control Plan (DCP) is known as the Bunglegumbie Road Development Control Plan (the Plan).

1.2. Application of this Plan

This Plan applies to 168A Bunglegumbie Road, Dubbo (Lot 6 DP 250606) identified in **Figure 1.**

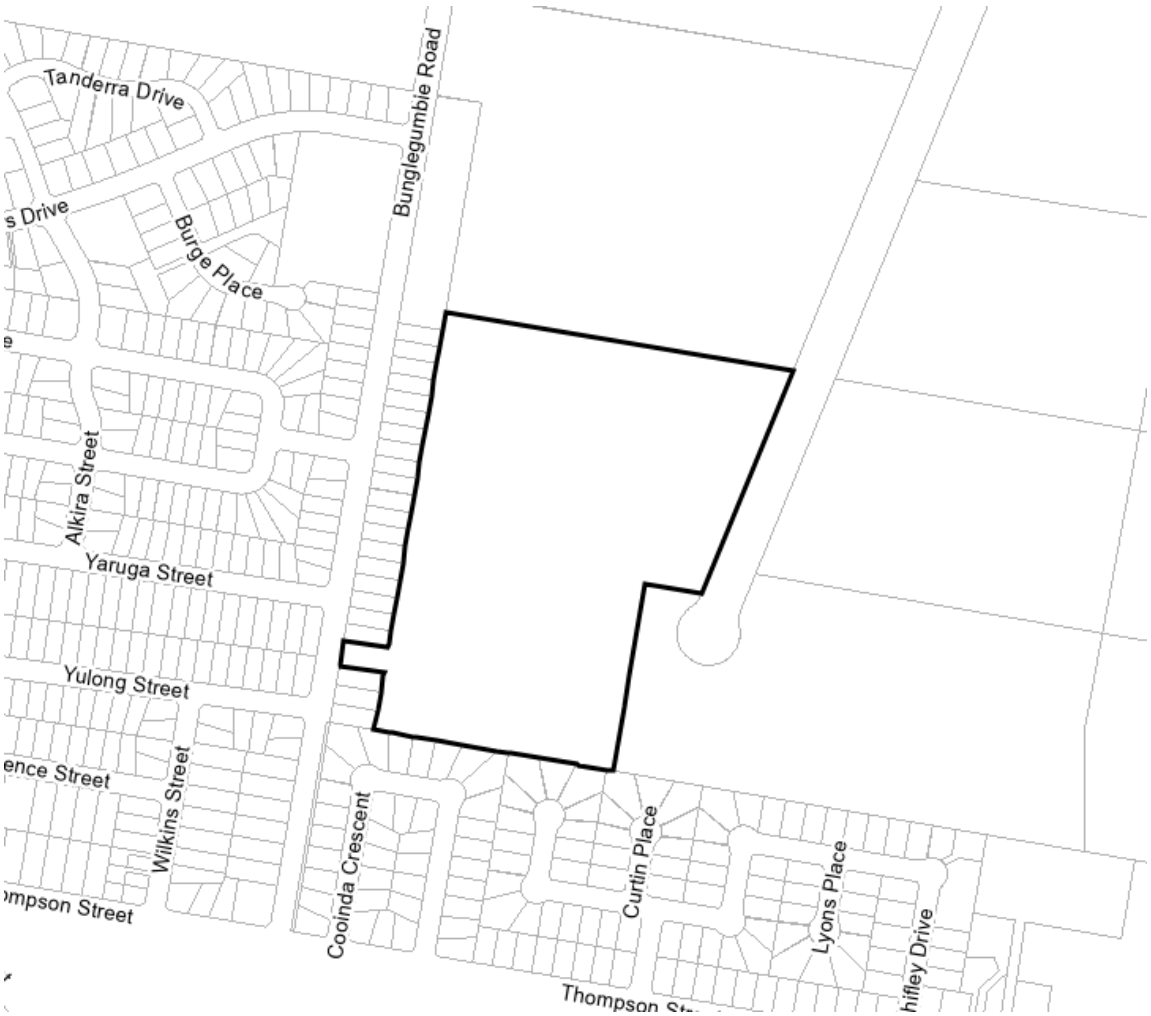


Figure 1 – Land to which this Plan applies

1.3. The Vision and Desired Future Character

The vision and desired character of the North-West Urban Release Area embeds the provision of high-quality and innovative housing alongside retail and commercial services, a hierarchy of new roads and active transport connections, and well-connected open spaces. The connections to and integration with surrounding land uses will encourage various and sustainable travel modes, a strong community character, and social interaction.

To ensure this Plan contributes to the vision and desired future character of the North-West Urban Release Area, future development will include:

- The establishment of the urban framework through the delivery of key roads, transport linkages and pedestrian linkages;
- The provision of new green corridors to maximise pedestrian and cycle access;
- The provision of required infrastructure, including stormwater drainage and stormwater quality control measures to protect the water quality in the Macquarie River;
- The preservation of existing trees and introduction of street tree plantings to maximise the urban tree canopy cover and mitigate urban heat-island effects;
- The promotion of high-quality urban design outcomes delivering environmental, social and economic sustainability;
- Embedding a positive legacy for Dubbo.

1.4. Purpose of this Plan

The purpose of this Plan is to:

- Provide guidance on the design of development upon land to which this Plan applies;
- Reinforce the vision and desired future character of the North-West Urban Release Area;
- Communicate the planning, design and environmental objectives and controls against which the Consent Authority will assess Development Applications on the land;
- Provide guidance on the orderly, efficient and environmentally sensitive development of the land to which this Plan applies;
- Promote the achievement of residential amenity and an attractive neighbourhood by encouraging quality urban design outcomes to meet environmental, social and economic sustainability; and
- Reinforce the aims and objectives of the R2 Low Density Residential Zone under the provisions of the Dubbo Regional Local Environmental Plan 2022.

1.5. Statutory Context

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

1.6. Adoption and Commencement

This Plan was adopted by Council on 21 March 2024 and commenced on 25 March 2024.

1.7. Relationship to other Plans and Documents

Under the Act, Council is required to take into consideration the relevant provisions of any Environmental Planning Instrument (EPI) and this Plan when determining a development application on land to which this Plan applies. Compliance with any EPI or this Plan does not infer development consent will be granted.

The provisions of this Plan must be read in conjunction with any relevant EPI. In the event of any inconsistency between an EPI and this Plan, the provisions of the EPI prevail.

1.8. Relationship to the Dubbo Development Control Plan 2013

The provisions of this Plan must be read in conjunction with other relevant provisions of the Dubbo Development Control Plan 2013. In the event of any inconsistency between this Plan and the Dubbo DCP 2013, the provisions of this Plan prevail.

Part 2 Residential Development and Subdivision

2.1. Residential Subdivision Controls

This section is designed to encourage current 'best practice' solutions for the design and development of residential subdivisions that are pleasant, safe and functional.

The objectives of this section are:

- Development integrates with, is well-connected to, and enhances the vision and desired future character of the North-West Urban Release Area;
- Subdivision facilitates the achievement of a pleasant, safe and functional neighbourhood;
- A mix of low density dwelling sizes are facilitated and complement the character of the area; and
- Low density residential accommodation is facilitated with the economic use of infrastructure.

This section lists design elements under the following headings:

Element 1	Implementing the Urban Structure
Element 2	Neighbourhood Design
Element 3	Lot Layout
Element 4	Landscaping
Element 5	Street Design and Road Hierarchy
Element 6	Infrastructure
Element 7	Stormwater Management
Element 8	Water Quality Management
Element 9	Environmental Management
Element 10	Development near the Dubbo Regional Airport

Element 1. Implementing the Urban Structure

Objectives

- Development is consistent with the vision and desired future character of the North-West Urban Release Area;
- Development is well connected and has a legible movement network that provides a variety of routes for vehicles, pedestrians and cyclists both within the neighbourhood and to surrounding areas; and
- Development is undertaken in a coordinated manner that responds to the street network, topography, views and the natural environment.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development provides good internal and external connections for pedestrian, cycle and vehicle movements.	A1.1 Development is generally consistent with and delivers the urban infrastructure in accordance with **Figure 2**. A1.2 Development is designed with high levels of physical connectivity for pedestrians, cyclists and vehicles within the site and to adjoining sites. A1.3 Street blocks generally have a maximum length between 160 to 220 metres for residential and mixed use developments.
P2 Land is developed in an orderly manner to assist in the coordinated provision of necessary infrastructure.	A2.1 Staging Plans are included with any development application. They must identify proposed sequencing, layouts, lot sizes, shapes, likely development densities, required infrastructure, and timing of infrastructure. A2.2 Staging is generally in accordance with **Figure 3**. A2.3 Staging does not compromise the delivery of infrastructure or overload the capacity of existing infrastructure.
P3 The staging and release of lots does not impact the safety and intersection requirements of Bunglegumbie Road and the surrounding road network.	A3.1 The existing access on Bunglegumbie Road can only be utilised up to the 80th lot until additional access points are available. A3.2 Development safely and effectively distributes traffic onto Bunglegumbie Road without causing traffic congestion, conflict at existing and new intersections, or a reduction in the safety and function of existing intersections at Yaruga Street and Yulong Street.
P4 Infrastructure is integrated appropriately with the adjoining land identified as 'Stage 1' of Council's adopted North-West Urban Release Area DCP.	There are no acceptable solutions.

