REPORT: Modification of Blueridge Precinct Development Control Plan

DIVISION: Development and Environment
REPORT DATE: 17 September 2025
TRIM REFERENCE: ID25/1860

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement	
Issue	• Council adopted the Blueridge Precinct Development Control Plan (DCP23-004) on 12 August 2025, which provides detailed planning and design guidelines for development within the Blueridge Business Park Precinct. • The adopted DCP applies to the majority of the land within the undeveloped area of the Blueridge Precinct apart from a large central allotment. • The current application seeks to amend the adopted DCP to apply to the entire area of the undeveloped Blueridge Precinct, including the central allotment that was not originally incorporated into the adopted DCP. • As such, the adopted DCP has now been amended to reflect this modification. • Subject to endorsement by Council, the draft DCP will be placed on public exhibition for a minimum of 28 days, with consultation being undertaken with the community and State Government Agencies.	
Reasoning	• Environmental Planning and Assessment Act, 1979. • Clause 6.3 of the Dubbo Regional LEP 2022 requires a DCP to be prepared before development consent can be granted in land in an Urban Release Area for the purposes of subdivision.	
Financial Implications	Budget Area	Growth Planning
	Funding Source	Application Fees
	Proposed Cost	$12,850
	Ongoing Costs	No ongoing costs
Policy Implications	Policy Title	Dubbo Development Control Plan 2013
	Impact on Policy	Upon adoption the draft DCP will provide development design guidance for the subject land.

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes four principal themes and a number of objectives and

strategies. This report is aligned to:

Theme:	3 Working Together for the Region
CSP Objective:	3.2 Our local economy grows through diverse traditional and emerging industries.
Delivery Program Strategy:	3.2.1 Support a diverse and resilient economy through innovation, new industries, and commercial activation programs.

RECOMMENDATION

1. **That Council adopt the amended draft Blueridge Precinct Development Control Plan for the purposes of public exhibition only.**
2. **That the draft Blueridge Precinct Development Control Plan be placed on public exhibition for a period of not less than 28 days in accordance with Environmental Planning and Assessment Act, 1979 and for Council to consult with Precinct landowners.**
3. **That following the completion of the public exhibition period, a further report be presented to Council for consideration, including the results of the public exhibition.**

Steven Jennings
Director Development and Environment

TS
Team Leader Growth Planning Projects

BACKGROUND

1. Previous Resolutions of Council

Date	Resolution
24 November 2022 CW22/4	*In part* *1. That Council adopt the alignment of the Blueridge Link Road as described in the body of this report.*
22 June 2023 CCL23/170	*In part* *1. That Council delegate to the Chief Executive Officer the power to negotiate an agreement with the relevant parties, and for the maximum amounts, as outlined in the body of this report.*
13 September 2023 CCL23/257	*In part* *1. That Council adopt the draft Blueridge Precinct Development Control Plan for the purposes of public exhibition only.* *3. That following the completion of the public exhibition period, a further report be presented to Council for consideration, including the results of the public exhibition.*
11 July 2024 IPEC24/46	*In part* *1. That…Council adopt Sheraton Road (between Boundary Road and Wellington Road) as the primary haulage route for the three heavy industry developments located on Sheraton Road, outside of peak school drop off and pick up times.* *4. That Council adopt the Southern Distributor alignment from Sheraton Road to the Mitchell Highway…as the long term haulage route for the heavy industry developments located on Sheraton Road.*
12 August 2025 IPEC25/56	*1. That Council adopt the amended draft Blueridge Precinct Development Control Plan (attached in Appendix 1).* *2. That the draft Blueridge Precinct Development Control Plan come into effect on 29 August 2025.* *3. That Council note the submissions received during the public exhibition period (attached in Appendix 2).*

As detailed under IPEC25/56, Council adopted the Blueridge Precinct Development Control (DCP) at the August Ordinary Meeting. Originally, this DCP included all the land located within the undeveloped area of the Blueridge Estate. However, during the assessment of the application, one of the landowners withdrew consent. As such, the adopted DCP included two out of the three sections of the land within the undeveloped area of the Blueridge Precinct (as per **Figure 1**).

The landowner that withdrew consent has now lodged the subject application seeking to amend the adopted DCP to include the third portion of the undeveloped Blueridge Precinct (as per **Figure 2**).



Figure 1: Land to which the previously adopted Blueridge Development Control plan applies.



