



AGENDA

INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE

9 SEPTEMBER 2025

MEMBERSHIP: Councillors J Black, L Butler, S Chowdhury, J Cowley, M Dickerson, R Ivey, K Richardson, A Ryan, P Toynton, P Wells and M Wright.

The meeting is scheduled to commence following the Extraordinary Council meeting.

ACKNOWLEDGEMENT OF COUNTRY:

"I would like to acknowledge the Wiradjuri People who are the Traditional Custodians of the Land. I would also like to pay respect to the Elders past and present of the Wiradjuri Nation and extend that respect to other Aboriginal peoples from other nations who are present".

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IPEC25/59 LEAVE OF ABSENCE (ID25/487)

IPEC25/60 CONFLICTS OF INTEREST (ID25/488)

In accordance with their Oath/Affirmation under the Act, and Council's Code of Conduct, Councillors must disclose the nature of any pecuniary or non-pecuniary interest which may arise during the meeting, and manage such interests accordingly.

IPEC25/61 DEVELOPMENT ACTIVITY SUMMARY (ID25/1717)

The Committee had before it the report dated 26 August 2025 from the Manager Building and Development Services regarding Development Activity Summary.

3

IPEC25/62 PLANNING PROPOSAL R25-001 - IRONBARK ESTATE (ID25/1571)

The Committee had before it the report dated 22 August 2025 from the Manager Growth Planning regarding Planning Proposal R25-001 - Ironbark Estate.

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IPEC25/63	RESULTS OF PUBLIC EXHIBITION - FOREST GLEN SOLAR FARM - COMMUNITY HOUSING FUND GUIDELINES (ID25/1569)	122
	The Committee had before it the report dated 22 August 2025 from the Team Leader Growth Planning Projects regarding Results of Public Exhibition - Forest Glen Solar Farm - Community Housing Fund Guidelines.	
IPEC25/64	NAMING OF THE NEW DUBBO BRIDGE (ID25/710)	137
	The Committee had before it the report dated 6 August 2025 from the Director Infrastructure regarding Naming of the New Dubbo Bridge.	
IPEC25/65	PEDESTRIAN ACCESS AND MOBILITY PLAN (PAMP) - PUBLIC EXHIBITION (ID25/964)	199
	The Committee had before it the report dated 29 August 2025 from the Traffic Engineer regarding Pedestrian Access and Mobility Plan (PAMP) - Public Exhibition.	



REPORT: Development Activity Summary

DIVISION: Development and Environment
REPORT DATE: 26 August 2025
TRIM REFERENCE: ID25/1717

EXECUTIVE SUMMARY

Purpose	• Provide update	
Issue	• The monthly report is presented to Council which shows development activity. • The report includes a statistical overview of the number and type of development approvals for the Dubbo Regional Local Government Area (LGA) on a monthly basis. • The 'total number of dwellings' approved in July was 20, including 11 single dwellings and 9 other dwellings. • The NSW Department of Planning, Housing and Infrastructure publishes 'League Table' data which includes Development Application processing times for all Councils. This report provides the latest monthly snapshot of Council's processing times for Development Applications.	
Reasoning	• Provide data relating to approved Development Applications. • Provide specific statistics of the number of dwellings and other residential development approved. • Provide comparative data for corresponding period.	
Financial Implications	Budget Area	There are no financial implications arising from this report.
Policy Implications	Policy Title	There are no policy implications arising from this report.

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: 4 Healthy Environment and Sustainable Future

CSP Objective: 4.1 We manage land use to protect and enhance both the built and natural environment.

Delivery Program Strategy: 4.1.2 Ensure new developments include accessible green spaces to enhance community well-being and environmental health.

Theme:	4 Healthy Environment and Sustainable Future
CSP Objective:	4.1 We manage land use to protect and enhance both the built and natural environment.
Delivery Program Strategy:	4.1.5 Support responsible growth that balances development with environmental sustainability.

RECOMMENDATION

That the report of the Manager Building and Development Services dated 26 August 2025 be noted.

Steven Jennings
Director Development and Environment

DQ
Manager Building and
Development Services

REPORT

1. Development Applications

Council is required to assess Development Applications and other associated approvals in accordance with the Environmental Planning and Assessment Act, 1979.

Council undertakes the assessment and consideration of Development Applications in accordance with Section 4.15 of the Environmental Planning and Assessment Act, 1979 and consults with community on Applications in accordance with Council's adopted Community Participation Plan.

The development approvals environment is regulated by the NSW State Government through a range of subsidiary acts and requirements in respect of, but not limited to:

- Traffic and transport;
- Heritage;
- Infrastructure;
- Environment;
- Biodiversity;
- Impacts on agriculture;
- Impacts on water resources including groundwater.

Council in the 2024/2025 financial year approved a total of 593 Development Applications.

2. Online Application Tracking

All Development Applications, Construction Certificates and Complying Development Certificates are tracked online and can be accessed at any time. A link to Council's Application Tracker is as follows: (<https://planning.dubbo.nsw.gov.au/Home/Disclaimer>).

Information available on Council's Application Tracker includes the following:

- All Development Applications, Construction Certificates and Complying Development Certificates submitted from 1 November 2015, including access to submitted plans and supporting documents as well as tracking details of the progress of an application;
- Limited information is provided for applications submitted from 1 January 2001 to 31 October 2015; and
- Occupation Certificates (where issued) are provided from 2010.

What information is not available:

- Application forms.
- Documentation associated with privately certified applications.
- Internal assessment reports.

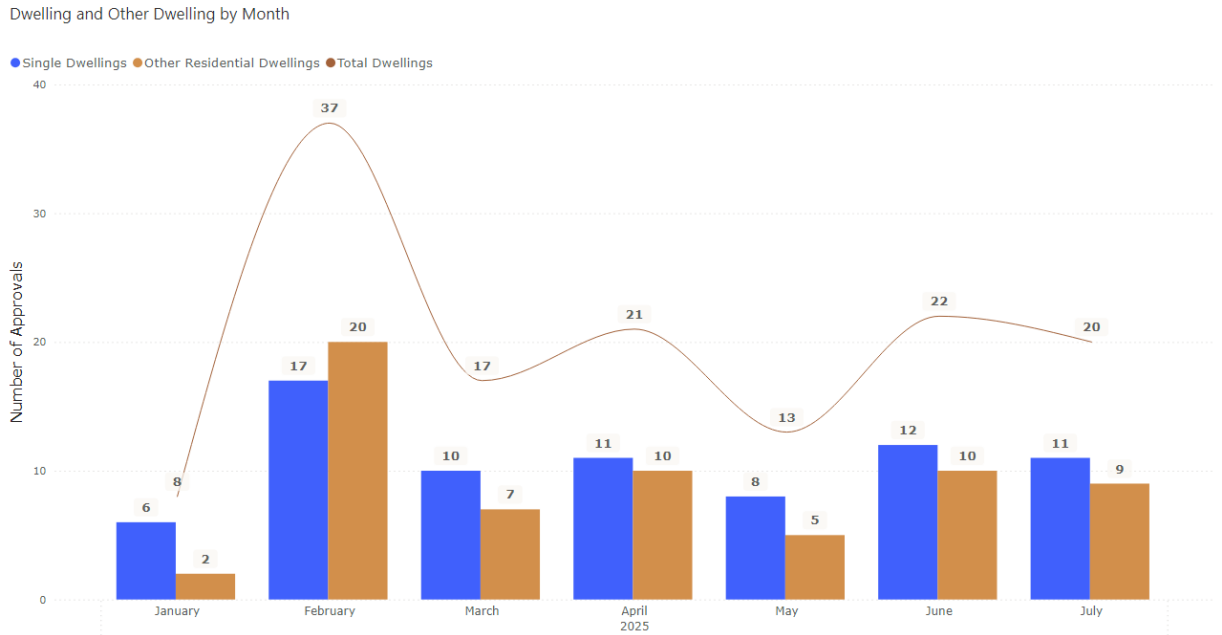
3. Development Activity Building Summary

Provided, for information, are the latest statistics (as at the time of production of this report) for Development Applications and Complying Development approvals for Council.

(a) Residential Activity Summary

Dwellings and other residential developments approved most recently for July 2025, and for comparative purposes, the six months prior are shown in **Graph 1**.

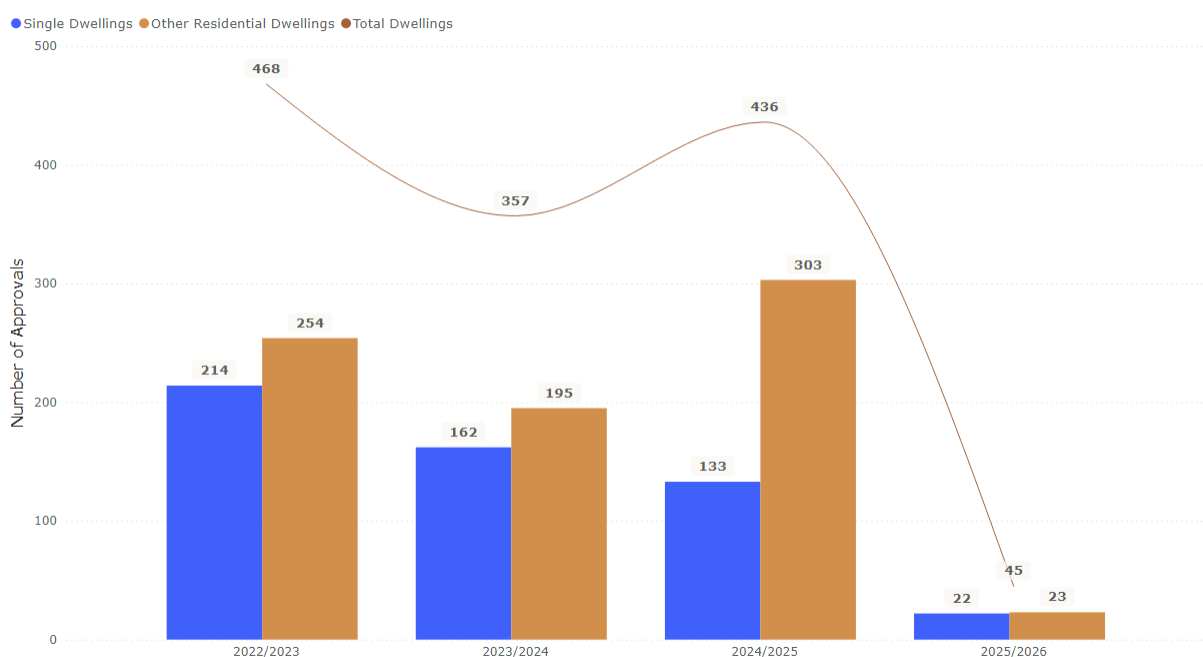
For consistency with land use definitions included in the Dubbo Regional Local Environmental Plan 2022, residential development has been separated into ‘Single dwellings’ (LEP definition of dwelling house) and ‘Other residential development’ (LEP definitions include dual occupancies, secondary dwellings, multi dwelling housing, seniors housing, shop top housing and residential flat buildings).



A summary of residential approvals for financial years 2022/2023, 2023/2024 and 2024/2025 are shown in **Graph 2**. The graph also includes the approval numbers for the financial year 2025/2026 to 26 August 2025.

These figures include Development Applications approved by Private Certifying Authorities (in the form of Complying Development Certificates).

Dwelling and Other Dwelling by Financial Year



(b) Approved Development Applications

Council approved 42 Development Applications in July 2024, the previous year.

Council approved 62 Development Applications in July 2025.

In respect of the overall value of Development Applications approved, for the month of July in the 2024/2025 Financial Year was \$13,336,774.

For the month of July for the current Financial Year 2025/2026, the value was \$25,849,934.

The following Development Applications of interest have also been recently approved:

- D24-493 Kinetic Artwork – 92 Macquarie Street Dubbo, valued at \$2.6M, was approved under delegated authority 13 August 2025.
- D25-211 Health Services Facility (Stage 2 - residential rehabilitation centre) – 58 Spears Drive Dubbo, valued at \$3.7M, was approved under delegated authority 6 August 2025.
- D25-268 Two (2) industrial buildings and community title subdivision – 4 Gill Street Dubbo, valued at \$2.1M, was approved under delegated authority.

(c) Development Applications Under Assessment

As of 25 August 2025, approximately 91 Development Applications were under consideration. This includes the following new residences:

- Single dwellings 17
- Dual occupancy 9 (18 units)
- Secondary dwellings 4
- Other residential development 1 (4 units)

In addition, the following Development Applications are under consideration:

Number	Proposal	Address	Value	Consent Authority
D23-647	571 lot residential subdivision	13L Narromine Road, Dubbo	\$15M	Council (meeting)
D25-119	Temporary Worker's Accommodation	Boundary Road corner Sheraton Road, Dubbo	\$51M	WRPP
D25-149	Serviced Apartments (28)	20L Sheraton Road, Dubbo	\$729,000	Council (delegated authority)
D25-269	Motel	59 Cobra Street, Dubbo	\$6.5M	Council (meeting)
D25-330	Serengeti exhibit (includes animal holds & giraffe barn)	6R Obley Road Dubbo (Taronga Western Plains Zoo)	\$4.9M	Council (delegated authority)
D25-335	Mixed Use Development (retail premises & motel accommodation)	99-103 Macquarie Street Dubbo	\$4.99M	Council (delegated authority)
D25-405	Temporary Worker's Accommodation	147-149 Gisbourne Street Wellington	\$8.0M	Council (meeting)

The table also identifies the relevant Consent Authority for the Development Applications, which also includes the Western Regional Planning Panel (WRPP). The WRPP is the Consent Authority for regionally significant development, which is defined as the following:

- Development that has an estimated development cost of more than \$30 million.
- Council related development over \$5 million.

Development that has an estimated development cost of more than \$5 million if:

- (a) Council is the Applicant for the Development Application.
- (b) Council is the owner of the land where the development is proposed to be carried out.
- (c) The development is proposed to be undertaken by Council.
- (d) If there is any agreement in place with Council for the development.

- Development proposed by the Crown with a value over \$5 million.
- Development for the purposes of community facilities and private infrastructure over \$5 million in value.

However, it should be noted that for the purposes of regionally significant development, the Capital Investment Value of a project does not include GST.

Council League Table

The NSW State Government Department of Planning, Housing and Infrastructure (DPHI) has recently been providing development assessment data for all Local Government Areas. The data is obtained from the NSW Planning Portal and is updated monthly.

The Council League tables show:

- Average assessment days;
- Number of DAs assessed;
- Total development cost; and
- Lodgement days.

DPHI encourages all councils to lodge Development Applications within an average of:

- 14 days of submission between 1 July 2024 to 30 June 2025.
- 7 days of submission from 1 July 2025 onwards.

