



**Draft  
Clearmont Rise  
Development Control Plan  
2023**

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# Introduction

## 1.1 Name and application of this Plan

This Development Control Plan is known as Clearmont Rise Development Control Plan 2023.

## 1.2 Land to which this Plan applies

This Plan applies to land within parts of Lot 22 DP 1038924, 13L Narromine Road, and Lot 7 DP 223428, Jannali Road, Dubbo being within the Central West Dubbo Urban Release Area as outlined in red. It can also be extended to apply to future development on Lots 51 and 52 DP 1028071, 12L Narromine Road and 25A Jannali Road, Dubbo adjoining the land.

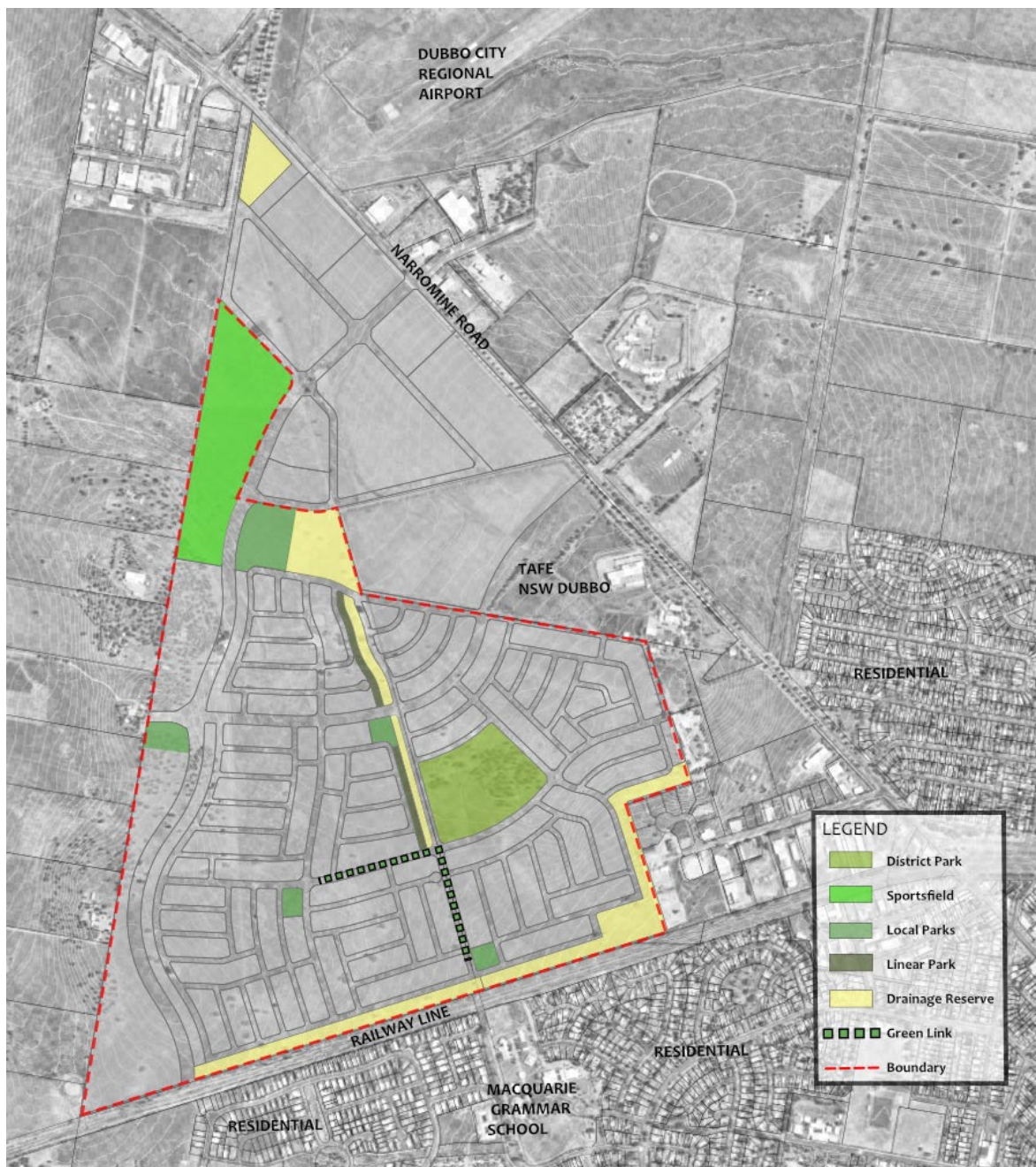


Figure 1 Area to which this plan applies bordered in red

### **1.3 The Vision and Desired Future Character**

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

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

- (a) Delivery of key roads as included in the Dubbo Transport Strategy,
- (b) Provision of new open space areas and green linear corridors to maximise pedestrian and cycle access as well as incorporate infrastructure, where appropriate, including stormwater drainage,
- (c) Buffers or controls for future development at the interfaces to other land uses and noise producing activities on adjoining land,
- (d) To preserve existing trees and introduce tree planting in streets, open spaces and linear parks to help mitigate urban heat,
- (e) Promote quality urban design outcomes within the context of environmental, social and economic sustainability.

### **1.4 Statutory context**

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

The Plan was adopted by Council and commenced on XXXXXXXX.

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

## 1.5 Relationship to other plans and documents

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

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

- applicable Development Contributions Plans,
- any Planning Agreement made between the landowners and Council as relevant to the assessment of a development application, and;
- the relevant sections of the Dubbo Development Control Plan 2013.

## 1.6 Supporting Studies

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

- *Urban Design and Master Plan prepared by Sitios*
- *Traffic Impact Assessment prepared by Amber Traffic and Transport*
- *Open Space and Community Infrastructure Assessment prepared by CRED*
- *Ecological Assessment prepared by Lodge Enviro*
- *Bushfire Assessment prepared by Building Code and Bushfire Hazard Solutions*
- *Water Cycle management, subdivision design and service prepared by MAKER ENG*
- *Acoustic Assessment prepared by Acoustic Logic*
- *Landscape for public domain areas – Streets and Parks prepared by Ground Ink*
- *Geotechnical and Contamination prepared by Geotesta*
- *Archaeological Report prepared by Apex Archaeology*
- *Aboriginal Cultural Heritage Assessment Report prepared by Apex Archaeology*
- *Preliminary Market Potential for retail and supporting non retail floorspace prepared by Location IQ*
- *Utilities Service Report, Clearmont Rise, 13L Narromine Road & Lot 7 Jannali Road Dubbo prepared by MAKER ENG*
- *Dubbo Regional Council Open Space Masterplan 2018*

## 1.7 How to use and navigate this DCP

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

- A. Staging and Implementing the Urban Structure** – This section progressively seeks to create an urban landscape that includes the embellishment of land to preserve and manage natural systems, create active and passive open spaces, and implement an accessible road and open space network.
- B. Subdividing Street Blocks** – This section guides subdivision of the street blocks created by the road system, creating lots consistent with the end use.
- C. Delivering Built Form** – This section guides the final building form on the lots including setbacks, built form principles, landscaping and lot sustainability initiatives.

Each part identifies the key planning issues that Council will consider when assessing development applications for that stage of the development. Each planning issue identified is structured to provide a clear understanding of Council's expectations for the proposed development as shown in the table below:

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



## 2.0 Section A – Staging and Implementing the Urban Structure

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

### 2.1 Staging

An important consideration for the release is the staging of release which is shown on **Figure 2**. Each Stage should implement the works required to build on the urban structure and extend important infrastructure to future stages.