Figure 2: Land to which the subject proposed amended DCP applies

2. What is a Development Control Plan?

A Development Control Plan (DCP) is a locally adopted plan that guides developers, landowners, Council and the community on how land can be developed and change over time, and includes measures such as planning principles, objectives, performance measures and acceptable solutions. It aims to ensure we can continue to develop our urban area with a strong emphasis on overall liveability, quality and sustainability.

3. Why is a Development Control Plan required?

The Dubbo Regional Local Environmental Plan (LEP) 2022 identifies several Urban Release Areas in Dubbo. The site is partially located in the South-East Urban Release Area. Clause 6.3 of the Dubbo Regional LEP 2022 requires a site-specific DCP to be prepared prior to Council determining any development application on land within an Urban Release Area.

REPORT

1. Details of the Development Control Plan

A proponent-initiated draft DCP modification has been submitted to Council seeking adoption (attached in **Appendix 1**) to provide detailed planning and design guidance for the future development of part of the Blueridge Business Park Precinct. The draft DCP will modify the existing adopted Blueridge Precinct DCP and will apply to land identified in **Figure 2**.

The draft DCP is required to be read in conjunction with relevant provisions of the Dubbo DCP 2013, however, the draft DCP will prevail in the event of any inconsistency.

The draft DCP consists of the following components:

a. **Subdivision Controls –** this section will provide guidance on lot size and shape to facilitate a variety of development outcomes in the Precinct. Controls are included in this section to ensure adequate infrastructure is provided to all allotments.

b. **Design Controls –** this section will guide development proposals for land to which this plan applies by communicating the planning, design and environmental objectives. This section will promote quality urban design outcomes within the context of environmental, social and economic sustainability.

The draft DCP has maintained consistency with the existing Blueridge Precinct DCP with one primary exception being Element 7 of the Design Control section, “Water and Soil quality management” (page 25). This Element is an additional control which seeks to optimise management of pollutants, stormwater drainage and erosion control. This element aligns with the Dubbo DCP 2013 and is considered a positive contribution to the existing DCP.

2. Consultation and Next Steps

Following Council's consideration, the draft DCP will be placed on public exhibition for a minimum period of 28 days in accordance with the Environmental Planning and Assessment Act 1979. A notice will be placed on Council's website and in Customer Experience Centres, and the Daily Liberal newspaper. Adjoining land owners will also be notified by separate letter.

Following completion of the public exhibition period, a further report will be provided to Council for consideration.

3. Resourcing Implications

Council has invoiced and received payment of $12,850, being the adopted 2025 fee for modifications to existing Development Control Plans.

Total Financial Implications	**Current year ($)**	**Current year + 1 ($)**	**Current year + 2 ($)**	**Current year + 3 ($)**	**Current year + 4 ($)**	**Ongoing ($)**
a. Operating revenue	$12,850	0	0	0	0	0
b. Operating expenses	$12,850	0	0	0	0	0
c. Operating budget impact (a – b)	**0**	**0**	**0**	**0**	**0**	**0**
d. Capital Expenditure	0	0	0	0	0	0
e. Total net impact (c – d)	**0**	**0**	**0**	**0**	**0**	**0**
Does the proposal require ongoing funding?	No					
What is the source of this funding?	Not applicable					

Table 1. Ongoing Financial Implications

APPENDICES:

1⇩ Draft Blueridge Precinct Development Control Plan 2025

DUBBO REGIONAL COUNCIL

Blueridge Precinct Development Control Plan 2025

DCP25-001

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Part 1 Introduction

1.1. Name of this Plan

This Development Control Plan (DCP) is known as Blueridge Precinct Development Control Plan (the Plan).

1.2. Application of Plan

This Plan applies to part of the Blueridge Business Park Precinct, identified in **Figure 1** below.

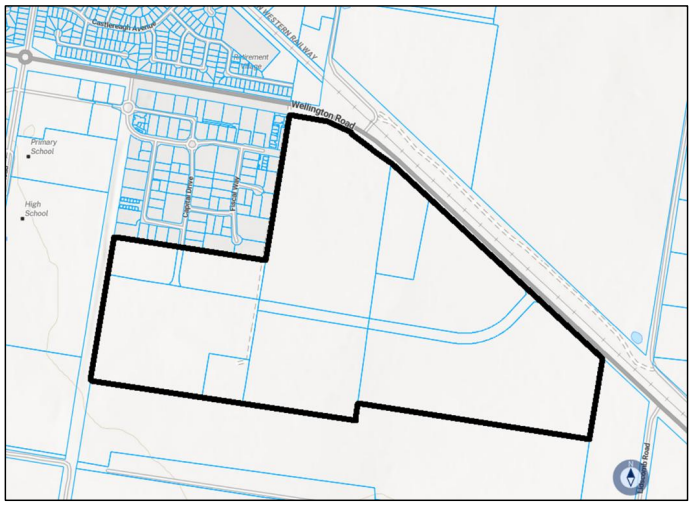


Figure 1 – Land to which this Plan applies

1.3. The Vision and Desired Future Character

The vision for the Blueridge Business Park is to create an attractive business and industrial precinct to maximise opportunities for local employment and business. With appropriate and flexible design provisions, any future development is to be built to achieve the following objectives:

- Development caters for the Southern Distributor Road and the wider transport network;
- Development along the Mitchell Highway is well presented whilst maintaining the amenity and functionality of surrounding properties;
- There are opportunities for a range of commecial, business and light industrial developments that contribute to the economic, employment and social growth of the Precinct;
- Development is innovative and agile;
- The streetscape and public domain is enhanced;
- Existing trees are preserved, and new trees are planted on both the private and public domain; and

- Orderly, efficient and high quality design outcomes are achieved within the context of environmental, social and economic sustianbility.

1.4. Statutory Context

This Plan has been prepared by Council in accordance with Section 3.44 of the Environmental Planning and Assessment Act 1979 (the Act), Part 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation), and Clause 6.3 of the Dubbo Regional Local Environmental Plan (the LEP) 2022.

1.5. Adoption and Commencement

This Plan was adopted by Council on *** and commenced on ****.

1.6. Relationship to other Plans and Documents

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

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

1.7. Relationship to the Dubbo Development Control Plan 2013

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

Part 2 Development and Subdivision

2.1. Subdivision Controls

Objectives:

- A pleasant, safe, and functional subdivision with 'best practice' solution(s) is achieved;
- Land is of a suitable size for development;
- Existing trees and vegetation are protected, and new trees and vegetation are planned for, in the subdivsion planning and design stage;
- Development is provided with appropriate levels of landscaping, amenity, required services and infrastructure; and
- The subdivision layout is well-connected internally and to strategic roads, including the Southern Distributer, the Blueridge Link Road and the Mitchell Highway.

Element 1. Implementing the Urban Structure

Urban Structure		
Performance Criteria:	P1.1	Development is generally consistent with and delivers the urban infrastructure in accordance with **Figure 2.**
Requirement:		There are no Acceptable Solutions.
Staging		
Performance Criteria:	P1.2	Land is developed in an orderly manner to assist in the coordinated provision of necessary infrastructure.
Requirement:	A1.1	Development ensures it complies with **P1.2**.

