



## **AREA PLAN 2**

### **MAGNOLIA GROVE ESTATE**

**Lot 2 DP 1157422 and Part Lot 4 DP  
1175373**

**Boundary Road, Dubbo**

**Adopted: 25 February 2013**

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## **Part 1 Introduction**

### **1.1 Name of Plan**

This Development Control Plan is known as Area Plan 2 Magnolia Grove Estate Lot 2 DP 1157422 and Part Lot 4 DP 1175373, Boundary Road, Dubbo.

### **1.2 Statutory context**

This Plan has been prepared by Council in accordance with Section 74C of the Environmental Planning and Assessment Act 1979 (the Act) and Part 3 of the Environmental Planning and Assessment Regulation 2000 (the Regulation). The Plan was adopted by Council at the meeting on 25 February 2013.

The Plan commenced on 7 March 2013.

The Plan must be read on conjunction with the Dubbo Development Control Plan 2013 and Dubbo Local Environmental Plan 2011 (Dubbo LEP 2011), gazetted on 11 November 2011 as amended.

### **1.3 Land to which this Plan applies**

This Plan applies to Lot 2 DP 1157422 and Part Lot 4 DP 1175373, Boundary Road, Dubbo. It provides detailed information as to the intent of the site, the scope of permissible development and guidance to those wishing to submit a development application (DA) in relation to this land.

### **1.4 Relationship to other plans and documents**

Under the Environmental Planning and Assessment Act, 1979 (the EP and A Act), Council is required to take into consideration the relevant provisions of the Area Plan in determining an application for development on land to which the Plan applies.

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

Council in the assessment of a development application will consider all matters specified in Section 79C of the Environmental Planning and Assessment Act 1979. Compliance with any Environmental Planning Instrument or this Plan does not infer development consent will be granted.

### **1.5 Background**

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

The Area Plan has been designed to assist residential development to be undertaken on the land.

The Aims of the Plan are the following:

- Provide guidance to developers/ applicants in the design of development proposals for land situated within Lot 2 DP 1157422 and Part Lot 4 DP 1175373.
- Promote residential amenity and an attractive neighbourhood.
- Reinforce the aims and objectives of the R2 Low Density Residential Zone and RE1 Public Recreation Zone under the Dubbo Local Environmental Plan 2011.
- Actively promote and achieve sustainable development.

## **1.6 How to use this Plan**

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

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

Each section of this Plan has a consistent format to that of the Comprehensive Dubbo Development Control Plan. The objectives of each section are stated at the top of the page and the proposed development is required to focus on satisfying these objectives.

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

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

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

An example of how an element of the Plan is structured is provided on the following page:

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p><b>Built form</b></p> <p>P1 The frontage of buildings and their entries are readily apparent from the street.</p>	<p>A1.1 Buildings adjacent to the public street, address the street by having a front door or living room window facing the street.</p> <p>A1.2 Where dual occupancies or multi-dwelling housing are situated on corner blocks (where one is not a lane), the development is designed to face each street frontage.</p>
<p>P2 Building height at the street frontage maintains a compatible scale with adjacent development.</p>	<p>A2.1 Differences in building height between existing buildings and new development is not more than one storey when viewed from the public street and adjoining properties.</p> <p>A2.2 Where a building is adjoined on either side by a single storey building, the second storey is setback a minimum of 3 m from the front of the building to achieve a stepped height.</p> <p>A2.3 The design includes attic rooms which provide additional floor space with minimal streetscape impact.</p>

## 1.7 Strategic context

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

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

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



The Urban Areas Development Strategy consists of the following components:

- Residential Areas Development Strategy;
- Commercial Areas Development Strategy;
- Industrial Areas Development Strategy;
- Institutional Areas Development Strategy;
- Recreational Areas Development Strategy; and
- Future Directions and Structure Plan

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

Re-centralisation of the Dubbo Central Business District will be facilitated by further residential development being undertaken in west Dubbo. The Strategy includes extensive areas in north-west and south-west Dubbo as being suitable for further residential development to incorporate the following:

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

The Dubbo Local Environmental Plan 2011 offers a range of lot sizes in the West Dubbo Urban Release Areas, ranging from 600 square metres to 10 Ha. This ensures a variety of lifestyle opportunities can be provided with a close proximity to the city centre.

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

The Strategy does not provide for any further reduction in the minimum lot size for subdivision in the eastern sector of the city based on centralisation of the Central Business

District to the west, environmental constraints, infrastructure provision and transport requirements.

Please contact Council's Environmental Services Division if you require any further information in relation to the Dubbo Urban Areas Development Strategy.

## **1.8 Urban Release Areas**

Development of the subdivision considered in this Area Plan has been undertaken in accordance with Part 6 of the Dubbo Local Environmental Plan 2011. The relevant Clauses contained in Part 6 of the Dubbo LEP 2011 are provided below:

### *Clause 6.1 Arrangements for designated State public infrastructure*

- (1) The objective of this clause is to require satisfactory arrangements to be made for the provision of designated State public infrastructure before the subdivision of land in an urban release area to satisfy needs that arise from development on the land, but only if the land is developed intensively for urban purposes.*
- (2) Development consent must not be granted for the subdivision of land in an urban release area unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to that land.*

The Department of Planning and Infrastructure has undertaken consultation with State Public Agencies to consider the provision of State infrastructure in the South- East Urban Release Area.

Council was provided with certification from the Director General of the Department of Planning and Infrastructure on 17 December 2012 for the provision of State infrastructure. This certification does not require the provision of any further State infrastructure in the South- East Urban Release Area.

### *Clause 6.2 Public Utility Infrastructure*

- (1) Development consent must not be granted for development on land in an urban release area unless the Council is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when it is required.*

Subdivision of the land has provided all urban infrastructure for residential development, including road infrastructure, power, sewerage, reticulated water, stormwater drainage, including sewerage, reticulated water, stormwater drainage and telecommunications.

The local energy provider has provided a new power sub-station within close proximity to the site for the purpose of accommodating future residential development in the vicinity.

### *Clause 6.3 Development Control Plan*

- (1) The objective of this clause is to ensure that development on land in an urban release area occurs in a logical and cost-effective manner, in accordance with a staging plan*

*and only after a development control plan that includes specific controls has been prepared for the land*

- (2) *Development consent must not be granted for development on land in an urban release area unless a development control plan that provides for the matters specified in subclause (3) has been prepared for the land.*
- (3) *The development control plan must provide for all of the following:*
  - a) *a staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing,*
  - b) *an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,*
  - c) *an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,*
  - d) *a network of passive and active recreational areas,*
  - e) *stormwater and water quality management controls,*
  - f) *amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,*
  - g) *detailed urban design controls for significant development sites,*
  - h) *measures to encourage higher density living around transport, open space and service nodes,*
  - i) *measures to accommodate and control appropriate neighbourhood commercial and retail uses,*
  - j) *suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.*

This Plan has been prepared in accordance with Clause 6.3 and contains all applicable information required in Clause 6.3.

## **1.9 Notification of Development**

Council will generally not publicly notify any development applications for residential accommodation within the Estate. However, if in the opinion of the Council a proposed development could impact the amenity of surrounding development, Council may publicly notify and/ or advertise the development application in the local newspaper.

Any development application received by Council for non residential development will be publicly notified to adjoining and adjacent property owners in the immediate locality who in the opinion of Council may be impacted by the proposed development in accordance with Chapter 1.2 Notification of Development, Dubbo Development Control Plan 2013 once it is adopted and commenced.

## Part 2 Subject Site

### 2.1 Land to which the Plan applies

This Plan applies specifically to Lot 2 DP 1157422 and Part Lot 4 DP 1175373, Boundary Road, Dubbo and any allotment resulting from subdivision of the land. The land is shown in Figure 1 below.



Figure 1 - Subject land shown in blue outline

The land is located approximately 2.7 kilometres south-east of the Dubbo Central Business District (CBD) and is situated in the South- Eastern Sub-District Urban Release Area. The site is bound by the balance of the Magnolia Grove Estate to the north, Holmwood Estate to the east, the Dubbo Residential Estate to the south and the Dubbo- Molong railway reserve to the west.

The land comprises 3.48 hectares and is vacant of development. The adjoining land to the north (remainder of DP 1175373) has development consent for a residential subdivision under Development Application No. D2010-65.

The land was previously used for agricultural purposes (grazing) and is cleared of any major vegetation. The land has gentle inclines to the south.

The surrounding development is generally residential, featuring established suburban precincts to the north of Boundary Road and to the west. Residential development is also located along Wheelers Lane.

## 2.2 Land Zoning

The land is zoned R2 Low Density Residential under the Dubbo Local Environmental Plan 2011. The land has a minimum lot size of 600 m<sup>2</sup> under the Dubbo Local Environmental Plan 2011.



Figure 2 – Dubbo Local Environmental Plan land use zoning

## 2.3 Physical Characteristics

### Flora and Fauna

The vegetation on the land is in a degraded condition. This is the result of a low diversity of vegetation through removal associated with past agricultural practices and residential impacts. The habitat potential of the land has also been significantly compromised as a result of existing human and agricultural disturbances.

Based on previous surveys conducted in 2003 (Terra Consulting Pty Ltd) and 2009 (ngh Environmental Pty Ltd), no threatened flora or fauna species exist on site or are likely to occur in the area given the absence of suitable habitat and the highly disturbed nature of the site.