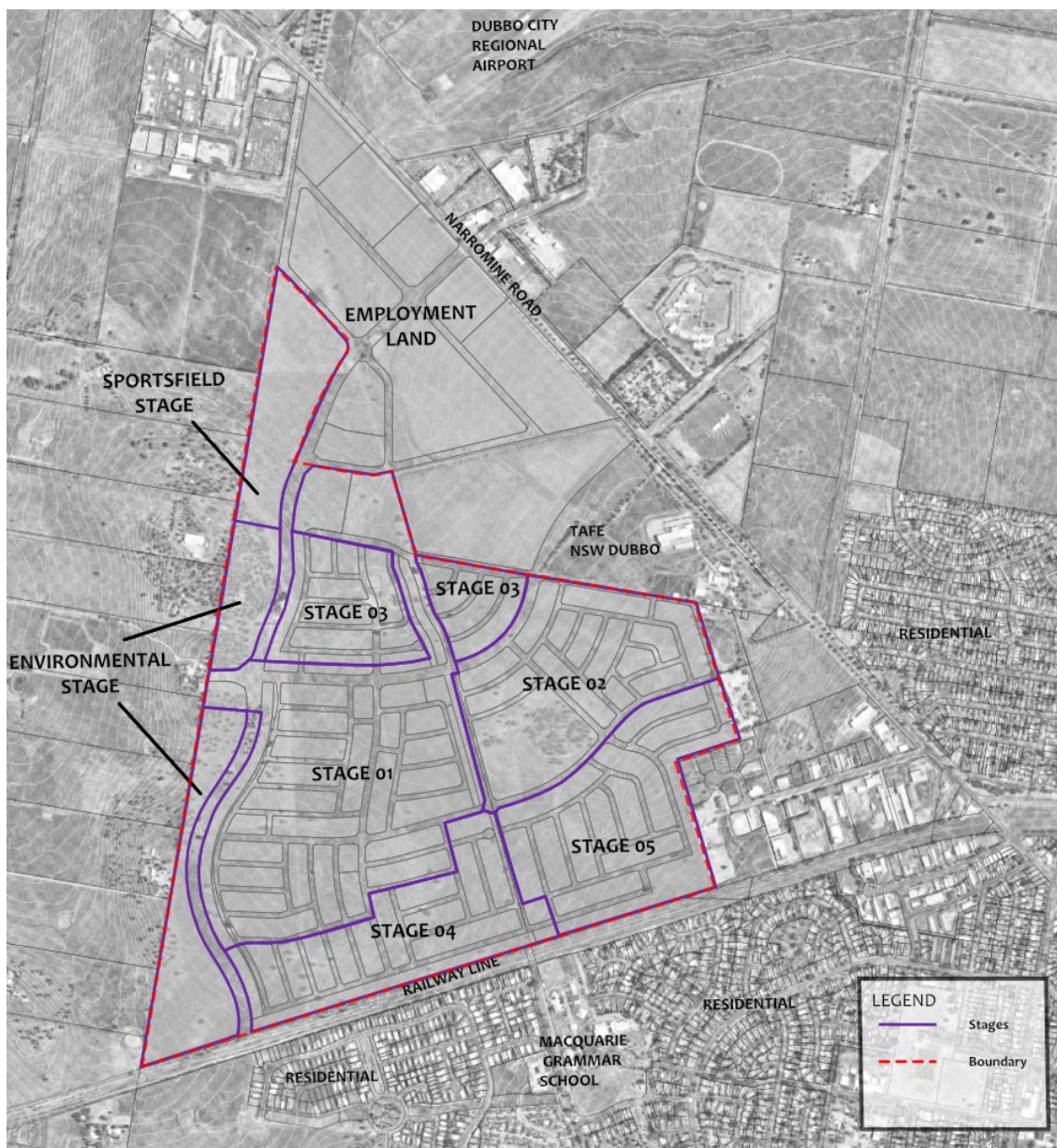


Figure 2 Staging Plan

It is anticipated that Stage 1 will address the extension of key utility services to the site, access to the area by extension of the North-South arterial road from the employment land to the north to the East West sub arterial road. Stage 1 also includes local roads, provision of a linear park through the land including drainage infrastructure and three local parks, with each park being at least 0.5ha in area.

After Stage 1, the roll out of stages is not dependent on infrastructure sequencing. However, the likely delivery will be in accordance with the Staging Plan as follows:

- Stage 2 – will deliver local roads, the extension of the east West Sub Arterial to the TAFE boundary and a district park that preserves existing trees.
- Stage 3 – will deliver local roads and infrastructure and residential development.
- Stage 4 – will deliver local roads, a linear park along the southern boundary, the relocation of the electricity easement to land adjacent to the railway line, and a local park.
- Stage 5 – will deliver local roads and a linear park along the southern and eastern boundaries.
- Stage - Sports Field Park – will deliver the sports fields for the release, and be delivered after Stages 1-3 and before Stage 5, or as otherwise agreed to by Council.
- Stage - Environmental – this land primarily zoned R5 Large Lot Residential and a small part R2 Low Density Residential and is constrained containing areas of biodiversity with extremely limited development potential for subdivision. Any future applications for residential in this stage will need to demonstrate that environmental values are appropriately addressed.

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

## **2.2 Implementing the Urban Structure**

Development of each stage will be generally consistent and deliver the urban infrastructure as shown in the urban structure at **Figure 3**.



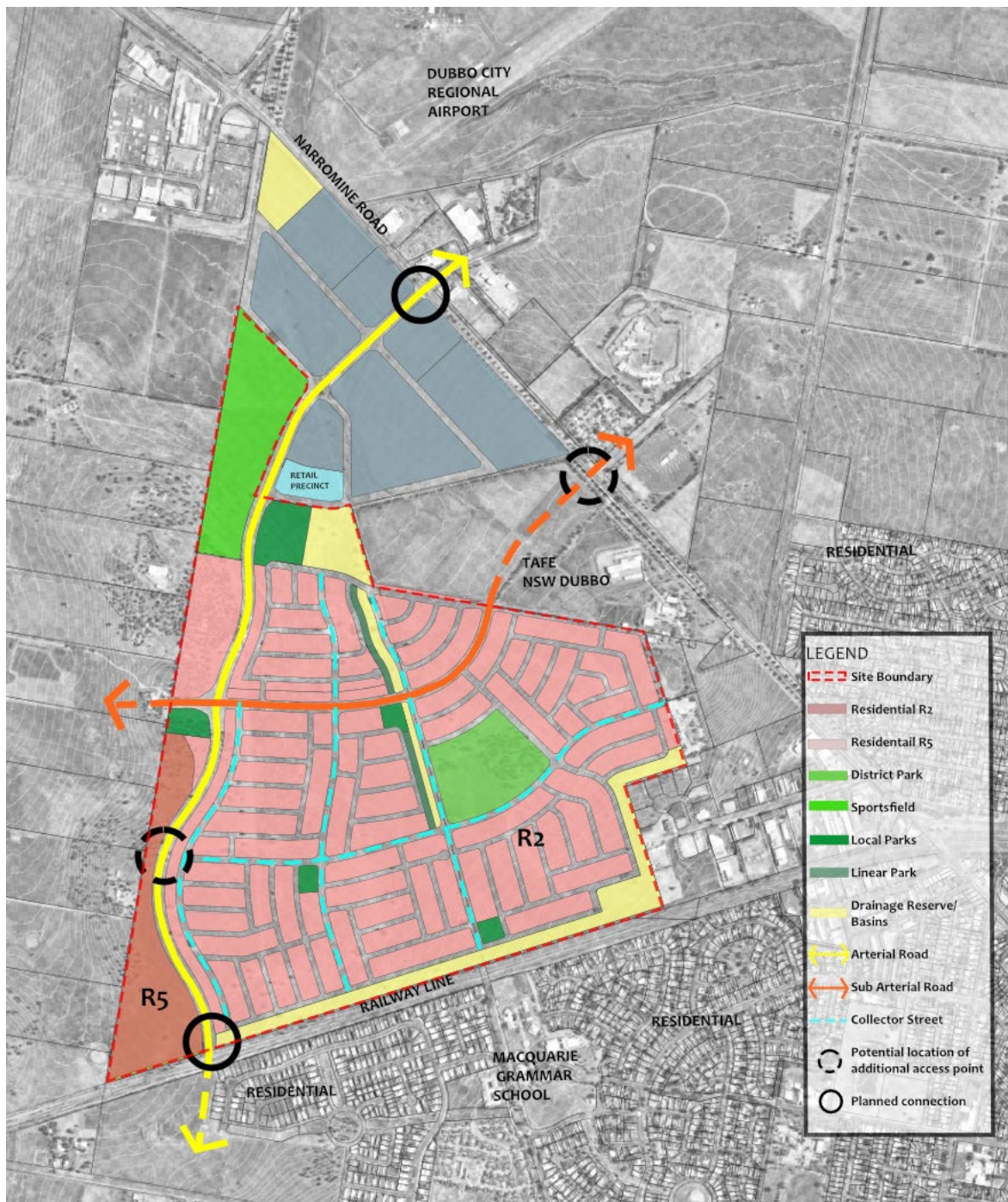


Figure 3 Structure Plan

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

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

## **2.3 Initial Earthworks**

### **Objectives**

- a) To create an appropriate landform across the development which allows for a high quality and accessible living environment; tied seamlessly into local and district open space areas within the development and adjoining natural areas.

### **Performance Measures**

These objectives may be achieved where:

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

## **2.4 Preserving Natural Elements and Stormwater Drainage Systems**

### **Objectives**

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

### **Performance Measures**

These objectives may be achieved where:

- a) The stormwater management regime includes a treatment train incorporating piped drainage, open channels and basins within open spaces to achieve a minimum percentage reduction of stormwater pollutants and ensure peaks flows do not increase as a result of development.
- b) Open channels to convey stormwater are to be located within minimum 20m wide drainage reserves. Where located next to linear parks, the parks will also have a width of no less than 20m that also accommodate cycleway/pedestrian paths and landscaping.
- c) The continuous base flows within the open channel system are managed with a low flow pipe system.
- d) Post development peak flows (up to and including the 1% AEP storm event) are limited to 'pre-development' levels.

- e) The stormwater drainage system has the capacity to convey stormwater flows resulting from the relevant design storm under normal operating conditions, taking partial minor system blockage into account.
- f) Development must not alter the site's stormwater drainage characteristics in a manner that may cause nuisance or damage to downstream property.
- g) The stormwater management plan is to manage frequent base flows discharging at the outlet of the development to ensure it doesn't further exacerbate existing drainage issues downstream of the development.
- h) The land is situated adjacent to the Dubbo Regional Airport. Any stormwater infrastructure shall be designed and placed in a manner to ensure the safe operations of the Airport are not impacted.