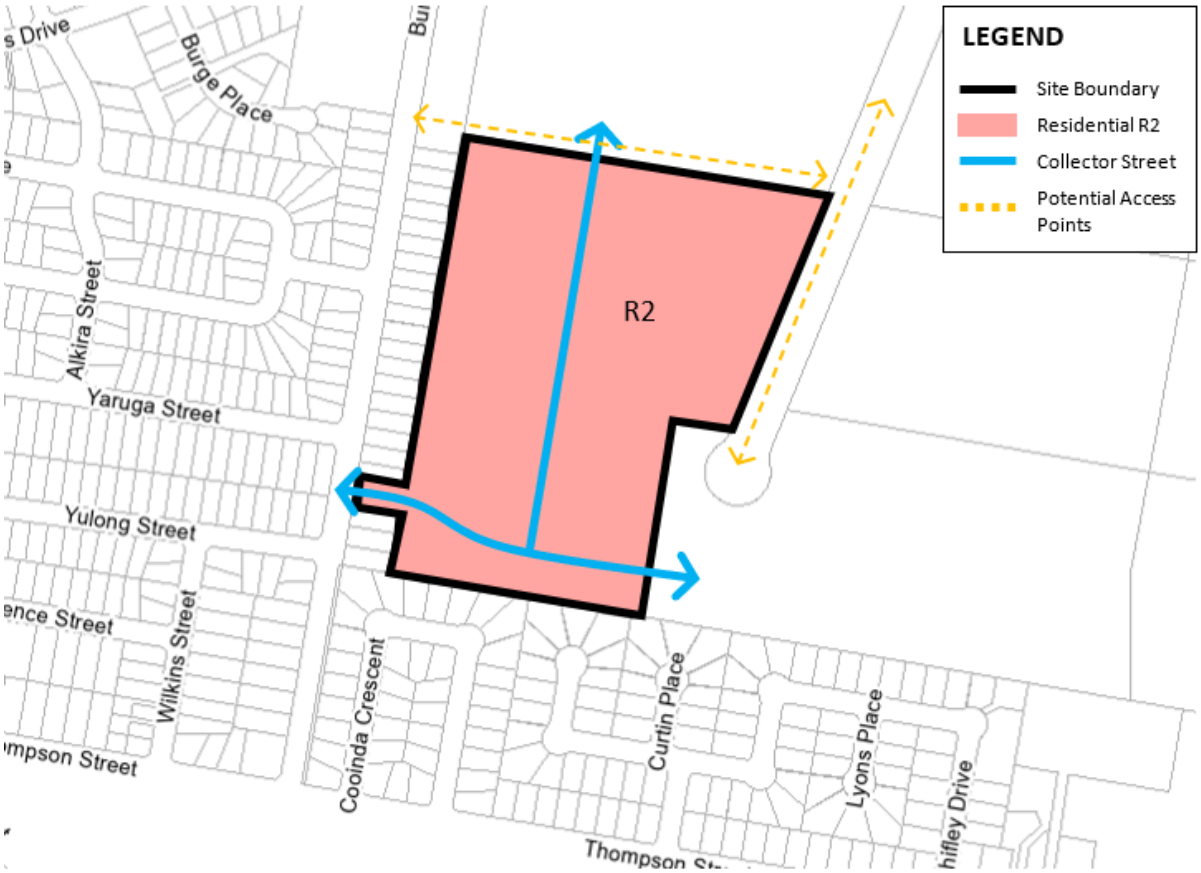


Figure 2 – Indicative Structure Plan

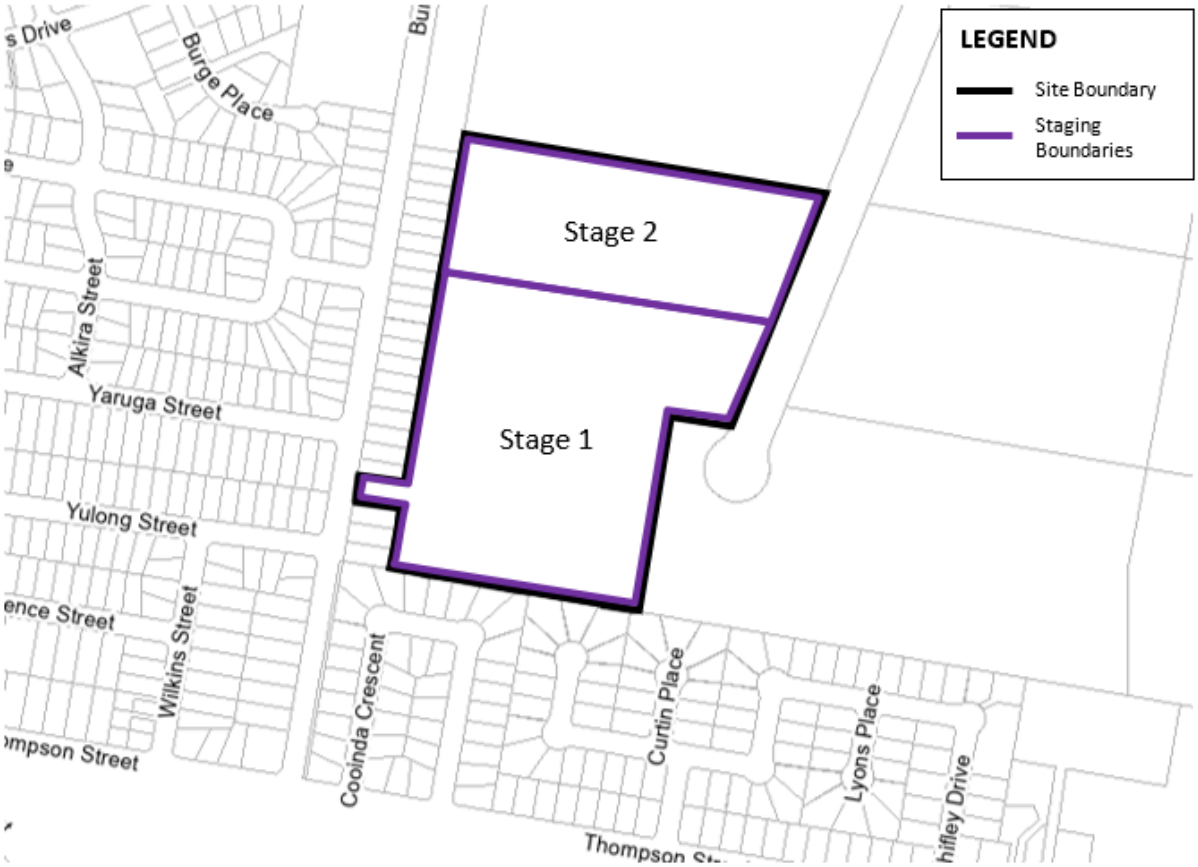


Figure 3 – Indicative Staging

Element 2. Neighbourhood Design

Objectives

- Development integrates with adjoining and surrounding development;
- Development is aesthetically pleasing and caters for a broad diversity of housing needs; and
- Development has a clear residential structure that facilitates a 'sense of neighbourhood' and encourages walking and cycling within and to adjoining sites.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development considers the constraints and opportunities of the site and surrounding sites to ensure effective integration.	A1.1 A site analysis plan is included with any development application. It must identify the unique characteristics of the site and adjoining sites, any constraints and opportunities to ensure they are reflected in the design and layout, and the likely impacts on surrounding development. It must: • be at an appropriate scale, show true north and property address details; • show topographic features such as contours, drainage lines and ridge lines; • show existing and proposed surrounding buildings, roads, paths, cycleways, trees and vegetation; • show existing and proposed services; • show any boundaries, easements or other site encumbrances; • show overland flow paths and natural site drainage; and • show any applicable bushfire asset protection zones and other firefighting requirements.
P2 Neighbourhood design provides for passive surveillance of residences and public areas to enhance personal safety and minimise the potential for crime.	A2.1 The neighbourhood minimises the use of: • battle-axe lots and cul-de-sacs; and • narrow pedestrian pathways between or behind development. A2.2 The subdivision layout enhances legibility and way-finding through an easily understood street layout.
P3 The neighbourhood maintains existing topography, drainage, stability and amenity of the site and adjoining sites.	A3.1 Excavation and/or filling does not change the natural ground level of the site by more than 1 metre. A3.2 Development recognises the natural drainage patterns across the site to minimise excavation and filling.