DPHI encourages all councils to determine Development Applications whichever is the lesser of Council's previous financial year average (54 days), or within an average of:

- 115 days of lodgement between 1 July 2024 to 30 June 2025
- 105 days of lodgement between 1 July 2025 to 30 June 2026
- 95 days of lodgement between 1 July 2026 to 30 June 2027
- 85 days of lodgement from 1 July 2027 onwards.

The data displayed includes comparable inland regional cities:

Council League Table – valid 31 July 2025

Regional Council	Average Assessment Days	DAs Assessed	Total Development Cost (million)	Lodgement Days
1. Dubbo	50	56	\$23.5	9
2. Bathurst	50	23	\$3.4	2
3. Orange	56	24	\$18.3	8
4. Wagga Wagga	57	32	\$34.3	7
5. Tamworth	61	30	\$7.2	11
6. Albury	68	36	\$13.0	5
7. Armidale	80	16	\$5.8	1



REPORT: Planning Proposal R25-001 - Ironbark Estate

DIVISION: Development and Environment
REPORT DATE: 22 August 2025
TRIM REFERENCE: ID25/1571

EXECUTIVE SUMMARY

Purpose	- Seek endorsement - Fulfil legislated requirement	
Issue	- A Planning Proposal was lodged by Council's Property and Land Development Branch to amend the Dubbo Regional Local Environmental Plan 2022 by changing the existing land use zone and minimum lot size area at Ironbark Estate (part of Lot 101 DP1301426). - The Planning Proposal includes rezoning part of the site from R2 Low Density Residential to R1 General Residential and RE1 Public Recreation. - The Planning Proposal also includes reducing minimum lot sizes for subdivision of some areas and introducing dwelling density controls. - The Planning Proposal aims to enable more diverse housing options that are permissible under the R1 General Residential zone and contribute to the availability of additional housing stock in Dubbo. - Council's assessment indicates the Planning Proposal has strategic merit and should be submitted to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination.	
Reasoning	- Environmental Planning and Assessment Act, 1979 - NSW Government Local Environmental Plan Making Guidelines	
Financial Implications	Budget Area	Growth Planning
	Funding Source	Application fees
	Proposed Cost	Internal journal
	Ongoing Costs	Whilst this report does not have ongoing costs, costs associated with implementing the Ironbark Estate Master Plan are borne by Property and Land Development as internal owner of the land.
Policy Implications	Policy Title	Dubbo Regional Local Environmental Plan 2022
	Impact on Policy	The Planning Proposal will amend the zoning and minimum lot size area provisions at part of Ironbark Estate (Lot 101 DP1301426).

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:	1 Growth, Infrastructure and Connectivity
CSP Objective:	1.3 Land for homes, businesses, and services is planned and located where it's most needed.
Delivery Program Strategy:	1.3.2 Facilitate well-zoned, appropriately sized land to accommodate future growth.

RECOMMENDATION

1. That Council note the summarised Planning Proposal (attached in Appendix 1).
2. That Council endorse the Planning Proposal (attached in Appendix 2) to amend the Dubbo Regional Local Environmental Plan 2022 at Lot 101 DP1280301), by changing the zoning and minimum lot size area and to introduce dwelling density controls.
3. That Council submit the Planning Proposal to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination, and request it include conditions that:
 - a. 180 Boundary Road, Dubbo (Lot 102 DP1301426) be excluded.
 - b. An updated Acoustic Assessment Report be prepared to identify how acoustic matters can be addressed during the Planning Proposal rather than deferred to the Development Application stage.
 - c. Council's Section 7.11 Open Space and Stormwater Development Contributions Plans be updated prior to finalisation.
4. That Council request the Department of Planning, Housing and Infrastructure be the Local Plan Making Authority under Section 3.36 of the Environmental Planning and Assessment Act 1979 as the Planning Proposal is on Council-owned land.
5. That following the completion of the public exhibition period, a further report be presented to Council for consideration, including the results of public exhibition.

Steven Jennings
Director Development and Environment

TH
Manager Growth Planning

BACKGROUND

1. Previous Resolutions of Council

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.
10 December 2024 CCL24/351	<i>In part</i> 1. That Council endorse the proposed draft masterplan for the remaining stages of Keswick Estate, located on part of Lot 101 on DP1301426. 2. That Council notes the draft masterplan will undergo a final revision generally in accordance with the principles outlined in this report. 3. That Council notes a planning proposal application will be lodged over part of Lot 101 on DP1301426. 4. That the name for this development will be Ironbark Estate.

2. What is a Planning Proposal?

A Planning Proposal is a document that explains the intended effect of, and justification for, a proposed amendment to the Dubbo Regional Local Environmental Plan (LEP) 2022. It can be prepared by a proponent or Council, however, it must be endorsed by Council and the NSW Government Department of Planning, Housing and Infrastructure in order to take effect. This process must be undertaken in accordance with Division 3.4 of the Environmental Planning and Assessment Act, 1979.

REPORT

1. Details of the Planning Proposal

Applicant:	Dubbo Regional Council – Property and Land Development Branch
Landowner:	Dubbo Regional Council
Subject Site:	Ironbark Estate (part of Lot 101 DP1301426)
Proposed Amendment:	• Change the zoning for part of the site from R2 Low Density Residential to R1 General Residential; • Change the minimum lot size for part of the site from 600m² to 300m²; and • Introduce dwelling density controls. A summary of the Planning Proposal is attached in Appendix 1.

The aim and objective of the Planning Proposal (attached in **Appendix 2**) is to provide greater flexibility and choice in residential land and housing product.

The changes proposed as part of the Planning Proposal are shown in **Figures 1 – 3**.

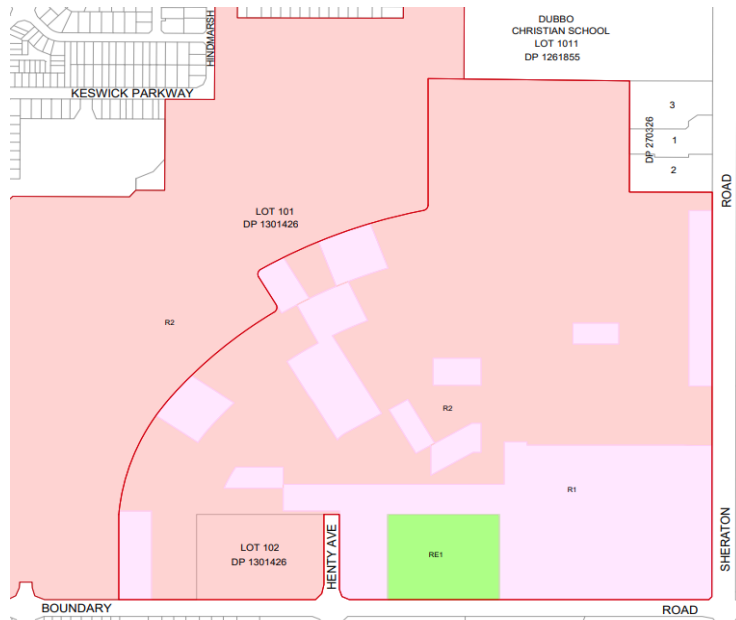


Figure 1 – Proposed Zoning
Pink – R1 General Residential
Red – R2 Low Density Residential

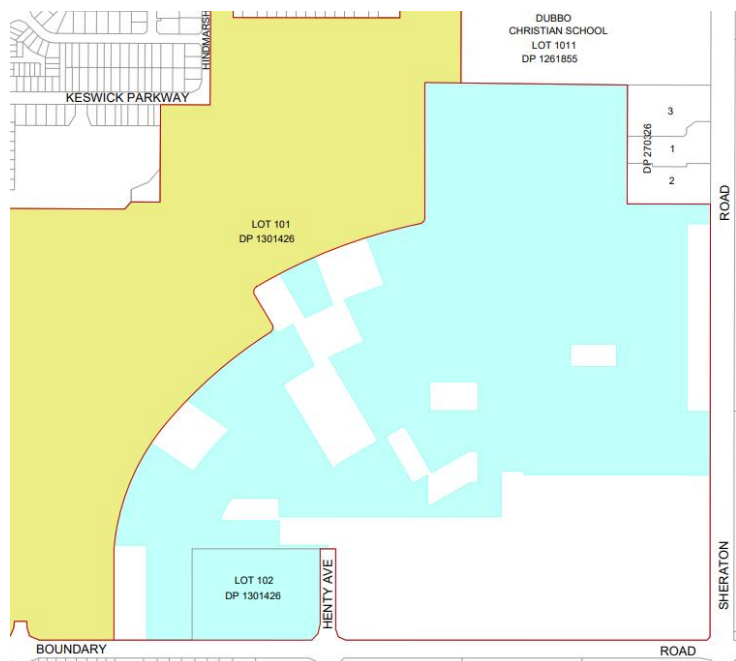


Figure 2 – Proposed Minimum Lot Size Area
White – No minimum lot size
Blue – 300m²
Yellow – 600m²

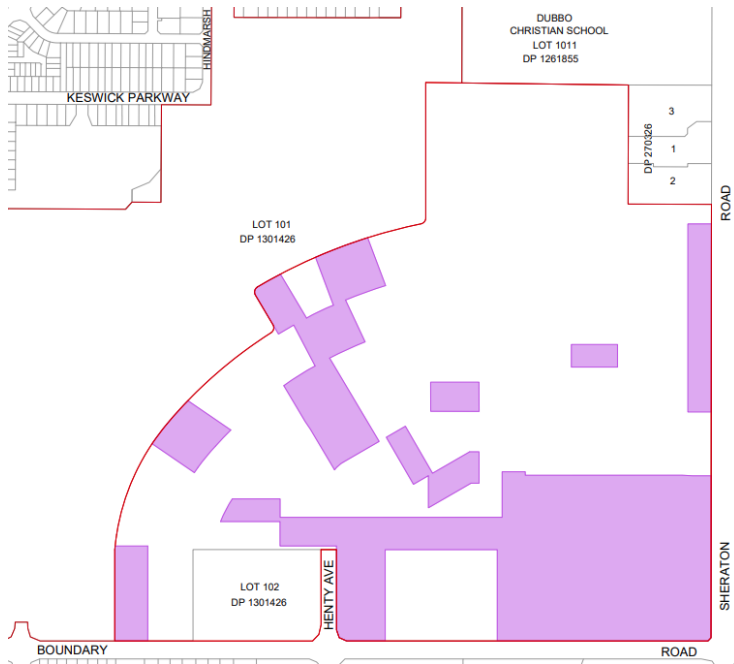


Figure 3 – Proposed Dwelling Density
Purple – 25 to 35 dwellings per hectare

2. Site Location and Context

The site is surrounded by a combination of land zoned R1 General Residential and R2 Low Density Residential to the north, east, and west, and a mix of land E1 Local Centre and RE1 Public Recreation to the south.

3. Planning Assessment and Considerations

The Planning Proposal has been assessed against relevant regional strategies, Council strategies and policies, applicable State Environmental Planning Policies (SEPPs), and Section 9.1 Ministerial Directions. The assessment indicates that the Planning Proposal has strategic merit and should be submitted to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination.

Relevant matters that require further investigation are identified below.

(a) Infrastructure and Services

The Planning Proposal will increase the demand for public facilities and services including water, sewer, stormwater drainage, electricity and telecommunications, and there is capacity for this infrastructure to be made available over time as the Precinct develops.

Council's Development Contributions Plan – South-East Stormwater Drainage identifies a basin in the southern portion of the site, whereby any future development will pay infrastructure contributions towards it. The Plan identifies the maximum drainage discharge

across Boundary Road and into Southlakes, and any future development must be consistent with this.

Council's Development Contributions Plan – Open Space and Recreation Facilities identifies open space in Keswick Estate, whereby any future development will pay infrastructure contributions towards it. The Plan identifies it will be utilised by residents from surrounding localities.

As part of this Planning Proposal, the stormwater detention and open space requirements will need to be reviewed to accommodate the additional population. As such, Council will need to update the relevant Development Contributions Plan to ensure that the site's future development does not adversely impact the overall requirements of the broader catchment. This is because the current Developer Contributions Plan does not include the development density as included in this Planning Proposal.

(b) Acoustic Assessment

Council adopted 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.

An Acoustic Assessment submitted with the Planning Proposal indicates:

“Road traffic noise predictions identified that dwellings constructed within about 200m of the carriageway will potentially experience noise levels above the recommended internal noise criteria with windows partially open for ventilation. Where windows remain closed, and adequate ventilation is provided, internal noise levels are anticipated to exceed the recommended internal noise criteria for light framed dwellings close to Boundary Road and Henty Avenue roundabout intersection, and Boundary Road and Sheraton Road roundabout intersection. Therefore, the final subdivision layout should take into the potentially affected areas, or dwellings constructed within the Noise Management Zone should be required to be constructed using building materials equivalent of Category 2 treatments as per the guideline.

It is recommended that a more detailed assessment be completed following finalisation of the Keswick Estate subdivision plan, with reference to updated traffic counts, and / or traffic modelling. Notwithstanding, the development of the Keswick Estate is a feasible option with respect to traffic noise emissions albeit with the inclusion of the noise control measures outlined in this report.

Based on the findings of this report, with the inclusion of several noise control measures, there are no noise related issues which would prevent Council from supporting the planning proposal.”

The Acoustic Assessment indicates a more detailed assessment will be completed following finalisation of the Keswick Estate subdivision plan and there are no noise related issues which would prevent Council from supporting the Planning Proposal.

Assessment of the Planning Proposal has shown that an updated Acoustic Assessment will be required to be prepared ensure appropriate acoustic measures can be identified at the Planning Proposal stage to ensure this does not provide any impacts on development design at the Development Application stage.

4. Consultation and Planned Communications

If Council supports the Planning Proposal and a Gateway Determination is received from the NSW Department of Planning, Housing and Infrastructure, it would be publicly exhibited for a minimum of at least 28 days in accordance with the Local Environmental Plan Making Guidelines.

Council will engage with State Agencies, adjoining landowners and the public as per the Gateway Determination. It will be notified in the following ways:

- NSW Government Planning Portal;
- Council's YourSay webpage;
- Council's Customer Experience Centres and Macquarie Regional Library Branches;
- Daily Liberal newspaper; and
- Letters to landowners and adjoining landowners.

The following State Agencies will be consulted as part of the Gateway Determination:

- NSW Rural Fire Service;
- Transport for NSW;
- Environmental Protection Authority;
- NSW Resources;
- Jemena; and
- Essential Energy.

5. Resourcing Implications

Council received \$26,000 upon lodgement as part of the application fees and will receive a further \$14,000 if a Gateway Determination is received.