Although the land provides a level of foraging habitat for mobile bird and mammal species (including the threatened Diamond Firetail, Superb Parrot, Turquoise Parrot, Barking Owl and Yellow Bellied Sheathtail bat) this type of habitat is abundant on adjacent land and is

common in rural and agricultural lands around Dubbo. The loss of the subject habitat is therefore not likely to have any detrimental effect on any threatened fauna species.

### **Contamination**

The site has been utilised in the past for cropping and pasture grazing. Agricultural chemicals (including arsenic, lead and organochlorine pesticides) are not expected to have been used on the crops and pasture. There is also no evidence of sheep dips, stockyards, mines or contaminating industrial activities.

A contamination investigation undertaken for the broader area of land bordered by Boundary Road, Wheelers Lane and the Railway found all substances investigated to be near background environmental levels and below the EPA investigation threshold for residential land use. The land is considered suitable for residential land use activities.

### **Groundwater and Salinity**

The soil conditions of the site are non-saline. Groundwater in the broader area has been found at depths greater than 25 metres. Groundwater flows originate from the Macquarie River approximately 1km to the south. The site is not expected to contain any regionally significant groundwater recharge areas.

It is considered that the soil characteristics of the site are suitable for residential development and that this would be unlikely to exacerbate the existing soil condition.

### **Flooding and Bushfire**

The land is not prone to any environmental hazard such as flooding or bushfire.

### **Non Indigenous Heritage**

The land does not contain any heritage items listed in the Dubbo Local Environmental Plan 2011.

### **Aboriginal Archaeology**

There are no known objects or places of Aboriginal Heritage that exist on the land. In relation to the Dubbo Residential Estate land to the south, an archaeological survey prepared by J Kelton of Central West Archaeological and Heritage Services in 1996 identified three (3) sites (K-OS-1, K-ST-1 and K-IF-1) of Aboriginal Archaeological significance on Lot 301 and Lot 302 DP 1123136. Development of the subject land will not impact any items of Aboriginal heritage significance.

### **Noise**

The subject site is situated immediately east of the Molong – Dubbo railway line which forms an open reserve to the east of Margaret Crescent. Although the line is currently disused, the corridor has not been abandoned. Therefore the future potential reinstatement of the rail may lead to associated noise impacts for surrounding development.

Future housing adjoining the railway corridor will be developed so as to attenuate noise impacts associated with possible future reinstatement of the Dubbo-Molong railway line.

**Railway land**

Future housing adjoining the railway corridor must be developed so as to attenuate noise impacts associated with possible future reinstatement of the Dubbo-Molong railway line.

The *Development near rail corridors and busy roads - Interim Guideline* applies to development of the land by application of Clause 87 of State Environmental Planning Policy (Infrastructure) 2007. Part C of the interim Guideline considers development impacted by rail corridors.

**Traffic**

Boundary Road is located to the north of the site and is categorised as a Collector Road with a traffic capacity of 5,000 vehicles per day. Wheelers Lane, located to the east and is categorised as a Sub-Arterial road north of Boundary Road (capacity 20,000 vehicles per day) and as a Collector road south of Boundary Road.

The existing road infrastructure will be able to accommodate the additional residential traffic generated by the development of 36 new lots. This development would not alter the existing road hierarchy.

**2.4 Servicing**

Water, sewer, power, gas and telecommunications connections (predominantly as extensions from the surrounding residential development) are to be provided to the residential development.

Infrastructure (water, sewer, power, stormwater drainage) servicing the balance of the Magnolia Grove Estate will be extended to service the subject land.

## Part 3 Development

Part 4 of the Plan provides minimum requirements for residential development in the subdivision.

### 3.1 Building Location and Design

#### 3.1.1 Setbacks

##### Objective

- To provide setbacks that promote residential amenity and that create a preferred pattern and layout of development.

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>P1 The setback of the development from the primary street frontage of the allotment is consistent with the desired amenity of the locality and the preferred neighbourhood character.</p> <p><b>Note:</b> The setback is measured from the property boundary and the wall face of the development.</p>	<p>A1.1 Development on the primary street (longer frontage) shall be setback a minimum of 4.5m from the front property boundary.</p> <p>A1.2 Development (single dwellings) on the secondary street frontage shall be setback a minimum of 3m from the secondary property boundary.</p> <p>A1.3 Development (dual occupancy) on the secondary street frontage shall be setback a minimum of 4.5m from the secondary property boundary.</p>
<p>P2 Development shall be provided with an adequate setback from the Dubbo to Molong Rail Corridor to provide a suitable level of visual and acoustic privacy for residents.</p>	<p>A2.1 A Section 88B Restriction requires development to be provided with a setback of six (6) metres from the rear or western boundary.</p> <p>This Section 88B Restriction cannot be amended without the approval of Council and the provision of supporting justification from a qualified acoustic professional.</p>
<p>P3 Side and rear setbacks ensure the amenity of adjoining properties is not adversely affected via loss of privacy or loss of solar access to habitable rooms or private open space.</p>	<p>A3.1 A wall built to a side boundary:</p> <ul style="list-style-type: none"> <li>– Has a maximum height of 3m, unless it adjoins a higher existing or a simultaneously constructed wall;</li> <li>or</li> </ul>

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> <li>– Has a maximum length of 15m where it does not adjoin an existing boundary wall.</li> </ul> <p><b>Note:</b> Where a wall built to the boundary has a height less than 2.0m measured on the adjacent property, the wall can extend the full length of the boundary, less any front or rear boundary setback.</p> <p>A3.2 The minimum rear boundary setback is 6 m.</p> <p><b>Note:</b> Minimum setbacks do not apply to eaves and sun shading devices below 2 m in height.</p>
<p>P4 Side and rear setbacks are sufficient to adequately address the potential impact of fire on adjoining properties.</p>	<p>A4.1 Developments are setback from side and rear boundaries in compliance with the requirements of the BCA.</p>
<p><b>Garages and Carports</b></p> <p>P5 The location of carports and garages does not diminish the attractiveness of the streetscape, does not dominate views of the dwelling from the street and integrates with features of the associated dwelling.</p>	<p>A5.1 Garages and carports are set back a minimum of 5.5m from the front property boundary and in line with or behind the alignment of the front facade of the dwelling. Garages and carports are only permitted forward of the alignment of the front facade of the dwelling when they are set back a minimum of 7.5m from the front property boundary.</p>
<p>P6 Garages and parking structures are sited and designed to ensure they do not dominate the street frontage and are integrated with features of the dwelling.</p>	<p>A6.1 The width of a garage door facing the street shall:</p> <ul style="list-style-type: none"> <li>– not be greater than 50% of the total frontage width of the dwelling; and</li> <li>– Not have a width greater than 5.5m in a single plane.</li> </ul>

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A6.2 The design and appearance of garages and carports shall include the following:</p> <ul style="list-style-type: none"> <li>– Integration the design of the carport / garage design with the dwelling house.</li> <li>– Setting the garage / carport back from the main façade of the dwelling house.</li> <li>– Lots with a narrow frontage of 15m or less have only a single width garage / carport.</li> <li>– Parking is located so that the front windows of a dwelling are not obscured.</li> <li>– The dwelling design highlights the entry and front rooms rather than the garage.</li> <li>– The garage is located under the roof of two-storey dwellings.</li> </ul> <p>Double garages are designed to divide the elevation into two (eg. use of separating columns, stepping one garage back, use of roof-form, providing interest in colour treatments etc).</p>

### 3.1.2 Dwelling Design and Solar Access

#### Objective

- To ensure the design and orientation of dwelling houses are in keeping with the intended character of the locality and that dwellings are designed to promote and preserve residential amenity and privacy.

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p><b>Building size and orientation</b> P1 Development is orientated to the street and facilitates casual surveillance of the street.</p>	<p>A1.1 The front elevation of the building is parallel to the front allotment boundary. A1.2 The building has windows from habitable rooms facing the street.</p>

<b>Performance criteria</b>	<b>Acceptable Solution</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
P2 Building size shall reflect the desired amenity of the subdivision as a low density residential environment.	A2.1 The building height should not exceed two-storeys above ground level. A2.2 Buildings have a maximum site coverage of 60%. This site coverage also includes any outbuildings including garages, carports, patios and shade structures. The site coverage does not include pools and associated paving within the pool curtilage.
P3 The appearance of building bulk is reduced by design elements.	A3.1 Building bulk is reduced by a combination of variations in material and building form. A3.2 Roofs include pitches, gables, skillions or other features.
<b>Utilities and services</b> P4 Waste disposal and collection areas are unobtrusive and ensure associated adverse impacts on neighbouring properties are minimised.	A4.1 Garbage bin storage and collection areas are located behind the front building line and are screened from view.
P5 Roofs are attractive and are not provided with a clutter of plant and equipment.	A5.1 Service structures and mechanical plant are designed as part of the building or are screened effectively and concealed from street views. A5.2 Building caps and rooftops contribute to the design of the building.
P6 Fenestration and sun control devices are used effectively to: <ul style="list-style-type: none"> <li>– shade buildings;</li> <li>– reduce glare;</li> <li>– assist in maintaining comfortable indoor temperatures.</li> </ul>	A6.1 Sun shading devices are provided to west facing windows.
<b>Specular reflectively</b> P7 Buildings shall not incorporate any type of glass or other surface likely to reflect specular rays that could impact the amenity of development in the immediate locality.	A7.1 Any reflective glass material: <ul style="list-style-type: none"> <li>– has a level of light reflectivity of not greater than 20%; and</li> <li>– has a level of heat transmission of not less than 20%.</li> </ul>

