



REPORT: Results of Public Exhibition - Draft Blueridge Precinct Development Control Plan DCP23-004

DIVISION: Development and Environment
REPORT DATE: 28 July 2025
TRIM REFERENCE: ID25/1310

EXECUTIVE SUMMARY

Purpose	- Seek endorsement - Fulfil legislated requirement	
Issue	- Council at its meeting on 28 September 2023 adopted a draft Development Control Plan (DCP) for the Blueridge Precinct for the purposes of public exhibition. The draft DCP contains a range of controls to manage commercial and industrial subdivision and development. The draft DCP is provided here in Appendix 1. - The draft DCP was placed on public exhibition from Wednesday 25 October 2023 to Monday 25 November 2023. Council received three submissions during this public exhibition period (attached in Appendix 2). - The draft DCP was amended in response to submissions, including the removal of the existing Blueridge development which is covered by the existing Dubbo DCP and various other minor amendments. - The amended DCP was placed on public exhibition from Thursday 17 April 2025 to Monday 26 May 2025. No submissions were received during this public exhibition period. - Subject to adoption by Council, any future Development Applications on the land will need to take into consideration the provisions of the draft DCP.	
Reasoning	Environmental Planning and Assessment Act, 1979	
Financial Implications	Budget Area	Growth Planning
	Funding Source	Application Fees
	Proposed Cost	\$25,760
Policy Implications	Policy Title	Dubbo Development Control Plan 2013
	Impact on Policy	Upon adoption of the draft DCP will provide development guidance for the 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: 2 Thriving and Inclusive Communities'

CSP Objective:	2.1 Arts, culture and heritage are celebrated and shared.
Delivery Program Strategy:	2.1.1 Encourage collaboration and shared goals to strengthen community connections.

RECOMMENDATION

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).

Steven Jennings
Director Development and Environment

LA
Environmental Systems
Planner

BACKGROUND

1. Previous Resolutions of Council

13 September 2023 CCL23/257	<i>In part</i> 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	<i>In part</i> 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.

2. Why is a Development Control Plan required?

The Dubbo Regional Local Environmental Plan (LEP) 2022 identifies a number of 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. Draft Development Control Plan

A proponent-initiated draft Development Control Plan was received from Compass Consulting Surveyors to provide detailed planning and design guidance for the future development of the balance of the Blueridge Precinct. It includes objectives, performance measures and acceptable solutions to assist in the planning, design and undertaking of development and to ensure it is responsive to the surrounding area.

The draft DCP originally placed on public exhibition applied to land in **Figure 1**, however, the amended DCP will apply to the land identified in **Figure 2**.

The draft DCP was amended in response to submissions received during the public exhibition period, including:

- land to which the Plan applies;
- building, lot and road design controls; and
- safety and security (lot fencing) controls.



Figure 1: Land to which the original DCP applied to



Figure 2: Land to which the amended DCP applies

2. Public Exhibition and Submissions

The original draft DCP was placed on public exhibition from Wednesday 25 October 2023 to Monday 25 November 2023. It was publicly notified in the following ways:

Channel	Date
Council's YourSay page	25 October 2023
Dubbo Regional Council Customer Experience Centre and Macquarie Regional Library Branches	25 October 2023
Daily Liberal Council Column	25 October 2023
Letter to adjoining owners	25 October 2023

Council received three submissions during this public exhibition period (attached in **Appendix 2**), including one from the Proponent and one from Transport for NSW. The following information identifies matters raised by submissions, and Council's responses:

Blueridge Business Owner	Council Response
- Increased vehicle movements through Blueridge Estate, particularly truck movements from quarries, will impact safety; and - Vehicles parked close to intersections are unsafe and obscure vision, and additional traffic will exacerbate this situation.	Council resolved on 11 July 2024 that Sheraton Road be the primary haulage route for heavy vehicle traffic outside of peak school drop off and pick up times, and the Southern Distributor alignment be the long-term haulage route. This resolution removes the need for heavy vehicles to travel through Capital Drive. The draft DCP contains controls to ensure vehicle movements are not impeded by parked cars, and that appropriate splays are provided at the corner of every intersection.