APPENDICES:

- [1](#) Summary of Planning Proposal
- [2](#) Planning Proposal



Planning Proposal

Amendment to the Dubbo Regional Local Environmental Plan 2022

Ironbark Estate

Council Reference: R25-001

Acknowledgement of Country

Dubbo Regional Council acknowledge the Wiradjuri People who are the Traditional Custodians of the Land. Council pay respect to all Elders past, present and emerging of the Wiradjuri Nation and extend that respect to other First Nations peoples.

R25-001 – AU25/22

Executive Summary

The Planning Proposal relates to Ironbark Estate (part of Lot 101 DP 1301426) which is located in the south eastern portion of Keswick Estate. The site is bound by Boundary Road to the south and Sheraton Road to the east, and extends to the existing Keswick Estate to the north.

The Planning Proposal seeks to amend the Dubbo Regional Local Environmental Plan 2022 in the following ways:

- amend zoning for part of the site from R2 Low Density Residential to R1 General Residential and RE1 Public Recreation;
- amend the minimum lot size area within the R2 Low Density Residential zone from 600m² to 300m²; and
- introduce dwelling density controls within the R1 General Residential zone.

The intended outcome of the Planning Proposal is to:

- provide greater flexibility and housing options within accessible areas of the Dubbo Local Government Area;
- permit low-rise and medium-rise density housing types;
- facilitate the use of land for public open space purposes;
- align with infrastructure capacity;
- maintain local character;
- promote environmental sustainability; and
- support housing diversity.

The Planning Proposal is generally consistent with the adopted draft Masterplan.

The Planning Proposal is deemed to have both strategic and site-specific merit as it is consistent with the statutory framework. However, further information will be requested post-Gateway Determination in relation to acoustic and traffic matters.

Acoustic matters relate to the level of traffic noise expected to be experienced by the occupants of the dwellings adjacent to Boundary and Sheraton Roads. Although the submitted Acoustic Assessment provides details as to how the acoustic levels can be managed at the development application stage, an assessment of the suitability of the site for rezoning which would result in a more intense land use of the land has not been undertaken. In relation to traffic matters, the application will need to be updated to address the proposed road hierarchy, the potential impact of the R1 zoned land in relation to sight distances, inconsistencies with the Dubbo Development Control Plan 2013, and parking provision for the R1 lots with rear lane access only.

Council is the relevant Planning Proposal Authority under section 3.32 of Environmental Planning and Assessment Act 1979 (the Act).

Council is not seeking written authorisation to be delegated the plan making functions under section 3.36 of the Act.

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About this Planning Proposal

The Planning Proposal relates to Ironbark Estate (part of Lot 101 DP 1301426) which is located in the south eastern portion of Keswick Estate and has an area of 67.06 hectares. The site is highlighted in orange in **Figure 1** below, while Keswick Estate is highlighted in red.

It should be noted that the south eastern corner of the site is subject to a separate Planning Proposal (PP2024-1236). This land has also been included in this Planning Proposal to safeguard against any issues that may arise with the assessment of PP2024-1236 that would prevent the proposed rezoning from being adopted.



Figure 1: Area to which this Planning Proposal applies.

The site is located within the R2 Low Density Residential zone of the Dubbo Regional Local Environmental Plan 2022 (LEP). To achieve the vision of the draft Masterplan (**Figure 2**), the Planning Proposal seeks to:

- Amend the current zoning for portions of the site from R2 Low Density Residential to R1 General Residential and RE1 Public Recreation (**Figure 3**);
- Remove the minimum lot size provisions in portions of the site zoned R1 General Residential;
- Introduce a dwelling density map for the R1 General Residential zoned land which would require a minimum dwelling density of 25 dwellings per hectare and a maximum dwelling density of 35 dwellings per hectare (**Figure 4**); and
- Amend the minimum lot size area for the R2 Low Density Residential zone from 600m² to 300m² (**Figure 5**).

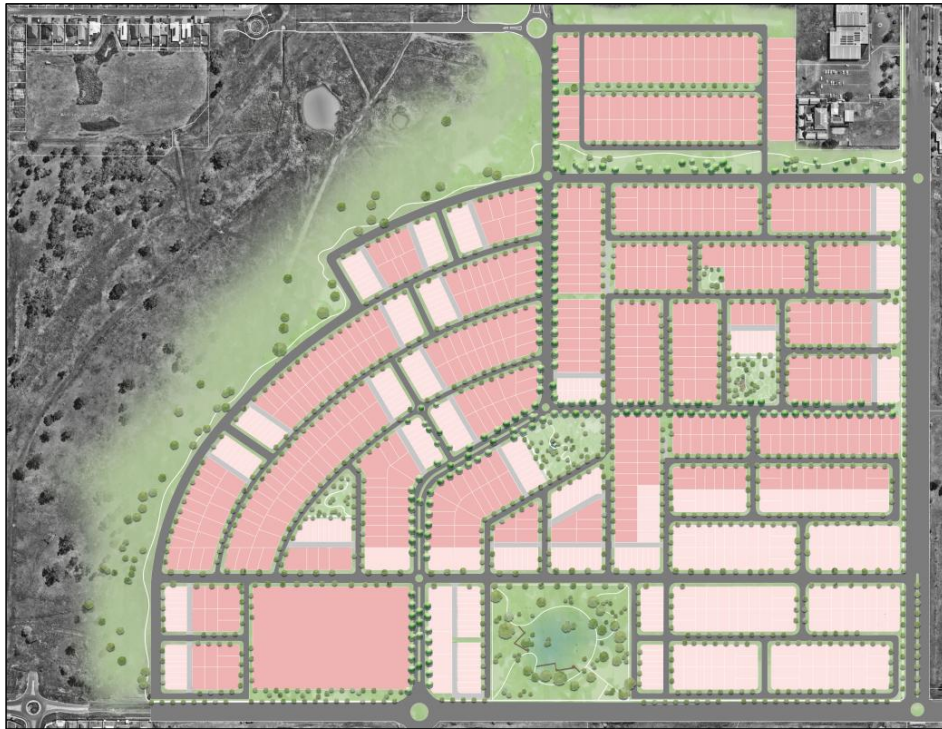


Figure 2: Masterplan

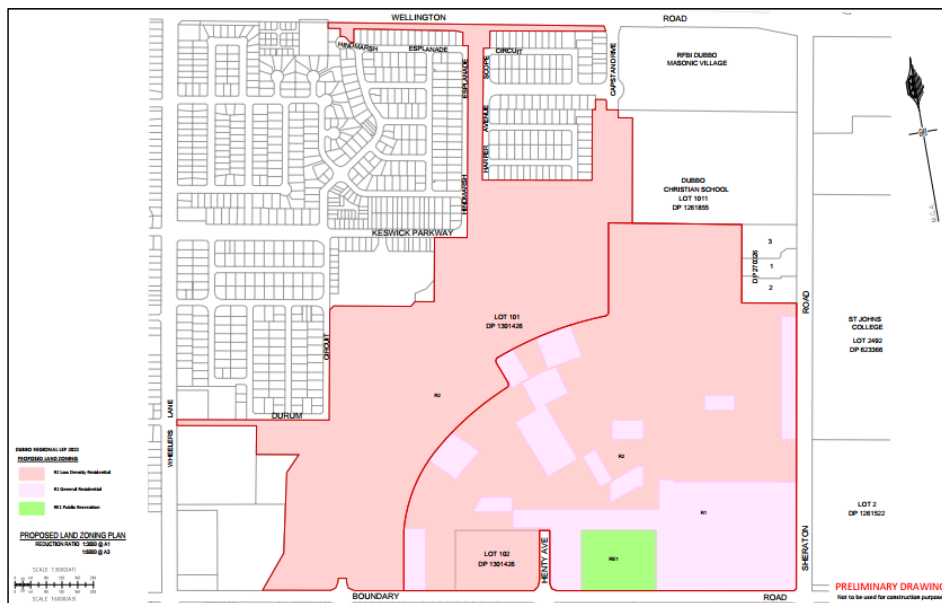


Figure 3: Proposed Zoning of subject site.

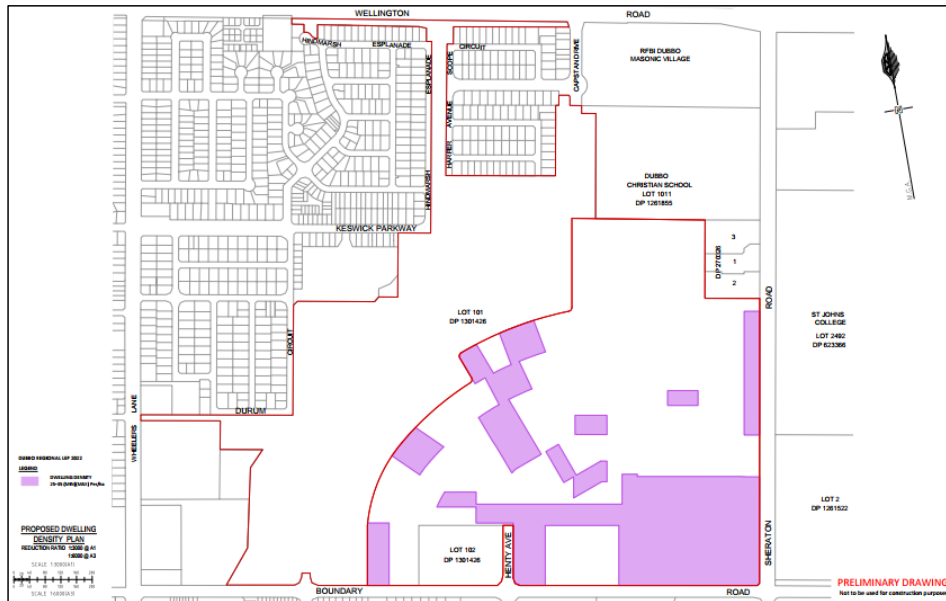


Figure 4: Proposed Dwelling Density Plan for R1 General Residential zoned land.

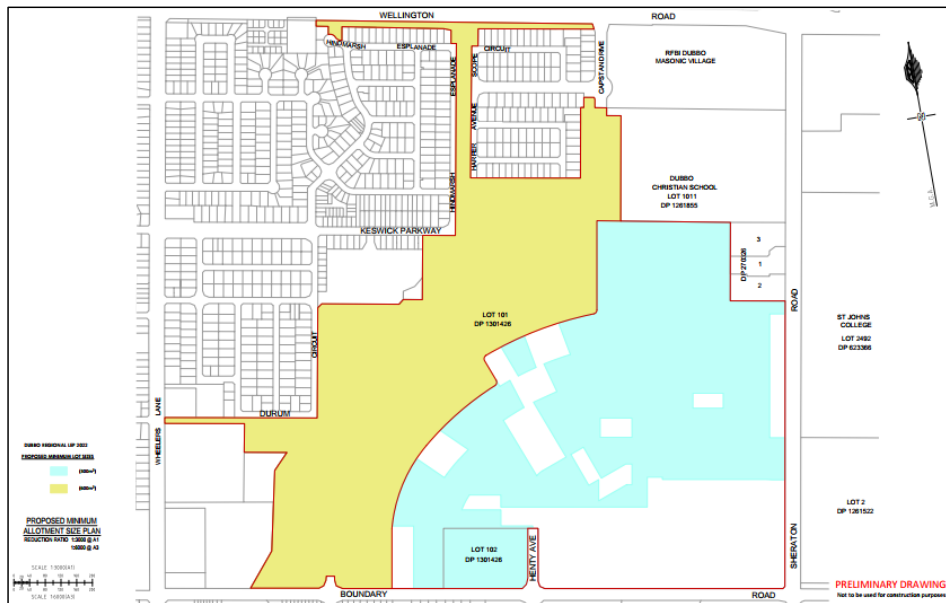


Figure 5: Proposed Minimum allotment size for R2 Low Density Residential zoned land.

Part 1 Objectives and Intended Outcomes

The objectives and intended outcome of the Planning Proposal is to provide greater flexibility and housing options within accessible areas of the Dubbo LGA. Specifically, it aims to permit low-rise and medium-rise density housing types.

The intended outcome of the minimum and maximum residential density clause is to regulate development to ensure efficient land use, align with infrastructure capacity, maintain local character, promote environmental sustainability, and support housing diversity. By controlling density, the clause helps prevent overdevelopment or underdevelopment, while fostering balanced growth that meets the area's strategic planning objectives.

Part 2 Explanation of Provisions

The Planning proposal seeks to:

- Amend the Land Zoning Map (LZM) for parts of the site from R2 Low Density Residential to R1 General Residential and RE1 Public Recreation (**Figure 3**);
- Introduce a Dwelling Density Map for the R1 General Residential zoned land which would require a minimum dwelling density of 25 dwellings per hectare and a maximum dwelling density of 35 dwellings per hectare (**Figure 4**);
- Amend the Minimum Lot Size Map (MLS) for the R2 Low Density Residential zone from 600m² to 300m² (**Figure 5**); and
- Remove the Minimum Lot Size for portions of the site to be zoned R1 General Residential (**Figure 5**).

Council is the relevant Planning Proposal Authority under section 3.32 of Environmental Planning and Assessment Act 1979 (the Act).

Part 3 Justification of Strategic and Site-Specific Merit

The Planning Proposal has been assessed against the following Council strategies, policies and guidelines, the NSW Department of Planning, Housing and Infrastructure's Local Environmental Plan Making Guidelines, State Environmental Planning Policies, and Ministerial Directions.

- Central West and Orana Regional Plan 2041;
- Dubbo Regional Council – Towards 2040 Community Strategic Plan;
- Dubbo Regional Council – Local Strategic Planning Statement (LSPS);
- Dubbo Urban Areas Development Strategy;
- 9.1 Ministerial Directions;
- State Environmental Planning Policies (SEPPs);
- Dubbo Local Environmental Plan 2022; and
- Dubbo Development Control Plan 2013.

The assessment indicates the Planning Proposal has strategic merit and should be submitted to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination.

Section A – Need for the Planning Proposal

Question	Considerations
Is the Planning Proposal a result of an endorsed LSPS, strategic study or report?	No, however the Planning Proposal is generally consistent with the Dubbo Local Strategic Planning Statement and Masterplan.
Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	The Planning Proposal is the only way to achieve the objectives and intended outcomes as it involves a change to land use zoning and minimum lot size areas of the Dubbo Regional LEP 2022.