<b>Performance criteria</b>	<b>Acceptable Solution</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Managing light impacts</b> P8 Light nuisance is minimised.	A8.1 Outdoor lighting complies with the requirements of Australian Standard 4282 – Control of the Obtrusive Effects of Outdoor Lighting.
<b>Managing Noise Impacts</b> P9 Noise from the development does not adversely affect existing or likely future development on adjacent land.	A9.1 Compliance with the requirements of the Protection of the Environment Operations Act, 1997.
<b>Rail Noise Impacts</b> P10 Development of the land is not unreasonably impacted by noise associated with use of the Dubbo-Molong Rail Corridor	A10.1 The development complies with the requirements of State Environmental Planning Policy (Infrastructure) 2007 and the Development near Rail Corridors and Busy Roads – Interim Guideline (2008).  A10.2 All residential buildings located within 25m of the operational track (Zone B) require standard noise mitigation measures consistent with Category 2 Noise Control treatments (Interim Guideline Appendix C) which include: <ul style="list-style-type: none"> <li>- Windows/ Sliding Doors – Openable with minimum 6 mm monolithic glass and full perimeter acoustic seals.</li> <li>- Wall Construction – 110 mm brick, 90 mm timber stud frame or 92 mm metal stud frame, minimum 50 mm clearance between masonry and stud frame, 10 mm standard plasterboard internally.</li> <li>- Roof – Pitched concrete or terracotta tile or metal sheet roof sheeting with sarking, 10 mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity.</li> <li>- Entry Door – 40 mm solid core timber door fitted with full perimeter acoustic seals.</li> <li>- Floor – One layer of 19 mm structural floor boards, timber joists on piers, or Concrete slab floor on ground.</li> </ul>

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> <li>- Windows/ Sliding Doors – Openable with minimum 6.38mm laminated glass and full perimeter acoustic seals.</li> <li>- Roof – Pitched concrete or terracotta tile or metal sheet roof sheeting with sarking, one layer of 13 mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.</li> <li>- Entry Door – 45 mm solid core timber door fitted with full perimeter acoustic seals.</li> <li>- Floor – Concrete slab floor on ground.</li> </ul>
<p><b>Solar access</b></p> <p>P11 The proposed development is designed to ensure that solar access is available to habitable rooms, solar collectors (photovoltaic panels, solar hot water systems etc.) private open space and clothes drying facilities.</p>	<p>A11.1 On east/west facing lots, the setback on the northern elevation is sufficient to allow for solar access to habitable rooms located on the northern side of the dwelling.</p> <p>A11.2 A roof area sufficient to meet the space requirements for a solar hot water service is provided where it faces within 20° of north and receives direct sunlight between the hours of 9.00 am and 3.00 pm on 22 June.</p> <p>A11.3 Outdoor clothes drying areas are located so as to ensure that they have sunlight and ventilation between the hours of 9.00 am and 3.00 pm on 22 June to a plane of 1.0m above the finished ground-levels under the drying lines.</p>
<p><b>Note:</b> Council will require the submission of a shadow diagram to demonstrate the impact of overshadowing on adjoining and adjacent allotments for any two storey development. Shadow diagrams are to be prepared for 9.00 am, 12 noon and 3.00 pm on 22 June. The shadow diagrams are to demonstrate the extent of overshadowing of both the proposed and the existing development on the subject land and adjacent sites.</p>	

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
P12 The proposed development does not reduce the level of solar access currently enjoyed by the adjoining or adjacent allotments.	A12.1 Habitable rooms and the principle private open space of adjoining development receive a minimum of 4 hours solar access between the hours of 9.00 am and 3.00 pm on 22 June.
	A12.2 Landscaping is designed to ensure that when plant species mature, private open space or established BBQ/pergola areas on adjoining allotments maintain solar access on 22 June.

### 3.1.3 Private Open Space and Privacy

- To provide private outdoor open space sufficient to meet the needs of occupants; and
- To promote a safe and attractive level of residential amenity and privacy.

Performance criteria	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Design and setting</b> P1 Balconies and screens are designed to protect the privacy of adjoining dwellings without resulting in unattractive buildings or an appearance of excessive bulk.	A1.1 Screening of balconies to a height of 1.7 m above finished floor level is limited to the side and rear of the dwelling and the sides of balconies where required to prevent noise and overlooking of other dwellings and recreation areas.
P2 The privacy of residential accommodation is maintained.	A2.1 Habitable spaces do not directly overlook dwellings on adjacent land.  <b>Note:</b> North or north-east windows, balconies or decks may be permitted to provide lesser levels of privacy than would otherwise be allowed by this Chapter where this will significantly improve passive solar design.
<b>Private open space</b> P3 Private open space is of an area and dimension which facilitates its intended use and the needs of its users.	A3.1 Residential accommodation is provided with a Principle Private Open Space (PPOS) area: <ul style="list-style-type: none"> <li>- Having a minimum area equating to 50% of the Gross Floor Area (GFA) of the dwelling.</li> </ul>

<b>Performance criteria</b>	<b>Acceptable Solution</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> <li>- To be included in PPOS calculations, the area shall have a minimum dimension of 3m.</li> <li>- Having a single area, contiguous to an internal living area, that has dimensions of 5m by 5m.</li> </ul> <p>This area can include covered (but not enclosed) outdoor entertainment areas.</p>
<p>P4 Private open space is easily accessible by the occupants of the development and provides an acceptable level of privacy.</p>	<p>A4.1 Principal Private Open Space (PPOS) is directly accessible from the main living area.</p> <p>A4.2 All private open space is located behind the front building line and is screened to provide for the privacy of the occupants and the occupants of adjoining and adjacent properties.</p>
<p><b>Landscaping</b></p> <p>P5 Landscaping is consistent with the preferred landscape character of the area.</p>	<p>A5.1 Landscape design allows clear views of the dwelling and pedestrian entry ways from the street and contributes in a positive way to neighbourhood character.</p>
<p>P6 Landscaping is provided at a scale and density which is appropriate for the development.</p>	<p>A6.1 The height and density of vegetation at maturity will be suitable to screen and soften the development.</p>
<p>P7 Landscaping is located so as to not adversely impact upon: infrastructure; development on, adjacent or adjoining the site; or the amenity of the area.</p>	<p>A7.1 Species are selected and located taking into consideration the size of the root zone of the tree at maturity, the likelihood of potential for the tree to shed/drop branches.</p> <p>A7.2 Species are selected and located to ensure that the solar access and amenity of adjoining and adjacent properties is not adversely affected.</p>
<p>P8 Landscaping is undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.</p>	<p>A8.1 Species selected, including turf, are suitable for Dubbo's climate.</p> <p>A8.2 An area no greater than 40% of the site area shall be provided with lawn (turf).</p> <p>A8.3 Species selected require a minimal amount of watering (Waterwise Garden).</p>

Performance criteria	Acceptable Solution
	The acceptable solutions illustrate one way of meeting the associated performance criteria: A8.4 Landscaping does not adversely impact on groundwater levels by way of over-watering resulting in groundwater level increases, or the pollution of groundwater.
	A8.5 Landscaping is provided with a timed watering system and moisture meter to determine if watering is required. A8.6 Sensors are used to control watering systems.

### 3.1.4 Fencing

#### Objective

- Fencing serves to protect the visual privacy of dwellings while maintaining an appropriate level of neighbourhood amenity and opportunities for passive surveillance.

Performance criteria	Acceptable Solution
Compliance with the performance criteria is the basic requirement	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Front boundary fencing is of a suitable style and scale as to not impact the streetscape.	A1.1 The front boundary fence shall be no higher than 1.2 metres in height, not be constructed of colorbond or metal materials and be more than 50% open.
P2 The height and materials of side and rear fencing will not cause overshadowing or adverse amenity impacts upon adjoining development.	A2.1 Side and rear fences do not exceed 1.8 m above ground level and are constructed of solid materials appropriate for a residential area, such as timber slats.
P3 Fencing of the western boundary of the land with the Dubbo to Molong Rail Corridor and open space areas shall be consistent with the nature of development in the locality.	A3.1 Rear boundary fencing of allotments adjoining the rail corridor will be constructed of Smartascreen Plus Colorbond in the colour Willow with 300mm lattice on top of a 150mm x 50 treated pine sleeper.

### 3.1.5 Parking and Access

#### Objective

- To provide safe and convenient parking for residents and visitors and to avoid parking difficulties in the neighbourhood.