Proponent	Council Response
- The land to which the draft DCP applies needs to change; - Staging controls are restrictive; - Minimum lot size areas are determined by the Dubbo Regional LEP 2022; - Requiring a large portion of the site to be dedicated to landscaping is excessive; - Existing fences in Blueridge are 2.1m high; and - The document layout, presentation and language is poor;	Council staff met with the Proponents on a number of occasions. The following changes were made: - The land to which the DCP applies was amended; - Staging controls were reworded for clarity; - Minimum lot size area controls were included for when the Dubbo Regional LEP 2022 does not specify them; - Landscaping requirements were retained; - Front fences can be 1.8m high or 2.1m high with 900mm landscaping; and - The layout, presentation and language were updated to improve clarity.

Transport for NSW	Council Response
The draft DCP must address the following: • Clarify key connections to the existing state road network and planned connections between the two stages; • Planning controls need to prevent inappropriate development and lot typologies, as there may be concern for access points as a result of reduced frontages; • Additional detail needs to be provided on road designs and layouts, including for cyclists and bus routes; • Street trees and landscaping must not prevent heavy vehicles parking along the road corridor; and • Clarify that no access is allowed to the Mitchell Highway or proposed Southern Distributor.	• Relevant figures were amended to clarify connections; • Minimum lot size area controls were included for when the Dubbo Regional LEP 2022 does not specify them; • Internal road designs were updated to include measurements, safe sight distance and manoeuvring requirements, including for cyclists and pedestrians; • Street trees and locations were better defined to not prevent vehicle parking; • Controls have been included to detail that lots are not to include access to Mitchell Highway or the Southern Distributor; and • Signage controls were aligned with TfNSW constraints.

The draft DCP was amended in response to submissions. The amended draft DCP was then placed on public exhibition from Thursday 17 April 2025 to Monday 26 May 2025. It was publicly notified in the following ways:

Channel	Date
Council's YourSay page	17 April 2025
Dubbo Regional Council Customer Experience Centre and Macquarie Regional Library Branches	17 April 2025
Daily Liberal Council Column	17 April 2025
Letter to adjoining owners	17 April 2025

Council received no submissions during this public exhibition period.

3. Options Considered

Council has the following options available in consideration of the draft DCP:

- Adopt the draft Blueridge Precinct DCP (attached in **Appendix 1**);

- Not adopt the draft Blueridge Precinct DCP. If Council refuses to make a DCP, the owners may make a Development Application in accordance 3.44 (5) (a) of the Environmental Planning and Assessment Act 1979 despite the requirement to prepare a DCP.

It is recommended that Council adopt the draft Development Control Plan.

4. Resourcing Implications

Council received \$25,760 upon lodgement as part of the required fees.

5. Next Steps

If adopted, any future development application on the land to which this DCP applies will need to take into consideration the DCP in accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979.

APPENDICES:

- [1](#) Draft Blueridge Precinct Development Control Plan
- [2](#) Submissions



DRAFT
Blueridge Precinct
Development Control
Plan 2025

DCP23-004

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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 commercial, 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 sustainability.

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 XXXX and commenced on XXXX.

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 subdivision 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 Staging is generally undertaken in accordance with Figure 3 . A1.2 Variations to the staging order can occur if it will not adversely impact the efficiency of infrastructure and overall implementation of the urban structure. A1.3 Staging Plans are included with many development applications. The plans must identify proposed sequencing, layouts, lot sizes, shapes, likely development densities and required infrastructure.