### **Development Controls**

- 1) Stormwater is to be piped from the development's southern catchment to existing stormwater pipe systems located in Thompson Street, approximately opposite Menzies Avenue, Dubbo.
- 2) The northern basin is to accept and manage flows from the entire catchment identified by the blue polygon in **Figure 4**, including stormwater discharge from neighboring properties. Stormwater discharge under Narromine Road is to meet pre-existing conditions.
- 3) The open channels and basins are generally consistent with that represented in the Indicative Water Management Plan at **Figure 4**. Open channels and basins must not replace the usability of Open Space areas.



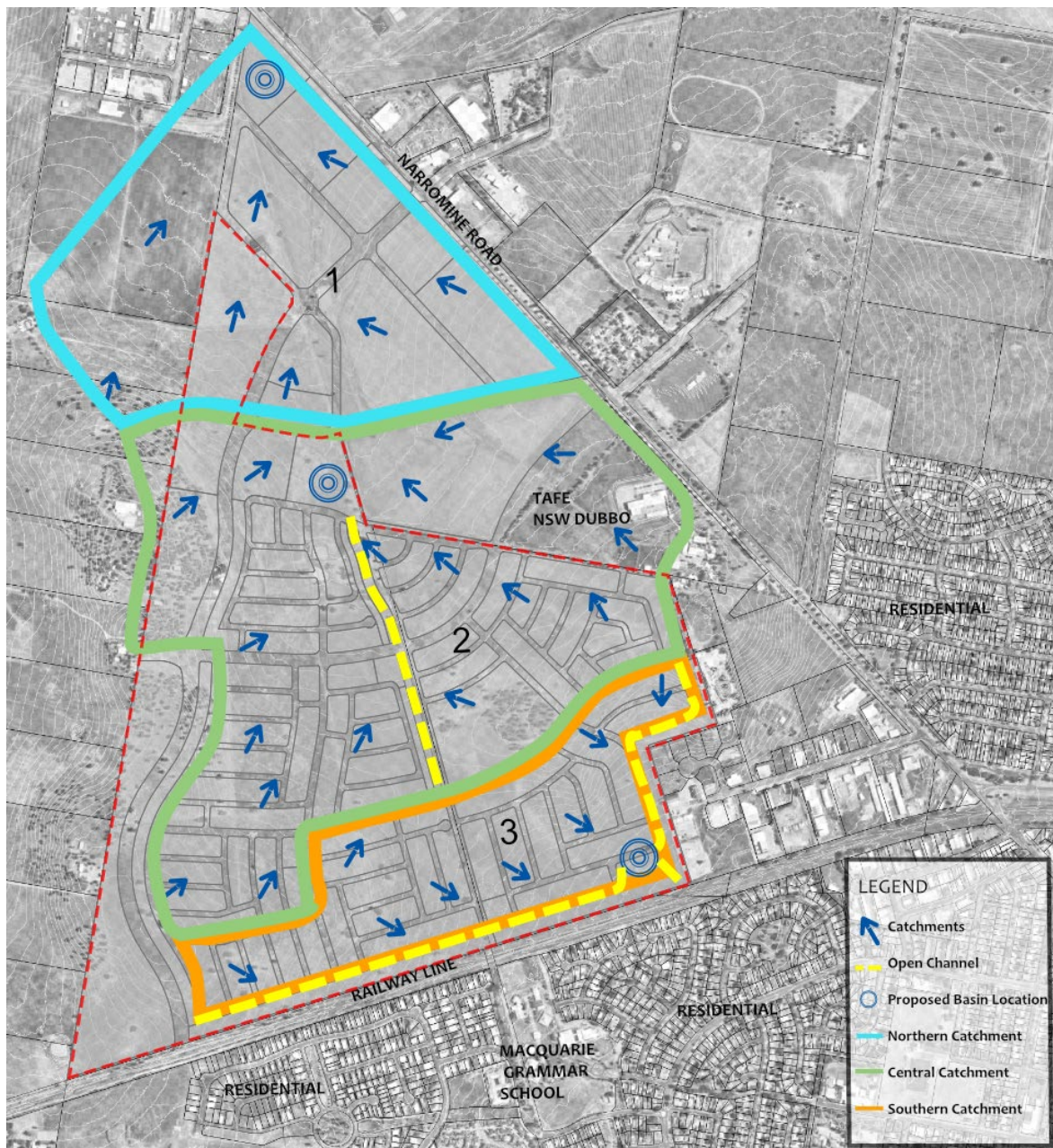


Figure 4 Indicative Water Management Plan (including Industrial Land to the north)

- 4) The final size of basins ensures peak flows do not increase as a result of the development.
- 5) A Water Cycle Management Strategy is to be prepared and provided to Council prior to Stage 1 and is to achieve the reduction of stormwater discharge and pollutants by including the following elements:
  - Rainwater tanks on each lot.
  - Gross pollutant removal prior to discharging to basins.
  - Bio-retention areas.
  - Detention basins.

- 6) The stormwater management regime should achieve the following reductions:
  - Total Suspended Solids (TSS) – 85% reduction.
  - Total Phosphorus (TP) – 65% reduction.
  - Total Nitrogen (TN) – 45% reduction.
  - Litter - 90% Reduction.
- 7) The design and construction of the stormwater drainage system is to be in accordance with the following documents:
  - Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019 and
  - Dubbo Regional Council's adopted AUS-SPEC #1 NSW 1999 Development Specification Series – Design and Construction.
  - Austroad Guidelines - Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface.
- 8) A Sediment and Erosion Control Plan must be prepared for any earthworks, and implemented in accordance with 'Blue Book – Managing Urban Stormwater: Soils and Construction'.
- 9) An allowance to plant within the water retention basins is required for increased canopy coverage and reducing heat island effects.
- 10) The provision of stormwater infrastructure on the land shall be compliant with the National Airports Safeguarding Framework guidelines.

## **2.5 Open Space Network**

### **Objectives**

- a) Provide for a hierarchy of open spaces and connections that will contribute to the overall character of the development. Access and views to nature within and beyond the site will enhance the quality of the urban environment.
- b) To create parks that provide a wide variety of public amenities supporting passive, informal and formal active uses.
- c) To provide for the recreational needs of the community including active recreation and local open spaces within easy access to residents.
- d) To conserve natural features and vegetation on land identified for open spaces and environmental corridors.
- e) Planting within open spaces to balance open areas for recreation and areas for increased tree canopy.

### **Performance Measures**

These objectives may be achieved where:

- a) Open space areas, linear corridors and green links are provided in each stage consistent with the Open Space Network Map at **Figure 5**.



- b) Linear parks including drainage corridors are to include active transport links and other embellishments such as seating and landscaping to increase the use and enjoyment of residents.
- c) Open spaces are to be bordered by streets. Buildings on the adjoining streets provide passive surveillance of parks or sports field areas.
- d) Existing vegetation is to be retained within parks as a priority.
- e) Planting species to be appropriate for the area and include largely low mass planting and canopy trees with clear trunks to maintain passive surveillance of open space areas.



Figure 5 Open Space Network Map



## Development Controls

- 1) District open space for sporting fields and local open spaces are to be embellished in accordance with Council's requirements and the CRED Report.
- 2) Linear parks with drainage infrastructure are to achieve the minimum width of 40m including a 20m wide linear park and 20m wide drainage area. The linear park will provide areas for seating nodes and active transport links.
- 3) Tree species such as *Acacia salicina*, *Eucalyptus blakelyi* and similar native trees and shrubs will be used to create habitat for local wildlife and provide important environmental and ecological connectivity through the development site. Avoid using invasive native scrub species such as *Callitris glaucophylla*. Endemic species as approved by Council's Community, Culture and Places Division.
- 4) Any embellishment must adhere to relevant Council requirements and standards as set out by Council's Community, Culture and Places Division. Embellished minimum areas are described in the Table below:

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

## 2.6 Services and Utilities

### Objectives

- a) To ensure residential areas are serviced with essential public service utilities including water, sewer and electricity in a cost-effective and timely manner.
- b) The servicing strategy for sewer must not rely on discharging to the existing

Thompson Street collection well. A trunk main will need to be considered around the back of the Airport, as identified in the West Dubbo Servicing Strategy.

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

#### **Performance Measures**

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

#### **Development Controls**

- 1) The design and provision of utility services conforms to the requirements of relevant service authorities to each allotment at the full cost of the developer. Services are to be located next to each other in accordance with Council's Policy for trenching allocation in footways (Standard Drawing 5268). All existing overhead power on Narromine Road to be placed underground along the frontage of the development.
- 2) All developmental intersections on the western distributor and the Mitchell Highway are to include Category V3 lighting.
- 3) Servicing for water will need to consider the Dubbo Regional Council Integrated Water Cycle Management Plan (IWCM), reservoir feed zones and whether there is sufficient capacity within the existing West Dubbo Rifle Range reservoir to service this subdivision.

## **2.7 Streets, Movement and Accessibility**

#### **Objectives**

- a) To incorporate a legible road hierarchy for the residential development recognizing the broader strategic road proposals through and external to the site.
- b) To provide a high degree of connectivity within the development area and to adjoining areas for pedestrian, cyclist and bus users to reduce reliance on private vehicles.
- c) Traffic assessments must consider key pieces of infrastructure in the broader traffic network, as identified in the Dubbo Transportation Strategy that will relieve traffic congestion on the Mitchell Highway and Newell Highway. Any traffic assessment will also need to consider the impacts and the timing of such infrastructure as the development progresses.
- d) Where relevant, development must adhere to the *Development near Rail Corridors and Busy Roads– Interim Guideline*.