Performance criteria Compliance with the performance criteria is the basic requirement	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p><b>Parking provision</b></p> <p>P1 Car parking is provided on-site according to projected needs.</p>	<p>A1.1 Residential accommodation is provided with one parking space per one to two bedrooms and two parking space per three or more bedrooms on-site.</p> <p>A1.2 For other development types, the vehicle parking provision to be provided on the land in accordance with table 1 below.</p>
<p>P2 Vehicle access and parking is safe and convenient for residents, visitors and service providers.</p>	<p>A2.1 All required vehicle parking is provided behind the building line.</p>
<p><b>Design</b></p> <p>P3 Vehicle parking design and location shall minimise impacts on neighbouring dwellings.</p> <p>Noise disturbance shall be mitigated by parking area location and fencing.</p>	<p>A3.1 Vehicle parking is:</p> <ul style="list-style-type: none"> <li>– screened to minimise reflection of car headlights onto dwelling windows and to attenuate noise;</li> <li>– separated from habitable windows to minimise noise and fumes.</li> </ul>
<p>P4 Car parking facilities are designed and located to:</p> <ul style="list-style-type: none"> <li>– conveniently and safely serve users including pedestrians, cyclists and vehicles;</li> <li>– enable efficient use of car spaces and accessways, including manoeuvrability for vehicles between the street and the dwelling;</li> <li>– conform to the adopted street network hierarchy and objectives of the hierarchy, along with any related local traffic management plans; and</li> </ul>	<p>A4.1 The dimensions of a car space are 5.5 m x 2.4 m.</p> <p>A4.2 Car spaces and access are provided in compliance with Chapter 3, Section 3.5 Parking of the Dubbo Comprehensive Development Control Plan 2012.</p> <p>A4.3 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.</p>

<b>Performance criteria</b>	<b>Acceptable Solution</b>
Compliance with the performance criteria is the basic requirement	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<ul style="list-style-type: none"> <li>– achieve relevant streetscape objectives.</li> </ul>	
<b>Driveways and access points</b> P5 Driveways and access points are designed for maximum safety to resident motorists, passing motorists and pedestrians.	A5.1 Driveways are not less than 3.0m wide and: <ul style="list-style-type: none"> <li>– Not within 6.0m of a road intersection; and</li> <li>– The access points are located so that stopping sight distances are adequate for the design speed of the road (i.e. in accordance with AUSTRROADS Guidelines 'Guide to Traffic Engineering Practice, Part 5 – Intersections at Grade').</li> </ul>
<b>Surface treatment</b> P6 The surface treatment of driveways and car parks shall be a hard wearing all weather seal.	A6.1 Car spaces, accessways and driveways are formed, defined and drained to a Council drainage system, and surfaced with: <ul style="list-style-type: none"> <li>– an all-weather seal such as concrete, coloured concrete, asphalt or mortared pavers; or</li> <li>– stable, smooth, semi-porous paving material (such as brick, stone or concrete pavers) laid to the paving standard of light vehicle use.</li> </ul>

#### References

- AUSTRROADS Guidelines 'Guide to Traffic Engineering Practice, Part 5 – Intersections at Grade'.
- Aus-Spec (DCC version) Development Series – Design and Development Specification Series – Construction.
- AMCORD.

**Table 1 - Required rate of vehicle parking**

<b>Column 1</b> <b>Land and building use</b>	<b>Column 2</b> <b>Rate of provision</b>
Bed and breakfast accommodation	One space per lettable bedroom plus two spaces for the permanent occupants of the dwelling.  Note: Space(s) shall be provided behind the building line.
Health consulting rooms	One space per 25 m <sup>2</sup> of NLA

Column 1 Land and building use	Column 2 Rate of provision
Hospitals and the like	One space per 10 beds plus one space per each resident or staff doctor plus one space for each employee on duty at any one time plus ambulance parking.
Medical centres	One space per 25 m <sup>2</sup> of NLA
Infants and primary schools and secondary schools	One space per 1.5 staff plus one space per 10 students in year 12 plus adequate student set-down/pick-up areas, bus turning areas plus parking for auditoriums and sports stadia.
Higher education establishments, tertiary schools and colleges	One space per 1.5 staff plus one space per five students plus one space per five live-in students plus parking and turning areas for auditoriums and sports stadia.
Child care centres	One space per four children
Community facility (where a use is not specified )	One space per 20 m <sup>2</sup> of public area.
Place of public worship, funeral homes, mortuaries and the like	One space per five seats plus additional provision for overflow parking onsite.

## 3.2 Subdivision of land

### 3.2.1 Neighbourhood design

#### Introduction

Successful neighbourhoods have a sense of community, are designed to promote social interaction, are pleasant and have a high level of safety for residents and visitors. Good neighbourhood design assesses how the residents will interact within the neighbourhood and considers the street and pedestrian networks in addition to housing.

#### Objectives

- To provide neighbourhoods that offer opportunity for social interaction;
- Are aesthetically pleasing and cater for a broad diversity of housing needs;
- The neighbourhood design ensures motor vehicles do not dominate the neighbourhood; and
- Walking and cycling are encouraged.

Performance criteria	Acceptable solutions
The neighbourhood design objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Street design and lot density minimises motor vehicle use and promote walking and cycling.	A1.1 Recreational areas, shops and facilities are located within walking distance (400 m) of residences.

<b>Performance criteria</b> The neighbourhood design objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
P2 Natural and cultural features in the area are emphasised and enhanced in the neighbourhood design.	A2.1 Watercourses, natural vegetation and heritage items are retained and emphasised in the design.
P3 The layout provides for community focal points and public open space that promotes social interaction and caters for a range of uses by the community.	A3.1 If the subdivision is located in an Urban Release Area under the provisions of the Dubbo LEP 2011, the design of the subdivision complies with the relevant Residential Release Strategy.
P4 Neighbourhood densities are closer to public transport nodes, neighbourhood centres and the like.	A4.1 If the subdivision is located in an Urban Release Area under the provisions of Dubbo LEP 2011, the design of the subdivision complies with the relevant Residential Release Strategy.
P5 Neighbourhood design provides for passive surveillance of residences and public areas to enhance personal safety and minimise the potential for crime.	A5.1 Battle-axe lots are minimised in the subdivision design.
P6 Street networks provide good external connections for local vehicle, pedestrian and cycle movements. Their design promotes functional movement while limiting speed and detours through traffic.	A6.1 Refer to 4.2.5 Street Design and Road Hierarchy. A6.2 If the subdivision is located in an Urban Release Area under the provisions of Dubbo LEP 2011, the design of the subdivision complies with the relevant Residential Release Strategy. A6.3 Any cul-de-sac provided within a subdivision shall not have any more than 10 allotments.

#### References

- Dubbo LEP 2011; and
- AMCORD (1995) Section 1 – Neighbourhood Planning and Movement Networks.

### 3.2.2 Lot layout

#### Introduction

Lot layout cannot be seen in isolation from its later use. The arrangement of future dwellings will have an important influence on the quality of the neighbourhood that develops and should be considered as part of the lot design.

## Objective

- To provide a range of lot sizes to suit a variety of household types and user requirements whilst considering the surrounding established area.

<b>Performance criteria</b> The lot layout objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Size</b> P1 Lots are of appropriate area and dimensions for the siting and construction of a dwelling and ancillary outbuildings, the provision of private outdoor open space, convenient vehicle access and parking.	A1.1 Lot size complies with Dubbo LEP 2011. A1.2 Lot size and dimensions take into account the slope of the land and minimise earthworks/retaining walls associated with dwelling construction. A1.3 Lot size and dimensions enable residential development to be sited to: <ul style="list-style-type: none"> <li>– Protect natural or cultural features;</li> <li>– Acknowledge site constraints including soil erosion and bushfire risk; and</li> <li>– Retain special features such as trees and views (developers are encouraged to identify significant trees at subdivision stage and ensure provision of an adequate building envelope).</li> </ul> A1.4 Cul-de-sacs are designed to provide for functional allotments with on-street parking (see Figure 2). A cul-de-sac shall have a minimum of 10 and a maximum of 20 allotments. A1.5 Battle-axe subdivisions provide a minimum width of 4.3 m (ie 2.5 m wide driveway plus 900 mm on both sides to a boundary fence).
<b>User requirements</b> P2 Lot frontages are orientated to enable maximum residential security.	A2.1 Lot frontages are orientated toward streets and open spaces so that personal and property security, deterrence of crime, vandalism and surveillance of footpaths and public open space are facilitated.

<b>Performance criteria</b> The lot layout objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Solar access</b> P3 Lots are orientated and have dimensions to allow adequate solar access.	A3.1 Lots are orientated so that one axis is within 30 <sup>o</sup> east or 20 <sup>o</sup> west of true north.  Note: <ul style="list-style-type: none"> <li>– North-facing slopes improve opportunities for solar access;</li> <li>– Small lots are best suited to north-facing slopes with gradients of less than 15%;</li> <li>– South-facing slopes reduce solar access; and</li> <li>– Large lots/lowest densities are therefore best suited to south-facing slopes.</li> </ul>
<b>Transport links</b> P4 The design and location of transport links and access facilitates pedestrian and cyclist activity and the use of public transport.	A4.1 Footpaths are provided and designed to access public transport routes. A4.2 Subdivision design includes: <ul style="list-style-type: none"> <li>– Clearly marked bicycle networks;</li> <li>– Marked kerbside bike lanes; and</li> <li>– Dedicated cycle ways and links to city-wide cycle ways.</li> </ul>

<b>References</b>
<ul style="list-style-type: none"> <li>• AMCORD (1995) Section 2 – Site Planning and Building Design;</li> <li>• Dubbo LEP 2011; and</li> <li>• Urban Areas Development Strategy.</li> </ul>