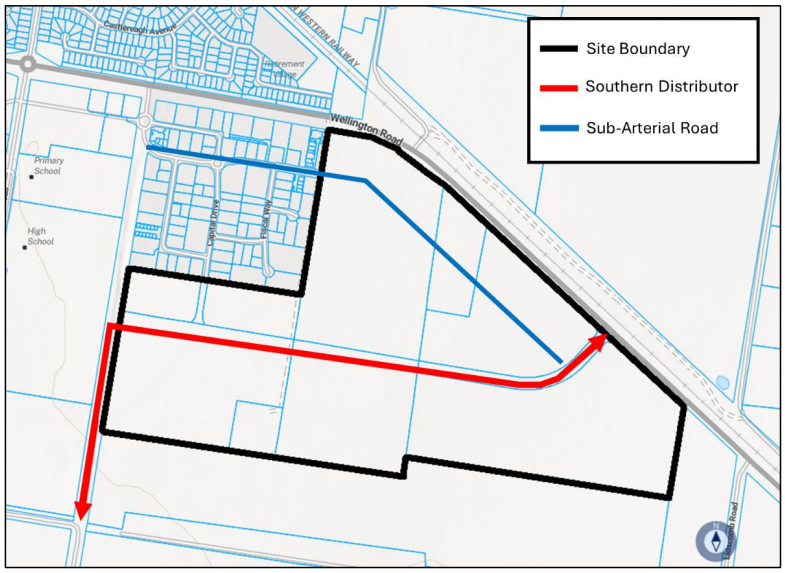


Figure 2 – Indicative Structure Plan

Element 2. Lot Design

Lot Requirements	
Performance Criteria:	P2.1 Lot design considers the design requirements of the Blueridge Link Road, Southern Distributor Road and Mitchell Highway. P2.2 Lots are of an adequate size for the location of buildings, manoeuvring and parking of vehicles and landscaping.
Requirement:	A2.1 Lots are generally rectangular in shape. A2.2 Where lots are irregular in shape, they are of a sufficient size and orientation to enable siting of development in accordance with this plan. A2.3 The minimum area and dimension of lots must: • generally be 1,500m^2 for land zoned E3 Productivity Support; • be capable of development with appropriate levels of amenity, services and access; • permit the manoeuvring of a 19m single articulated vehicle. A2.4 Lots do not have direct access to the Southern Distributor Road and Mitchell Highway. A2.5 The largest vehicle must be able to enter and exit the site in a forward direction (Swept Paths to be provided).
Battle-axe Lots	
Performance Criteria:	P2.3 Battle-axe lots are minimised, but where provided, do not compromise the amenity of the streetscape, public domain and neighbouring lots. P2.4 Battle-axe lots have adequate access to and from the street for trucks and service vehicles.
Requirement:	A2.6 Battle-axe lots are only provided where topography and site hazards result in regular subdivision not being able to be achieved. A2.7 Where provided: • A battle-axe 'handle' shall be a minimum width of 10 metres and no longer than 50 metres • Battle-axe lots do not have frontage to a major road; • A minimum 1m wide landscaping strip is to be placed along either side of the battle-axe handle; • The landscaping strip is to be designed by using robust landscape elements i.e. using hard and soft landscaping and materials with low maintenance requirements; A2.8 Landscaping, supported by irrigation, includes a mix of the following: • Trees; • Plantings; • Garden bed; • Edging materials; • Volume and type of mulch, bricks, stones.

Element 3. Road Design and Layout

Road Network	
Performance Criteria:	P3.1 The layout of the street network and location of lots does not impact the function, safety and efficiency of the Blueridge Link Road, Southern Distributor Road and Mitchell Highway.
Requirement:	A3.9 The road network is generally in accordance with **Figure 3.** A3.10 The number of road connections onto the Southern Distributor Road is limited. A3.11 Lots do not have direct access to the Southern Distributor Road and Mitchell Highway. A3.12 The road hierarchy is designed and constructed in accordance with Dubbo Regional Council's adopted AUS-SPEC#1 Development Specification Series – Design and Construction and Technical Schedules, and Transport for New South Wales design standards. A3.13 The verge width is increased where necessary to allow space for significant landscaping, indented parking, future carriageway widening, retaining walls, cycle paths and overland flow paths.

Function and Geometric Design	
Performance Criteria:	P3.2 The road reserve width is sufficient to cater for all street functions, including: • Safe and efficient movement of all motorists, pedestrians, and cyclists; • Provision for parked vehicles; • Provision for bus routes; • Provision for landscaping; and • Provisions for location, construction and maintenance of infrastructure. P3.3 Bus routes have a carriageway width that: • Allows for the safe movement of buses; • Safely accommodates cyclists; and • Allows vehicles to overtake parked buses without crossing onto the other side of the road.
Requirement:	A3.14 The type of road is generally in accordance with **Figure 3**. A3.15 The design of roads: • is generally in accordance with **Figure 4**; • facilitates traffic turning movement/swept path as per AUSTROAD Design B-double (25.0m) utilising the desirable minimum swept path radius and a turning speed of 5 – 15km/hr. • for the collector road – has a minimum road reserve width of 28 metres and a carriageway width of 2 x 9.5 metres pavement and 2 x 4.5 metres reserve; • for a local street – has a minimum road reserve width of 21 metres and a carriageway width of 2 x 6.5 metres pavement and 2 x 4.0 metres reserve; • allows the movement of all vehicles to be unimpeded by parked cars; and • allow for unobstructed access to individual lots. A3.16 Safe sight distances are available at property access points, pedestrian and cyclist crossings and at junctions and intersections. A3.17 The horizontal and vertical alignments satisfy safety criteria and reflect physical land characteristics and major drainage functions. A3.18 Geometric design for intersections, round-abouts and slow points are consistent with the vehicle speed intended for each street. A3.19 Kerb radii at intersections and junctions are kept to a minimum, subject to: • Satisfying required turning manoeuvres; • Keeping pedestrian crossing distances to a minimum; and • Controlling the speed of vehicles.

Function and Geometric Design	
Requirement:	A3.20 The verge width is increased where necessary to allow space for large scale landscaping, indented parking, future carriageway widening, retaining walls, cycle paths or overland flow paths; A3.21 Appropriate splays are provided at the corner of lots at every intersection. A3.22 Bus routes and stops are identified and planned for in accordance with AUSTROADS and the requirements of the relevant service authority. A3.23 Development provides opportunities for bus stops, bus bays and shelters no more than 400 metres apart.