#### **Performance Measures**

These objectives may be achieved where:

- a) The hierarchy of streets is to give effect to Council's strategic road proposals and provide access to the residential lots reflecting the function and traffic load on each.
- b) Main entry points to the estate to be thoughtfully designed to provide a sense of entry through landscaping treatments. Scale and design of the entry features reflect the significance of the entry point.
- c) The street network is to be a grid system to promote pedestrian and cycle movements, modified only where necessary to respond to environmental constraints or opportunities. Cul-de-sac streets are to be minimised and are to serve no more than 10 lots.
- d) The street network considers the needs of pedestrians and cyclists by ensuring routes provide good connectivity and are suitable for these modes. Active transport links, pedestrian paths and cycleways to be included generally in accordance with **Figure 6**.
- e) Streets provide a logical hierarchy to maximise accessibility to all parts of the community and provide an appropriate response to address key interfaces.
- f) Footpaths and cycle ways are to be provided on at least one verge, are well-lit and located where there is casual surveillance.
- g) Safe street crossings are provided for all street users with safe sight distances and adequate pavement markings, warning signs and safety rails (where appropriate for cyclists).
- h) Any traffic assessment is to clearly indicate traffic volumes on key arterial and sub-arterial roads, as well as key intersections.
- i) Road hierarchy, cross sections and corridors within the development are to be implemented in accordance with the Dubbo Transportation Strategy 2020 and in consultation with Council's Infrastructure division.
- j) The arterial north/south road is to ultimately accommodate 4 lanes on the arterial road in the future. The road to serve this residential release, subject to traffic assessment, is to include Stage 1 pavement as shown in Appendix A to the intersections that connect into release as well as shared cycle ways, utilities and tree planting on the residential side of the development.
- k) An intersection is to be included on the north/south arterial road (western distributor/bypass) toward the southern end of the residential zone, ensuring traffic can take advantage of the southern link to Minore Road. The location of the intersection is to be mid distance between Minore Road and the east/west sub-arterial road, roughly located at the existing crest point on the north/south arterial road. This provides good connectivity for Clearmont Rise to Minore Road, as well as the undeveloped land west of the north/south arterial road. The location of the intersection is to consider the safety of turns, topography and designed to avoid traffic rat runs through the release. Clear road linkages are also to be made to the undeveloped land west of the north/south arterial road. The internal collector and local roads network are to be adjusted to align with this new intersection location.

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

### **Development Controls**

- 1) The roads within the site are to be generally consistent with **Figure 7** and the corresponding street section.
- 2) The road hierarchy is to make provision for the future road and pedestrian connections to Lots 51 and 52 DP 1028071 12L Narromine Road and 25A Jannali Road, Dubbo adjoining to the east.
- 3) Street Sections are provided for the Arterial Road- North South Arterial Road, East-west Sub-Arterial, Collector Streets and Local Streets consistent with Section 2.6.
- 4) Street blocks are to be generally a maximum of 300 metres long and 80 metres deep. Block lengths in excess of 300 metres are considered where pedestrian connectivity, storm water management and traffic safety objectives are achieved.
- 5) Verge widths may vary to accommodate water cycle management measures, paths and landscaping. Shared paths should be set back 800mm from the property boundary and footpaths should be setback 800mm to the property boundary.
- 6) A bus route consistent with **Figure 8**, with bus stops within 400m walking distance of most residents are to be provided.
- 7) The north/south arterial road is to be designed to allow for b-triple road train (36.5m) access along the north/south arterial road and within the industrial area, including all intersections.
- 8) Tree planting must be in accordance with Council's Tree Planting Standards (as adopted). Landscaping plans including street tree planting to be approved by Council.
- 9) Trees to have clearance of minimum 5m from street lights and 3m from storm water entry pits.
- 10) 1 street tree is to be provided per allotment. On corner allotments, 1 street tree is to be provided on each street frontage.



Figure 6 Indicative Pedestrian and Cycle Network



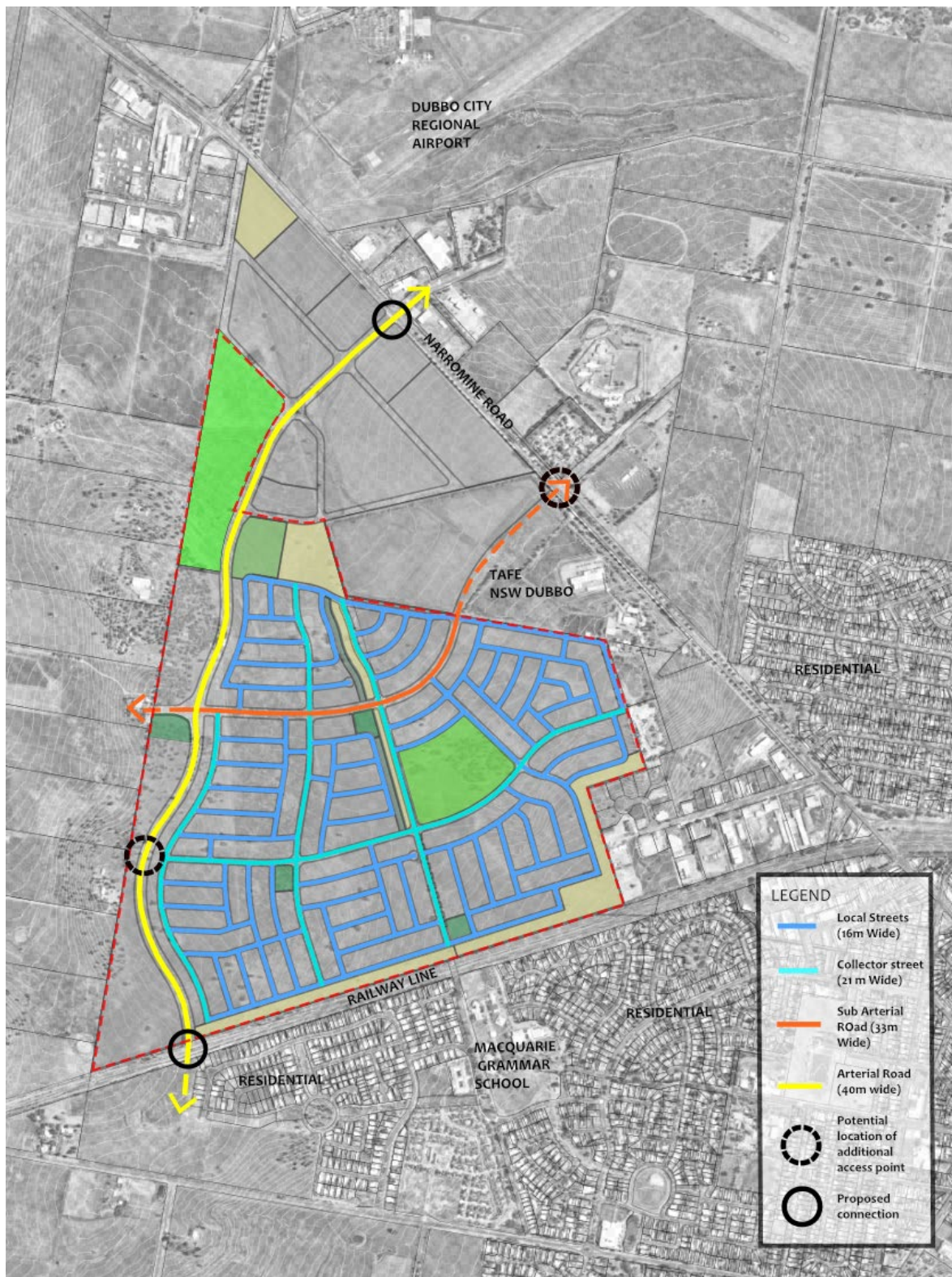


Figure 7 Indicative Road Hierarchy



The road profiles are described further in **Appendix A**.