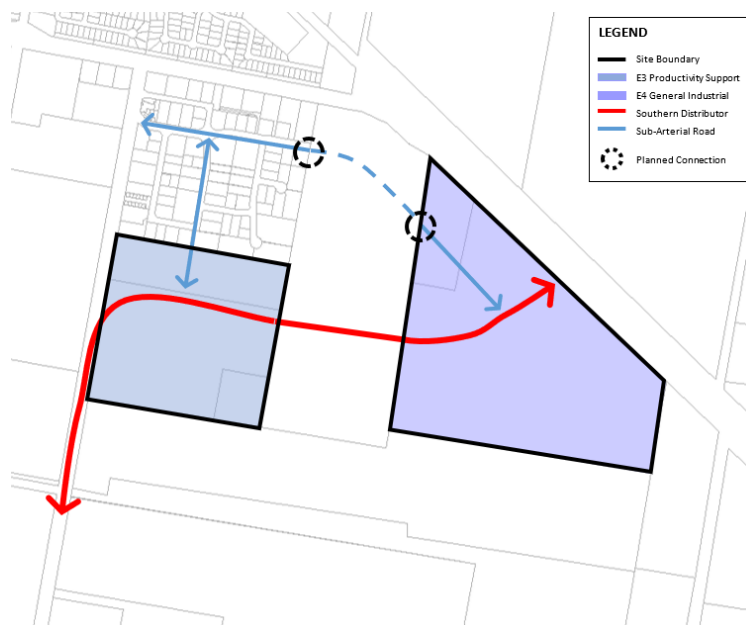


Figure 2 – Indicative Structure Plan

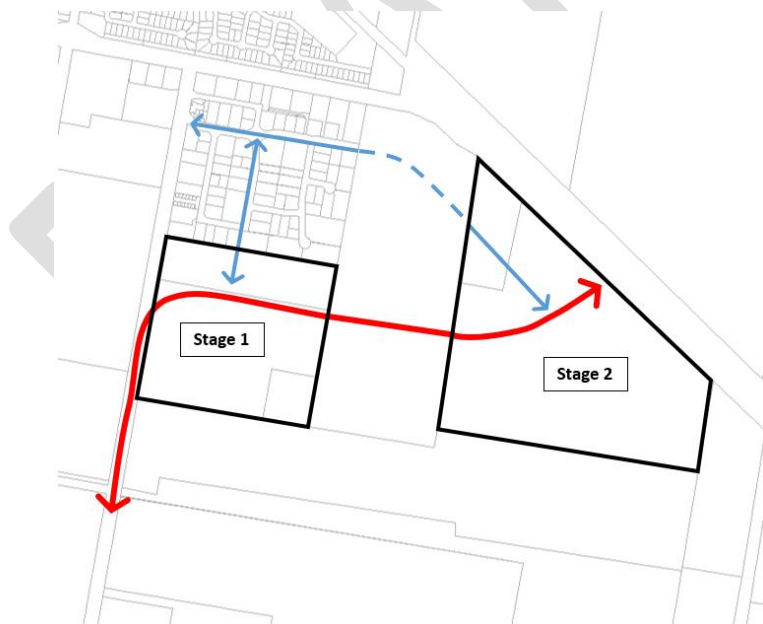


Figure 3 – Staging of development

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 1,500m² 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 Lots are designed so that the highest use vehicle can enter and exit the site in a forward direction.
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:	A3.1 The road network is generally in accordance with Figure 4. A3.2 The number of road connections onto the Southern Distributor Road is limited. A3.3 Lots do not have direct access to the Southern Distributor Road and Mitchell Highway. A3.4 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. A3.5 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.

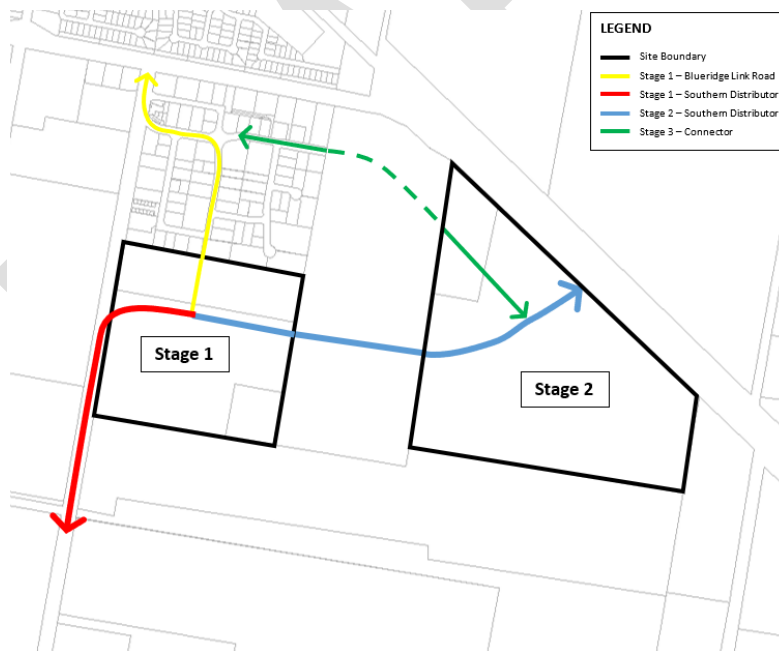
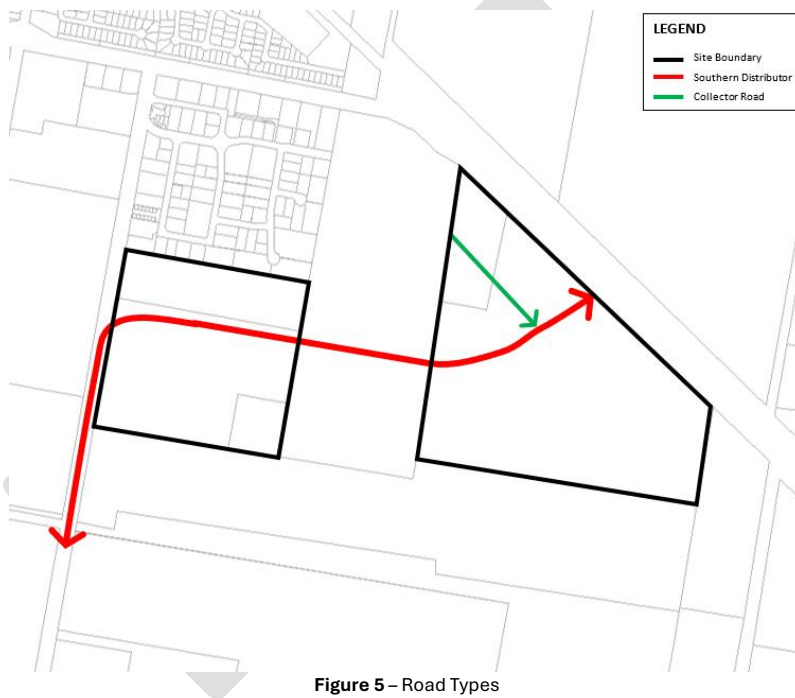