Section B – Relationship to the Strategic Planning Framework

Considerations
Central West and Orana Regional Plan 2041 The Planning Proposal is consistent with the Central West and Orana Regional Plan 2041's objectives. The relevant objectives are: • Objective 5: Identify, protect and connect important environmental assets. • Objective 6: Support connected and healthy communities • Objective 7: Plan for resilient places and communities • Objective 9: Ensure site selection and design embraces and respects the region's landscapes, character and cultural heritage • Objective 11: Strengthen Bathurst, Dubbo and Orange as innovative and progressive regional cities. • Objective 12: Sustain a network of healthy and prosperous centres. • Objective 13: Provide well located housing options to meet demand. • Objective 14: Plan for diverse, affordable, resilient and inclusive housing.
Dubbo Local Strategic Planning Statement The Planning Proposal is consistent with the Planning Priorities of the Dubbo Local Strategic Planning Statement. The relevant planning priorities and actions are: • Planning Priority 9: Provide diversity and housing choice to cater for the needs of the community. • Action 9.2 Review the LEP provisions to facilitate greater housing choice in R1 and R2 zones particularly where located near services and open space. • Action 9.3 Maintain local character of residential areas by protecting heritage, permitting an appropriate residential mix of densities. • Residential Release Strategy South-East Dubbo Urban Release Area adopted by Council in March 2011. • South-East Dubbo Residential Urban Release Area: Stage 1 Structure Plan adopted by Council in May 2016. These strategies set the overall direction for development within the Dubbo South-East Urban Release Area. The Planning Proposal aligns with the principles outlined in both strategies.

Considerations <u>Other State or Regional Strategies</u> There are no other applicable State and regional studies or strategies relevant to the Planning Proposal. <u>State Environmental Planning Policies</u> The Planning Proposal is generally consistent with the following SEPPs: • State Environmental Planning Policy (Biodiversity and Conservation) 2021 • State Environmental Planning Policy (Exempt and Complying Development) 2008 • State Environmental Planning Policy (Housing) 2021 • State Environmental Planning Policy (Resilience and Hazards) 2021 • State Environmental Planning Policy (Transport and Infrastructure) 2021 <u>Ministerial Directions</u> The Planning Proposal is generally consistent with the following Ministerial Directions: • 1.1 Implementation of Regional Plans • 1.3 Approval and Referral Requirements • 1.4 Site Specific Provisions • 3.1 Conservation Zones • 4.1 Flooding • 4.3 Planning for Bushfire Protections • 4.4 Remediation of Contaminated Land • 5.1 Integrating Land Use and Transport • 5.2 Reserving Land for Public Purposes • 6.1 Residential Zones <u>Dubbo Regional Local Environmental Plan 2022</u> Rezoning the land to R1 General Residential will allow additional residential typologies to be permitted with consent, including attached dwellings, multi dwelling housing and residential flat buildings. This will provide increased flexibility and housing options for land close to services and within 5km of the Dubbo CBD. The Planning Proposal also aims to reduce the existing Minimum Lot Size Area of the R2 Low Density Residential land from 600m² to 300m², and also introduce a dwelling density to the proposed R1 General Residential land to allow for the creation of a range of residential lot sizes, tailored to accommodate diverse housing products. This would also assist various household groups and price points by enabling a variety of lot sizes for various development types permissible under the R1 General Residential zone. <u>Section 7.11 Developer Contributions</u> The Planning Proposal will increase the demand for public facilities and services including water, sewer, stormwater drainage, electricity and telecommunications, but there is capacity for this infrastructure to be made available over time as the precinct develops. Council's Section 7.11 Development Contributions Plan – South-East Stormwater Drainage Headworks Contributions identifies a basin to the west of the site, whereby any future development will pay infrastructure contributions towards it. The Plan identifies the maximum drainage discharge across Boundary Road and into Southlakes, and any future development must be consistent with this.

Considerations

Council's Development Contributions Plan – Open Space and Recreation Facilities identifies open space in Keswick Estate, whereby any future development will pay infrastructure contributions towards it. The Plan identifies it will be utilised by residents from surrounding localities.

Section C – Environmental Impacts

3.1.1 Noise and vibration

The site is located along Sheraton and Boundary Roads and within close proximity to existing quarries and concrete works along Sheraton Road. An Acoustic Assessment submitted indicates:

Where noise level contributions from each of the quarry operations and the concrete works remain within their prescribed or theoretical noise limits, cumulative noise emissions at the project site would be up to 45dB LAeq(15min) during the day period and 40dB LAeq(15min) during the evening and night periods.

Therefore, the recommended amenity noise levels of 53dBA for the day period and 48dBA and 43dBA respectively for the evening and night periods would be achieved at the project site. Furthermore, where the Amenity Noise Levels are achieved, the internal noise levels would be satisfied also."

Current and likely future road traffic on Boundary and Sheraton Roads has also been assessed and found to be slightly above recommended amenity noise levels at the boundaries of the site:

Point calculations to the nearest and/or most affected residential allotments indicate that free field noise levels (external) of up to 62dB LAeq(15hr) and 53dB LAeq(9hr) are anticipated during the day and night periods respectively.

Although the Acoustic Impact Assessment has provided details of mitigation measures that can be utilised at the development stage, no consideration has been given to the suitability of the Planning Proposal in relation to the acoustic impacts. As such, the applicant will be requested to assess the sites suitability in relation to the Planning Proposal and rezoning of the land to a more intensified land use that would result in more occupants being impacted by road noise. This information will be requested post-Gateway Determination.

Section D – Infrastructure

3.1.2 Traffic/Roads

Council has reviewed the submitted documentation and makes the following comments:

- Section 3.4 of the Traffic Impact Assessment outlines four street types proposed within the development. However, neither the masterplan document nor the Traffic Impact Assessment specifies the proposed widths or the locations of each street type within the subdivision. The applicant must provide additional information clarifying the road widths and the classification of each street.
- Several R1 General Residential zones are proposed adjacent to open space, with vehicular access to these lots potentially occurring through an adjacent laneway. The Traffic Impact Assessment notes that laneways have no provision for parking. Furthermore, housing relying

exclusively on laneway access without adjacent on-street parking on either side will not be supported.

Council is currently preparing engineering design plans for upgrading Sheraton Road, between Boundary Road and the Mitchell Highway. The upgrade does not allow for on-street parking adjacent to the proposed development. Additionally, driveway access to Sheraton Road will be prohibited for adjacent lots. Vehicular access for lots fronting Sheraton Road will therefore occur solely via the internal subdivision.

The potential east-west road adjacent to the Lot 102 DP1301426 features a sharp crest near the north-west corner of the lot. A vertical curve in this location may prohibit nearby intersections due to sight distance requirements. Given the presence of shallow hard basalt rock in this area, the applicant should consider redesigning the road layout to avoid nearby intersections.

- It is recommended to shift the below cluster of R1 zoned lots further north-east to reduce potential sight distance issues by southbound vehicles, trees in the median or parked vehicles.



- An assessment of vertical sight distance is to be undertaken where the road network is located near a ridge line.

The matters raised above will be requested post-Gateway Determination.

3.1.3 Stormwater

- Development of lots 300m² (R2) or 400-286m² (R1) typically results in impervious areas of around 90%. It is also likely that the road reserve also becomes intensely developed through additional pavement for parking due to lack of space on-site. Action will need to be taken to ensure Total Impervious Area does not exceed 80% of the catchment as assumed in the Stormwater Management Strategy. This could involve a combination of any number of strategies, including but not limited to:
 - Restriction on development of lots to reduce impervious areas

- Additional areas of the catchment dedicated for parkland
- Intentional pervious green spaces integrated into wider road corridors / pedestrian accessways
- A Stormwater Management Plan shall be provided showing how stormwater is managed within the road network. The Stormwater Management Plan should indicate where major and minor flows are conveyed throughout the development, including trunk drainage, pipe, and channel systems. The Stormwater Management Plan shall also include a catchment plan showing a breakdown of assumed % impervious areas and demonstrating that the Total Impervious Area of 80% will not be exceeded.

The matters raised above will be requested post-Gateway Determination.

3.1.4 Open Space

Based on the Keswick Masterplan Net Residential Density of 15 dwellings/ha, the revised total lots to be developed in Stages 7, 8 and 9 of Keswick Estate is approximately 1,005 lots. Using the same ratio of R1 lots and R2 lots outlined in the Masterplan, for the total of 1,005 lots the proposed lots in each zoning are outlined below:

- 1005 lots at 2.6 persons per dwelling creates an obligation for under the Open Space Masterplan (2018) of:
 - Local Park 3.92 ha
 - District Park 7.84 ha
 - Regional Park 1.31 ha
 - Sporting 7.32 ha
- The Planning Proposal provides:
 - 1.46 ha stormwater corridor – which is not able to be activated 0.6 ha park
 - 0.31ha park 0.22 ha park
 - 2.57 ha retention basin – which is not able to be activated

The smaller parks are less than 0.5 ha and are too small from a recreational activation perspective. The largest park should be increased to a minimum of 1 ha if it is to be considered district level and contain embellishments such as playground and public amenities. The Planning Proposal will need to comply with Council's Open Space Masterplan 2018 (either by land dedication or contributions) as follows:

Attributes/ Characteristics	Community Infrastructure	Local Park	District Park	Regional Park
Size Distribution and Accessibility				
Minimum Size: Note: Minimum size and preferred size are not the same. It is preferable that park sizes are larger where possible, with a diversity of sizes.	Size will be determined by the requirements of the infrastructure.	0.5 – 1 hectare	1 – 4 hectares	>4 hectares

3.1.5 Infrastructure Conclusion

As part of the Planning Proposal, the stormwater detention and open space requirements will need to be reviewed to accommodate the additional population. As such, Council will need to update the relevant Development Contributions Plan to ensure that the site's future development does not adversely impact the overall requirements of the broader catchment.



Planning Proposal Report

Proposed Amendment to Dubbo LEP 2022

Client: Dubbo Regional Council

Site Address: Lot 101 DP 130426, Dubbo

7 January 2025

Our Reference: 45532-PR01_C

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Project Name:	Planning Proposal Report Lot 101 DP 130426, Dubbo
Client:	Dubbo Regional Council
Project Number:	45532
Report Reference:	45532-PR01_C
Date:	7/01/2025

Prepared by:	Reviewed by:
	
Josh Eagleton MAIBS (Assoc.) MEHA MAICD RPIA Senior Town Planner	Jim Sarantzouklis MAIBS (Assoc.) MEHA MAICD RPIA Director

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1. INTRODUCTION

1.1. Background

Dubbo Regional Council has engaged Barnson Pty Ltd to prepare this Planning Proposal to amend the Dubbo Local Environmental Plan 2022. The proposal seeks to adjust the zoning on portions of the site to better align with future land use objectives and meet community needs. It specifically recommends rezoning sections currently designated as R2 – Low Density Residential to R1 – General Residential, allowing for a broader mix of residential accommodation. Additionally, a portion of the site would be rezoned from R2 – Low Density Residential to RE1 – Public Recreation, creating more dedicated space for community recreation and open green areas.

To facilitate this rezoning and support a variety of housing types, the proposal suggests removing the Minimum Allotment Size requirement for areas designated as R1 – General Residential and RE1 – Public Recreation. In the R2 – Low Density Residential zone, however, a Minimum Allotment Size of 300 m² is proposed to maintain a balanced approach to lot sizes and density. To further guide development in the R1 – General Residential area, a Dwelling Density clause is proposed, setting a Minimum Dwelling Density of 25 (per hectare) and a Maximum Dwelling Density of 35 (per hectare).

The proposed changes are supported by detailed technical studies, demonstrating that increased residential density in key areas of Keswick Estate can be achieved without significantly adversely impacting the existing character or amenities of the estate. By concentrating higher-density development near established and proposed parklands, local centres, and transport corridors, the proposal ensures the creation of a sustainable, well-connected community. These strategically located areas are ideal for supporting diverse housing types while enhancing access to essential services and amenities.

The amendment is consistent with the NSW Government's *Central West and Orana Regional Plan 2041* and Dubbo Regional Council's Local Strategic Planning Statement and Residential Area Strategies. By facilitating a broader mix of housing options, the proposal addresses the critical need for affordable housing, aligning with state and local government objectives for sustainable growth. Moreover, the introduction of diverse housing forms will attract a wider demographic to the area, fostering a vibrant and inclusive community.

This framework aims to support sustainable urban growth within a carefully managed density range, creating a high-quality residential environment. This strategic rezoning is key to unlocking a diverse range of residential options and directly addresses the critical issues of housing affordability and availability facing the region. Ultimately, this rezoning shall not only deliver benefits in terms of diversity of housing supply but also support the long-term economic and social vitality of Keswick Estate and the wider Dubbo region. By proactively responding to the region's housing needs, this proposal offers a robust framework for future-proofing the estate, ensuring it remains an attractive and viable location for residential development.

1.2. Planning Proposal

Dubbo Regional Council has engaged Barnson Pty Ltd to assist in preparing a Planning Proposal for a portion of land legally described as Lot 101 in Deposited Plan (DP) 1301426, referred to as "the subject site." The proposal aims to amend the Dubbo Local Environmental Plan through the following actions:

Action One: Land Rezoning Adjustments:

- Rezone portions of the site from R2 – Low Density Residential to R1 – General Residential.
- Rezone a portion of the site from R2 – Low Density Residential to RE1 – Public Recreation.

Action Two: Minimum Allotment Size Adjustment:

- Remove the Minimum Allotment Size requirement for land proposed to be rezoned to R1 – General Residential and RE1 – Public Recreation.
- Set a Minimum Allotment Size of 300 sqm for the R2 – Low Density Residential zone.

Action Three: Adoption of Dwelling Density:

- Introduce a Minimum and Maximum Dwelling Density clause to regulate residential development on the land proposed for rezoning to R1 – General Residential, with a Minimum Dwelling Density of 25 and a Maximum Dwelling Density of 35.

The purpose of this Planning Proposal is to amend the land zoning to allow for a wider variety of allotment sizes and housing options at appropriate densities across the estate. This proposal responds to the pressing demand for diverse and affordable housing, supporting both state and local government goals for sustainable development. Expanding the range of housing types will also attract a broader demographic, helping to build a dynamic and inclusive community.

Consistent with the NSW Government Planning & Environment's *Planning Proposals: Local Environmental Plan Making Guideline* (the Guide), this Planning Proposal has been prepared in the following format:

- Part 1 – Objectives or intended outcomes
- Part 2 – Explanation of Provisions
- Part 3 – Justification and strategic and site-specific merit
- Part 4 – Maps
- Part 5 – Community Consultation
- Part 6 – Project Timeline

1.3. Proponent

The proponent is Dubbo Regional Council – Referred to as DRC within this report.

1.4. Consultant

Josh Eagleton
 Barnson Pty Ltd
 Suite 34/361 Harbour Drive
 Coffs Harbour NSW 24500

1.5. Supportive Documentation

This Planning Proposal is supported by the following documentation.