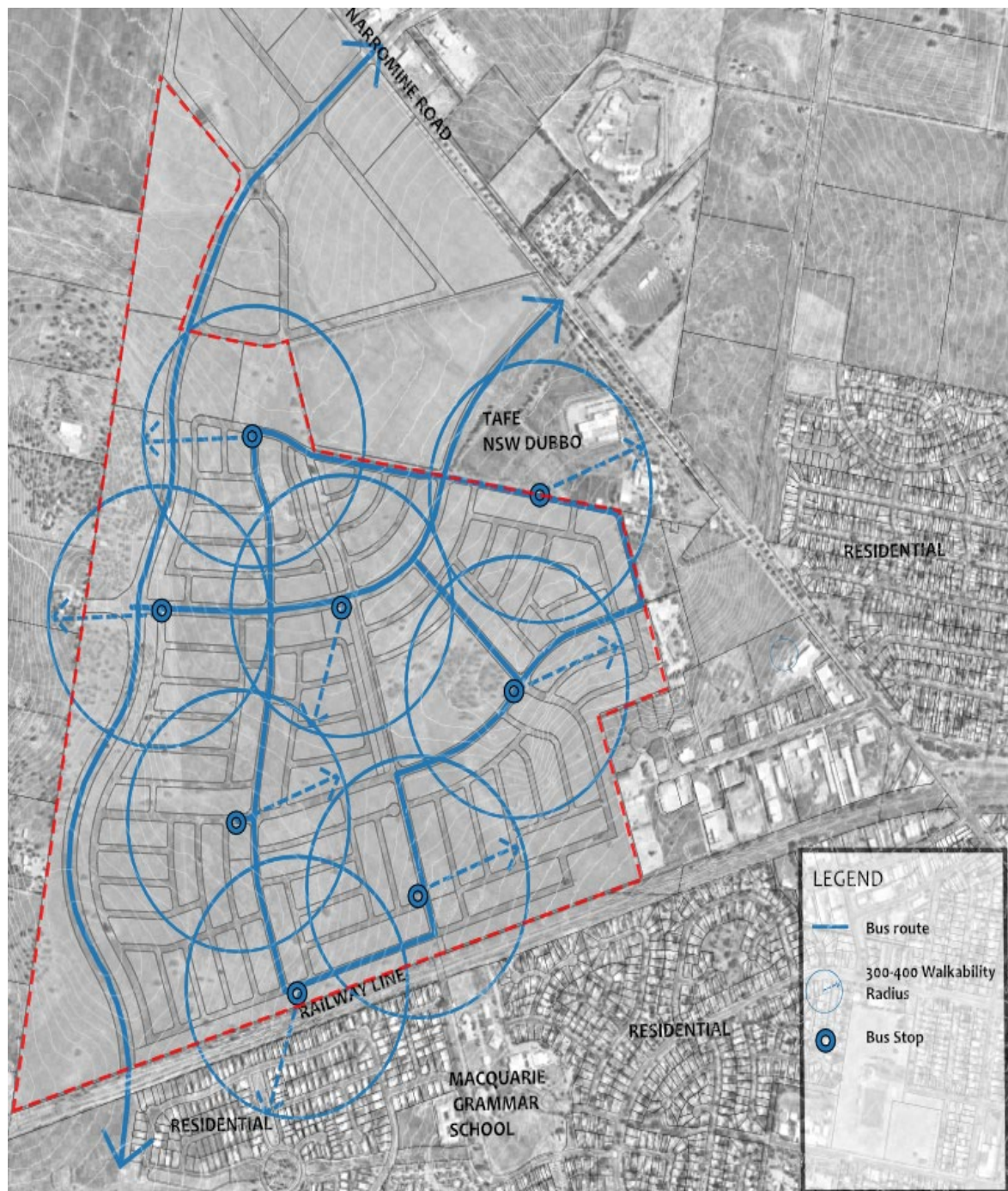


Figure 8 Indicative Bus Network

### **3.0 Section B – Subdividing Street Blocks**

Subdividing street blocks focuses on creating individual lots produced after delivering the roads that form the urban structure as outlined in the section above.

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

#### **3.1 Minimum Lot Sizes**

##### **Objectives**

- a) To ensure the efficient use of zoned land and required infrastructure is achieved.
- b) To ensure appropriate restrictions are included to address acoustic and drainage where required.
- c) To provide a range of lot sizes to suit a variety of household types and forms of development.

##### **Performance Measures**

- a) Lots are designed to optimise outlook and proximity to public and community facilities, parks and public transport with increased residential activity.
- b) Lots are created to enable the permissible development including opportunities for dual occupancies. Larger lots should be provided on street corners to allow development to address both street frontages.
- c) Lots should front streets and overlook open spaces to provide passive surveillance of those areas.
- d) Stormwater should be gravity drained to Council's stormwater system which may require inter-allotment drainage.
- e) Lots in locations near noise sources should include restrictions requiring acoustic fencing or acoustic treatments to facades of dwellings.
- f) Battle-axe lots shall only be provided in limited circumstances where the topography and development orientation results in regular subdivision not being able to be achieved. Battle axe handles will have a width of 4.3m. If used the application must show location of mail boxes and bin collection areas.

##### **Development Controls**

- 1) Lots have a minimum frontage of 15 metres where the minimum lot size area is 600m<sup>2</sup> or larger.
- 2) Corner lots are larger to allow residential accommodation to positively address both street frontages.

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

- Within Noise Affected Areas 1, 2 and 3 – a solid 2.1m high barrier may be constructed to the extent visualised within **Figure 9** below. The following table provides the required constructions within Noise Affected Areas 1, 2 and 3 with or without the 2.1m high barrier for deemed-to-satisfy constructions for the requirements of 3.1.4 of this DCP.

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

Noise Affected Area (Figure 9)	Barrier Height (Figure 9)	Level	Deemed-to-Satisfy Constructions
Noise Affected Area 1, 2 and 3	2.1m High, Solid and Imperforate Fencing	Ground Floor	No Acoustic Requirement
		First Floor or above	Appendix A
	No Barrier	All levels	Appendix A

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

- Constructed at least 2.1m high.
- Be constructed of a solid and imperforate material, such as 75mm thick autoclaved aerated concrete (e.g. Hebel), lapped and capped timber fencing, sheetmetal, or other material which provides a minimum acoustic performance of  $R_w35$ .
- Alternatively, any lot maintained within the Noise Affected Areas may conduct a supplementary detailed acoustic assessment at DA stage, which demonstrates that internal noise requirements will be satisfied with an alternative construction.



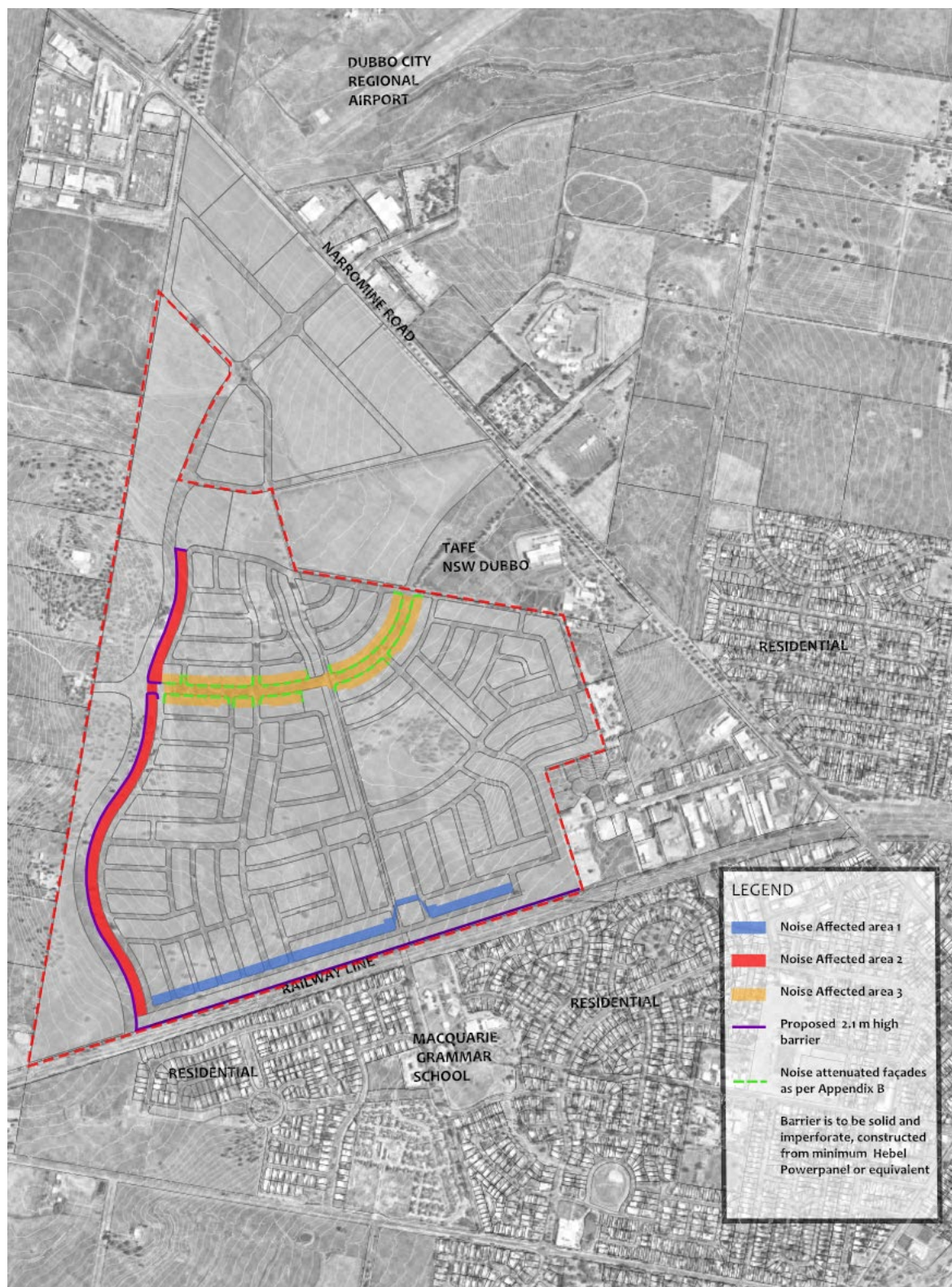


Figure 9 Lots in Noise Affected Areas

## 4.0 Section C – Built Form Siting and Design

The development within the DCP site will predominantly be detached dwellings with opportunities for dual occupancies. Built form and development will address the controls for the siting and design of dwellings.