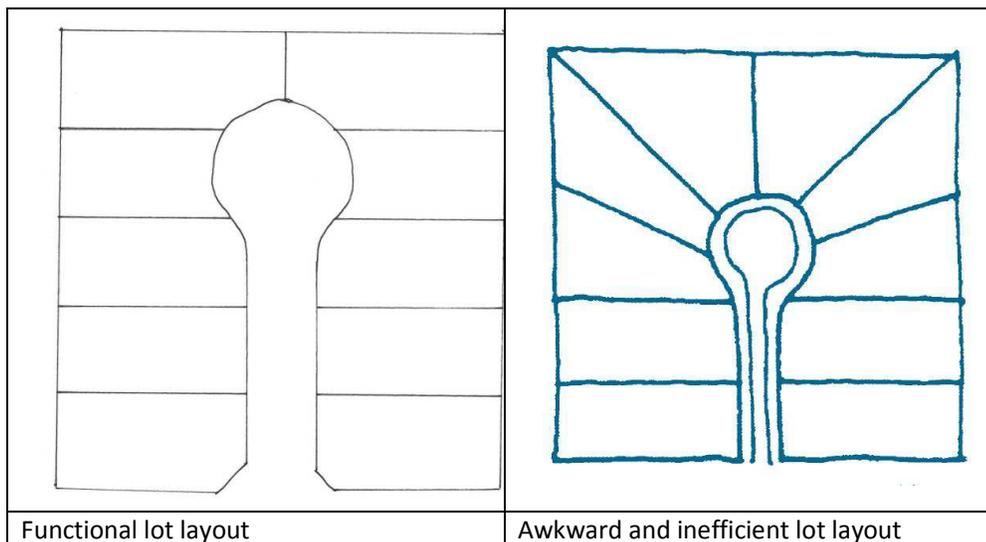


Figure 2 - Cul-de-sac design

### 3.2.3 Public open space and landscaping

#### Objectives

- To provide public open space that meets user requirements for outdoor recreational social activities and for landscaping that contributes to the identity and environmental health of the community; and
- To ensure that streetscape components do not detrimentally affect solar access to individual dwellings.

<b>Performance criteria</b>		<b>Acceptable solutions</b>	
The public open space and landscaping objectives may be achieved where:		The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P1	Public open space provides opportunities for: <ul style="list-style-type: none"> <li>– Recreation - both active and passive forms.</li> <li>– Conservation - protection or integration of natural features and cultural sites.</li> <li>– Amenity - greening of the urban environment and a spatial setting for housing.</li> <li>– Utility - stormwater management, buffers between different land uses and repair of degraded land.</li> </ul>	A1.1	Provision and location of public open space complies with the requirements of the Dubbo City Park and Open Space System Plan.
		A1.2	Public open space infrastructure is provided in accordance with the requirements of Council's Parks and Landcare Services Division.
		A1.3	Drainage systems will be integrated into the public open space.
		A1.4	Walking and cycling trails are developed along drainage networks incorporated into the public open space.
		A1.5	Watercourses will be retained in new urban release areas to benefit the preservation of animal and bird habitats.
P2	Public open space provides adequate facilities to meet the needs of the community as reflected by indicators such as population density and demographic structure.	A2.1	Linkage of public open space into a legible network.
	<b>Dedication, embellishment and maintenance</b>	A3.1	The location of land dedicated shall be in accordance with Council's Defined Asset Management Plan (DAMP).
P3	Land dedicated to Council for the purpose of open space/public reserve shall be of a satisfactory standard to facilitate its use for open space purposes in accordance with Council's requirements. The land shall be maintained to ensure that it is sufficiently established and to Council's satisfaction.	A3.2	A condition of consent and/ or a Deed of Agreement shall require the proponent to maintain the subject land in accordance with the standard included in Schedule 4 of Council's DAMP.

<b>Performance criteria</b> The public open space and landscaping objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A3.3 The land shall be maintained by the proponent/owner for a minimum period of ten (10) years from the date of dedication to Council.</p> <p>A3.4 The costs and expenses incurred with the maintenance of the land shall be borne by the proponent during the ten (10) year period specified in A3.3.</p> <p>A3.5 In the event that the proponent transfers, leases or otherwise disposes of the land, any transferee, lessee or assignee (other than Council) will enter into a legally binding agreement to maintain the land as previously agreed.</p> <p>A3.6 Council shall be indemnified to the full extent permitted by law from any claim, action, liability or suit resulting from any accident, damage, loss, death or injury occurring upon the land.</p>
<b>Landscaping – general</b> P4 Landscaping is designed and located to not negatively impact on the built infrastructure.	A4.1 Landscaping is provided in accordance with the requirements of a landscaping schedule (below) that has been approved by Council’s Parks and Landcare Services Division.
P5 Landscaping is undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.	<p>A5.1 Existing native trees are retained wherever possible.</p> <p>A5.2 Species selected are suitable for the local climate.</p> <p>A5.3 Species selected require a minimal amount of watering.</p> <p>A5.4 Landscaping does not impact ground-water levels by encouraging over-watering resulting in ground-water level increases or the pollution of waters.</p>
<b>Street trees</b> P6 Street trees are selected to provide summer shading while not impeding solar access to dwellings in winter.	A6.1 Street trees are provided in accordance with the requirements of Council’s Parks and Landcare Services Division generally and Council’s Tree Planting Standards (Appendix A).

<b>Performance criteria</b> The public open space and landscaping objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A6.2 Deciduous trees are selected where shadows adversely impact solar access.</p> <p>A6.3 Taller tree species are planted on the northern side of east-west aligned streets; shorter species are planted on the southern side.</p> <p>A6.4 Select indigenous species or species with a proven tolerance to the local climate and conditions that preserve solar access of adjoining properties.</p> <p>A6.5 Select plantings with low maintenance and low water consumption.</p> <p>A6.6 Select evergreen species for windbreaks and plant along south or west side of area being protected against the wind.</p>
<p><b>Security and surveillance</b></p> <p>P7 A clear relationship between public open space and adjoining land is established by appropriate treatment including alignment, fencing, landscaping and lighting.</p>	<p>A7.1 Parks include provision for lighting where appropriate in accordance with Australian and New Zealand Standard AS/NZ 1158.1.</p> <p>A7.2 Lots do not back onto public open space.</p> <p>A7.3 Parks are located so that at least 50% of their perimeter length has frontage to a public road.</p>
<p><b>Fencing</b></p> <p>P8 Avoidance of continual lengths of solid fencing along open space areas for security, surveillance, aesthetics and ease of maintenance.</p>	<p>A8.1 Pool style fencing, low hedges and permeable vegetation will delineate private boundaries.</p>

### References

- Dubbo City Council's Section 94 Plan for Open Space and Recreation Facilities;
- Urban Areas Development Strategy;
- Recreational Areas Strategy;
- SEDA NSW Energy Smart Homes Model Policy;
- AS 1158.1 (1986); and
- Dubbo City Council's Parks and Landcare Division – list of recommended plantings for the Dubbo district.

## Landscaping schedule

A Landscape Plan is required to be submitted with a development application for dual occupancy developments. The standard of Landscape Plan is based on either Category 1 or Category 2. The table shown below specifies the level of information required to be included for Category 1 and 2 Landscape Plans:

Category number	Minimum information standard
1	<p>Details groundcover and landscaping shown on the site plan, including the following:</p> <ol style="list-style-type: none"> <li>1. Location of landscaping on the site.</li> <li>2. Scientific name of all plant material.</li> <li>3. Height and characteristics of plant material at maturity.</li> <li>4. Status of landscaping at planting.</li> <li>5. Specification of a maintenance regime.</li> <li>6. The plan shall be drawn to a recognised scale such as 1 to 100.</li> </ol> <p>The Landscape Plan shall be prepared by a building design professional or appropriately qualified and experienced professional preparing the development plans.</p>
2	<p>A separate Landscape Plan and planting schedule including the following:</p> <ol style="list-style-type: none"> <li>1. The land to be dedicated to Council and the location of the landscaping on that site.</li> <li>2. Scientific name of all plant material.</li> <li>3. Height and characteristics of plant material at maturity.</li> <li>4. Status of landscaping at planting.</li> <li>5. Specification of a maintenance regime.</li> <li>6. Specification of irrigation systems for maintenance of landscaping referencing Council's current standards.</li> <li>7. Planting specifications showing staking, hole preparation, depth and root control devices.</li> <li>8. Provision for mulching.</li> <li>9. Specification that a horticultural professional will supervise implementation of the works in the landscape plan.</li> <li>10. Written certification from the horticultural professional supervising the works that all required works have been undertaken in accordance with the approved landscape plan.</li> <li>11. The plan shall be drawn to a recognised scale.</li> </ol> <p>The landscape plan and supporting information shall be prepared by a suitably qualified and experienced horticultural professional or landscape architect.</p>

Development type	Landscape plan category
Dual occupancy	1
Non-residential development	2

Note: Please discuss the development with Council's Building and Development Services Branch.

### 3.2.4 Infrastructure

#### Objectives

- To ensure that residential areas are serviced with essential services in a cost-effective and timely manner; and
- To ensure that residential areas are adequately serviced with water and sewerage infrastructure.

Performance criteria	Acceptable solutions
The infrastructure objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p><b>Utilities</b></p> <p>P1 Design and provision of utility services including sewerage, water, electricity, gas, street lighting and communication services are cost-effective over their life-cycle and incorporate provisions to minimise adverse environmental impact in the short and long term.</p>	<p>A1.1 The design and provision of utility services conforms to the requirements of the relevant service authorities.</p> <p>A1.2 Water and sewerage services are to be provided to each allotment at the full cost of the developer.</p> <p>A1.3 Water and sewerage services are to be designed and constructed in accordance with the requirements of NAT-SPEC (DCC version) Development Specification Series – Design and Development Specification Services – Construction.</p> <p>A1.4 Electricity supply is provided via underground trenching in accordance with the requirements of the energy supply authority.</p>
<p><b>Common trenching</b></p> <p>P2 Compatible public utility services are located in common trenching in order to minimise the land required and the costs for underground services.</p>	<p>A2.1 Services are located next to each other in accordance with Council's policy for trenching allocation in footways (Standard Drawing 5268).</p>

<b>Performance criteria</b> The infrastructure objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Availability of services</b> P3 Water supply and sewerage networks are available, accessible, easy to maintain and are cost-effective based on life-cycle costs.	A3.1 Council will not consent to the subdivision of any land until it is satisfied that an adequate water supply and adequate facilities for sewage and drainage are available or until arrangements satisfactory to Council have been made for the provision of such supply and facilities.
	A3.2 Development is to be carried out within the water supply and sewer catchments as described by Council's Section 64 Policy for Water and Sewerage.  Note: Where water and/or sewer are available, any new allotments will be connected to the system. Where not available refer to A3.1.