		A3.3	Where excavation or filling works are intended to be undertaken, development applications are accompanied by: • A geotechnical report evaluating site stability; • A schedule of earth works indicating depths of excavation and filling; and • Details of construction techniques.
P4	Cul-de-sacs are minimised to ensure efficient connections are available.	A4.1	Cul-de-sacs are minimised in subdivision of the land.
P5	Natural and environmental features in the area are emphasised and enhanced in the design of the subdivision.	A5.1	Development considers and maximises the protection of existing natural features in the planning, development construction and operation phases.

Element 3. Lot Layout

Objectives

- Lot sizes provide opportunities for a variety of dwelling types that contribute to the enhancement of the site and the surrounding locality; and
- Lots generally have direct access to a public road, rather than battle-axe handles, to maintain residential amenity and character of the locality.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 A range of lot types with varying areas, frontages and depths are provided to enable a mix of housing types and sizes.	A1.1 Development complies with the minimum lot size area requirements of the Dubbo Regional LEP 2022. A1.2 Lots are regular in shape and provided with variable dimensions and widths to achieve diversity of housing products that add interest to the streetscape. A1.3 Lots have a minimum frontage of 15 metres when their area is 600m^2 or larger. A1.4 Irregular shaped lots are only provided where topography and site hazards result in regular lots not being able to be achieved. A1.5 Lot sizes and shapes take into account the slope of the land to minimise earthworks and retaining walls.
P2 Development is designed to optimise outlook and proximity to public open spaces.	A2.1 Where lots adjoin land utilised for open space purposes, the lots enable a living area within the dwelling to overlook open space or drainage land.
P3 Lots are oriented to optimise solar access and reduce energy consumption for future development.	A3.1 Lots are orientated in an east-west direction to allow for maximum solar access to future development. Exceptions to this orientation may be considered where topography, site hazards or drainage lines prevent achievement of the preferred orientation.
P4 Battle-axe lots are avoided, but where provided, do not compromise the amenity of the streetscape, public domain and neighbouring lots.	A4.1 Battle-axe lots are only provided where topography, site hazards and road layouts result in regular lots not being able to be achieved. A4.2 Where provided, no more than 3 battle-axe lots adjoin each other in a consecutive manner. A4.3 Where provided, battle-axe lots have an area larger than 600m^2, excluding the access handle.

Performance Criteria The objectives may be achieved where:		Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:	
		A4.4	Where provided, a battle-axe handle must: • be at least 4.3 metres wide; • not service more than one lot; • have a maximum length of 60 metres; • incorporate a landscaping strip with a minimum width of 1 metre; • allow vehicles to enter and exit in a forward direction; and • not have reciprocal rights of way imposed on a 88B Instrument.
P5	The subdivision layout and road design allow for the convenient and efficient collection and servicing of kerbside bins from individual properties.	A5.1	Each lot must identify a waste collection area that is suitable for the presentation of three bins to be collected. The waste collection area must be 3.5 metres wide per dwelling and be clear of kerbside vehicle parking and vegetation.
		A5.2	Waste collection areas must not obstruct other major traffic or property use including garage access.
P6	Corner lots are of a sufficient dimension and size.	A6.1	Corner lots have a size greater than the minimum lot size required by the Dubbo Regional LEP 2022 to accommodate additional setback requirements, sufficient building envelopes and allow future development to positively address both street frontages.

Element 4. Landscaping

Objectives

- Streetscape components do not detrimentally affect solar access to lots; and
- Landscaping is aesthetically pleasing, cost effective and has minimal risk to the public.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Street trees are provided to: • enhance the local environment; • provide an attractive and interesting landscape; • regulate the ambient air temperature; and • provide summer shading while not impeding solar access in winter.	A1.1 A minimum of one street tree is provided per lot. A1.2 Landscaping within the road reserve includes appropriate detailed designs that address: • access and manoeuvrability of heavy vehicles, street sweepers and vehicles; • the impact of the root system on the carriage way; • ongoing maintenance of the tree and carriageway; • relationships with future driveway locations; and • impacts on and location of underground infrastructure. A1.3 Street trees are located to provide appropriate shade to pedestrian pathways. A1.4 Street trees must: • be used consistently to distinguish public and private spaces; • minimise risk to utilities and services; • minimise ongoing water consumption; • be durable and suited to the street environment and include endemic species; and • complement and define the neighbourhood area, ecological linkages, street hierarchy, precinct entries, significant intersections, and significant view lines.
P2 Landscaping is designed and located to not impact built infrastructure.	A2.1 The selection and placement of landscaping takes into consideration: • The location of infrastructure and easements; • Pruning and shaping adaptability of selected trees; • Driveways placements; • Front setbacks; • Lateral spread of branches; • Road verge widths; • Waste services collections; and • Pedestrian and vehicle vision.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A2.2 Street trees are not planted: • less than 5 metres from street lights and stormwater entry pits; • less than 1 metre from a footpath or cycleway; and • less than 10 metres from road corners or intersections.

Element 5. Street Design and Road Hierarchy

Objectives

- Development has a legible road hierarchy that recognises the broader strategic road proposals internal and external to the site;
- The road network has flexibility to allow future connections to adjoining sites;
- Streets fulfil their designated function within the street network;
- Street designs accommodate public service utilities and drainage systems;
- The efficiency, safety and function of the street network is not impacted by on-street parking; and
- The road network creates a safe and attractive environment for vehicles, pedestrians and cyclists.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The street reserve width is sufficient to cater for all street functions, including: • Connections to and from lots and adjoining sites; • Safe and efficient movement of all users, including pedestrians and cyclists; • Provision for emergency and service vehicles; • Provision for parked vehicles; • Provision for waste collection vehicles; • Provision for landscaping; • Location, construction and maintenance of public utilities; • Stormwater conveyance; and • Geometric design for intersections, roundabouts and slow points is consistent with the vehicle speed intended for each street.	A1.1 A Traffic Impact Assessment is submitted with any development application. It must be prepared by a suitably qualified and experienced consultant and include: • Traffic generation rates on all roads and intersections; • Swept path analysis, • Identification of impacts and required infrastructure upgrades to the road network and highways; • Identification and timing of upgrades to support the additional traffic generated by the development; • Consideration of key pieces of infrastructure in the broader traffic network, as identified in the Dubbo Transportation Strategy 2020 that will relieve traffic congestion on the Mitchell Highway, Newell Highway, and Erskine Street. A1.2 Roads are designed in accordance with **Figure 4** and **Figure 5** and the following: • local streets: total width of 16 metres, including an 8 metre wide central carriageway kerb face to kerb face, and provision of cross section widths, footpath and tree planting configurations; and • collector streets: total width of 22 metres, a 13 metre wide central carriageway kerb face to kerb face, provision for cross section widths, on-street parking, footpaths, shared paths and tree planting configurations.