### 4.1 Building Siting

#### Objectives

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

#### Performance Measures

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

#### Development Controls

- 1) Dwellings must comply with the development standards outlined in Dwelling Controls Table 1. Siting outcomes to refer to **Figure 10** for design guidelines.
- 2) Where dual occupancy is located on corner blocks, the development is designed to face each street frontage.
- 3) Driveways are to be located clear of obstacles such as power poles, trees, and stormwater pits.
- 4) Garages and carports for single dwellings to primary frontages are to be setback a minimum of 5.5 m from the street property boundary and in line with or behind the alignment of the façade of the dwelling.
- 5) Garages and carports for a single dwelling on secondary frontages of corner allotments may extend beyond the alignment of the secondary façade of the dwelling but shall achieve a minimum 5.5m setback from the secondary property boundary.

- 6) The garage or carport of a dual occupancy dwelling that faces a secondary frontage will be setback 5.5m.

Lot Range	600sqm-899sqm*	900sqm -1,500+sqm	Dual Occupancy	Battle-Axe
Minimum lot width	15.0m	25m	15m	N/A
Landscaped Area (Min)	15%	35%	20%	20%
Principal Private Open Space (Min)	25sqm with a minimum dimension of 5m	25sqm with a minimum dimension of 5m	25sqm with a minimum dimension of 5m	25sqm with a minimum dimension of 5m
50% of the area of the required PPOS (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)				
Dwelling Setbacks				
Front Setback	4.5m to building façade line 3m to articulation zone**	6m to building façade line 4.5m to articulation zone**	4.5m to building façade line 3m to articulation zone**	4.5m to building façade line 3m to articulation zone**
Secondary Front Setback	3m	3m		
Side Setback (Min)	0.9m – 1.2m	1.5m	0.9m	0.9m
Side Setback 2nd storey (Min)	1.5m	2m		
Rear Setback (Min)	3m	3m	3m	3m
Garage and Outbuilding Setbacks				
Front Setback (Min)	5.5m to facade of garage	7m to facade of garage	5.5m to facade of garage	5.5m to facade of garage
Secondary Front Setback	5.5m to facade of garage	5.5m to facade of garage	5.5m to facade of garage	N/A



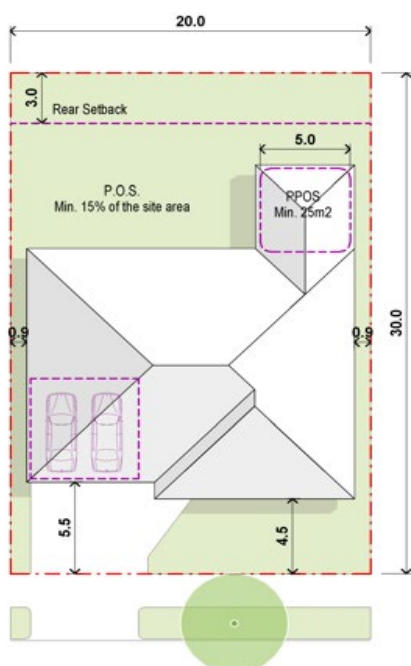
Percentage of dwelling frontage(max)	The garage must not dominate the street space. The width of a garage shall not be greater than 50% of the total width of the lot.
Car parking requirement	<p>Maximum garage width 3m (single) and 6m (double)</p> <p>1 bedroom dwellings will provide at least 1 car space</p> <p>2 bedroom dwellings will provide at a minimum 2 parking spaces, with at least 1 behind the building line</p> <p>3 bedroom or more dwellings will provide at least 2 car spaces</p>

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

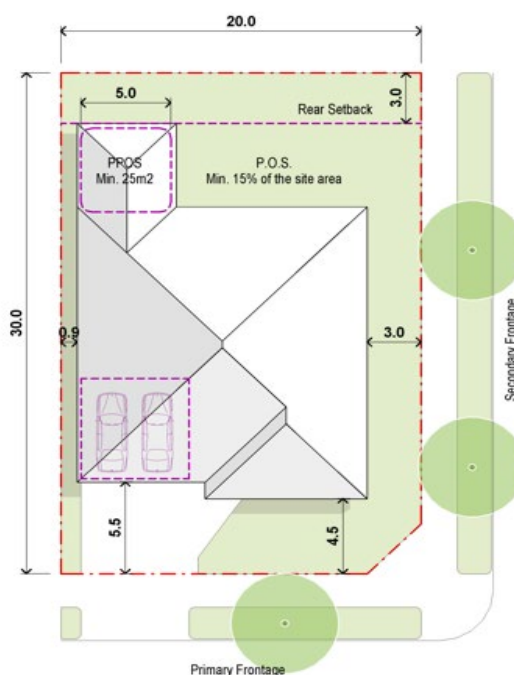
*\*\* Open verandah's, bay windows, balconies and pergolas, if appropriately designed, are permitted within the articulation zone.*

Table 1 Dwelling Controls

## Dwelling Houses



Typical 600sqm



Corner lot 600sqm  
A

## Dual Occupancies

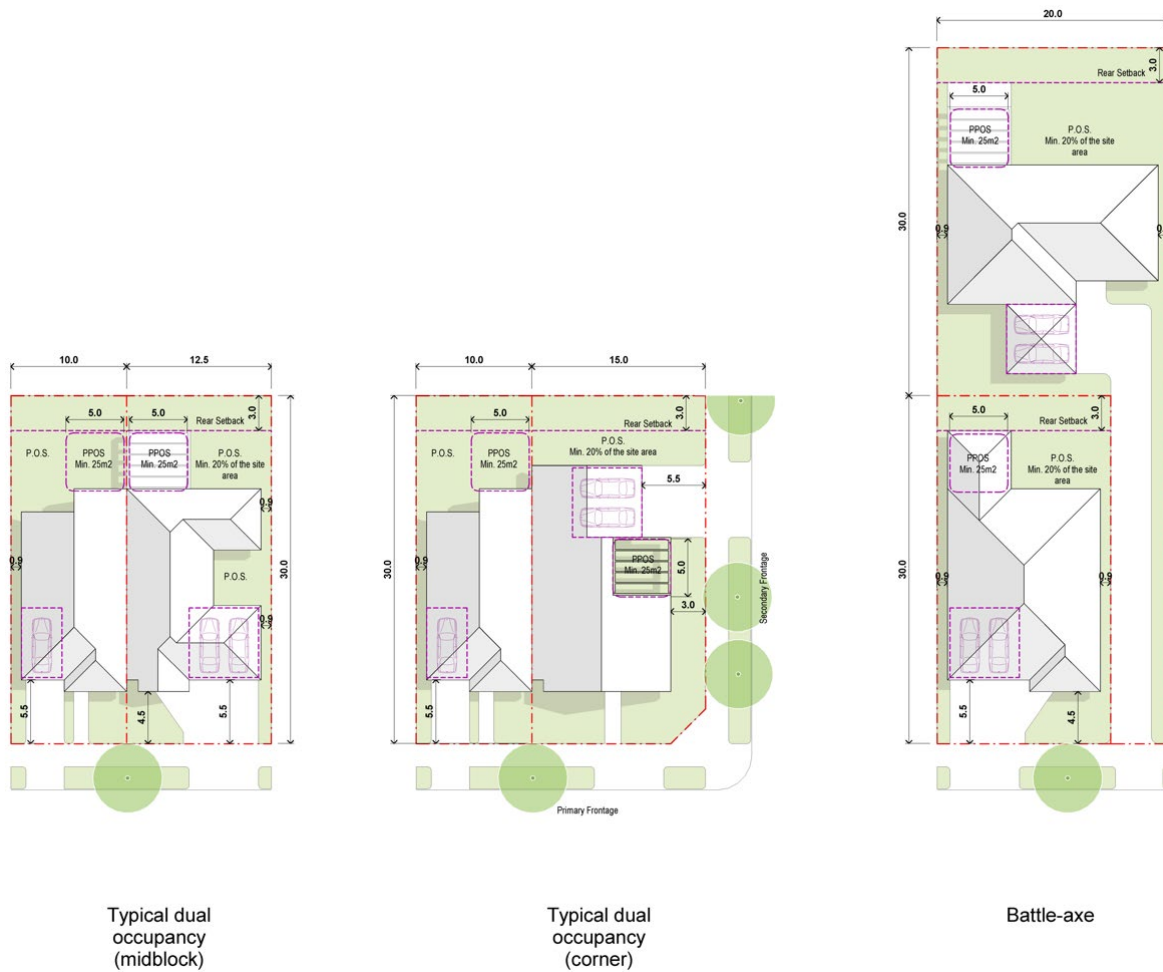


Figure 10 Indicative Layout Options consistent with the Development Controls in Table 1

## 4.2 Built Form and Streetscape Character

### Objectives

- Residential housing is in keeping with the desired future streetscape and neighbourhood character and values architectural interest and compatible fencing outcomes.
- To ensure landscaping is appropriate in nature and scale for the site and the local environment.
- To provide street tree planting that creates a pleasant environment and contributes to street character.

### Performance Measures

- Built form should display a variety of materials, colours and shading structures, with garages integrated into the overall architectural form and design.
- Avoid repetition, 'mirror image' designs, and monotony within the streetscape.
- The frontage of buildings and their entries are readily apparent from the street.