#### References

- Australian Rainfall and Runoff (1987);
- Aus-Spec (DCC version) Development Specification Series – Design and Development Specification Series – Construction; and
- AMCORD (1995) Part 3 Stormwater and Integrated Catchment Management Standard Diagram 5268.

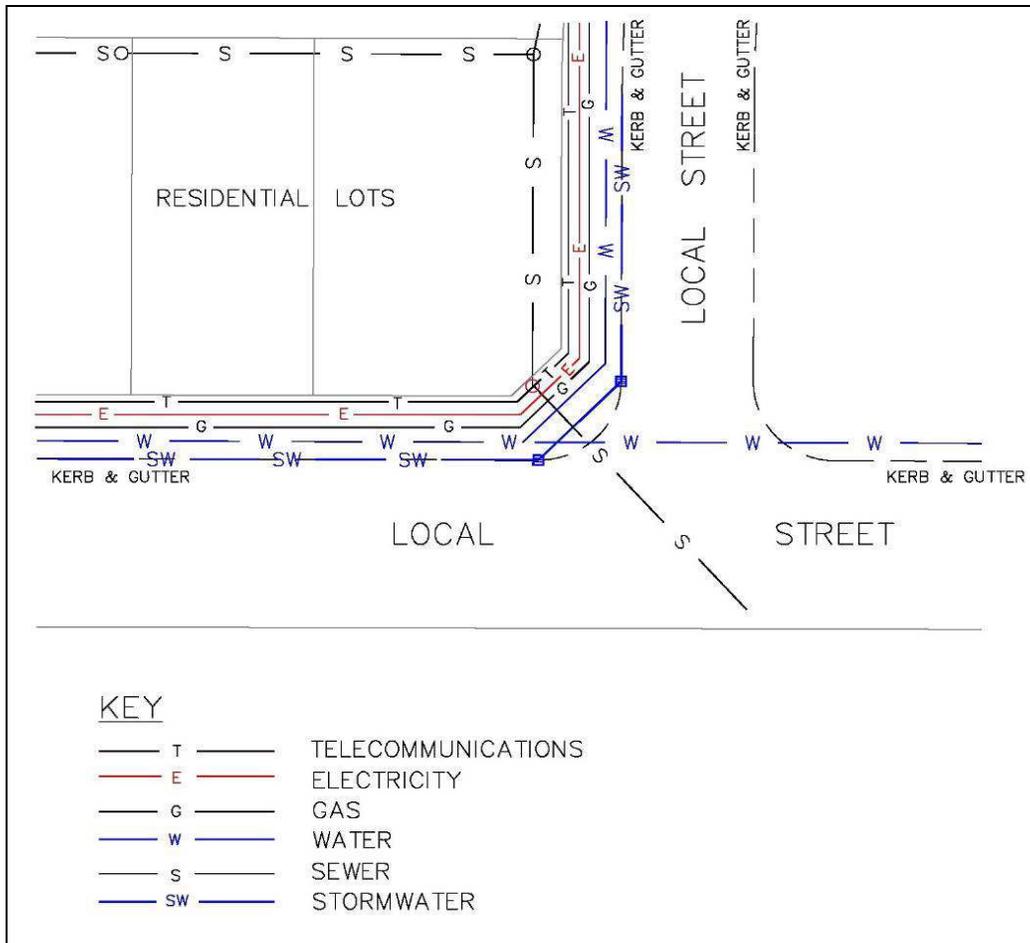


Figure 3 - Common trenching

### 3.2.5 Street design and road hierarchy

#### Objectives

To provide for streets that:

- Fulfil their designated functions within the street network;
- Accommodate public utility services;
- Accommodate drainage systems; and
- Create a safe and attractive environment.

<b>Performance criteria</b> The street design and road hierarchy objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Function and width</b> P1 The street reserve width is sufficient to cater for all street functions, including: <ul style="list-style-type: none"> <li>– Safe and efficient movement of all users, including pedestrians and cyclists;</li> <li>– Provision for parked vehicles;</li> <li>– Provision for landscaping; and</li> <li>– Location, construction and maintenance of public utilities.</li> </ul>	A1.1 The road hierarchy complies with the relevant Residential Release Strategy. A1.2 The road hierarchy is designed and constructed in accordance with Aus-Spec (DCC version). A1.3 Road reserve widths are in conformity with the Dubbo Road Transportation Strategy to 2045. A1.4 Road layouts ensure connectivity between adjoining residential estates is maintained for both vehicular and pedestrian movement.
P2 The verge width is sufficient to provide for special site conditions and future requirements.	A2.1 The verge width is increased where necessary to allow space for: <ul style="list-style-type: none"> <li>– Larger scale landscaping;</li> <li>– Indented parking;</li> <li>– Future carriageway widening;</li> <li>– Retaining walls;</li> <li>– Cycle paths; and</li> <li>– Overland flow paths.</li> </ul>
<b>Design for safety</b> P3 Street design caters for all pedestrian users including the elderly, disabled and children by designing streets to limit the speed motorists can travel.	P3.1 Limit the length of straight streets to between 200 to 250 m for a control speed of 50 km/hr.
	P3.2 Incorporating speed control devices (mostly for redesigning existing streets) such as: <ul style="list-style-type: none"> <li>– Horizontal deflection devices:</li> <li>– Roundabouts;</li> <li>– Slow points;</li> <li>– Median islands;</li> <li>– Street narrowing;</li> <li>– Vertical deflection devices;</li> <li>– Speed humps and dips; and</li> <li>– Raised platforms at pedestrian crossings or thresholds.</li> </ul>
<b>Driveway access</b> P4 Driveway egress movements do not create a safety hazard.	A4.1 Motorists can enter or reverse from a residential lot in a single movement. A4.2 Motorists enter and leave medium density and non-residential developments in a forward motion.

<b>Performance criteria</b> The street design and road hierarchy objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A4.3 Lot design enables driveways on major collector streets and streets which carry more than 3,000 vpd to be designed to promote forward movement of vehicles across the verge.
<b>Geometric design</b> P5 Bus routes have a carriageway width that: <ul style="list-style-type: none"> <li>– Allows for the movement of buses unimpeded by parked cars;</li> <li>– Safely accommodates cyclists; and</li> <li>– Avoids cars overtaking parked buses.</li> </ul>	A5.1 The geometry of streets identified as bus routes provides suitable turning, stopping sight distance, grade and parking for buses.
P6 Geometric design for intersections, roundabouts and slow points is consistent with the vehicle speed intended for each street.	A6.1 Sufficient area is provided at the head of cul-de-sacs for waste disposal vehicles to make a three-point turn.
<b>On-street parking</b> P7 Car parking is provided in accordance with projected needs which are determined by: <ul style="list-style-type: none"> <li>– The number and size of probable future dwellings;</li> <li>– The car parking requirements of likely future residents;</li> <li>– Availability of public transports;</li> <li>– Likely future onsite parking provisions;</li> <li>– Locations of non-residential uses such as schools and shops; and</li> <li>– The occasional need for overflow parking.</li> </ul>	A7.1 One on-street parking space is to be provided per dwelling. These are to be located against the kerb or in pairs in parking bays constructed within the verge, located within 60 m of each allotment.

### References

- AMCORD (1995) Part 1 Neighbouring Planning and Movement Networks 'Residential Standards Manual' published by the Local Government Association of NSW and Shires Association of NSW 1982;
- AS 1428 – Design for Access and Mobility; and
- Aus-Spec (DCC version) Development Specification Series – Design, and Development Specification Series – Construction.

### 3.2.6 Pedestrian and cycle links

#### Objective

To encourage walking and cycling by providing safe and convenient movement networks to points of attraction and beyond the development.

<b>Performance criteria</b> The pedestrian and cycle links objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Planning</b> P1 The residential street and path network provides a network of pedestrian and cyclist routes, with connections to adjoining streets, open spaces and activity centres.	A1.1 Where a Traffic Calming Plan or an approved Pedestrian and Cyclist Plan exist, pedestrian and cyclist paths are provided in accordance with that Plan.  A1.2 Pedestrian and cycle paths are provided in accordance with Council's Strategic Open Space Master Plan.  A1.3 A network of footpaths and cycle routes is provided that accounts for: <ul style="list-style-type: none"> <li>– The need to encourage walking and cycling;</li> <li>– Likely users (eg school children, parents with prams, the aged and people with disabilities, commuter and recreational cyclists);</li> <li>– Opportunities to link open space networks and community facilities including public transport, local activity centres, schools and neighbouring shopping centres;</li> <li>– Topography; and</li> <li>– Cyclist and pedestrian safety.</li> </ul>
<b>Location and design</b> P2 The alignment of paths allows safe and convenient use by pedestrians and cyclists and is varied to preserve trees and other significant features. A focus on vistas and landmarks adds visual interest where they exist.	