Figure 4 – Indicative Transport Network

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 • Allow vehicles to overtake parked buses without crossing onto the other side of the road.
Requirement:	A3.6 The type of road is generally in accordance with Figure 5. A3.7 The design of roads: • is generally in accordance with Figure 6; • 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. A3.8 Safe sight distances are available at property access points, pedestrian and cyclist crossings and at junctions and intersections. A3.9 The horizontal and vertical alignments satisfy safety criteria and reflect physical land characteristics and major drainage functions. A3.10 Geometric design for intersections, roundabouts and slow points are consistent with the vehicle speed intended for each street. A3.11 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:	A3.12 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; A3.13 Appropriate splays are provided at the corner of lots at every intersection. A3.14 Bus routes and stops are identified and planned for in accordance with AUSTROADS and the requirements of the relevant service authority. A3.15 Development provides opportunities for bus stops, bus bays and shelters no more than 400 metres apart.



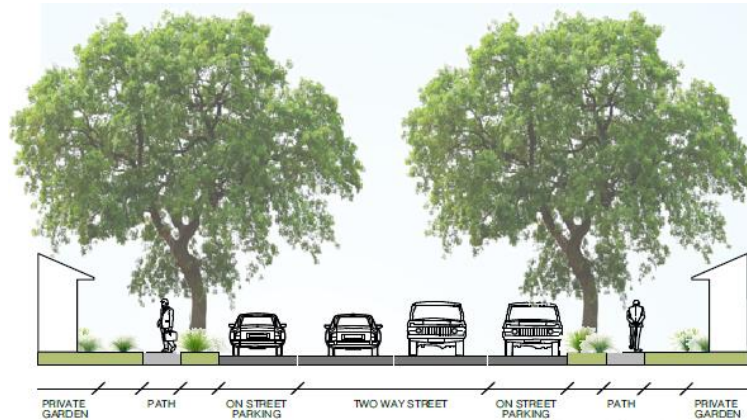


Figure 6 – Indicative Cross-Section

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:	A3.16 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. A3.17 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:	A3.18 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. A3.19 The road width accommodates Council's waste vehicles without impacting other road users, including the side loading vehicle and lift arm movement/rotation. A3.20 Sufficient area is provided at the head of culs-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 amenity 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 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.

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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 5m² 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 12m² 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 are 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.



COMPASS CONSULTING SURVEYORS

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21/11/2023

Your ref: CD43/4571

Chief Executive Officer
Dubbo Regional Council
PO Box 81
Dubbo NSW 2830

**RE: DRAFT DEVELOPMENT CONTROL PLAN
BLUERIDGE PRECINCT
DUBBO NSW 2830**

Dear Sir,

Please consider the following submission regarding the draft Development Control Plan (DCP) for the subject land at Blueridge Precinct.

There are many typographical and grammatical errors in this draft version. I anticipate rectification of these in the final document, so I have not commented below.