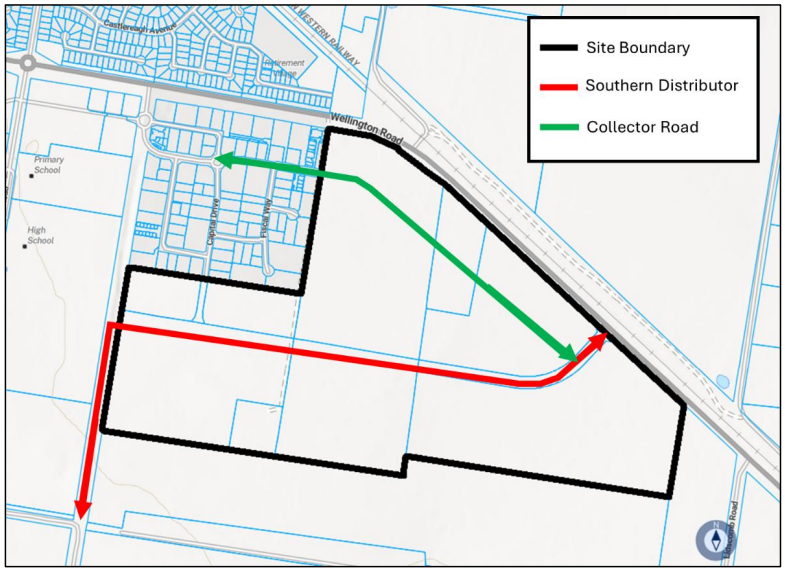


Figure 3 – Road Types

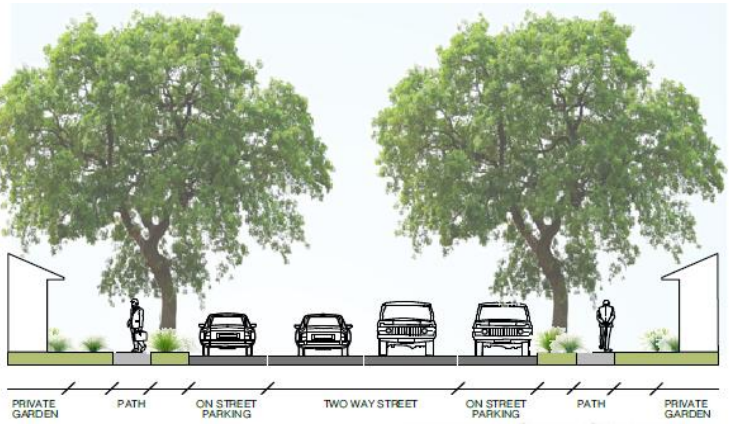


Figure 4 – Indicative Cross-Section

Pedestrian Network	
Performance Criteria:	P3.4 Streets are well connected to pedestrian paths and the wider street network. P3.5 The design facilitates safe use by pedestrians, particularly people with disabilities, the aged and children.
Requirement:	A3.24 Pedestrian footpaths are: • provided on one side of the carriageway and are designed to ensure pedestrian connectivity throughout the estate; • 1.5 metres wide; • constructed of concrete or paving block; and • located central to the existing or proposed kerb. A3.25 Links from the site to areas of public open space are provided to facilitate public access and stormwater management.
Waste Collection Vehicles	
Performance Criteria:	P3.6 The street network is sufficient to cater for waste collection vehicles.
Requirement:	A3.26 The subdivision design and street network ensures waste collection vehicles can enter and exit the precinct in a forward direction, and reduce the need for reversing of waste collection vehicles. This includes culs-de-sac and temporary turning heads as a result of staging and construction works. A3.27 The road width accommodates Council's waste vehicles without impacting other road users, including the side loading vehicle and lift arm movement/rotation. A3.28 Sufficient area is provided at the head of cul-de-sac for waste disposal vehicles to manoeuvre even when cars are parked in the street.