Table 1: Appendix

Document	Prepared by	Date	Appendix
Deposited Plan	NSW LRS		Appendix A
Aboriginal Heritage Due Diligence Assessment	OZARK	August 2024	Appendix B
Biodiversity Assessment Report	Stantec	24 th of October 2024	Appendix C
Strategic Bush Fire Study	Barnson Pty Ltd	October 2024	Appendix D
Flood Impact Risk Assessment and Water Cycle Stormwater Management Strategy	Stantec	25 th of August 2024	Appendix E
Preliminary Site Investigation	Barnson Pty Ltd	5 th of September 2024 & 12 th of September 2024	Appendix F
Infrastructure Assessment	Premise	19 th of September 2024	Appendix G
Geotechnical Report	Barnson	16 th of August 2024	Appendix H
Transport Impact Assessment	Stantec	4 th of December 2024	Appendix I
Acoustic Assessment	Muller Acoustic	6 th of September 2024	Appendix J
Keswick Estate Master Plan	Blacksmith Design	December 2024	Appendix K
LEP Mapping	Barnson Pty Ltd	December 2024	Appendix L

2. PLANNING PROPOSAL AREA

2.1. Keswick Estate

Keswick Estate is a master-planned residential community located in Dubbo, NSW, designed to accommodate a growing population in the region. The estate offers a mix of housing options, from low-density to medium-density residential developments, catering to a range of lifestyle needs. Strategically positioned near key amenities such as schools, parks, local shopping centres, and transport links, Keswick Estate provides residents with a well-connected and convenient living environment. The estate has been developed with a focus on sustainable urban planning, ensuring a balance between modern infrastructure, green spaces, and a sense of community.

Keswick Estate was to be released over nine (9) separate stages. **Figure 1** illustrates the original staging, noting that this Planning Proposal relates to the original stages of Stages 7, 8 and 9 – identified in RED. Keswick Estate has been developed progressively over time, with a focus on creating a well-planned residential community. The Planning Proposal seeks to amend the existing land zoning to facilitate a more diverse range of housing typologies at higher densities, moving beyond the standard urban block layout. These changes will ensure the original vision for Keswick Estate is achieved, delivering a variety of housing options that cater to different household sizes and preferences. By promoting a mix of dwelling types and increasing the overall residential yield, the Proposal supports the delivery of a vibrant and inclusive community while maintaining the estate's long-term planning goals.

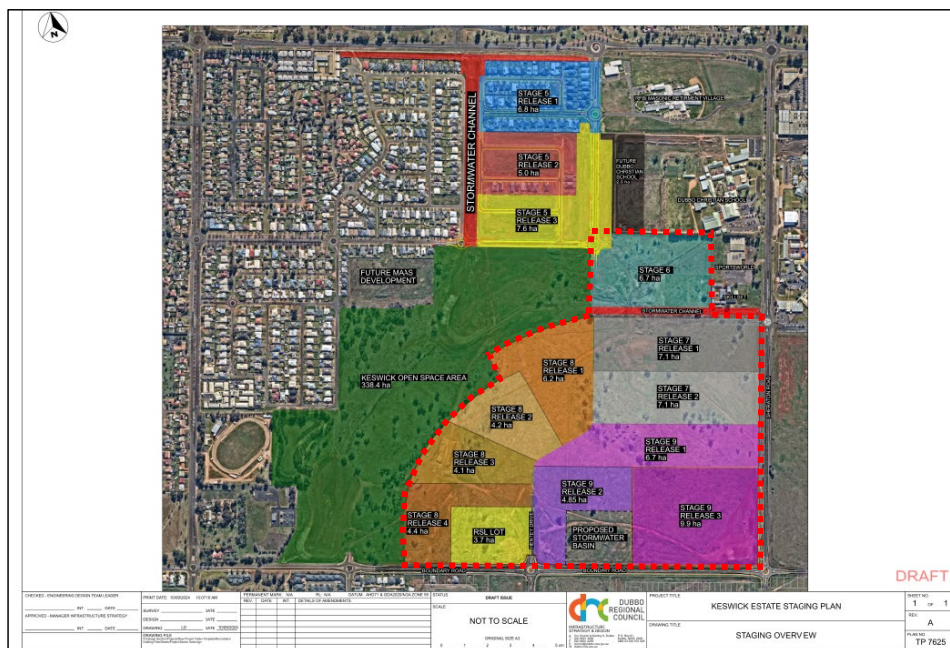


Figure 1: Keswick Estate Staging (PP area Identified in RED).

Source: Dubbo Regional Council

DRC intends to also develop a precinct-wide Development Control Plan – referred to as the “Ironbark Estate” Precinct. The purpose of this Development Control Plan (DCP) will be to outline the planning, design, and environmental objectives and standards that shall guide the assessment of future Development Applications (DAs) within this part of the original Keswick Estate Precinct. It aims to consolidate and simplify planning controls to ensure orderly and environmentally sensitive development, in line with broader strategic plans. The DCP shall promote high-quality urban design while addressing sustainability across environmental, social, and economic dimensions. In addition, it shall provide more specific development guidelines for development within the precinct, including design requirements for the diversity of housing typology that this Planning Proposal aims to support.

2.2. Keswick Estate – Lot 102 DP 1301426

A Development Application (DA2020-502) was lodged with Dubbo Regional Council (DRC) for the subdivision of land at Boundary Road which includes both existing lots identified as Lot 101 and Lot 102 in DP 1301426 – previously known as Lot 200 in DP 1280301. The application proposed a two-lot subdivision, with the intention of creating two lots, Lot 101 being the greater portion of the estate, and 102 being the smaller remaining portion of land, to be kept in DRC ownership. The application was approved by DRC on 26th of February 2021.

It is understood that Lot 102 in DP 1301426 is intended to accommodate a future Dubbo Return Services League (RSL) facility; however, it is noted that the Council has yet to receive a formal application in this regard. For the purposes of this Planning Proposal, the proposed amendments do not seek to alter the Development Standards applicable to this parcel of land. This assessment assumes that the land will retain its residential zoning, with no changes proposed to the Minimum Allotment Size requirement.

2.3. Keswick Estate – PP2024-1236

A Planning Proposal (PP2024-1236) was submitted on behalf of Spicers Creek Wind Farm to amend the Dubbo Regional Local Environmental Plan 2022. The proposal seeks to rezone the south-eastern corner of Keswick Estate (Lot 101 in DP 130426) from R2 – Low Density Residential to R1 – General Residential and remove the existing 600 m² minimum allotment size for approximately 10 hectares of the site. The intent of the proposal is to facilitate a broader range of housing options permitted under the R1 zone, contributing to increased housing availability in Dubbo. Refer to **Figure 2**.

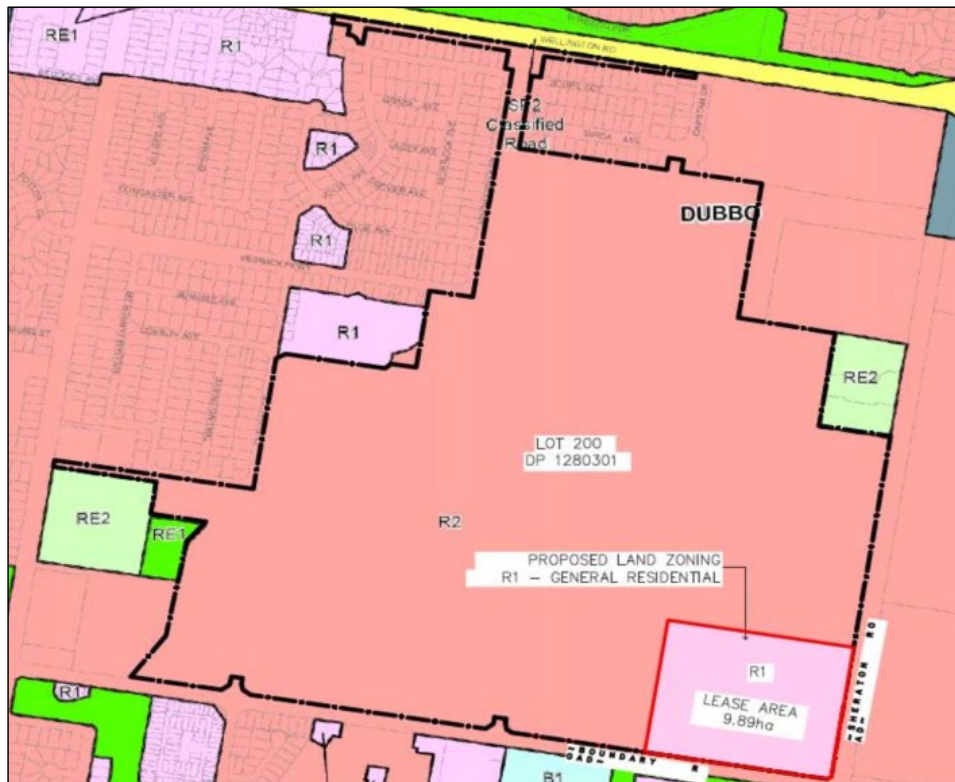


Figure 2: The Subject Site

Source: Barnson Pty Ltd – Planning Proposal 2024-1236

The Planning Proposal was endorsed by Dubbo Regional Council (DRC) at its Ordinary Council meeting on 15 August 2024 and is currently under review for Gateway determination. It is important to note that the scope of this Planning Proposal closely aligns with that of PP2024-1236, with the area covered by PP2024-1236 situated within Stage 8 of Keswick Estate, which is the primary focus of this proposal. For the purposes of this report, it has been prepared on the assumption that PP2024-1236 will be adopted.

2.4. Location and Title

Subject Land

The "subject site" is legally described as Lot 101 in DP 1301426 – **Figure 3**. The subject site is irregular in shape and has frontage to Boundary Road (southern boundary), Sheraton Road (eastern boundary), Wellington Road (northern boundary) and Wheelers Lane (western boundary).



Figure 3: The Subject Site

Source: Nearmap (Edited by Barnson Pty Ltd)

The portion of the property that this Planning Proposal is concentrating on is known as Stage 8 relating to the Keswick Estate and is referred to as "the site", throughout this Planning Proposal. The site is approximately 67.06 hectares and has been identified in orange in **Figure 4** below.



Figure 4: The Site (Identified in Orange)

Source: Nearmap (Edited by Barnson Pty Ltd)

Table 2 Provides a summary of the key attributes of the site.

Table 2: Subject Land Details Summary

Street Address:	Boundary Road
Suburb:	Dubbo (Keswick)
Subject Land Property Description:	Lot 101 in DP 1301426
Name of Landowner:	Dubbo Regional Council
Local Government Area:	Dubbo Regional Council

A copy of the titles and deposited plans have been provided in **Appendix A** of this report.

Images 1-3 below depict the site. The photos were taken in November 2024.



Image One: Boundary Road (Intersection of Sheraton Road)

Image one illustrates the upgrade works undertaken along Boundary Road and the frontage of the site (site on the right-hand side of the photo).



Image Two: Planning Proposal Area

Image two is taken from the intersection of Boundary Road and Sheraton Road and looks across the front of the site (in a north-westerly direction).



Image Three: Sheraton Road

Image Three was taken from the intersection of Boundary Road and Sheraton Road, looking north along Sheraton Road. The road resembles a sealed dual lane rural road. As you head further north along the road, upgrade works have been undertaken close to Dubbo Sports World and several educational establishments.

The property is situated in Keswick Estate, near schools, shopping centres, hospitals, parklands, and neighbourhood hubs – **Figure 5**. Keswick Estate, encompassing approximately 354 hectares of land, is positioned at the southeastern periphery of Dubbo's established urban area, forming part of the South-East Dubbo Residential Urban Release Area. Additionally, the site is on the border of the South Lakes/Hillview Urban Release Area, commencing on the southern side of Boundary Road.

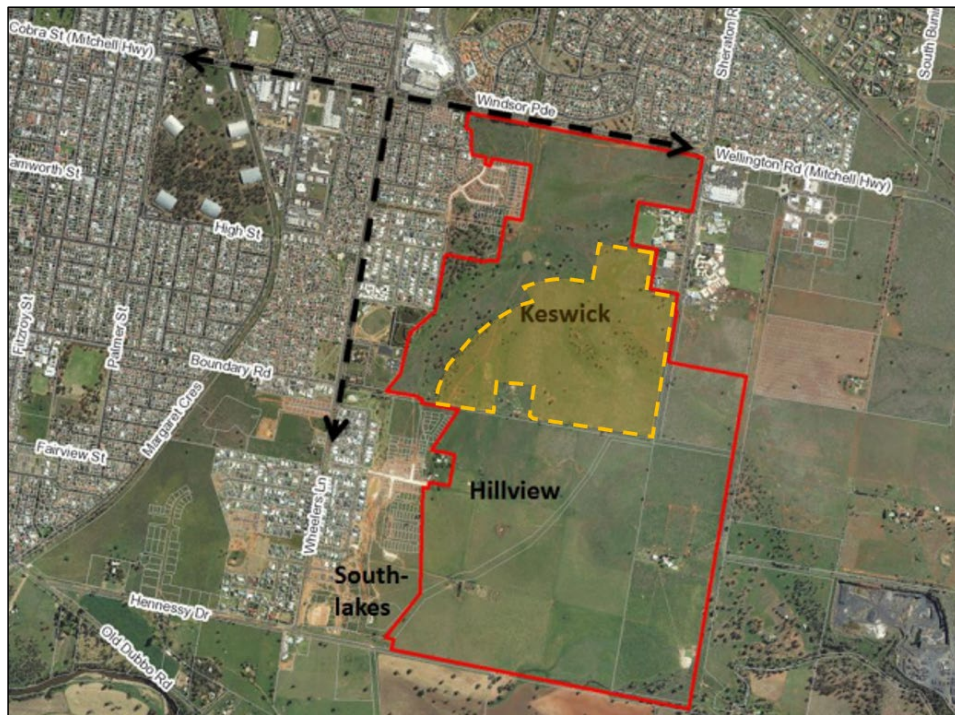


Figure 5: The Site (Identified in red)

Source: South East Residential Urban Release Area Structure Plan

2.5. Existing and Surrounding Land Use

The site is located within the Local Government Area (LGA) of “Dubbo Regional” and is therefore subject to the provisions of the *Dubbo Regional Local Environmental Plan 2022* (DRLEP 2022). The DRLEP 2022 establishes a policy framework for land use planning decisions and guides the community in terms of how land can and cannot be used within the LGA. The site has a current land zoning of R2 – Low Density Residential (Refer to **Figure 6** below).