<b>Performance criteria</b> The pedestrian and cycle links objectives may be achieved where:		<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P3	Footpaths and cycle ways are well-lit and located where there is casual surveillance.	P3.1	Lighting conforms to AS/NZ 1158.1.
P4	Footpaths or shared paths are designed and constructed at appropriate widths, longitudinal gradient and sight distance to cater for the number of projected pedestrians and cyclists and user types (eg the aged, the very young, people with prams and people with disabilities).	A4.1	Collector streets on which there is access to lots or where there is a planned pedestrian or cyclist path are provided with a separate path on each side clear of the carriageway pavement.
		A4.2	A pedestrian (only) footpath, where required, is 1.2 m wide and is constructed of concrete or paving block for the full width and is located central to the existing or proposed kerb. Shared pedestrian and cyclist paths shall be 2.5 metres in width.
		A4.3	Footpaths are widened to full width in the vicinity of meeting points, schools, shops and other activity centres.
		P4.4	Maximum longitudinal gradient of cycle paths is no greater than that at any adjacent street pavement.
P5	Provision is made for the location of seats in appropriate places.		
P6	There is adequate provision for passing with paths widened at potential conflict points or junctions on high-use facilities to allow for passing of pedestrians/cyclists.	A6.1	Paths are widened at potential conflict points or junctions in areas of high use such as schools, corner stores etc (see above).
<b>Safe crossings</b>			
P7	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).	A7.1	Where traffic volumes exceed 3,000 vpd or speeds exceed 50 km/hr, safe crossings are created with the use of pedestrian refuges, slow points, thresholds or other appropriate mechanisms (eg Picture 1).

Performance criteria	Acceptable solutions
The pedestrian and cycle links objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A7.2 Pram and wheelchair crossings are provided at all kerbs and are adequately designed for this purpose as well as assisting sight-impaired people.
<b>Construction</b> P8 Pedestrian and cyclist paths are constructed to provide a stable surface for projected users and are easily maintained.	

### References

- AMCORD (1995) Section 1 – Neighbourhood Planning and Movement Networks;
- Aus-Spec (DCC version) Development Specification Series – Design and Development Specification Series – Construction; and
- AS/NZ 1158.1. – Lighting for Roads and Public Spaces.



Picture 1 - Traffic calming devices

### 3.2.7 Stormwater management

#### Objectives

- 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.
- To manage any water leaving the site (during construction and operation) with stormwater treatment measures.

Performance criteria	Acceptable solutions
The stormwater management objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Post development peak flows (up to 100 year ARI storm events) are limited to 'pre-development' levels.	<p>A1.1 Water sensitive urban design or onsite bio-retention in the form of rain gardens, swales and absorption trenches amalgamated into the design of the road network.</p> <p>A1.2 In areas where there is high salinity, infiltration shall not be used.</p>
P2 The stormwater drainage system has the capacity to safely convey stormwater flows resulting from the relevant design storm under normal operating conditions, taking partial minor system blockage into account.	<p>A2.1 The design and construction of the storm drainage system are in accordance with the requirements of Australian Rainfall and Runoff 1987 and Aus-Spec (DCC version) Development Specification Series – Design and Development Specification Series – Construction.</p> <p>A2.2 On all Construction Certificate plans for subdivision all minor and major stormwater systems are clearly defined and identified. Minor systems for residential areas are designed to cater for the 1 in 100 year storm event. These systems are to be evident as 'self-draining' without impacting on flooding of residential houses etc.</p>
P3 Natural streams and vegetation are retained wherever practicable and safe, to maximise community benefit.	A3.1 The natural streams and vegetation are incorporated into the stormwater drainage system for the subdivision and open space requirements.

<b>Performance criteria</b> The stormwater management objectives may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 The stormwater system/drainage network is designed to ensure that there are no flow paths which would increase risk to public safety and property.	A4.1 While addressing the statutory requirements stated above, the incorporation of sports grounds and other less flood-sensitive land uses into the drainage corridor and the appropriate placement of detention basins.
P5 The system design allows for the safe passage of vehicles at reduced speeds on streets which have been affected by run-off from the relevant design storm.	A5.1 The system allows for the safe passage of vehicles at reduced speeds on streets which have been affected by run-off from a 20% AEP event.
<b>Site drainage</b> P6 Subdivision design and layout provides for adequate site drainage.	A6.1 Where site topography prevents the discharge of stormwater directly to the street gutter or a Council controlled piped system, inter-allotment drainage is provided to accept run-off from all existing or future impervious areas that are likely to be directly connected.
	A6.2 The design and construction of the inter-allotment drainage system are in accordance with the requirements of Australian Rainfall and Runoff (1987) and Aus-Spec (DCC version) Development Specification Series – Design and Development Specification Series – Construction.
<b>Flooding</b> P7.1 Where residences (new or existing) are proposed in flood-affected areas, these shall be protected from flood waters.	A7.1 Ground floors of residences are located at or above the ‘flood planning level’ to provide protection to life and property in accordance with the accepted level of risk.
P7.2 Flood-ways are developed in a manner which ensures that there is a low risk of property damage.	

### References

- Australian Rainfall and Runoff 1987;
- Aus-Spec (DCC version) Development Specification Series – Design and Development Specification Series – Construction; and
- AMCORD (1995) Part 3 – Stormwater and Integrated Catchment Management.

### 3.2.8 Water quality management

#### Objective

To provide water quality management systems which:

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

Performance criteria		Acceptable solutions	
The water quality management objectives may be achieved where:		The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P1	Adequate provision is made for measures during construction to ensure that the land form is stabilised and erosion is controlled.	A1.1	An Erosion and Sediment Control Plan is prepared by properly qualified personnel using the 'Blue Book – Managing Urban Stormwater: Soils and Construction'.
P2	The system design optimises the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.	A2.1	The Erosion and Sediment Control Plan is to comply with the document 'Managing Urban Stormwater: Soils and Construction', produced by NSW Department of Housing.
P3	The system design minimises the environmental impact of urban run-off on surfaces receiving water quality and on other aspects of the natural environment, such as creek configuration and existing vegetation, by employing techniques which are appropriate and effective in reducing run-off and pollution travel.	A3.1	Water pollution control ponds or wetlands are developed (where appropriate) for final treatment before discharge to the wider environment and should be sited to minimise impacts on the natural environment.
		A3.2	Sensors are used to control watering systems.

#### References

- AMCORD (1995) Part 3 – Stormwater and Integrated Catchment Management;
- 'Blue Book – Managing Urban Stormwater: Soils and Construction' NSW Department of Housing; and
- Any subsequent Council policies on the salinity issue.

### 3.2.9 Environmental management

#### Objective

To enhance, improve and protect the natural elements through sustainable land management practices, as applicable.

<b>Performance criteria</b> The environmental management objective may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Habitat wildlife management</b> P1 Existing wildlife habitats are managed, enhanced and protected by adopting environmentally sustainable management principles.	A1.1 Avoid developing in or near areas of existing native vegetation, limit the extent of clearing required by development proposals and undertake assessment of the development proposed in accordance with the requirements of the Threatened Species Conservation Act 1996.
<b>Prevailing wind</b> P2 Development is located and designed to address prevailing winds and solar orientation.	A2.1 Orient and design developments to eliminate adverse effects of seasonal winds and solar exposure. A2.2 Windbreaks around development to mitigate adverse effect of prevailing winds.
<b>Natural hazards</b> P3 The impact of natural hazards such as fire, flood and wind storms are reduced.	A3.1 Avoid siting buildings near depressions and watercourses or on flood-prone land. A3.2 Consult with Council's Environmental Services Division, the Department of Environment and Heritage and local residents regarding the available information on previous flood events, especially in the villages.
<b>Erosion management</b> P4 Effective erosion and soil management techniques are adopted.	A4.1 The preparation and implementation of an Erosion and Sediment Control Plan (ESCP) in accordance with Council's Urban Stormwater Management Guidelines - Volume 2 - Erosion and Sedimentation and Managing Urban Stormwater Soils and Construction produced by the NSW Department of Housing.
	A4.2 Limit the amount of land disturbed during construction phase of development. A4.3 Ensure property access is located where it will not cause or contribute to erosion.

<b>Performance criteria</b> The environmental management objective may be achieved where:	<b>Acceptable solutions</b> The acceptable solutions illustrate one way of meeting the associated performance criteria:
<b>Aquifer protection</b> P5 Development is appropriately located so to avoid contamination of ground-water.	A5.1 Identify land situated over an aquifer and avoid locating potentially polluting land uses such as effluent disposal.
<b>Heritage protection</b> P6 European and Aboriginal heritage sites are identified, assessed and preserved.	A6.1 Consult with the NPWS, Dubbo Ga LALC and Wirrimbah Direct Descendants Aboriginal Corporation regarding identification and preservation of any Aboriginal archaeological sites.
	A6.2 Undertake an archaeological assessment of the proposed development site and submit with the development application. A6.3 Obtain specialist advice on the preservation of historic buildings and the design of any new dwellings in the vicinity.  Note: Council's Heritage Advisor is available by phoning the Environmental Services Division to arrange an appointment.

#### References

- AMCORD (1995) Part 3 – Stormwater and Integrated Catchment Management; and
- 'Blue Book – Managing Urban Stormwater: Soils and Construction' NSW Dept Housing.