Page 1 of 11

Part 1 Introduction

1.2 Application of Plan (page 3)



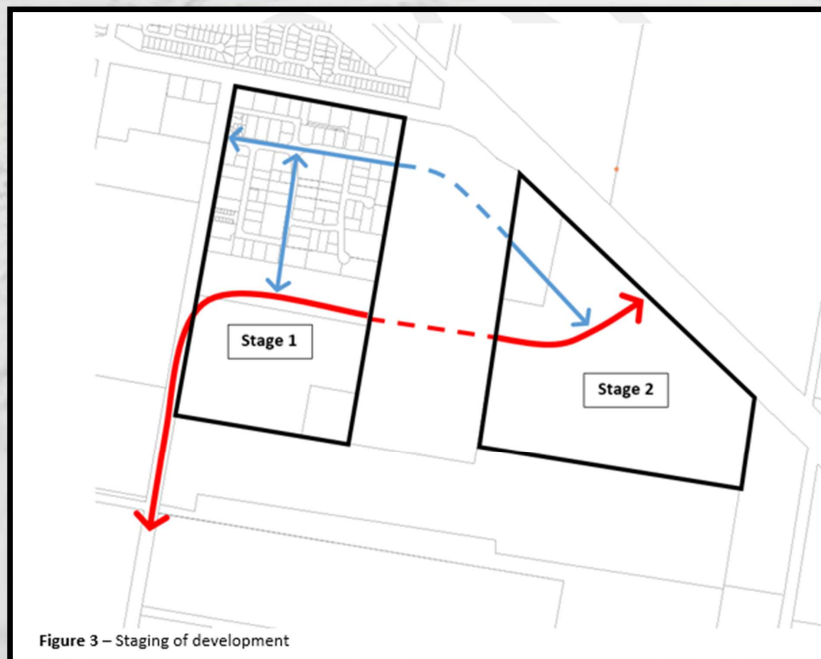
The map provided at Figure 1 on page 3 shows the area covered by the proposed DCP to include

- the existing Blueridge development area
- Lot 2508 DP1093568
- Lots 11 and 12 DP1293863
- Lots 1 and 2 DP1246347

The applicants for this DCP submission intended for this document to cover only the last four lots listed. If other land is to be included in this DCP, Dubbo Regional Council should contact the landowners to cover their proportion of the fees paid for the development and application of this document. While the Dubbo DCP currently includes the existing Blueridge land, Lot 2508 DP1093568 is an urban release area. Adopting this document with the inclusion of this lot significantly benefits the landowner without cost or input, if this allotment is included.

Part 2 Development and Subdivision
2.1 Subdivision Controls
Element 1 Implementing the Urban Structure

Staging	
Performance Criteria:	P1 Land is developed in an orderly manner to assist in the coordinated provision of necessary infrastructure.
Requirement:	A1 Staging is undertaken in accordance with Figure 3 . Staging Plans are included with any development application. The plans identify proposed sequencing, layouts, lot sizes, shapes, likely development densities and required infrastructure.



While a coordinated approach to development should be encouraged, suggesting that the eastern allotments cannot be developed until the western land is completed seems unnecessary. Should infrastructure provision be suitable, there should be no reason for any development delay. This is particularly important given the different zoning (E3 and E4) of the proposed stages.