Performance Criteria The objectives may be achieved where:		Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
		A1.3 For local roads, footpaths are provided on at least one verge and setback 1 metre from the property boundary. A1.4 The street network does not incorporate sudden changes in road corridor widths or rumble bars. A1.5 The street network incorporates the following: • Adequate pavement markings; • Well-lit lighting in accordance with AS/NZS 1158.1.1.; • Stable surface; • Safe sight distances; and • Warning signs. A1.6 Roads are designed and constructed in accordance with the requirements of Dubbo Regional Council's Infrastructure division, adopted AUS-SPEC#1 and Transport for NSW design standards. In case of any inconsistency, development must be designed as per Acceptable Solution A1.2. A1.7 Road crossings at intersections comply with AS/NZS Australia Standard 1428 Design for Access and Mobility and incorporate tactile ground surface indicators and requirements for people with a disability. A1.8 The road reserve widths are designed to accommodate the required urban services as well as capacity for generous street tree planting within the road reserves so as to provide shading to the road pavements.
P2	The street design caters for all pedestrian users including the elderly, disabled and children, and is designed to limit the speed motorists can travel.	A2.1 Streets are designed to limit vehicle speed and provide for safe pedestrian and cyclist movements. A2.2 Streets provide a logical hierarchy to maximise accessibility to all parts of the community and provide an appropriate response to address key interfaces. A2.3 Safe street crossings are to be provided for all street users with safe sight distances and adequate pavement markings, warning signs, regulatory signs (where applicable) and safety rails (where appropriate for cyclists).

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P3 Footpaths and shared paths: • are designed with appropriate widths, longitudinal gradients and sight distances to cater for pedestrians and cyclists; and • are constructed to provide a stable surface that is easily maintained.	A3.1 Footpaths are designed to take into consideration: • Street trees and their root systems; • The need to encourage walking; • Pedestrian safety for all users; • The ease of use via cycling networks; and • Lighting requirements of AS/NZ 1158.1 and the Dark Sky Planning Guideline 2016.
P4 Bus routes have a carriageway width that: • Allows for the movement of buses unimpeded by parked cars; • Safely accommodates cyclists; and • Avoids cars overtaking parked buses.	A4.1 Bus routes utilise collector roads to provide sufficient integration through the North-West Urban Release Area. A4.2 Identification of alternative/additional bus routes are shown within the Traffic Impact Assessment. A4.3 The geometry of streets identified as bus routes provides suitable turning, stopping sight distance, grade and parking for buses.

Performance Criteria The objectives may be achieved where:		**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P5	The road network is sufficient to cater for waste collection vehicles.	A5.1	Road design and engineering specifications accommodate waste collection vehicles in accordance with Council's requirements.
		A5.2	The road network reduces the need for reversing of waste collection vehicles. This includes any cul-de-sacs and temporary turning heads as a result of staging and construction works.
		A5.3	Sufficient area is provided for waste disposal vehicles, including space to make a three-point turn where required.
		A5.4	Any proposed private driveways and any other private road used for bin collections are designed to accommodate the weight of 24 tonne waste vehicles.
		A5.5	The road width accommodates Council's waste vehicles without impacting other road users, including the side loading vehicle and lift arm movement/rotation.
		A5.6	Sufficient area is provided at the head of any cul-de-sac for waste disposal vehicles to manoeuvre even when cars are parked in the street.
		A5.7	Each lot has a sufficient waste collection area at the front that: • is suitable for the storage of three bins to be collected that doesn't obstruct traffic flows, vehicle entry to the property or pedestrian movements; and • is not located near street trees.