Note: The issue of flooding and floodplain management is addressed in more detail Council Policy for Flood Prone Land. Contact Council's Environmental Services Division on telephone (02) 6801 4000 for further information.

## **Part 4 Site Specific Infrastructure**

### **4.1 Transport System**

#### **Roads**

The residential allotment and road layout will connect with the adjoining residential subdivision to the north and east (Magnolia Grove Estate) and future residential development to the south (Dubbo Residential Estate). The Estate will provide vehicular access to Wheelers Lane and Boundary Road.

The surrounding road infrastructure, including the internal roads of the adjoining subdivision and Boundary Road and Wheelers Lane are capable of accommodating the increased traffic generated by the proposed 36 residential lots.

#### **Pedestrian Systems and Cycleways**

A pedestrian footpath network will be provided within the subdivision in accordance with Council's requirements. A cycleway will not be provided in this subdivision.

#### **Public Transport**

There is potential for bus services to be extended to the adjoining areas of Wheelers Lane and Boundary Road to support the future residential population.

### **4.2 Open Space**

There is no public open space provided within the subdivision. Council will levy Section 94 Contributions for Open Space and Recreation Facilities under the provisions of the Section 94 Contributions Plan Open Space and Recreation Facilities or any applicable Plan in place at the time of subdivision of the land.

### **4.3 Stormwater Drainage**

The stormwater drainage system will ultimately connect with the future Dubbo Residential Estate (DRE) (Area Plan 1) to the south for quality treatment prior to discharge into the local natural drainage system to the south west.

Until such time that this development is constructed and connected, there will be overland discharge of stormwater to a temporary tail out drain to the south of Road No.1.

### **4.4 Sewer and Water**

The sewer reticulation system will connect with the Dubbo Residential Estate in the future. In the meantime a provisional arrangement will be enforced, involving a temporary sewer pump station that would be erected within the Magnolia Grove Estate.

## 4.5 Groundwater Vulnerability

A hydraulic water balance assessment was undertaken on site for pre development and post development conditions (Envirowest Consulting Pty Ltd 2012). The hydraulic balance model indicated a net infiltration of 117 m under rural land-use and nil infiltration under residential land-use.

Increased runoff will occur under the residential land-use from hard surfaces (roads, driveways and roofs). Rainfall and irrigation applied to the lawn areas of the development will be utilised by evaporation and evapotranspiration. No infiltration and therefore no groundwater recharge will occur.

Groundwater is located at a depth greater than 40 m below the surface. In the event that infiltration does occur, assuming an infiltration rate of 112mm/year, a time period of 357 years is required to reach the water table. Over this time period any contamination will be absorbed by the soil matrix and will not reach the water table.

The bores that supply drinking water are located north and north east of the site. The drinking water aquifer is not recharged from the locality rather from areas upslope and to the east and north. The aquifer movement is south towards the Macquarie River. The development site therefore will not impact on the bore field as groundwater flows are away from the nearby drinking water bores.

The main potential source of contamination associated with residential land use is over fertilising of lawns and gardens. This is likely to occur on a small number of lots. The amount of nutrients entering the soil is expected to be less than for grazing cattle or sheep. The potential impacts of nutrient infiltration on residential land-use will be less than under agricultural land use. Movement of nutrients into the groundwater will not occur as no net infiltration of water will occur.

## 4.6 Noise Impacts

The *Development near rail corridors and busy roads - Interim Guideline* applies to future development by application of Clause 87 of State Environmental Planning Policy (Infrastructure) 2007. Part C of the Interim Guideline considers development impacted by rail corridors.

The Interim Guideline considers the assessment of noise generated by passenger and freight trains in terms of Acoustic Assessment Zones – Zone A (within 25m of an operational track) and Zone B (within 60m of an operational track). Rail traffic, in the case of any future use of the line, has been determined as ‘Passenger and Freight Services (<80km/h)’.

Future development to be situated on lots on the western side of the subdivision adjacent to the Dubbo to Molong rail corridor will be required to provide additional acoustic attenuation measures as described in Zone B below:

- Zone A** – A ‘no building restriction’ applies to all building within this area of the subdivision.
- Zone B** – All residential development located within this area will require standard noise mitigation measures consistent with Category 2 Noise Control treatments (Interim Guideline Appendix C). Such measures include:

- Windows/ Sliding Doors – Openable with minimum 6 mm monolithic glass and full perimeter acoustic seals.
- Wall Construction – 110 mm brick, 90 mm timber stud frame or 92 mm metal stud frame, minimum 50 mm clearance between masonry and stud frame, 10 mm standard plasterboard internally.
- Roof – Pitched concrete or terracotta tile or metal sheet roof sheeting with sarking, 10 mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity.
- Entry Door – 40 mm solid core timber door fitted with full perimeter acoustic seals.
- Floor – 1 layer of 19 mm structural floor boards, timber joists on piers, or Concrete slab floor on ground.
- Additional measures may include:
- Windows/ Sliding Doors – Openable with minimum 6.38mm laminated glass and full perimeter acoustic seals.
- Roof – Pitched concrete or terracotta tile or metal sheet roof sheeting with sarking, 1 layer of 13 mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.
- Entry Door – 45 mm solid core timber door fitted with full perimeter acoustic seals.
- Floor – Concrete slab floor on ground.

The remainder of the subdivision located outside Zone A and Zone B is not considered to be at risk of adverse noise impacts caused by future potential reinstatement of the rail.

#### **4.7 Lot Sizes**

The residential allotments within the subdivision are all greater than 600 m<sup>2</sup> in area and are consistent with the minimum allotment sizes in the R2 Low Density Residential zone under the Dubbo Local Environmental Plan 2011.

#### **4.8 South-East Residential Release Strategy**

The subject land forms part of Dubbo's South-Eastern Sub District Residential Release Area under the Dubbo South-East Residential Release Strategy 2011. The subject site is the preferred Stage 1 development area in the Strategy.

## Part 5 Subdivision – Acceptable Solution

The residential subdivision has been designed in response to the physical characteristics and land use context of the site. The subdivision and road layout, consisting of 36 residential allotments has been designed to integrate with surrounding residential development. Each of the 36 residential allotments is in excess of 600m<sup>2</sup> in area as shown below:

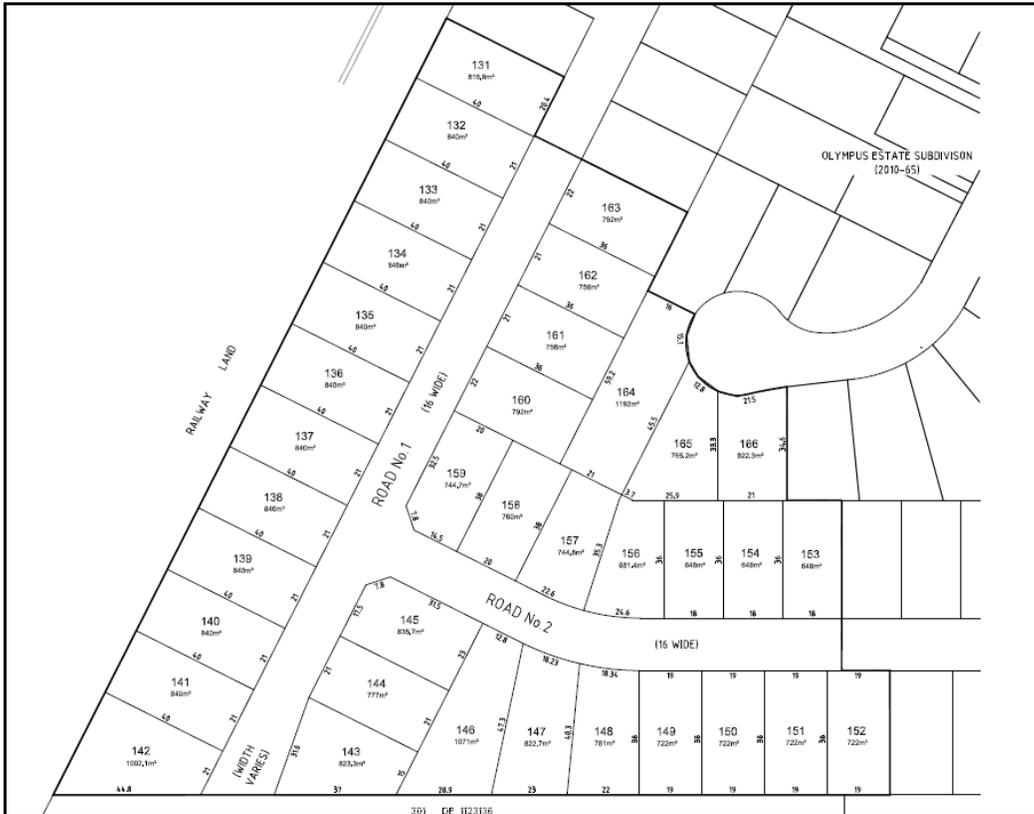


Figure 4 - Subdivision layout

## **Part 6 Further Information and Consultation**

If you require any further information in relation to the provisions of the Area Plan and Council's requirements for the lodgement of a development application, please contact Council's Environmental Services Division on (02) 6801 4000 or Council's website at [www.dubbo.nsw.gov.au](http://www.dubbo.nsw.gov.au).

Council also offers a development application pre-lodgement service to proponents prior to lodging a development application. A pre-lodgement meeting may include and provide input from Council's Environment and Health officers, Building officers and Technical Services officers.