- d) Encourage the use of materials in the construction of new dwellings that is compatible with adjoining dwellings and the streetscape in terms of material, colour and form.
- e) Fencing is consistent with the existing character of the area.
- f) Fencing on corner allotments does not impede motorists' visibility at the intersection.
- g) Verandahs and balconies are encouraged.
- h) Landscaping is provided at a scale and density which is appropriate for the development.

## **Development Controls**

### **Design**

- 1) The primary street façade of a dwelling must incorporate at least two of the following design elements as part of the articulation zone:
  - Entry feature of porch
  - Awnings or other features over windows
  - Verandahs, pergolas or similar features above ground level door entries
- 2) Dwellings on corner lots:
  - Must address both the primary and secondary road frontage
  - Walls facing the secondary frontage (corner lots) shall have an active frontage (i.e. at least one window)
  - Avoid repetition and monotonous designs within the streetscape
- 3) Front elevation of any two (2) storey dwelling shall be composed of a combination of single and two storey elements. These elements may include a verandah, porch, bay window or single storey attachment.
- 4) External wall heights are not to exceed 8 metres above finished or natural ground level (whichever one is lower) to the underside of eaves at any point.
- 5) All dwellings have eaves in proportion with the roof pitch. Eaves of a minimum of 450mm are encouraged. Eaves less than 450mm will be assessed on merit.
- 6) Rooftop solar collectors, satellite dishes and antennae should be located and/or finished to ensure they have limited visual impact from the street.
- 7) Windows located on the roof should not dominate the roof.
- 8) Bright, strong colours, black/dark will not be supported. Services which penetrate the roof and flashing should be painted or finished in a material that is consistent with the roof colour.
- 9) Where dual occupancy or multi-dwelling housing is situated on corner blocks (where one is not a laneway), the development is designed to face each street frontage.
- 10) Dual occupancy development shall not be designed as 'mirror image'.

- 11) Two storey dwellings and outbuildings will consider overshadowing and visual privacy to the existing or likely private open space areas of adjoining residential lots. Shadow diagrams are to be submitted to demonstrate the impact of overshadowing on adjoining and adjacent allotments for any residential development above single storey.

## **Materials**

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

## **Fencing**

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

## **Landscaping**

- 24) A landscape plan is required to be provided for assessment with the lodgment of Development Applications to ensure the species selected screen and soften the development, are suitable for the local climate (gardens with watering requirements).
- 25) Landscaping is to be planted in a manner to ensure the amenity of adjoining and adjacent properties is not impacted.
- 26) Trees are to be planted in accordance with Council's Street Tree Planting Standards to minimise future risk of damage to public and private infrastructure.
- 27) Cross-sections should show root zones of trees.
- 28) Tree species are to be predominately endemic to the Dubbo area, or otherwise approved by the Community, Culture and Places Division, and take into account the size of the tree with relation to the scale of the landscape that they are being planted. This would enable an assessment of the suitability of the landscape for the subdivision and minimise future conflicts.
- 29) Construction of pedestrian paths/cycle ways, water management basins and drainage structures should avoid remnant trees as a priority and provide a clear managed edge for bushfire hazard protection.

## **4.3 Access, Parking, Garages and Driveways**

### **Objectives**

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

### **Performance Measures**

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

### **Development Controls**

- 1) Dwelling houses and dual occupancy development provides the following vehicle parking:
  - One bedroom dwellings will provide at least one car space.
  - Two bedroom dwellings will provide at a minimum two parking spaces, with at least one behind the building line.
  - Three bedroom or more dwellings will provide at least two car spaces.
- 2) Where garages form part of the front of a dwelling, the garage doors should not exceed more than 50% of the total width of the dwelling frontage.
- 3) Garage doors facing the street are not to exceed a width of 6 metres in total.

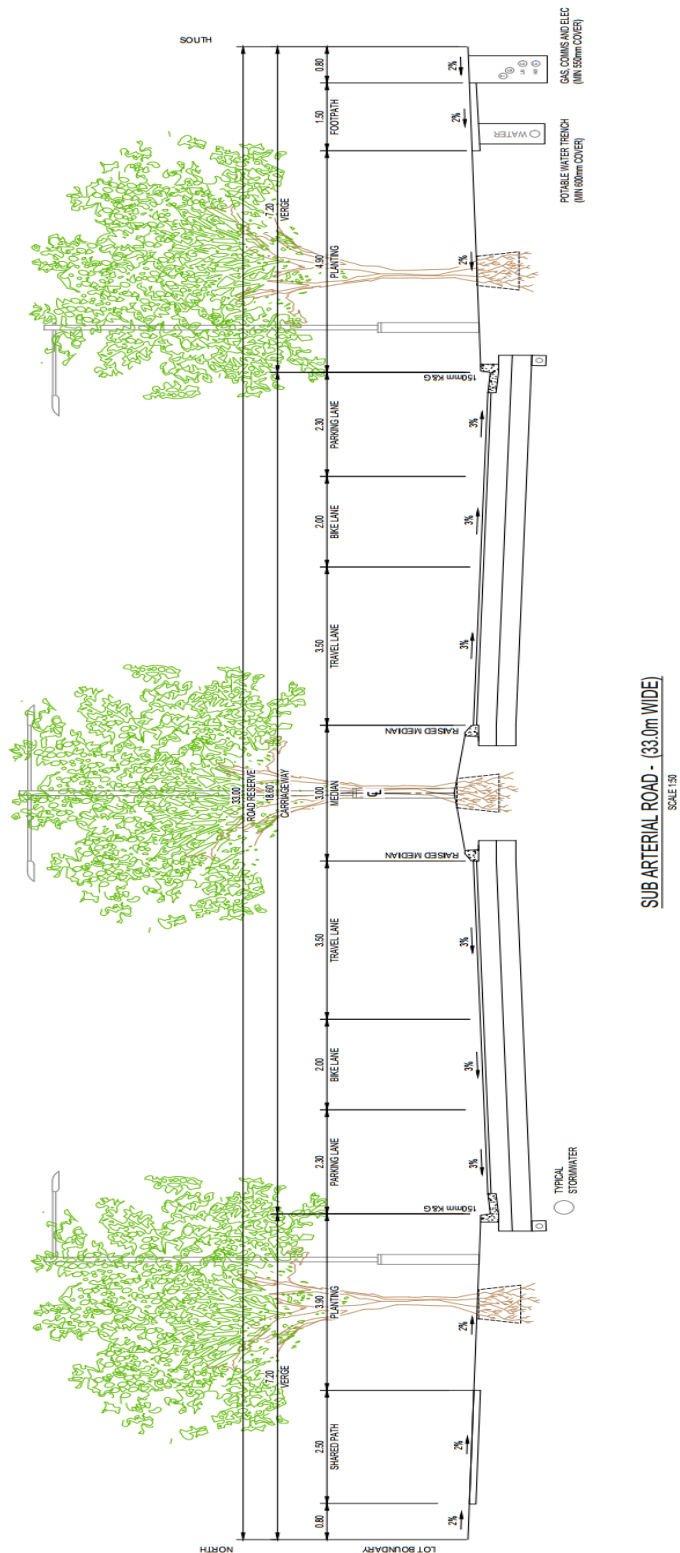
- 4) Driveways are to be located clear of obstacles such as power poles, and stormwater pits.
- 5) Freestanding garages or sheds will be single storey and located so as to not compromise the minimum landscape area or usability of private open space or overshadow adjoining private open space areas.





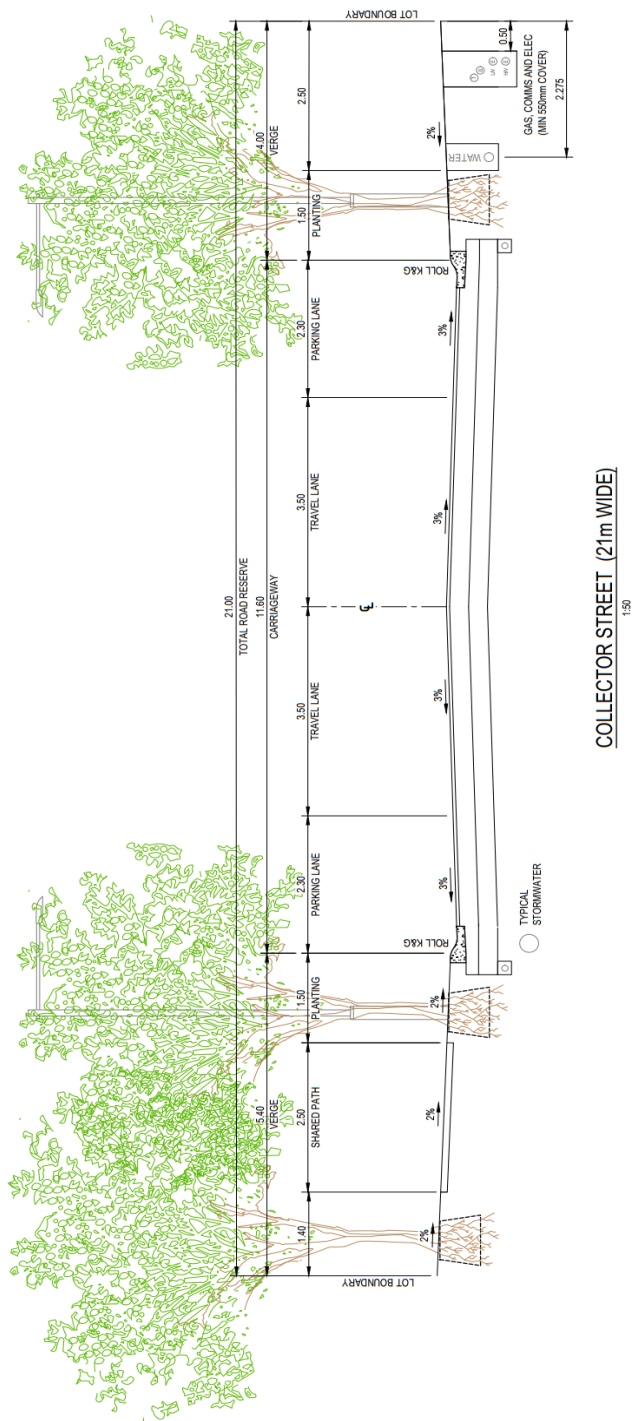
## East West Sub arterial Road

This road has a 33m reserve width, and 7.8m carriageway 3.5m travel lane, 2.0m bike lane and 2.3m parking lane on either side of a landscape median (2.5m wide). There is a 7.5m wide verge incorporating a 1.5m footpath on one side and a 2.5m shared path on the other side.