The site is located six (6) kilometres southeast of the Dubbo Regional Central Business District. The site sits adjacent to the Land Zoned of R1 – General Residential land and E1 - Local Centre, being land nominated as part of the Hillview and South Lakes Urban Release Area. Notably, a large amount of the R1 – General Residential Land has either been subdivided for residential use as detached single/double storey dwellings, with a small portion of the land being used for higher density housing, including multi dwelling housing or a variation of dual occupancies.

The site is positioned close to several key locations. Nearby are Dubbo Christian School, St John College, and Dubbo Sports World, all situated to the north along Sheraton Road. Additionally, a quarry via Sheraton Road is over 2kms away from the site.

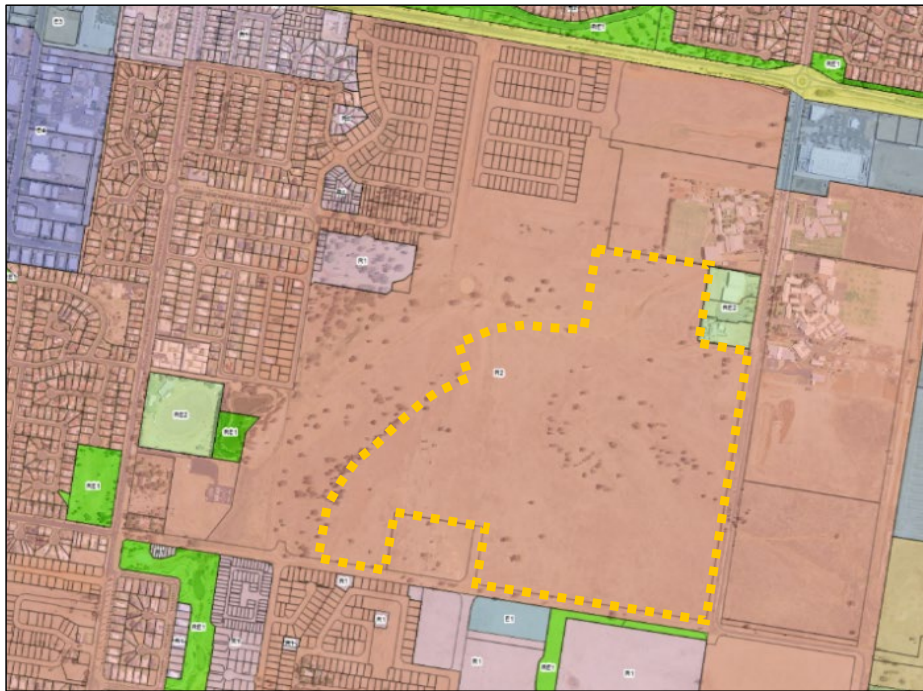


Figure 6: Existing Land Use Zones – Dubbo Regional LEP 2022

Source: NSW Legislation – Edited by Barnson Pty Ltd

The site represents southeastern urban residential land within Dubbo and is bordered by rural, employment-zoned, and industrial land. Boundary Road, which runs along the southern boundary, provides access to the industrial land located east of the site. Both Boundary Road and Sheraton Road, running along the southern and eastern boundary, provide access to the employment-zoned land to the west – **Figure 7**. As such, Boundary Road serves as a key east-west link, connecting the site to the broader Dubbo region and accommodating a variety of vehicles. It is important to note that Dubbo Regional Council is actively working to redirect trucks and larger vehicles away from Sheraton Road, instead guiding them towards a road network designed to support heavy haulage. This is further discussed in later sections of this report.

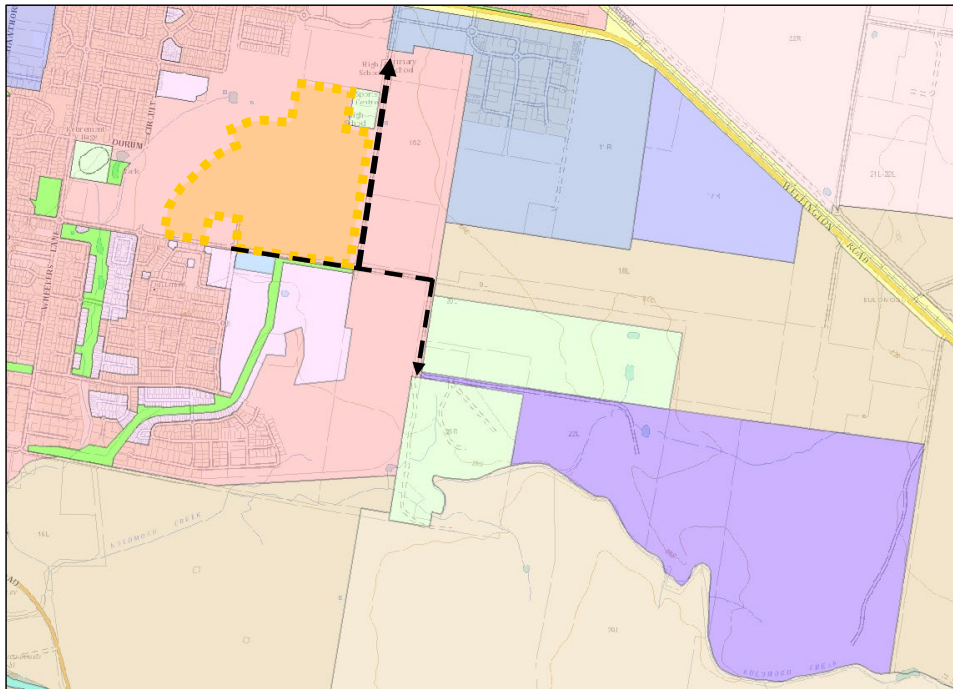


Figure 7: Surrounding Land Use Zones – Dubbo Regional LEP 2022

Source: NSW Legislation – Edited by Barnson Pty Ltd

2.6. Existing Lot Size

The current Minimum Allotment Size for the site under the DRLEP 2022 is 600m², as shown in **Figure 8**. It is important to note that most land zoned R1 – General Residential within the Urban Release Area has no designated Minimum Allotment Size, while some areas have a minimum of 450m². In contrast, land zoned R1 – General Residential outside the Urban Release Area generally has a Minimum Allotment Size of 300m². Where no Minimum Allotment Size applies, Dubbo Regional Council assesses land subdivision based on the objectives of the zone and the planning controls outlined in the Dubbo Regional Development Control Plan 2013, which covers factors such as building envelopes, setbacks, private open space, landscaping, and any other development constraints.



Figure 8: Existing Minimum Allotment Size – Dubbo Regional LEP 2022
 Source: NSW Legislation – Edited by Barnson Pty Ltd

2.7. Topography

Although a formal site survey has not been conducted, the Council has provided LiDAR data, and a site walk-through has been completed. Based on this information, Barnson can confirm that the land is predominantly flat, with a gentle slope to the south, west and east. Vegetation is sparse within the site, with only a few scattered trees. The highest point of the site generally aligns with Henty Avenue and rises further to the north. The lower-lying area on the eastern side is part of the Keswick Estate stormwater management system, which collects runoff from the northern sections and directs it southward along the overland flow path – refer to **Figure 9**.

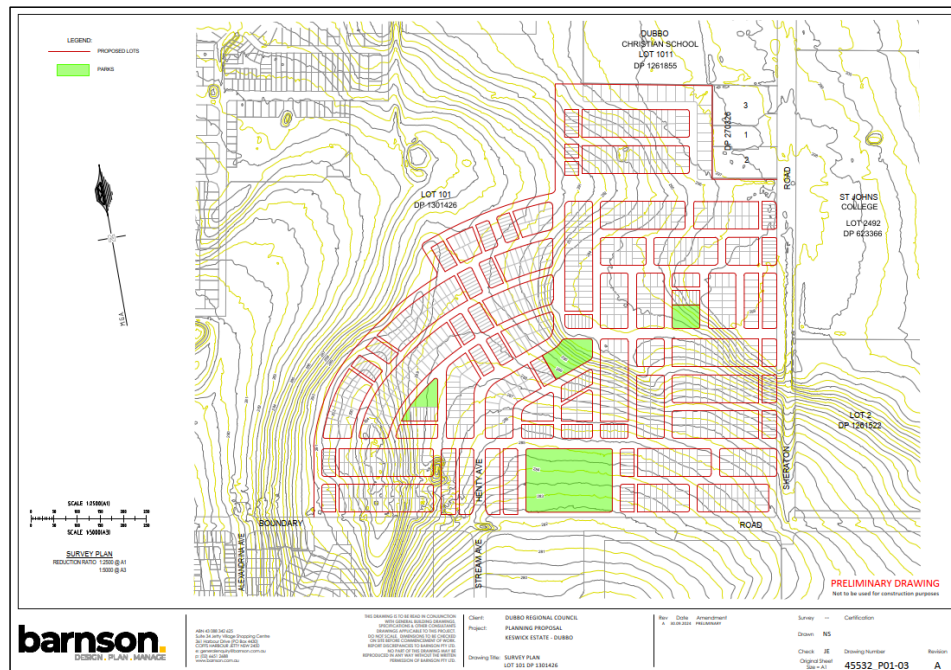


Figure 9: Topography of the Planning Proposal Area

Source: DRC – Edited by Barnson Pty Ltd.

2.8. Heritage

European Heritage

The subject site is not identified on the Dubbo Regional Local Environmental Plan (DRLEP) 2022 Heritage Mapping as containing any heritage items or being within a heritage conservation area. However, a review of Schedule 5 of the DRLEP 2022 indicates the presence of two heritage items in proximity to the site, shown in **Figure 10**:

- Item I143 – Communication Bunk (Local Item, hatched brown) located along Keswick Parkway on Lots 307-315, DP1266543, adjacent to the subject site.
- Item I194 – RAAF Stores Depot (State Item, hatched blue) located on Palmer Street, Lot 1-3 in DP1263883, situated over 2 km from the site.

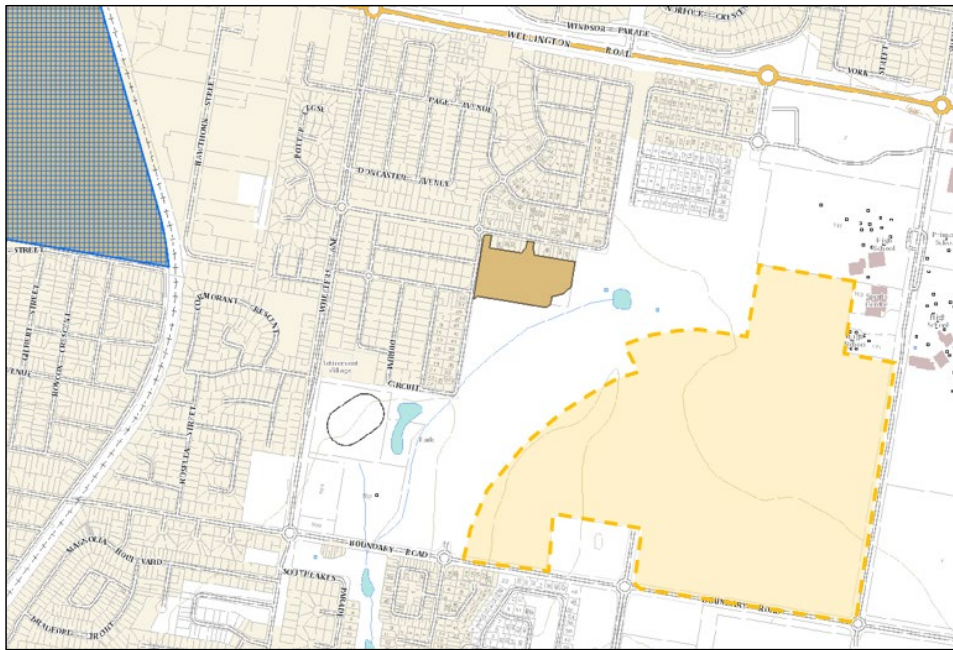


Figure 10: Heritage Map – DRLEP 2022

Source: NSW Legislation - Edited Barnson Pty Ltd

The planning proposal does not impact any items, areas, objects, or places of European heritage significance, and therefore no further European heritage investigation was undertaken. Within the site boundaries, there is an old well located centrally on the site. Although not a registered heritage item, Dubbo Regional Council acknowledges its significance to the area and intends to retain it within the precinct. Notably, the Master Plan has identified the well for preservation within a potential pocket park.

Aboriginal Cultural Heritage

As part of the preparation for the Planning Proposal, Ozark was engaged to conduct an Aboriginal Cultural Heritage Assessment Methodology (**Appendix B**). This assessment forms part of the forthcoming Aboriginal Cultural Heritage Assessment Report (ACHAR), which is currently being finalised. The investigation aims to identify both tangible and intangible Aboriginal cultural values present on the subject site, with the results to be detailed in the ACHAR.

Jim Kelton of Archaeology and Heritage Consultancy earlier completed an assessment of the Keswick Housing Subdivision in Dubbo, during which five (5) scarred trees were identified, including two within the northeastern portion of the current study area. These trees are part of a broader locality of scarred trees and open campsites in the Dubbo area, though the nearest artefact scatter is approximately 1.3 km to the south. The two scarred trees recorded within the study area are as follows:

- **36-1-0181 / K-ST-3:** Located on gently sloping grassland/open woodland, this old-growth yellow box (*Eucalyptus melliodora*) has a scar considered to be of 'possible' Aboriginal origin due to its elongated, irregular shape. It is deemed to have low to moderate significance.
- **36-1-0180 / K-ST-4:** Also located on gently sloping grassland/open woodland, this old-growth yellow box (*Eucalyptus melliodora*) has a scar of 'possible' Aboriginal origin, slightly ovoid in shape. It is deemed to have low significance.

Please refer to **Figure 11** below, which illustrates the two scarred trees.