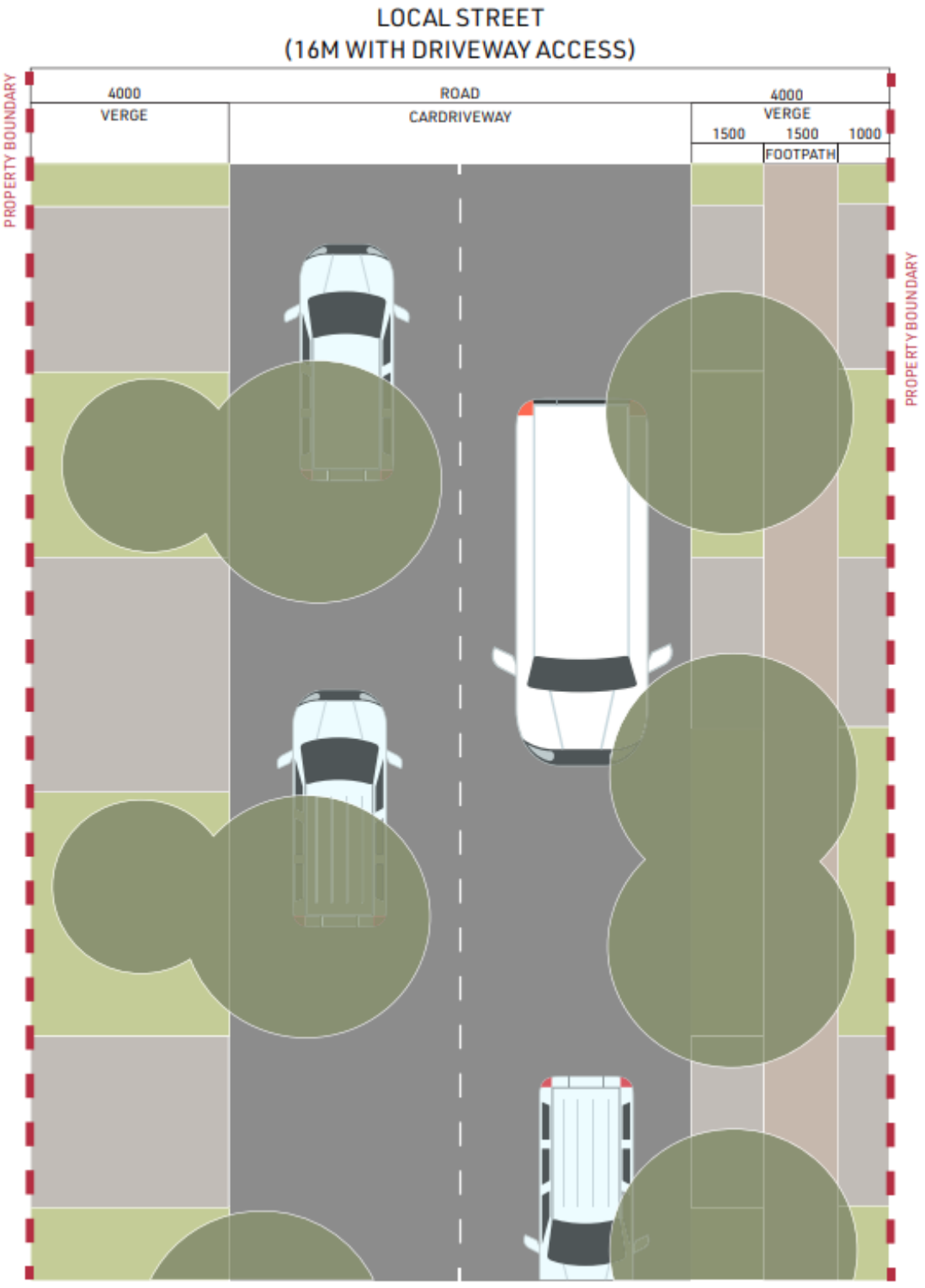


Figure 4 – Indicative Local Street

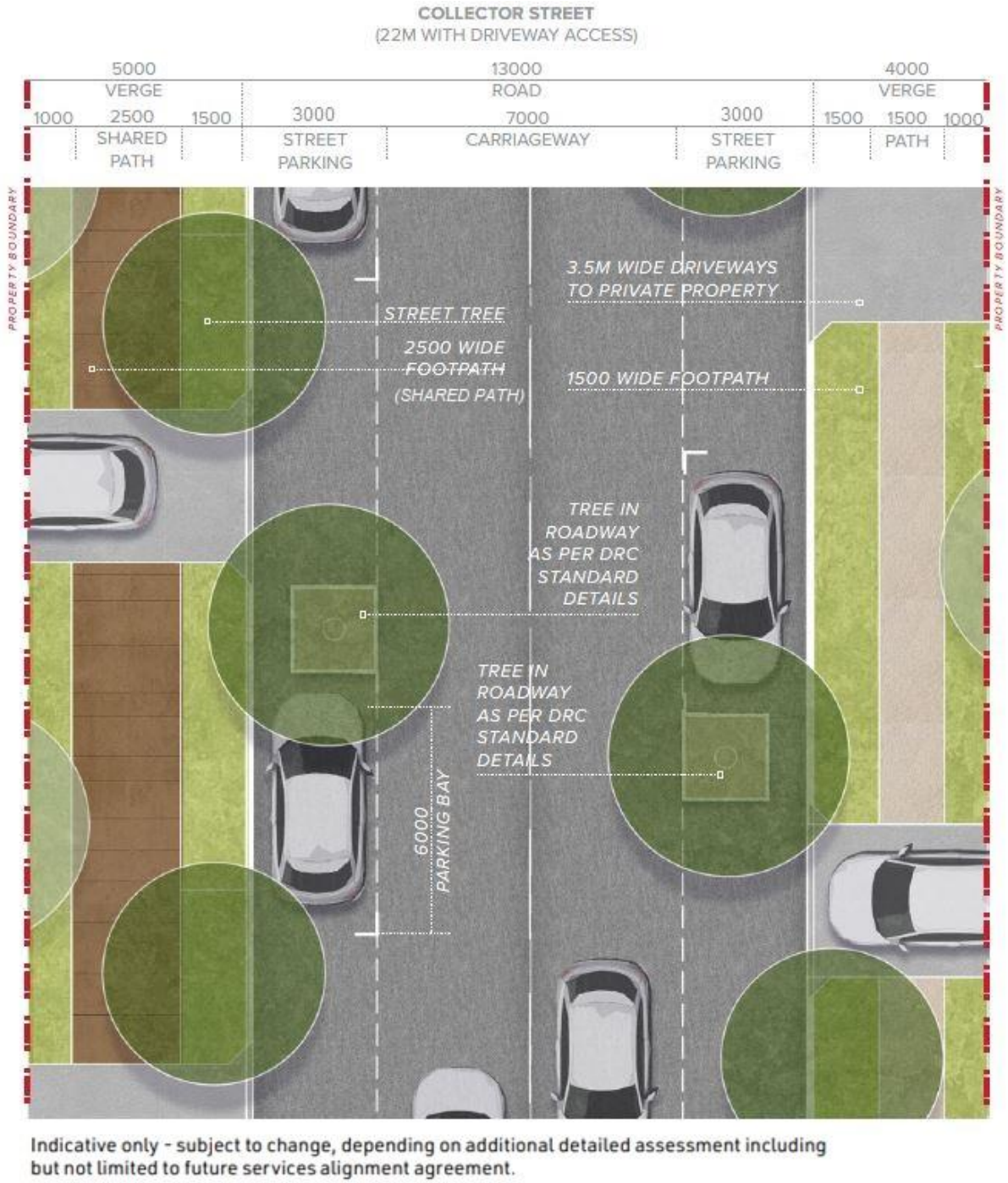


Figure 5 – Indicative Collector Street

Element 6. Infrastructure

Objectives

- The design and provision of utility services are cost-effective over their lifecycle, consider embedded energy costs and incorporate provisions to minimise adverse environmental impact in the short and long term;
- Infrastructure has the capacity and can be economically extended in a timely manner to accommodate new development;
- Lots are serviced with essential infrastructure in a cost-effective and timely manner;
- Development does not create conflict between infrastructure utilities and driveways, landscaping and streetlights; and
- Infrastructure is designed and constructed to withstand the effects of salinity.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The design and provision of infrastructure is cost-effective over their lifecycle minimises adverse environmental impacts in the short and long term.	A1.1 Utility services are designed and provided in accordance with the requirements of Council and all relevant service authorities. A1.2 Water and sewerage services are provided to each lot at the full cost of the developer. A1.3 Servicing for water considers Dubbo Regional Council Integrated Water Cycle Management Plan (IWCM) and ensures there is sufficient capacity to service the Precinct. A1.4 Water and sewerage services are designed and constructed in accordance with Council's adopted AUS-SPEC#1 Development Specification Series – Design and Construction and Technical Schedules – Construction of Water Reticulation and Gravity Sewerage Reticulation and Water Services Association of Australia. A1.5 Each lot is provided with a separate water meter. A1.6 Electricity supply is provided to each lot via underground trenching in accordance with the requirements of the energy supply authority. A1.7 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. Telecommunications and National Broadband Network infrastructure is provided to each lot in accordance with the requirements of the appropriate authority.

Performance Criteria The objectives may be achieved where:		Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:	
		A1.8	Energy efficient and appropriately located street lighting is provided in accordance with AS/NZS 1158.1.1.
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.
P3	Construction techniques are appropriate for the salinity risk and engineering solutions are implemented to minimise impacts on infrastructure.	A3.1	Site-specific testing is undertaken to confirm exposure classification.
		A3.2	Infrastructure is constructed from salt resistant materials.
		A3.3	Roads are designed and constructed with suitable drainage measures to maintain subsurface flow conditions and minimise groundwater table rise.
		A3.4	Backfilling of trenches should be done keeping the original depths to avoid potential mixing between saline and non-saline soil or transported to landfill.
		A3.5	Imported fill is tested for salinity.

Element 7. Stormwater Management

Objectives

- Stormwater drainage systems are provided in accordance with the requirements of Council;
- Stormwater drainage systems adequately protect people and the natural and built environment from an acceptable level of risk and in a cost-effective manner in terms of initial costs, longevity and maintenance;
- Stormwater drainage systems incorporate appropriate treatment measures to manage any water leaving the site; and
- Stormwater drainage systems incorporate appropriate measures to manage salinity by minimising water logging, maintaining natural flows, and being structural adequate in areas of saline subsoil.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Stormwater infrastructure has the capacity to convey all stormwater flows legally and safely without causing nuisance or substantial damage to the site, adjoining land, upstream and downstream properties.	A1.1 A Stormwater Drainage Strategy is included with any development application. It must be prepared by a suitably qualified and experienced consultant and: • detail how the projected stormwater volumes can be managed on the subject land and through to receiving waters; • consider the entire upstream and downstream catchments; • consider existing developed catchments; and • consider post-development discharge of currently undeveloped catchments. A1.2 Stormwater drainage is provided in accordance with the requirements of Council's Infrastructure Division. A1.3 The stormwater system's capacity is designed assuming the lots have a maximum impervious surface area. A1.4 The Stormwater Drainage Strategy considers a holistic detention and water quality strategy for the broader catchment, ensuring that water quality targets are met for the entire catchment and that stormwater discharge for major and minor flows do not exceed the capacity of stormwater systems provided at the downstream Newell Highway development. A1.5 Overland flow paths for stormwater are defined via proposed road alignments or dedicated stormwater reserves.

Performance Criteria The objectives may be achieved where:		Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P2	Development reduces peak flows into Council's stormwater drainage system.	A2.1	Post development peak flows, up to the 1% AEP storm events, are limited to 'pre-development' levels. Pre-development assumes 0% impervious area unless otherwise agreed with Council.
P3	The stormwater drainage system has the capacity to safely convey stormwater flows.	A3.1	Lots are graded to discharge stormwater and run-off from roads and other hard areas to the public road, and discharged to a drainage network.
		A3.2	The design and construction of the stormwater drainage system is in accordance with the requirements of: • Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia (Geoscience Australia), 2019; and • Council's adopted AUS-SPEC #1 NSW 1999 Development Specification Series – Design and Construction.
		A3.3	Minor stormwater drainage systems are designed to cater for the 10% AEP storm event. Major stormwater drainage systems are designed to cater for the 1% AEP storm event. These systems are to be evident as 'self-draining'.
P4	Stormwater systems minimise maintenance requirements and safety risks within grassed areas, open channels, basins and roads.	A4.1	Adequately manage continual and frequent low flows through the development.
		A4.2	The stormwater system is designed and constructed with adequate scour protection to prevent erosion.
		A4.3	The batter slope must not be greater than 1:7 (vertical to horizontal).

Performance Criteria The objectives may be achieved where:		**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P5	Subdivision design and layout provides for adequate site drainage.	A5.1	Lots are graded to discharge stormwater to the public road.
		A5.2	Interallotment drainage and associated easements are provided where any part of any lot, roof water or surface water does not drain to a public road without traversing one or more adjacent downhill lots.
		A5.3	Each lot requiring interallotment drainage has a surface inlet pit located in the lowest corner or portion of the allotment. Lots are graded to the interallotment pit.
		A5.4	Interallotment drainage lines are located approximately 1 metre from property boundaries within a 2 metre wide easement created for this purpose and reflected on the subdivision plan and 88B instrument.
		A5.5	The design of the inter-allotment drainage system is in accordance with Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia (Geoscience Australia), 2019.