Element 4. Landscape design and Street Trees

Landscaping and Street Trees	
Performance Criteria:	P4.1 Landscaping is used to soften the impact of buildings, as a screen for visual intrusions, to screen parking areas and for recreation space. P4.2 Street trees are selected and provided to assist in developing a microclimate and improving streetscape amenity. P4.3 Street trees are in harmony with underground services, street lights, driveway and relevant easements.
Requirement:	A4.1 A Landscape Plan and Planting Schedule is included with any development application for subdivision and building construction/development. A4.2 Landscaping is provided in front set-back areas to soften the appearance of buildings and improve the streetscape. A4.3 Landscaping includes species that will grow to a height consistent with the height and scale of the building A4.4 For developments facing a road, public open space or nearby residential area trees with a mature height of at least 8.0 m are to be planted. Trees shall be a minimum 1.5 m in height at planting and be sourced from NatSpec accredited suppliers or equivalent A4.5 Where car parking is visible from a road, for every 10 to 12 car parking spaces, landscaping bays (1.5 m x 5.5 m) are to be provided and appropriately-sized trees and ground cover planted within each bay. A4.6 Landscaping addresses the 'Safer By Design' guidelines. A4.7 Species selection is to be sympathetic to existing plantings found within the precinct A4.8 Street trees are provided at the rate of at least one tree per 20 metres of street frontage (i.e. 5 trees per 100m). A4.9 The species and location of street trees are determined in consultation with Council's Community, Culture and Places Division. A4.10 Street trees are installed in tree pit holes and located away from the stormwater gutter. A4.11 Landscaping Plans include appropriate detailed designs that address: • access and manoeuvrability of heavy vehicles, street sweepers and vehicles; • the impact of the root system on the carriage way; • ongoing maintenance of the tree and carriageway; • relationships with future driveway locations; and • impacts on and location of underground infrastructure.

Landscaping and Street Trees	
Requirement:	A4.12 The selection and placement of street trees takes into consideration: • Species selection is to be sympathetic to existing plantings found within the precinct • The location of infrastructure and easements; • Pruning and shaping adaptability of selected trees; • Driveways placements; • Front setbacks; • Lateral spread of branches; • Road verge widths; • Waste services collections; • Pedestrian and cyclist access; and • Pedestrian and vehicle vision; A4.13 Street trees must not be planted: • less than 5 metres from street lights and stormwater entry pits; • less than 1 metre from a concrete footpath or cycleway; and • less than 10 metres from road corners or intersections.

Element 5. Infrastructure

Infrastructure Management	
Performance Criteria:	P5.1 Essential infrastructure is provided in a cost-effective and timely manner, and designed in accordance with the requirements of the relevant service authority. P5.2 Development does not overload the capacity of public infrastructure, which includes: • Roads • Stormwater; • Water; • Sewer; • Electricity; • Natural gas; and • Communication services.
Requirement:	A5.1 An Infrastructure Servicing Strategy is included with any development application for subdivision. The Strategy details requirements for: • Road requirements and upgrades; • Service connections of sewerage, water, electricity, gas, street lighting and telecommunication services; • Public infrastructure including kerb/gutter, stormwater drainage, footpaths, and street trees; • Details of the maintenance regime; • Specifications to Council's requirements or relevant service authorities. A5.2 Development is connected to a sewerage system, water supply, electricity system and gas (where available) to the appropriate authority's requirements. A5.3 Development is connected to Essential Energy's reticulated system in accordance with the requirements of the authority. A5.4 Development is connected to a telecommunication system to the appropriate authority's requirements. A5.5 Services are located underground and next to each other in common trenching in accordance with Council's Policy.

Stormwater	
Performance Criteria	P5.3 Stormwater infrastructure has the capacity to safely convey stormwater flows without causing nuisance or damage to the site, upstream and downstream properties.
Requirement:	A5.6 A Stormwater Management Design is included with any development application for subdivision. The Strategy must be prepared by a suitably qualified and experienced consultant and detail how the projected stormwater volumes can be managed on the subject land and through to receiving waters. A5.7 Lots are graded to discharge stormwater to the public road. A5.8 Interallotment drainage and associated easements are provided where any part of any lot, roof water or surface water does not drain to a public road without traversing one or more adjacent downhill lots. A5.9 Each lot requiring interallotment drainage has a surface inlet pit located in the lowest corner or portion of the allotment. Lots are graded to the interallotment pit. A5.10 In areas where drainage infrastructure has little or no excess capacity, development that would generate stormwater run-off beyond that presently generated by the site shall provide for stormwater drainage mitigation or upgrading of the local drainage system. A5.11 The following are incorporated into the stormwater drainage system where practical: • Constructing onsite stormwater detention with delayed-release into the stormwater system; • Designing the site to minimise impervious areas; • Use of permeable paving where possible; and • Incorporating an onsite water recycling system.