Element 2 Lot Design

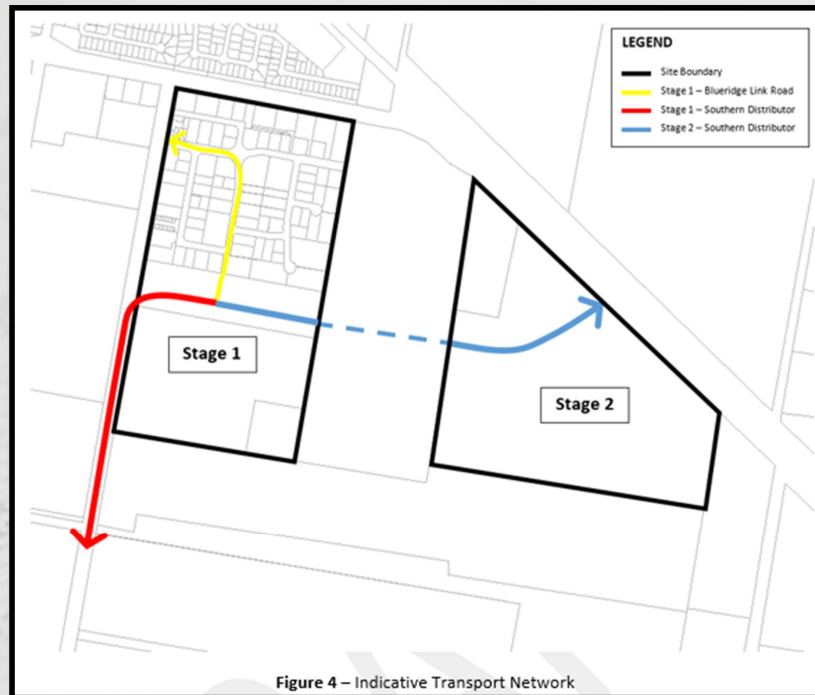
Element 2. Lot Design	
Lot Requirements	
Performance Criteria:	P1 Lot design considers the design requirements of the Blueridge Link Road, Southern Distributor Road and Mitchell Highway. P2 Lots are of an adequate size for the location of buildings, manoeuvring and parking of vehicles and landscaping.
Requirement:	A1 Lots are generally rectangular in shape. A2 Where lots are irregular in shape, they are of a sufficient size and orientation to enable siting of development in accordance with this plan. A3 The minimum area and dimension of lots are: - E3 zone — no minimum size, but lots are capable of development with appropriate levels of amenity, services and access. - E4 zone — 2000m², and permit the manoeuvring of a 19m single articulated vehicle. A4 Lots do not have direct access to the Southern Distributor Road and Mitchell Highway. A5 Lots are designed so that the highest use vehicle can enter and exit the site in a forward direction.

MLS mapping in the Local Environmental Plan already sets the minimum lot area. There is no benefit in duplicating this in a development control plan.

Element 3: Road Design and Layout (page 8 - 10)

Road Network	
Performance Criteria:	P1 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:	A1 The road network is generally in accordance with Figure 4. A2 The number of road connections onto the Southern Distributor Road is limited. A3 Lots do not have direct access to the Southern Distributor Road and Mitchell Highway. A4 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. A5 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.

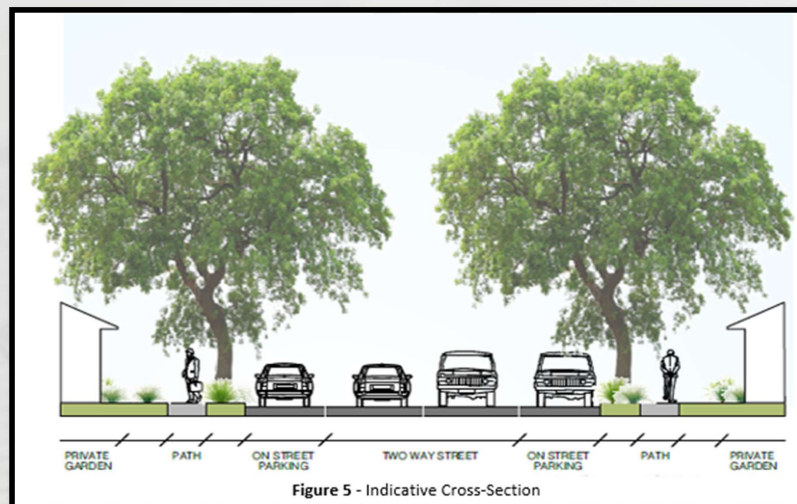
The format of this document is exceedingly poor, referring to figures located several pages away – as shown above, Figure 4 is found two pages ahead in the document. There is no need to make this document difficult to follow, and a revision in this respect is recommended.



It is disturbing to note the presence of a designated “Blueridge Link Road”, noting that this proposal is in the early stages of review and unlikely to crystallise. Reference to this proposed route should be removed from the document. The inclusion of this link road, prior to commencement of proper studies and consultation, is inappropriate.

Pedestrian Network	
Performance Criteria:	P1 Streets are well connected to pedestrian paths and the wider street network.
	P2 The design facilitates safe use by pedestrians, particularly people with disabilities, the aged and children.
Requirement:	A1 Pedestrian footpaths are: • provided on both sides of the carriageway; • 1.5 metres wide; • constructed of concrete or paving block; and • located central to the existing or proposed kerb.
	A2 Links from the site to areas of public open space are provided to facilitate public access and stormwater management.

While an effort to make the site more pedestrian friendly is applauded, the footpath width of 1.5 metres is not indicated on Figure 5 – Indicative Cross Section.