Element 8. Water Quality Management

Objective

- Development minimises disturbance to natural stream systems; 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 The objectives may be achieved where:		**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P1	Development minimises on site erosion and downstream sediment deposition.	A1.1	An Erosion and Sediment Control Plan is included with any development application. It must be prepared by a suitably qualified and experienced professional using the 'Blue Book – Managing Urban Stormwater: Soils and Construction' and address the existing site, proposed development and the protection of the environment, adjoining properties and infrastructure.
		A1.2	Adequate provision is made for measures during construction to ensure the landform is stabilized and erosion is controlled.
P2	Development 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	Development manages stormwater discharges and pollutants by including, but not limited to, one or more of the following elements: • Rainwater tanks on each lot; • Gross pollutant removal prior to discharging to basins; and • Bio-retention areas.

Element 9. Environmental Management

Objective

- Development is designed and sited to avoid environmental impacts;
- Development is designed to address any contamination;
- Development is designed and managed to prevent potential sources of groundwater contamination and salinity; and
- Appropriate landscaping and engineering designs are utilised to minimise groundwater risks.

Performance Criteria The objectives may be achieved where:		**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P1	Development minimises the impacts to groundwater through construction of roads and drainage.	A1.1	Road drains and outlets are designed to avoid large volumes of runoff infiltrating the ground at any one location.
		A1.2	Runoff from roads and other hard areas are discharged to a drainage network.
P2	Drainage infrastructure is of a standard that limits the potential for leakage and recharge of groundwater.	A2.1	A Salinity and Groundwater Assessment Report is included with any Development application.
		A2.2	Detention/drainage basins (if required) are lined with compacted impervious clay to avoid local recharge.
P3	Potential site contamination issues are adequately identified and remediated.	A3.1	Development complies with the State Environmental Planning Policy (Resilience and Hazards) 2021.
		A3.2	All contamination investigations and remedial action plans must be undertaken at the Development Application stage. It must be undertaken by a suitably qualified consultant and in accordance with the NSW EPA Contaminated Land Guidelines.
P4	Development on bushfire prone land protects life and does not increase bushfire risk management and maintenance responsibilities.	A4.1	Development on the land identified as bushfire prone complies with the bush fire protection measures in the NSW RFS's *Planning for Bush Fire Protection Guideline 2019* (or equivalent).

Element 10. Development near the Dubbo Regional Airport

Objectives

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

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development does not impact the safety and ongoing efficiency of the Dubbo Regional Airport.	A1.1 Development applications include information detailing compliance with the National Airports Safeguarding Framework. A1.2 Development does not impact PANS-OPS for the Dubbo Regional Airport. A1.3 Development in the vicinity of the airport does not protrude into the Obstacle Limitation Surface (OLS): • cranes do not penetrate 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. A1.4 Any lighting associated with development in vicinity of the airport may be subject to lighting limitations as advised by CASA. A1.5 Development takes into consideration any amenity impacts resulting from the airport operations, including but not limited to noise and vibration. A1.6 Development, including any drainage basins, minimises the hazard to aircraft operations created by the presence of birds and or animals resulting from the development, and does not attract wildlife. A1.7 Development does not release emissions that could cause air turbulence or reduce the visibility or operation of aircraft engines. A1.8 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; and • contains a reflective surface that will interfere with the functioning of the airport.

2.2. Residential Design Controls

This section is designed to encourage 'best practice' solutions for the design and development of dwelling houses and dual occupancy development.

The objectives of this section are:

- Development integrates with, is well-connected to, and enhances the vision and desired future character the North-West Urban Release Area;
- A mix of dwelling sizes are provided to complement the character of the area and provide accommodation for all sectors of the community; and
- Low density residential accommodation is facilitated with economic use of infrastructure.

This section lists design elements under the following headings:

Element 1	Architectural Design and Streetscape Character
Element 2	Building Envelopes
Element 3	Infrastructure
Element 4	Solar Access
Element 5	Visual Privacy and Acoustic Impacts
Element 6	Vehicular Access and Car Parking
Element 7	Waste Management
Element 8	Fencing
Element 9	Detached Development

Element 1. Architectural Design and Streetscape Character

Objectives

- Development is designed to create an attractive neighbourhood;
- Development creates visual interest through articulation and varied design features;
- Development is consistent with the desired future streetscape and neighbourhood character; and
- A mix of dwelling sizes are provided to accommodate the needs of the community and encourage a diversity of built form design.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development is designed to: • respect and reinforce the positive characteristics of the neighbourhood; • ensure the frontage of buildings and their entries are apparent from the street; • ensure walls visible from the street are adequately detailed for visual interest; • provide a range of lot sizes to suit a variety of household types and forms of development; and • promote better walkability, improve access to amenities and enhance overall connectivity in the Precinct.	A1.1 The primary frontage façade of development addresses the street and incorporates a visible front entrance and door. A1.2 At least three of the following design features are incorporated into the primary frontage façade: • façade articulation and detailing with varying building materials, patterns, textures, and colours; • entry feature or porch; • awnings or other features over windows; • balcony treatment to any first floor element; • recessing or projecting architectural elements; • bay windows or similar features; and • verandah, eaves, pergolas and parapets above garage doors. A1.3 Development located on a corner lot is designed to face each street frontage. A1.4 Walls longer than 10 metres are articulated with a variation of more than 600mm for a minimum length of 4 metres.
P2 Roofs materials minimise glare, particularly for those near the Dubbo Regional Airport.	A2.1 Black/dark/other strong coloured roofs, or roofs that absorb heat, will not be supported. A2.2 Services which penetrate the roof and flashing should be painted or finished in a material that is consistent with the roof colour.
P3 Dual occupancy development and densities are appropriate and compatible with the local context.	A3.1 Dual occupancies are not located on a battle-axe lot. A3.2 Dual occupancies are not designed as ‘mirror image’.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Garages and parking structures are located and designed to ensure they: • integrate with features of the dwelling; • do not dominate the street frontage.	A4.1 Development is designed to highlight the entry and front rooms rather than the garage. A4.2 Large parking areas are broken up with trees, buildings or different surface treatments. A4.3 Garages and parking structures are located so that the front windows of development are not obscured.

Element 2. Building Envelopes

Objectives

- The setback of development from the property boundaries, the height and length of walls, site coverage and visual bulk are appropriate for a residential neighbourhood;
- Habitable rooms and private open space of dwellings within and in adjacent sites receive adequate sunlight, ventilation and amenity;
- Each lot has sufficient area for landscaping and deep soil planting areas;
- The quality of the built environment is enhanced through landscaping;
- Private outdoor open space is well-integrated with development and is of sufficient area to meet the needs of occupants; and
- Private open space provides a pleasant, safe and attractive level of residential amenity.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development is designed to ensure: • setbacks are consistent with the desired low density character of the locality; • the height, bulk and scale reflects the intended use and is consistent with the desired character of the locality; • landscaping is appropriate in nature and scale for the site and the local environment; and • there is an appropriate area for landscaping and private open space.	A1.1 Development complies with development standards outlined in **Table 1**. A1.2 Development has a maximum height of 8 metres above existing ground level to the underside of eaves at any point. A1.3 Development does not exceed two storeys.

	Dwelling house		Dual occupancy
Lot range	**≥ 600m² < 900m²**	**> 900m²**	**≥ 600m²**
Setbacks			
Front setback (minimum)	4.5 metres from the front property boundary	6 metres from the front property boundary	4.5 metres from the front property boundary
Secondary frontage setback (minimum)	3 metres		
Side setback – Ground floor (minimum)	0.9 metres	1.5 metres	0.9 metres
Side setback – First floor (minimum)	1.5 metres	2 metres	1.5 metres
Rear setback	3 metres		
Garage setbacks			
Front and secondary setbacks (minimum)	5.5 metres to the façade of the garage 1 metre behind the building façade for single or double garages 2 metres behind the building façade for third garage		
Percentage of dwelling frontage	The width of a garage shall not be greater than 50% of the total width of the lot measured at the building façade line.		
Garage width (maximum)	3 metres (single garage) 6 metres (double garage) 9 metres (triple garage)		
Car parking requirements			
Parking requirements (minimum)	1 bedroom dwelling – 1 garage space 2 or more bedroom dwelling – 2 parking spaces, with at least 1 garage space		
Landscaping requirements			
Landscaped area (minimum)*	15% of the lot area	35% of the lot area	20% of the lot area
	A minimum of 25% of the area forward of the building line must be landscaped area. A minimum of 50% of the area behind the building line must be landscaped area. Areas less than 3 metres in width are not to be included in the calculation of landscaped area.		
Principal private open space (minimum)*	25m² with a minimum dimension of 5 metres. All principal private open space is directly accessible from the main living area. 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.		