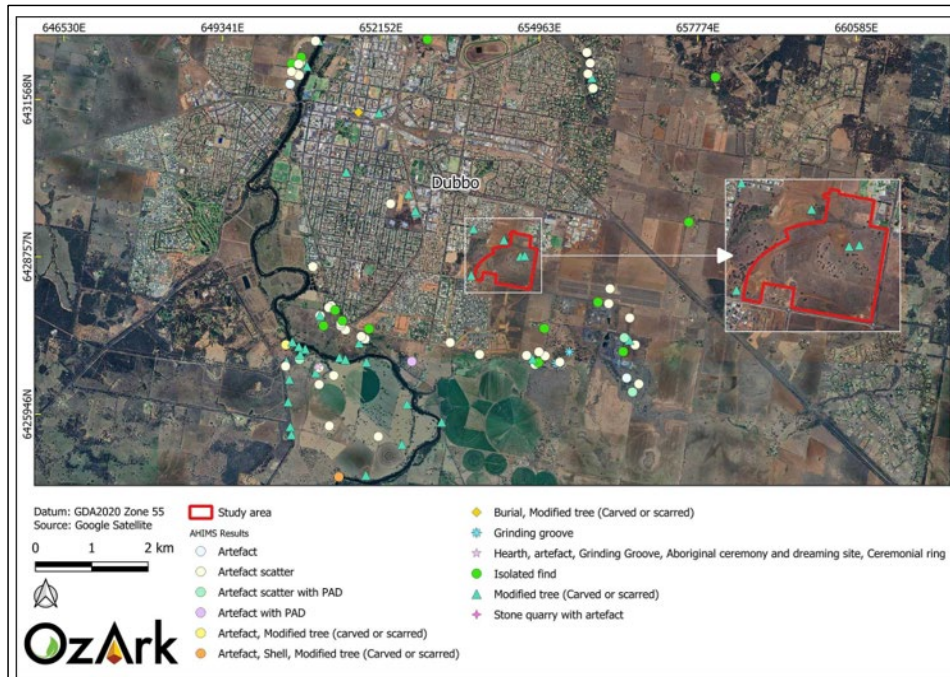


Figure 11: AHIMS Search

Source: Ozark Aboriginal Heritage assessment

The Aboriginal Cultural Heritage Assessment Methodology outlines the approach for conducting the Aboriginal Cultural Heritage Assessment and the consultation process with registered Aboriginal parties. The field inspection will follow the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales* (OEH 2011). The survey for Aboriginal cultural heritage values will cover the entire study area, as no specific direct impacts have been identified so far. Given the relatively small size of the site, a full pedestrian survey will be conducted, where surveyors will walk systematic transects spaced approximately 20 metres apart across the area. Additionally, previously recorded Aboriginal sites 36-1-0181 (K-ST-3) and 36-1-0180 (K-ST-4) located within the study area will be revisited to assess their current condition.

The Keswick Master Plan that accompanies the Planning Proposal seeks to create pocket parks in these locations which will facilitate the retention of these known items. Further investigation and consultation with the Local Aboriginal Land Council will be undertaken Post Gateway Determination and throughout the preparation of the forthcoming ACHAR.

2.9. Flora and Fauna

In preparing this Planning Proposal, Stantec Pty Ltd were engaged to produce a Biodiversity Assessment Report (BAR) – **Appendix C**. Stantec conducted a site walk to verify the vegetation on-site. The only native vegetation community identified was Plant Community Type (PCT) 76 – Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW Southwestern Slopes and Riverina Bioregions, which was found in 'low' and 'moderate' conditions – **Figure 12**. A breakdown of this has been provided below.

This PCT aligns with the NSW-listed Threatened Ecological Community (TEC) 'Shale Gravel Transition Forest in the Sydney Basin Bioregion', which is classified as endangered under the Biodiversity Conservation (BC) Act. Additionally, PCT 76 matches the Commonwealth-listed Endangered Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-Eastern Australia under the EPBC Act. The vegetation in the study area meets the condition thresholds for Commonwealth classification. Other vegetation in the area included exotic species, riparian vegetation, and cleared land.

Vegetation Type	PCT	Associated TEC	Area within Study Area (ha)
PCT 76 - Moderate	Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions	- Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Penplain, Nandewar and Brigalow Belt South Bioregions – listed as endangered under the BC Act. - Grey Box (<i>Eucalyptus microcarpa</i>) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia – listed as endangered under the EPBC Act.	2.82
PCT 76 - Low			31.29
Exotic	NA	NA	20.71
Cleared Land	NA	NA	12.19
Total			67.01

Source: BAR – Stantec (Table 8 of Report)



Figure 12: PCT Ground Truthing

Source: Biodiversity Assessment Report – Stantec

A Spotted Harrier (*Circus assimilis*) was detected during the site inspection. Multiple habitats feature that may be used by threatened species were also identified within the Study Area, inclusive of hollow-bearing trees. Refer to **Figure 13**.

The Study Area contains vegetation and habitat values that would require offsetting should future development be assessed under the Biodiversity Offset Scheme (BOS). Should the BOS be triggered, a Biodiversity Development Assessment Report (BDAR) would be prepared by an accredited assessor under the Biodiversity Conservation Act 2016. In the preparation of the detailed design, it is a critical component of the BDAR that the proponent has taken all steps to, in the first instance, avoid and minimise biodiversity impact as a result of development.

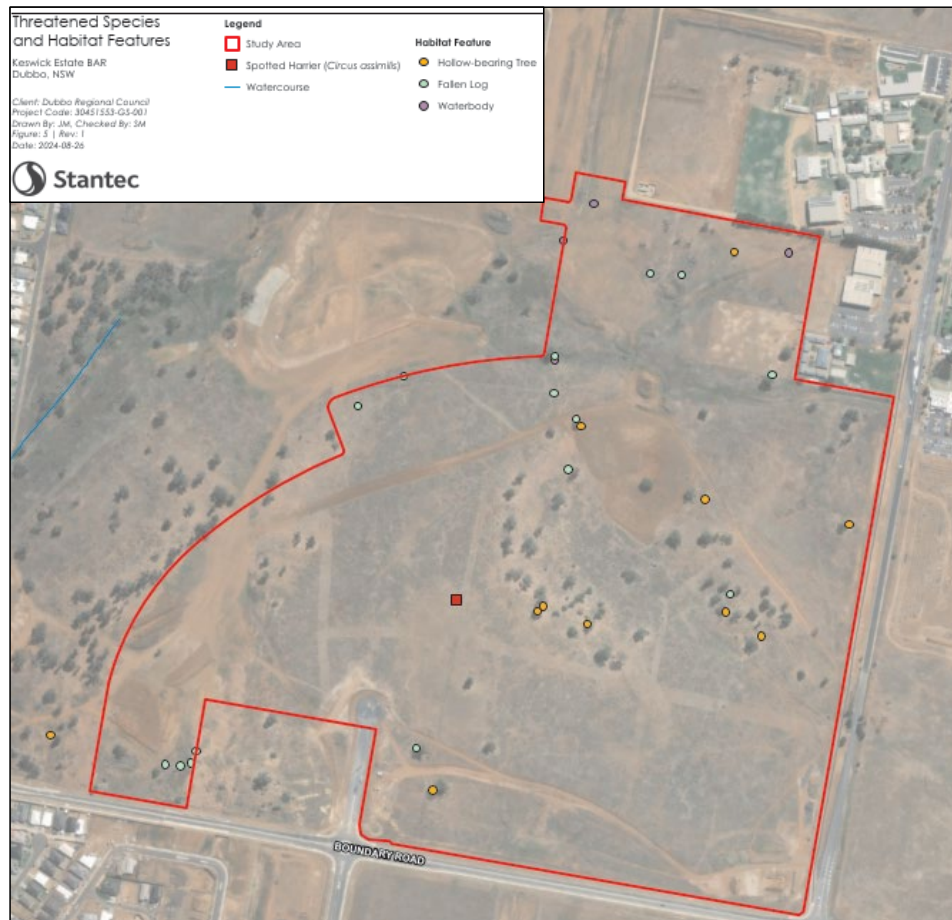


Figure 13: Habitat Features

Source: Biodiversity Assessment Report – Stantec

Notably, the proposed concept master plan has identified a number of proposed 'open space' areas that would seek to retain and enhance existing biodiversity values from within the Study Area. Open spaces have been placed where native vegetation in both moderate and low conditions occur, as well as a large open space area identified on the west of the Study Area that would seek to enhance the existing biodiversity corridor.

2.10. Hazard

Bushfire Prone Land

The Planning Proposal Area is designated as Bushfire Prone Land under Section 10.3 of the Environmental Planning and Assessment (EP&A) Act, as shown in **Figure 14**. Consequently, Direction 4.3, issued by the Minister for Planning under Section 9.1(2) of the EP&A Act, and the *Planning for Bushfire Protection 2019* guidelines do not apply to this Planning Proposal. As part of the proposal's preparation, Dubbo Regional Council (DRC) engaged Barnson Pty Ltd to conduct a Strategic Bushfire Study (see **Appendix D**), which assesses the proposal in relation to the NSW RFS policy *Planning for Bushfire Protection 2019*.

In evaluating the proposal against the bushfire strategic planning requirements of *Planning for Bushfire Protection 2019*, the following conclusions were reached regarding the future development of Keswick Estate:

- The development will not pose or be exposed to an unacceptable bushfire risk.
- It will not result in inappropriate development outcomes.
- The proposal aligns with the strategic planning principles outlined in *Planning for Bushfire Protection 2019*.
- Adequate bushfire protection measures can be implemented to mitigate residual risk to an acceptable level.
- The development will not increase bushfire risk for existing properties or adjoining landowners, nor will it hinder their ability to manage bushfire risks effectively.

As part of the Planning Proposal assessment process, DRC will consult with the Commissioner of the NSW RFS following receipt of a gateway determination.

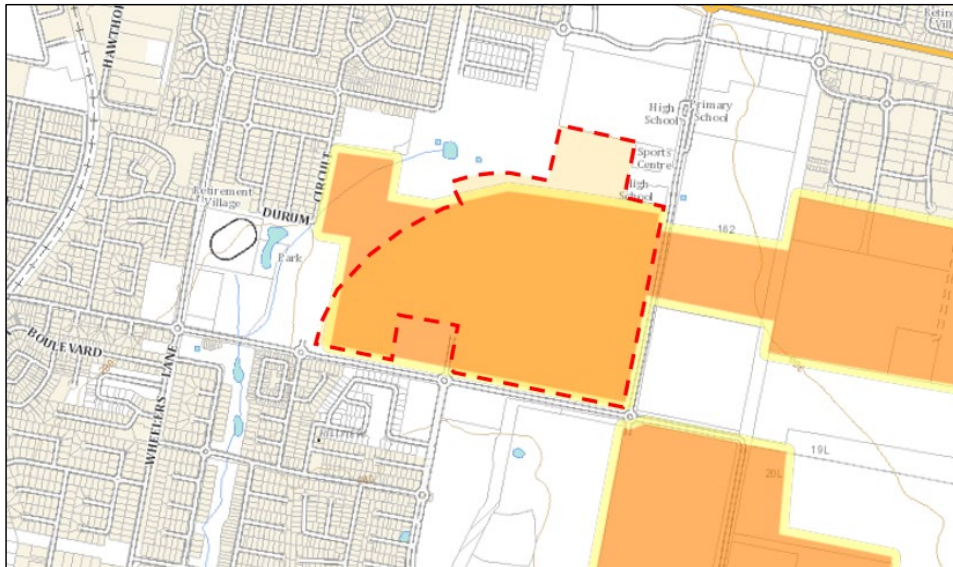


Figure 14: Bushfire Prone Land – site area identified in RED

Source: E Planning Mapping – Edited by Barnson Pty Ltd

Drainage and Flood Impact

As part of preparing the Planning Proposal, Stantec was engaged to complete a Flood Impact Risk Assessment and a Water Cycle Stormwater Management Strategy (**Appendix E**). This assessment reviewed previous studies conducted for Keswick Estate, including:

- 2020 Review of Keswick Estate Trunk Drainage Scheme
- 2020 Keswick Estate Channel and Basin Design Review – Mitchell Highway to Parkway Basin
- 2021 Dam break Assessment, Keswick Estate: Parkway Basin to Central Basin
- 2021 Eastern Channel Revised Flow

Drainage Impact

An updated assessment of the 2020 trunk drainage scheme was conducted to evaluate the impact of the Planning Proposal on the 2024 drainage system. The analysis used the 2024 trunk drainage scheme (Section 4.1) as the baseline. Flood levels, extents, depths, velocities, and hazards for the 1 in 50 AEP, 1 in 100 AEP, 1 in 1000 AEP, and PMF events are shown in *Appendix B of the Flood Impact Assessment Report*. Flood impacts, particularly reductions in flood levels and velocities in the Eastern Floodway, are linked to changes in the upstream basins near the Boundary Road extension and Sheraton Road.

Flood Levels

The flood level difference plots (Figures F5, F11, F17, and F23 in Appendix B of the Flood Impact Risk Assessment) show the changes due to the 2024 trunk drainage scheme with the Planning Proposal. Key findings are:

- **1 in 50 AEP events:** Minor water level increases in the Central and Parkway Basins, no impact on the Western Floodway, and flood level reductions in the Eastern Floodway.
- **1 in 100 AEP event:** Minor spill from the Central Basin, a slight increase in Parkway Basin levels, no impact on the Western Floodway, and reductions in the Eastern Floodway.
- **1 in 1000 AEP event:** Slight flood level increase west of the Parkway Basin and scattered increases along the Western Floodway, with reductions in the Eastern Floodway.
- **PMF event:** Minor flood level increases in the Western catchment and reductions in the Eastern catchment.

Flood Velocity

The flood velocity difference plots (Figures F6, F12, F18, and F24 in Appendix B of the Flood Impact Risk Assessment) show changes due to the 2024 trunk drainage scheme with the Planning Proposal. Key conclusions are:

- **1 in 50 AEP event:** No impact on Western Floodway velocities; minor local increases but mainly reductions in the Eastern Floodway.
- **1 in 100 AEP event:** Local velocity increase at the Central Basin spill; negligible impact on the Western Floodway; minor increases but mainly reductions in the Eastern Floodway.
- **1 in 1000 AEP event:** Small velocity increase west of Parkway Basin and Boundary Road in the Western Floodway; minor increases but mainly reductions in the Eastern Floodway.
- **PMF event:** Minor velocity increases in the Western catchment and reductions in the Eastern catchment.

Flood Hazard

A comparison of Figures E4, E8, E12, E16, F4, F10, F16, and F22 shows:

- **1 in 50 AEP events:** No impact on flood hazards in the Western Floodway, with minor reductions in the Eastern Floodway.
- **1 in 100 AEP event:** A local increase in H1 hazard downstream of the Central Basin due to flow spill, with no impact on the Western Floodway and minor reductions in the Eastern Floodway.
- **1 in 1000 AEP events:** No impact on the Western Floodway and minor reductions in the Eastern Floodway.
- **PMF:** No impact on the Western Floodway, with minor reductions in the Eastern Floodway.

Flood Storage.

The assessment evaluated the impacts of the Planning Proposal on sub-catchment imperviousness. Consideration of Flood Levels was undertaken in the Central basin, Parkway Basin and Eastern and Eastern Flood way were undertaken, It concluded that to maintain the 2019 outflow from the Boundary Road basin, the basin's storage volume must increase by 33%, from 16.9 ML to 22.5 ML, under this proposal.