Element 6. Waste Management

Waste Minimisation		
Performance Criteria	P6.1	Construction approaches and techniques promote waste minimisation.
Requirement:	A6.1	A Waste Management Plan is included with any development application. It must include accurate, site specific details in relation to demolition/site preparation, construction, use of premises and on-going management.
Waste Storage Space		
Performance Criteria	P6.2	Adequate space is provided to store waste collection bins in a position which will not adversely impact upon the amenity of the area.
Requirement:	A6.2	Sufficient space is provided on site for loading and unloading of wastes. This activity is not be undertaken on any public place.
	A6.3	Solid waste, liquid waste and recyclable storage facilities are sized appropriately and located behind the building line or appropriately screened with fencing, landscaping or vegetation.
	A6.4	Development has a sufficient waste collection area that doesn't obstruct traffic flows, vehicle entry to the property, pedestrian movements or landscaping.

2.2. Design Controls

Objectives:

- The precinct is designed in an orderly and efficient manner;
- Development contributes positively towards the streetscape and enhances the visual amaneity of the area;
- Vehicular access to and from development is adequate, safe and direct;
- Development achieves high quality urban design outcomes within the context of environmental, social and economic sustainability;
- Existing trees and vegetation are protected, and new trees and vegetation are planned for; and
- Development is provided with appropriate levels of landscaping, amenity, necessary services and infrastructure.

Element 1. Site Coverage and Setbacks

Site Coverage	
Performance Criteria:	P1.1 The density, bulk and scale of development provides a sufficient area for landscaping, visual interest, safe access, vehicle parking and stormwater infiltration.
Requirement:	A1.1 A Landscape Plan and Planting Schedule is included with any development application. A1.2 A minimum of 20% of the site is designated as a good quality landscape environment that is used for growing plants, grasses and trees, or utilises permeable paving, but does not include any building, structure or hard paved area.
Setbacks	
Performance Criteria:	P1.2 Setbacks respect and complement the existing streetscape, allow for landscaping and open space between buildings, and reduce adverse impacts on adjoining properties.
Requirement:	A1.3 In established areas, infill development is set-back the average of the front building setbacks of the adjoining and adjacent development. A1.4 In new areas, buildings are set back a minimum distance of 5 metres from the front boundary where the allotment fronts a local road, or 10 metres where the allotment has frontage to the Mitchell Highway or Southern Distributor Road. A1.5 On corner allotments, buildings are setback a minimum distance of 3 metres from the boundary on the secondary frontage, except where the primary frontage is the Mitchell Highway or Southern Distributor Road, where the secondary frontage setback is a minimum of 5m. A1.6 The bulk, size, and shape of a building does not impede the desired sightlines for vehicles/drivers at intersections. A1.7 Development is provided with a rear setback so it can be adequately serviced without impacting operations of adjoining development.

Element 2. Building Design

Building Design	
Performance Criteria:	P2.1 Buildings are designed to integrate with the streetscape, be compatible with the surrounding locality, and contribute positively to the streetscape. P2.2 Development provides an appropriate level of access and facilities for persons with a disability. P2.3 Building height is consistent with the scale appropriate to the location. P2.4 The form, colours, textures and materials of buildings enhance the quality and character of the precinct. P2.5 Development fronting the Mitchell Highway acknowledges the location at the city entrance.
Requirement:	A2.1 Development with a boundary to the Southern Distributor Road or Mitchell Highway incorporate design elements to address both frontages. A2.2 Building facades adopt a contemporary appearance relating to the function of the building and the characteristics of surrounding development in the locality. A2.3 Architectural features are incorporated in the design of new buildings to provide for more visually interesting precincts. These include: • Elements that punctuate the skyline; • Distinctive parapets or roof forms; • Visually interesting façades and arrangement of elements; • A variety of colours, textures and materials; • A variety of window treatments. A2.4 Building height does not generally exceed 3 storeys (or 21m) A2.5 Development on corner sites incorporate splays, curves, building entries and other architectural elements to reinforce the corner as a landmark feature. A2.6 The bulk, size and shape of a building does not impede the desired sightlines for vehicles/drivers at intersections. A2.7 The pedestrian entrance to development is clearly delineated through variation in the building façade and the provision of different textures and materials. A2.8 Development does not unreasonably overshadow adjoining or adjacent sensitive development. A2.9 External walls and roofing materials are non-reflective and a light/neutral colour appropriate to the site and the surrounding locality. A2.10 Large expanses of wall or building mass, where visible from the street, are avoided and broken up by the use of suitable building articulation, fenestration or alternative architectural enhancements.