Table 1 – Development Controls

** Landscaped area and principal private open are defined in the Dubbo Development Control Plan 2013.*

Element 3. Infrastructure

Objectives

- Infrastructure has the capacity or can be economically extended to accommodate new development;
- Development is designed to take advantage of existing physical and social infrastructure;
- Development is provided with appropriate physical services; and
- Development captures and retains roof water and stormwater to minimise run-off to stormwater drainage systems.

Performance Criteria The objectives may be achieved where:		**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P1	Development does not overload the capacity of public infrastructure including reticulated services, streets, open space and human services.	A1.1	Infrastructure is provided in accordance with: • Council's adopted version of AUS-SPEC; and • the requirements of the appropriate relevant authority.
P2	Development is connected to reticulated sewerage, water supply, electricity, telecommunications and natural gas as appropriate.	A2.1	Development is connected to: • Council's reticulated water supply, sewerage and stormwater drainage system in accordance with Council's adopted version of AUS-PEC and relevant policies; • Electricity in accordance with the requirements of the appropriate authority; and • Telecommunications system and the National Broadband Network Infrastructure in accordance with the requirements of the appropriate authority.
P3	Stormwater leaving the site does not exceed the capacity of the stormwater system.	A3.1	Development incorporates minimal impervious areas and is limited to the capacity of Council's stormwater system.
		A3.2	Stormwater is not directed onto neighbouring lots.
		A3.3	Finished lot levels allow for a stormwater overland flow path through the lot.
		A3.4	Rainwater and stormwater should be captured, stored and reused on site where possible.
P4	Development conforms to the natural land forms and site constraints without the need for excessive excavation and/or fill.	A4.1	Excavation and/or filling does not change the natural ground level of the site by more than 1 metre.

Element 4. Solar Access

Objectives

- Development provides an acceptable level of solar access for occupants;
- Development does not significantly impact on the solar access and amenity of adjoining and adjacent lots; and
- Habitable rooms and private open space on the lot/s and adjacent lot receive adequate sunlight, ventilation and amenity.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development is designed to ensure solar access is available to habitable rooms, solar collectors, private open space and clothes drying facilities on the lot and adjoining lots.	A1.1 Shadow diagrams are submitted for any development above single storey, and are prepared for 9am, 12pm and 3pm on 22 June. A1.2 Dwellings are sited to minimise overshadowing to the private open space areas of adjoining residential lots. A1.3 On lots with an east-west orientation, 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 development. A1.4 Outdoor clothes drying area/s are located to ensure adequate sunlight and ventilation are provided between the hours of 9 am and 3 pm on 22 June to a plan of 1 metre above the finished ground-level under the drying lines. A1.5 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. A1.6 Principal private open space of adjoining development receives a minimum of four hours solar access over 75% its area between 9 am and 3 pm on 22 June. A1.7 Landscaping is designed to ensure that when mature, required areas of private open space on adjoining allotments maintain solar access on 22 June.

Element 5. Visual Privacy and Acoustic Impacts

Objectives

- Development is designed to limit overlooking into private open space of adjoining development;
- Noise within each dwelling and noise from communal areas or shared facilities affecting nearby dwellings is contained; and
- Internal living and sleeping areas are protected from inappropriate levels of external noise.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Private open spaces and living rooms of adjacent development are protected from direct overlooking by an appropriate layout, screening devices and distance.	A1.1 Windows of habitable rooms with an outlook to habitable room windows in adjacent development within 10 metres: • have a sill height of 1.5 metres above floor level; • have fixed obscure glazing in any window pane below 1.5 metres above floor level; and • are offset a minimum of 1 metre from the edge of the opposite window. A1.2 Screens are solid, translucent or perforated panels or trellis which: • have a minimum of 25% openings, • are permanent and fixed, • are of durable materials such as galvanised steel, iodised aluminium or treated timber, and • are painted or coloured to blend in with the surrounding environment. A1.3 Windows and balconies do not overlook more than 50% of the private open space of any adjoining development. A1.4 Balconies on the first floor are screened to a height of 1.7 metres above the finished floor level along the side and rear boundaries to prevent noise and overlooking.
P2 Development minimises the transition of noise to and between habitable rooms of adjoining development.	A2.1 Living rooms or garages do not adjoin or abut bedrooms of adjacent development. A2.2 The plumbing of residential development is separate and contained sufficiently to prevent transmission of noise.

Performance Criteria The objectives may be achieved where:	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
	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. A2.4 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.
P3 Development achieves an acceptable noise environment and reduces the impacts of noise on sensitive receivers.	A3.1 Dwellings within close proximity to collector roads locate non-habitable rooms on the noise affected side, and enable doors to be sealed off from living areas and bedrooms. A3.2 Where a landscape buffer is proposed as part of acoustic treatments, it is designed, constructed and maintained in accordance with the following: • 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; and • Plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the buffer. A3.3 Noise attenuation measures must not adversely impact upon passive surveillance, active street frontages and energy efficiency.

Element 6. Vehicular Access and Car Parking

Objectives

- Adequate and convenient parking is provided for residents, visitors and service vehicles.
- Street and access ways provide safe and convenient vehicle access to dwellings and can be efficiently managed; and
- Parking and traffic difficulties are avoided in the development and the neighbourhood.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Car parking facilities are designed and located to conveniently and safely serve users including pedestrians, cyclists and vehicles.	A1.1 Accessways 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. A1.2 The layout and dimensions of car parking areas, access ways, driveways, roadways and manoeuvrability areas comply with Australian Standard AS2890.1-2004, AS2890.2 and AUSTROADS. A1.3 Car spaces, accessways and driveways are formed, defined and drained to a Council drainage system and surfaced with: • An all-weather seal such as concrete, coloured concrete, asphalt or mortared pavers; and • Stable, smooth, semi-porous paving material (such as brick, stone or concrete pavers) laid to the paving standard of light vehicle use.
P2 Driveways, car parks and access points are of a suitable construction.	A2.1 Driveways are located clear of stormwater pits, street light poles, water meters and landscaping.
P3 Standing and turning areas for service, emergency or delivery vehicles are provided where access from a public street is remote or difficult.	A3.1 Access ways are designed to cater for an 'AUSTROADS 8.8 metres length Design Service Vehicle'.

Element 7. Waste Management

Objectives

- Waste collection operations are carried out in a safe manner;
- Development considers the design of disposal and management of waste generated onsite throughout all stages of the development;
- The amount of waste being sent to landfill is reduced, and opportunities for reuse and recycling are maximised; and
- Waste disposal is carried out in a manner which is environmentally responsible and sustainable.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Waste collection vehicles must be able to enter and exit the site without the need to reverse.	A1.1 Road design and engineering specifications accommodate waste collection vehicles in line with the Council's engineering standards.
P2 Design and construction approaches and techniques minimise waste.	A2.1 A Waste Management Plan is included with any development application. It must include accurate site specific details in relation to demolition/site preparation, construction, use of premises and on-going management as applicable.
P3 Domestic solid waste is disposed of in an environmentally responsible and legal manner.	A3.1 Development participates in Council's garbage, recycling and organic materials collection service.
P4 Adequate space is provided to store waste collection bins in a position which will not adversely impact upon the amenity of the area.	A4.1 Sufficient space is provided on site for loading and unloading of wastes. This activity is not undertaken on any public place. A4.2 Development has a sufficient waste collection area at the front of the lot that is suitable for the storage of three bins to be collected that doesn't obstruct traffic flows, vehicle entry to the property, pedestrian movements or landscaping. A4.3 Each lot must identify a waste collection area that is suitable for the presentation of three bins to be collected. The waste collection area must be 3.5m wide per dwelling and be clear of kerbside vehicle parking and vegetation. A4.4 Garbage bin storage and collection areas are located behind the front building line and are screened from view.