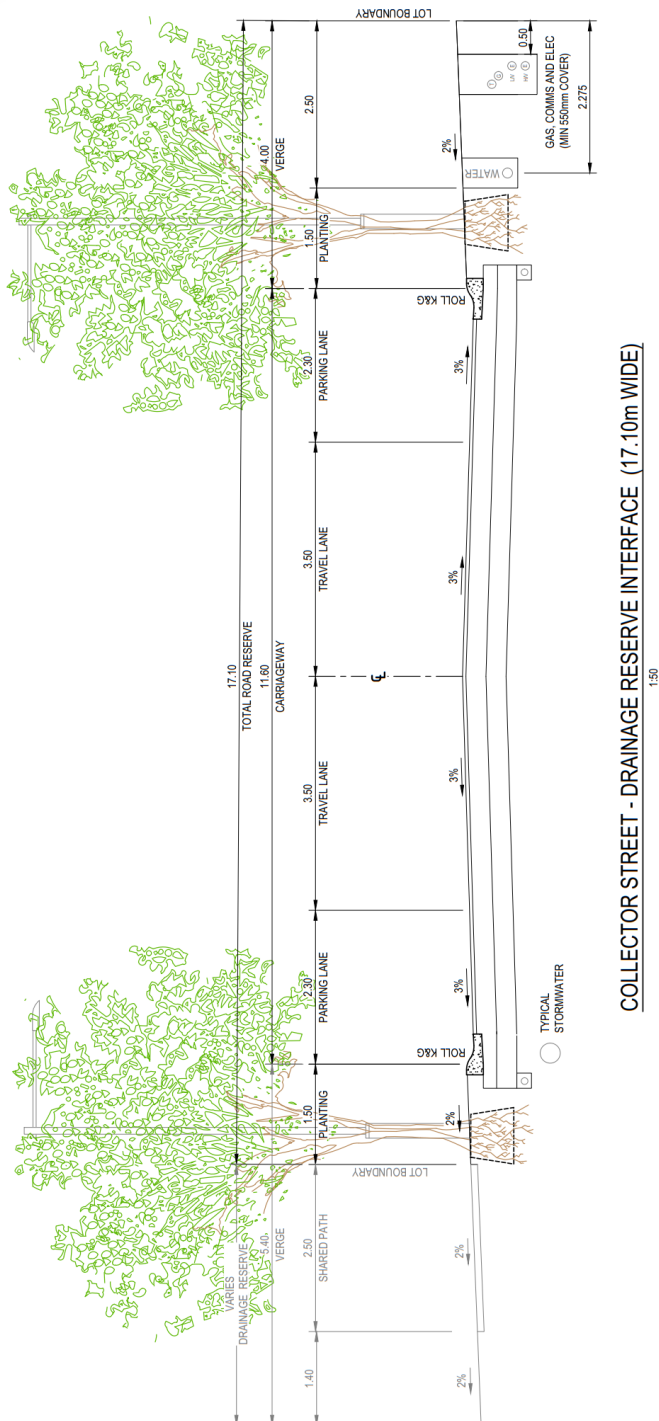
## Collector Street (typical)

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



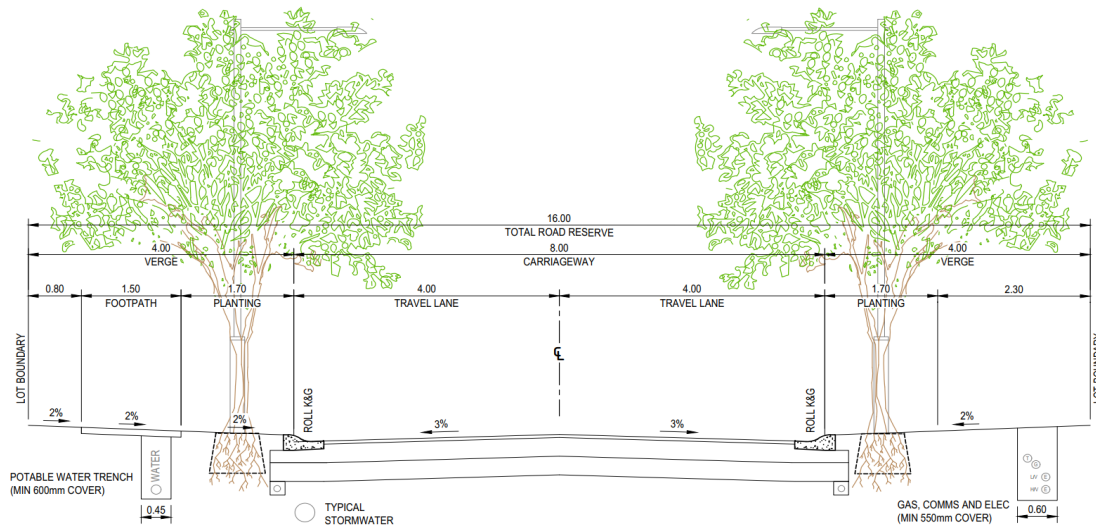
## Collector Street (drainage road interface)

This road has a 17.1m reserve width, and 8m carriageway incorporating 3.5m travel lanes and 2.3m parking lane on either side. There is a 4m landscaped verge on one side and a 1.5m verge on the other adjacent to the open space or drainage reserve. A 2.5m share path with 2% crossfall is located within the reserve. A 2.5m share path with 2% crossfall is located within the reserve.



## Local Street (typical)

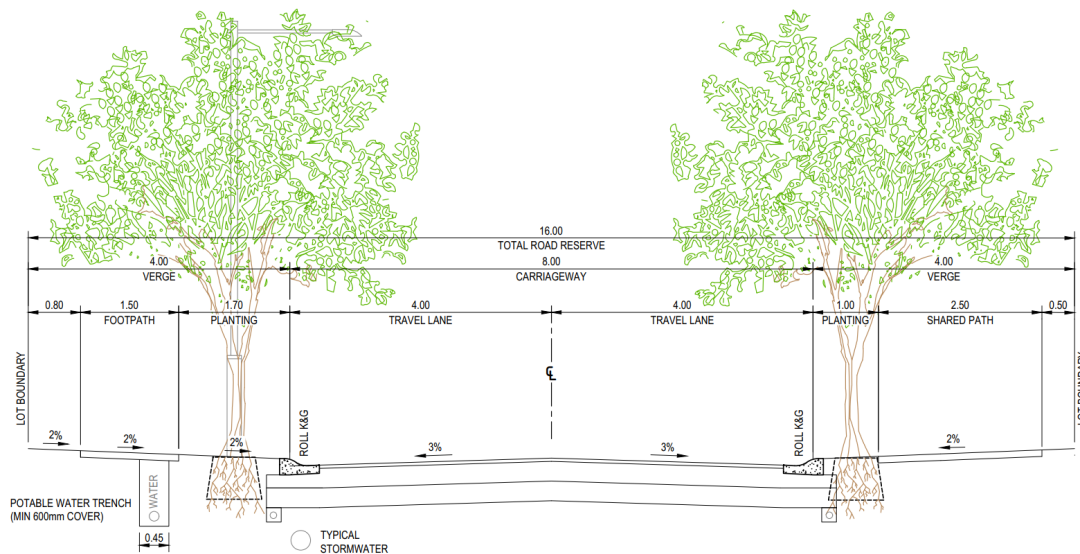
This road has a 16m reserve width, and 8m carriageway incorporating with a 4m verge incorporating a 1.5m footpath with 2% cross fall on one side.



LOCAL STREET (16m WIDE)  
1:50

## Local Street with Share Path




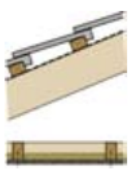
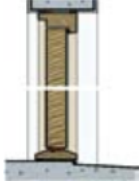

This road type is provided on the road adjacent to the rail line and adjacent to the TAFE land and rural land. It is the same as the local road typical except for the incorporation of the share path on to the outside verge of the road.



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



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

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

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