Security	
Performance Criteria:	P2.6 Building design allows surveillance of streets and open spaces. P2.7 Secure and accessible vehicle parking is provided onsite for the use of tenants and visitors.
Requirement:	A2.11 Development is consistent with the NSW Police 'Safer By Design' guidelines. A2.12 Development is designed to provide for the passive surveillance of streets and open spaces. A2.13 Pedestrian entrance points directly face streets. A2.14 Parking areas are well-lit, easily accessible and visible from a public place.

Element 3. Safety and Security

Safety and Security	
Performance Criteria:	P3.1 Fencing, screen walls and security grilles do not adversely impact visual amenity and passive surveillance of the area. P3.2 Fencing and screen walls provide suitable security.
Requirement:	A3.1 Fencing does not exceed a maximum height of 1.8 metres at the boundary or 2.1m with a 900mm landscaped setback from the boundary. A3.2 Fencing forward of the building line is palisade or decorative open style. A3.3 Fencing visible from a public place is: • Powder-coated black of a suitably high-quality design; • As visually unobtrusive as possible; and • Where physically possible, softened with a high standard of landscaping. A3.4 Barbed wire fencing is not used. A3.5 Razor wire fencing is not used. A3.6 Access gates are set back from the public roadway a sufficient distance to allow the largest design vehicle to stand without hindering vehicular or pedestrian traffic on the public road whilst the gate is opened or closed. A3.7 Access gates do not open outwards onto any public place.

Element 4. Traffic, Parking and Access

Traffic, Parking and Access		
Performance Criteria:	P4.1	Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.
Requirement:	A4.1	Car parking complies with the requirements of the Dubbo Development Control Plan 2013 – Chapter 3.5.
	A4.2	Car parking areas are not visually prominent from the Mitchell Highway.
	A4.3	Ingress and egress points are located and sized to facilitate the safe and efficient movement of vehicles to and from the site, and are designed to accommodate the largest vehicle likely to enter the site.
	A4.4	Facilities are provided onsite for the loading and unloading of goods.

Element 5. Advertising and Signage

Advertising and Signage	
Performance Criteria:	P5.1 Signs reflect the role and function of the premises, and are appropriate for the locality. P5.2 The number and size of signs is limited to ensure equity for land uses and a pleasant visual environment.
Requirement:	A5.1 Signs are incorporated into the architecture of the building and complement its style, materials and colour. A5.2 Signs are only erected where they are used in conjunction with a permissible use and situated on the land on which the use is conducted. A5.3 For single occupancy sites, one freestanding sign may be placed within the front landscaped area. A5.4 One business identification sign, being a flush wall sign, may be placed on each facade fronting a public road. The sign must not be greater than 5m^2 in area, and must not be higher than the facade on which it is mounted. A5.5 On multiple occupancy sites, one directory board sign may be placed within the front landscaped area. The sign must not exceed 12m^2 in area and 6 metres in height. A5.6 On multiple occupancy sites, one business identification sign, being a flush wall sign, may be placed on the facade of a unit. The sign shall be no greater than 20% of the wall area and shall not be higher than the facade on which it is mounted. A5.7 Signage may be illuminated in accordance with the Transport Corridor Outdoor Advertising and Signage (TCOAS) Guidelines, however shall not flash or be animated. Illumination must comply with the Dark Sky Guidelines.

Element 6. Waste Management

Waste Management	
Performance Criteria:	P6.1 The capacity, size, construction and placement of solid waste, liquid waste and recyclable storage facilities accommodate waste and recyclables generated, can be collected in a safe manner, and have unobtrusive effects on the building and neighbourhood. P6.2 Liquid trade waste requirements for development are considered and provided for. P6.3 Excavated material, demolition and builder's waste is disposed of in an environmentally-sustainable manner.
Requirement:	A6.1 Solid waste, liquid waste and recyclable storage facilities are sized appropriately and located behind the building line or appropriately screened with fencing, landscaping or vegetation. A6.2 Sufficient space is provided on-site for the loading and unloading of wastes. This activity is not to be undertaken in any public place. A6.3 Ready access to commercial waste containers by collectors and collection vehicles within close proximity to street frontages aree provided and screened with fencing, landscaping or vegetation. A6.4 The development has a Liquid Trade Waste approval in place from Council and/or the Office of Environment and Heritage. A6.5 Sites for disposal of excavated material, demolition and builder's waste are nominated in a development application.