With the standards that have been applied to development in the existing Blueridge Business Park, Figure 5 should have dimensions to provide design guidance. This figure is worthless from a design perspective. Dubbo Regional Council know what widths they want roads, verges, footpaths, and setbacks to be. These dimensions should be shown on Figure 5. It is also noted that this figure does not provide a suitable carriageway for heavy vehicles. A separate figure, with dimensions, could be provided for the two classes of road as currently designed in Blueridge Business Park, being a 28m corridor (Blueridge Drive) and a 22m corridor (all other roads within the park).

2.2 Design Controls

Element 1: Site Coverage and Setbacks (page 14)

Site Coverage	
Performance Criteria:	P1 The density, bulk and scale of development provides a sufficient area for landscaping, visual interest, safe access, vehicle parking and stormwater infiltration.
Requirement:	A1 A Landscape Plan and Planting Schedule is included with any development application.
	A2 A minimum of 20% of the site is designated as a good quality landscape environment that is used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.

A2: Generous road verges to allow for street planting and landscaping form part of this DCP. Requiring an additional 20% of usable industrial land to be dedicated to landscaping is excessive and unnecessary. It is recommended that this figure be changed to 10%.

Element 2. Building Design (page 15)

Building Design	
Performance Criteria:	P1 Buildings are designed to integrate with the streetscape, be compatible with the surrounding locality, and contribute positively to the streetscape.
	P2 Development provides an appropriate level of access and facilities for persons with a disability.
	P3 Building height is consistent with the scale appropriate to the location.
	P4 The form, colours, textures and materials of buildings enhance the quality and character of the precinct.
	P5 Development fronting the Mitchell Highway acknowledges the location at the city entrance.

P5: Generic and feel-good statements such as "Development fronting the Mitchell Highway acknowledges the location at the city entrance" are meaningless, unless further instruction is provided. The acceptable solutions proposed do not address this criterion.

Element 3: Safety and Security (page 17)

Safety and Security	
Performance Criteria:	P1 Fencing, screen walls and security grilles do not adversely impact visual amenity and passive surveillance of the area.
	P2 Fencing and screen walls provide suitable security.
Requirement:	A1 Fencing forward of the building line is palisade or decorative open style with a maximum height of 1.8 metres.
	A2 Fencing does not exceed a maximum height of 2.1 metres.
	A3 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.
	A4 Side fencing is not colorbond sheeting.
	A5 Barbed wire fencing is not used.
	A6 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.
	A7 Access gates do not open outwards onto any public place.

A1: Many examples of front fencing within the existing Blueridge Business Park are constructed to 2.1m high. While these may have been permitted with development consent with a variation to the DCP, for consistency, it would be prudent for Council to adopt 2.1m as the standard fence height for the locality.

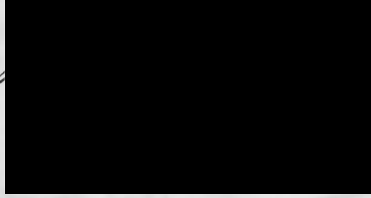
A4: For privacy, colorbond sheets are a practical option for side and rear fences. While these can be considered visually obtrusive, they could be prohibited from forward of the building line. A1 already requires fencing forward of the building line to be "palisade or decorative open style". Further, many existing sites in Blueridge Business Park have Colorbond sheeting for side fences. This fencing is appropriate for the purpose.

A variation to the DCP should not be required to provide consistent fencing within the business precinct.

I look forward to seeing a proof-read, corrected, and revised version of this Development Control Plan.

If you have any questions, please don't hesitate to contact me.

Sincerely,



Page 11 of 11

Response No:
2Contribution ID: 1273
Member ID: 724
Date Submitted: Nov 15, 2023, 04:26 PM**Q1 First Name**

Short Text

Mark

Q2 Last Name

Short Text

wright

Q3 Organisation or Community Group

Short Text

[REDACTED]s

Q4 Contact Number

Telephone

[REDACTED]

Q5 Email

Email

[REDACTED]

Q6 Written Submission

Long Text

Under Objectives 2-1 Sub-division Controls.
a pleasant, SAFE & functional sub - division.
How can Council claim this Control Plan will make Blueridge precinct safe when they are going to allow up to 40 truck movements an hour from the quarries through Blueridge?