Element 8. Fencing

Objectives

- Fencing is of a high quality and does not detract from the streetscape;
- Rear and side fencing assists in providing privacy to private open space areas; and
- Fencing does not affect vehicle, pedestrian and cyclist visibility at intersections.

Performance Criteria The objectives may be achieved where:		**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P1	Fencing: • is consistent with the existing character of the area; • reflects the local streetscape; and • does not cause undue overshadowing of adjoining development.	A1.1	Fences are articulated and softened with the use of landscaping. A1.2 Fences are constructed of materials which are consistent with those used in development on the site and adjoining developments. A1.3 Barbed, razor wire, electrical, solid metal panels or chain wire fencing are not permitted.
P2	Fences enable outlook from the development to the street or open space to facilitate casual surveillance and safety.	A2.1	Fences forward of the building line have a maximum height of: • 1.2 metres if solid or less than 20% transparent; or • 1.5 metres if greater than 50% transparent. A2.2 Fences on the secondary frontage have a maximum height of 1.8 metres for 50% of the length of the boundary of the secondary road, measured from the corner splay of the primary road boundary. A2.3 Fences on the secondary frontage are setback and articulated, and provided with vegetation screening.
P3	Fencing on corner lots does not impede visibility at the intersection.	A3.1	Fencing on corner lots is either splayed, setback, reduced in height or transparent to maintain visibility for vehicles, pedestrians and cyclists. The extent of the splay will be determined by Council in consideration of the characteristics of the road and the radius of the kerb return.
P4	Gates are designed to ensure pedestrian, cyclist and vehicle safety.	A4.1	Where a driveway is provided through a solid fence, adequate visibility for the driver is maintained.
P5	Solid fences along public open space areas are avoided.	A5.1	Fences along the boundary of a public open space area are open, low hedges or incorporate permeable vegetation.

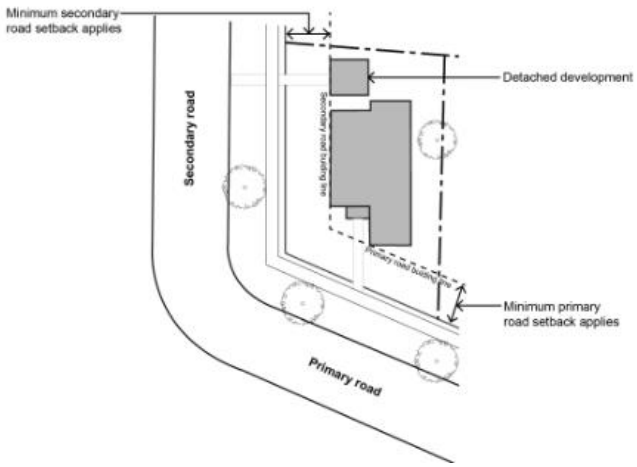
P6	Fences along battle-axe handles do not impact the amenity of both the lot and the neighbouring lots.	There are no acceptable solutions.
P7	Fences do not interfere with stormwater flows across the site.	There are no acceptable solutions.

Element 9. Detached Development

Objectives

- Detached development, outbuildings, sheds and garages integrate with development on site;
- Detached development maintains appropriate private open space;
- Detached development is of a scale, size and character that is appropriate for the urban environment and the size of the lot; and
- Detached development does not detrimentally impact upon the amenity of adjoining residents.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Detached development is of a height reflecting its intended use and in keeping with the urban environment.	A1.1 Detached development has a maximum height of 4.5 metres above existing ground level. Note: Building height is defined in the Dubbo Regional LEP 2022.
P2 Detached development has a floor area that: • is proportionate with the size of the lot; and • maintains sufficient private open space.	A2.1 The maximum gross floor area (GFA) of all detached development is: Lot size — GFA 200m^2 – 300m^2 — 36m^2 > 300m^2 - 600m^2 — 60m^2 > 600m^2 – 900m^2 — 90m^2 > 900m^2 – 1500m^2 — 120m^2 > 1500m^2 – 2000m^2 — 150m^2 > 2000m^2 — 180m^2 A2.2 Detached development maintains the overall principal private open space and private open space area in accordance with **Element 2**.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P3 Detached development is appropriately sited to minimise impacts on the streetscape.	**A3.1** Detached development is located behind the building line of a dwelling house that is adjacent to any primary road or secondary road.  A3.2 Detached development maintains the setback requirements of **Element 2**.
P4 Detached development is appropriately setback from the side and rear boundaries.	A4.1 Detached development is setback a minimum of the following from the side and rear boundaries: Setback — Wall height 0.5 metres — 2.4 metres 0.9 metres — 2.7 metres 1.5 metres — 3.0 metres 2.1 metres — 3.6 metres Note: Wall in this clause refers to a generally vertical external portion of a building that supports the roof structure, and includes a gable end, column or pier. A4.2 Detached development maintains the setback requirements of **Element 2**.

2.3. Landscaping Design Controls

This section is designed to ensure landscaping can be strategically developed and maintained to optimise the standard of the estate's presentation, and increase its attractiveness to both potential residents and visitors. Landscaping can help define boundaries, reduce traffic speeds and provide shade.

The objectives of this section are:

- Development preserves significant trees and natural vegetation;
- Landscaping provides a pleasant, safe and attractive level of amenity and contributes to the identify and environmental health of the community;
- Landscaping is aesthetically pleasing, cost effective and has minimal risk to the public;
- Landscaping softens the visual impact of development;
- Natural features and vegetation are emphasized in the design of development;
- Appropriate plant species are utilised that are environmentally sustainable and offer effective water management; and
- Streetscape components do not detrimentally affect solar access to development.

Performance Criteria The objectives may be achieved where:	**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Landscaping is appropriately designed, well suited to the site and able to be maintained as per Council's guidelines.	A1.1 A Landscape Plan and Planting schedule is included with any development application for subdivision or dual occupancy. It must be prepared by a suitability qualified person, and: • show indicative plantings; • identify the scientific name of all plant material; • identify the height and characteristics of plant material at maturity; • identify the maintenance regime. • specify irrigation systems for maintenance, referencing Council's current standards; • show planting specifications showing staking, hole preparation, depth and root control devices; and • Indicate any land proposed to be dedicated to Council and the location of the landscaping on that site. A1.2 Landscaping is provided in accordance with the requirements of Council's Community, Culture and Places Division and any applicable Tree Planting Standards. A1.3 Landscaping is 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.

Performance Criteria The objectives may be achieved where:		Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P2	Development is designed to maintain the amount of existing and native vegetation.	A2.1	Existing native and significant trees are retained and integrated into the development. Development applications include sufficient documentation to highlight that any relevant vegetation and biodiversity legislation is complied with.
P3	Landscaping is: • functional and meets user requirements for privacy, solar access, shade and recreation; and • undertaken in an environmentally sustainable manner which limits time and costs associated with maintenance.	A3.1	Landscaping uses locally endemic species or species with a proven tolerance to the local climate and conditions. Landscaping avoids species that have the potential to become an environmental weed or are known to be toxic to people or animals. Landscaping requires low maintenance and minimal watering, and does not impact salinity or ground water levels by encouraging over-watering. The height and density of vegetation at maturity screens and softens the development. Landscaping on bushfire prone land is designed and maintained to the standard of an Inner Protection Area. Sensors are used to control watering systems.
P4	Landscaping is designed and located to not negatively impact built infrastructure, development on the site or adjoining sites.	A4.1	Landscaping does not restrict vehicle sightlines. Landscaping incorporates elements such as root barriers or appropriate species to prevent damage to the built infrastructure. Landscaping does not reduce: • casual surveillance • the level of solar access enjoyed by adjoining development; and • the safety of vehicles, pedestrians and cyclists.
P5	Development under construction does not damage or destroy vegetation.	A5.1	Protective measures are provided around trees during site work and construction in accordance with Australian Standard AS4970-2009.
P6	Landscaping is selected and located to minimise the risk to maintenance personnel, and the public.	There are no acceptable solutions.	

Performance Criteria The objectives may be achieved where:		Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
P7	Landscaping does not interfere with waste collection areas or vehicles.	There are no acceptable solutions.