Element #4 Traffic, parking & access.
Safe & efficient movement of vehicles to & from site.
How is this going to be possible if Council allows potentially additional movement of trucks via a haulage road through Blueridge.
How is the traffic safe now when many vehicles park within only a few metres of intersections.
This obscures the view of vehicle's when turning particularly on to Blueridge Drive.
How does Council propose to make these roads safe for the Day Care Centre's in Blueridge & numerous other pedestrians

Q7 File Upload

File Upload

From: [REDACTED]
Sent: Thursday, 11 January 2024 7:56 AM
To: Tim Howlett
Cc: [REDACTED]
Subject: TfNSW Initial Comments - Public exhibition - Draft Development Control Plan - Blueridge Precinct (TfNSW Ref: WST23/00175/01)

CAUTION: This email came from outside the organisation. Be cautious clicking links and do not open attachments unless they are expected.

Good morning Tim,

Firstly, thank you for the additional time to provide comments on the Draft DCP for the Blueridge Precinct. TfNSW Dev Services West has been operating with skeleton staff as of late last year and was unable to meet the initial deadline as a result.

TfNSW provides the following initial comments following review of the draft document submitted (NB: [CD23/4571](#))

Figures 1 & 2

- Existing roads on the network are not clearly delineated on the figures (1, 2), including the Mitchell Highway (HW7). Figures should clearly indicate key connections to the existing state road intended for the precinct with consideration for the types of vehicles that the precinct will cater to and analysis of the existing and proposed road environment.
- Further details around the 'planned connection' between the two stages. Can the road cater for the largest class of vehicle intended for the industrial precinct? Would delayed delivery of this planned connection result in Stage 2 not going ahead in the future?

Lot Design

- It is noted that the E3 zone does not have a minimum lot size. Does Council have any planning controls in place that can prevent inappropriate development or lot typologies in this zone? E.g. HOB control, lot dimensions? Without appropriate measures, they may be concern for access points for HRV/B-doubles (accessing the precinct from HW7) as a result of a reduced or irregular frontage.

Road Design/Layout

- There is minimal detail identifying the appropriate intersection type for the proposed Southern Distributor Road and the Mitchell Highway (HW7). The intersection/access to HW7 from the precinct must consider the existing environment and road conditions (110km/h zone).
- No detail on how cyclists may be accommodated for in the precinct, with reference to pedestrian movements only. There may be provision to allow for a shared pathway for cyclists and pedestrians with appropriate safety measures implemented.
- Bus routes are not clearly defined or indicated anywhere in the precinct – further information would need to be provided for TfNSW to adequately comment on proposed public transport provisions for the site, including link both Stage 1 and 2 as well as travel from existing centres and surrounding residential and commercial areas within the catchment area.

Page 10 (Figures 4, 5)

- According to Figure 4- heavy vehicles travelling through Stage 1 would appear to have a less direct route and worse connectivity than those in Stage 2, needing to traverse and manoeuvre through local roads and roundabouts to access HW7. The proposed link road and distributor in Stage 1 may not adequately replace existing or projected heavy vehicle movements that may use existing 'sub-arterial' roads like Sheraton Rd, which presents potential for land use conflict.

- Figure 5 - Widths and dimensions not provided for the indicative cross-section.

Street Trees and Landscape Design

- Points A5 and A6 should also make consideration and provide clarity that street trees and landscape will not interfere with any clear zone within the road reserve or prevent heavy vehicles from parking along the road corridor.

Building Design

- Objectives state that lots that have frontage/boundary to the Southern Distributor Rd or Mitchell Highway (HW7) should incorporate elements to address both frontages. Confirmation/detail should be included to confirm that this provision relates to building design and built form and that NO access to either corridor is permitted or proposed (as previously stated p.7, A4).

Traffic, Parking and Access

- A3 (p.18). It is recommended that a 26m B-double/PBS2 is identified as being the largest vehicle permitted (where possible) and that ingress/egress and access design elements consider this. If there has been any analysis undertaken during the preparation of the draft document that allows for access of larger size vehicles, TfNSW would need to assess this and provide further comment to ensure safe, efficient movement within the precinct.

Signage

- Any signage visible from an identified classified road is to be referred to TfNSW as per the *SEPP (Industry & Employment)* and TfNSW guidelines.

Other considerations

- HW7 is a controlled access road (CAR) by way of Government Gazette No. 111, any access points that have not been previously approved are restricted and would require formal gazettal with TfNSW acting as the delegated consent authority.

[REDACTED]

If further changes or additions are made to the DCP, TfNSW would appreciate appropriate correspondence from Council to allow for ongoing consideration of traffic and transport impacts within the precinct.

Kind regards,

[REDACTED]

Transport for NSW
transport.nsw.gov.au

| [REDACTED]

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal business hours.

[REDACTED]