Flood Prone Land

As outlined in the Flood Prone Land Policy introduction:

It is important that any potential developer of land and Council, as the consent authority and custodian of land, acknowledge the risk of flooding consider the economic, environmental, social and safety implications and seek to mitigate the effect of development on flooding and vice-versa. With these considerations in mind, this chapter has been prepared with the aim of setting out Council's requirements for subdivision, building and other development proposals where they apply to flood-prone land in urban Dubbo.

According to Tables 3 and 4 of the Water Cycle Stormwater Management Strategy, the 1% AEP flood level in the 2013 Dubbo Flood Prone Land Policy is within 150 mm of the Macquarie River flood levels estimated in 2012, 2019, and 2021. Additionally, the 1% AEP Macquarie River flood extent reaches Hennessy Road but does not impact Keswick Estate. The proposed development is situated on land well above the Macquarie River PMF level. Therefore, Keswick Estate is not considered to be located within Flood Prone Land.

2.11. Land and Soil Capabilities

Contamination

As part of this Planning Proposal, Barnson was commissioned to conduct a Preliminary Site Investigation Report, comprising Stage 1 and Stage 2 (see **Appendix F**). Stage 1 focused on the southeastern section of the Keswick Estate, while Stage 2 concentrated on the remaining land forming the site relevant to this proposal.

The investigation aimed to identify any contamination issues that could impact the suitability of the site for future residential development and to determine if further investigations, remediation, or management are required. The investigation involved a desktop review of available information, a site inspection, and confirmatory sampling and analysis of surface soils. Historical data, including contaminated site databases, revealed no significant contamination risks and historical aerial photographs showed the site has been vacant for an extended period. Nonetheless, potential contamination sources related to past agricultural activities, vehicles and equipment, imported materials, and some landfills were identified.

The site inspection and subsequent sampling, as illustrated in **Figures 15 and 16**, involved taking 110 discrete samples across both Stage 1 and Stage 2 areas to assess the presence and significance of any potential contamination.



Figure 15: Stage 1 – Sampling Area
 Source: Barnson Pty Ltd PSI

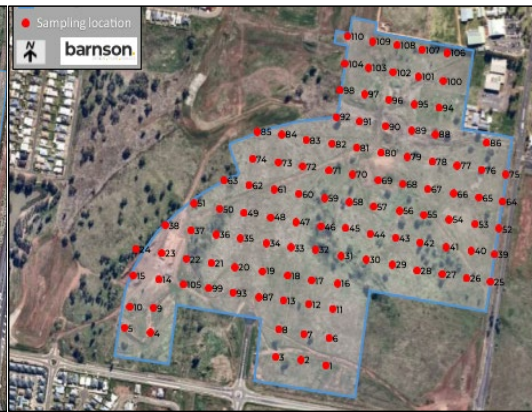


Figure 16: Stage 2 – Sampling Area
 Source: Barnson Pty Ltd PSI

Chemical analysis of the surface soil indicated that contamination levels are below risk-based screening criteria. Based on the results from the desktop review and site investigation, it was concluded that the site is suitable for the proposed construction and further development.

Geotechnical

Barnson was engaged to conduct a Geotechnical Site Investigation, with the resulting report included in **Appendix H**. The investigation involved the drilling of forty-three (43) boreholes and field mapping in the vicinity of the site. The report provides details of the fieldwork and laboratory testing, along with observations relevant to design and construction practices.

The soil profiles, depths, and linear shrinkage laboratory results were found to be variable. The testing methods utilised reflect the sub-surface conditions at the specific sampling and testing locations and depths at the time the investigation was undertaken. However, the geotechnical engineering advice provided in the report may be influenced by unobserved variations in ground conditions across the site, particularly in areas between and beyond the test locations. Additionally, the accuracy of the findings is subject to the limitations of sampling, testing, and the extent of data collection dictated by project and site constraints.

These factors mean that actual ground conditions and material behaviour at other locations on the site may differ from those observed at the test locations. Any future residential development should obtain individual geotechnical reporting to address the integrity of the soils.

2.12. Services

As part of the preparation of this Planning Proposal, Premise Pty Ltd was engaged to prepare an Infrastructure Assessment of the Estate and undertake an assessment of the potential implications the Planning Proposal will have on the infrastructure proposed to service the Estate. A copy of the report is provided in **Appendix G** of this Planning Proposal. A summary of the findings has been provided in **Table 3** below.

Table 3: Infrastructure Summary

Service	Comment
Gas Infrastructure	The natural gas reticulation along the southern side of Boundary Road, extending across to the north-western corner of the Henty Avenue roundabout, can be extended to provide the necessary reticulation and service connections within the road network of the Keswick Estate.
Telecommunication and Electricity Infrastructure.	The low and high-voltage electrical reticulation in Boundary Road, along with the NBN infrastructure on the southern side of Boundary Road, can be extended across the road to provide the necessary reticulation, service pillars, and street lighting within the road network for Keswick Estate. This high-level infrastructure assessment outlines the design guidelines for service provision to the subdivision and will serve as the foundation for the detailed design of services to support the intensification of development in these stages.
Sewerage	The increase in dwellings as a result of the Planning Proposal will generate an additional 368 ET of sewage, which will drain to the Keswick Sewage Pump Station (SPS). Currently, the Keswick SPS catchment is assessed for a sewage load of 2,683 ET, so this represents a 13.7% increase in total loading. Given that the Keswick SPS is scheduled for an upgrade within the next five years, this increase is not significant, and the previously recommended sewerage reticulation plan for Southlakes Estate and external catchments remains valid.
Potable Water	The Council's water reticulation modelling indicated the need for a 250mm diameter trunk water main to support the development of the broader Southlakes Estate and Keswick subdivision areas. This water main runs east along Argyle Avenue to Tyrell Drive, then along Azure Avenue to Tyrell Drive again, and finally north along Tyrell Drive, crossing Sheraton Road and terminating along the western frontage of the Sheraton View site.

2.13. Access and Traffic

Stantec was commissioned by Dubbo Regional Council to conduct a Transport Impact Assessment for the Planning Proposal, with the report provided in **Appendix I**. The assessment evaluates the effects of the proposed changes on traffic, transport, and local road infrastructure while ensuring compliance with relevant standards and council controls.

The updated proposal seeks to increase the dwelling yield, including a mix of R2 Low Density Residential and R1 General Residential lots. While the exact number of dwellings is unknown, the Council has indicated a net residential density of 1413-1608 dwellings. For this assessment, the higher end of the estimate was used.

The development will consist of both low and medium-density housing, though exact figures are currently unavailable. The following assumptions were made:

- The previous Keswick Masterplan was used to estimate a 3:1 ratio of R2 Low Density Residential lots to R1 General Residential lots.

- R1 General Residential land is expected to comprise about 75% medium-density and 25% low-density dwellings, rounded to 450 medium-density dwellings and 160 low-density dwellings.
- All low-density dwellings on R1 and R2 land are assumed to have one dwelling per lot.
- Medium-density lots in the R1 zone are estimated to have an average of four dwellings per lot.

The dwelling and lot numbers are outlined in the Table Below.

Land Zone	Dwellings	Average Density (dwellings per lot)	Lots
R2 Low Density Residential	927	1 dwelling per lot	927
R1 General Residential – low density	170	1 dwelling per lot	170
R1 General Residential – medium density	511	~4 dwellings per lot	128
TOTAL	1608	N/A	1225

Source: Stantec Transport Impact Assessment – Development Schedule (Indicative)

The development includes plans to build two new dual carriageway roundabouts on Sheraton Road and to add a fourth leg to the existing Boundary Road/Stream Avenue intersection (see **Figure 17**). It also anticipates new intersections with the internal roads of previously completed stages of Keswick Estate.

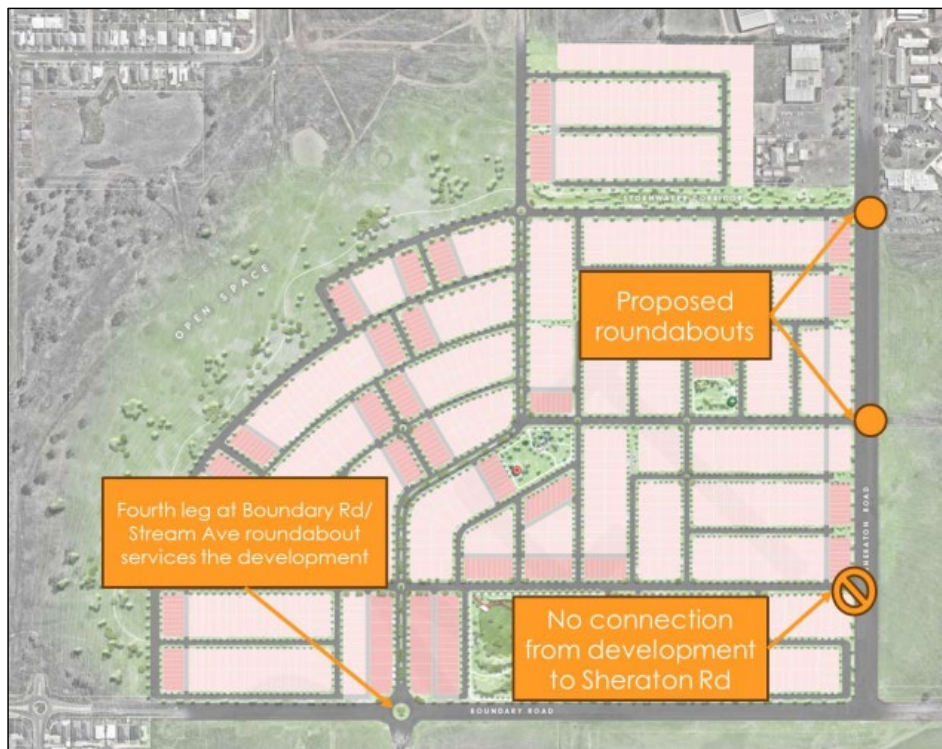


Figure 17: Proposed Intersections as part of Master Plan

Source: Stantec – Transport and Traffic Assessment

Stantec provided estimates for traffic generation associated with the proposed development. Below is a summary of these estimated traffic volumes -see below.

Dwelling type	No. of Dwellings	Design Generation Rates		Traffic Generation Estimates	
		AM Peak Hour (vehicle movements/ dwelling)	PM Peak Hour (vehicle movements/ dwelling)	AM Peak Hour (vph)	PM Peak Hour (vph)
Low Density Residential (R1 & R2)	1097	1.1	1.1	1207	1207
Medium Density (R1)	511	0.89	0.89	455	455
Total	1,608			1,662	1,662

Source: Stantec Transport Impact Assessment – Development Schedule (Indicative)

Based on Stantec's assessment and previous studies, it is estimated that the proposed amendments and increased density under this Planning Proposal will generate an additional 1,114 trips.

To evaluate the impact on nearby intersections, the following assumptions have been made for traffic distribution from Keswick:

- Traffic leaving the development will be distributed among adjacent intersections based on current traffic patterns. Each turning option will receive a proportion of the generated traffic, with the assumption that traffic will not return towards the development. This distribution is shown in **Figure 18**
- Traffic from the Southlakes development will also be distributed according to existing traffic flows for consistency.
- To account for traffic entering the St Johns College Access at the northern Sheraton Road/Site Access roundabout, 10 vehicle trips from the development using the Mitchell Highway/Sheraton Road intersection have been subtracted.



Figure 18: Assume Traffic Flow Paths

Source: Transport Impact Assessment - Stantec

The Transport Impact Assessment includes a “Baseline Assessment” and a “Baseline Assessment + Development,” which represent the traffic implications for key intersections in 2034 with and without the adoption of the Planning Proposal.

Intersection	Peak	Worst performing approach	Degree of Saturation	Average Delay (sec)	95th Percentile Queue (m)	Level of Service
Boundary Road/ Wheelers Lane	AM	North	0.25	8	10	A
	PM	North	0.40	7	17	A
Mitchell Highway/ Wheelers Lane	AM	South	0.90	25	91	B
	PM	North	1.10	>70	>200	F
Boundary Road/ Sheraton Road	AM	North	0.20	9	7	A
	PM	North	0.24	8	8	A
Mitchell Highway/ Sheraton Road	AM	East	0.55	13	29	A
	PM	East	0.53	12	27	A
Boundary Road/ Stream Avenue	AM	South	0.15	9	5	A
	PM	South	0.07	8	2	A
Mitchell Highway/ Capstan Drive	AM	South	0.07	10	2	A
	PM	South	0.07	10	2	A

Source: Transport Impact Assessment (Baseline 2034)

Intersection	Peak	Worst performing approach	Degree of Saturation	Average Delay (sec)	95th Percentile Queue (m)	Level of Service
Boundary Road/ Wheelers Lane	AM	South	0.52	11	24	A
	PM	North	0.89	24	123	B
Mitchell Highway/ Wheelers Lane	AM	South	1.75	>70	>200	F
	PM	North	1.77	>70	>200	F
Boundary Road/ Sheraton Road	AM	North	0.20	9	7	A
	PM	North ⁽¹⁾	0.26	8	9	A
Mitchell Highway/ Sheraton Road	AM	West	0.60	14	34	A
	PM	East	0.62	13	35	A
Boundary Road/ Stream Avenue	AM	North	0.67	16	48	B
	PM	North	0.15	10	5	A
Mitchell Highway/ Capstan Drive	AM	South	0.94	37	105	C
	PM	East	0.62	12	44	A
Sheraton Rd/ Site Access (northern)	AM	West	0.10	8	3	A
	PM	East	0.08	7	2	A
Sheraton Rd/ Site Access (southern)	AM	West	0.10	10	3	A
	PM	West	0.02	6	1	A

Source: Transport Impact Assessment (Baseline 2034)

Most intersections are anticipated to continue operating efficiently with spare capacity in 2034, even with the development. However, the Mitchell Highway and Wheelers Lane intersection is nearing its maximum practical capacity during the PM peak under current conditions, making it particularly sensitive to traffic increases. By 2034, background growth alone is expected to push the intersection near capacity during the AM peak and overcapacity in the PM peak, regardless of any additional traffic from Keswick Estate. Therefore, it is clear that the intersection's capacity will need to be upgraded to accommodate future growth, independent of the Keswick Estate development.

2.14. Acoustic

As part of the preparation for the Planning Proposal, Muller Acoustic Consulting was engaged to conduct an Acoustic Assessment of the subject site. A copy of the Acoustic Assessment is provided in **Appendix J**. The report identifies existing noise sources in the locality, including road traffic and industrial noise, and quantifies their potential impacts on the project site, as well as on surrounding land uses, such as the nearby quarry. It also examines potential noise implications from the future Southern Distributor, which is planned to extend along Hennessey Drive to the south of the project area, and the main east-west link (Boundary Road), which provides vehicle access to the Holic Quarry and Concrete Works, located southeast of the site (see **Figure 19**).

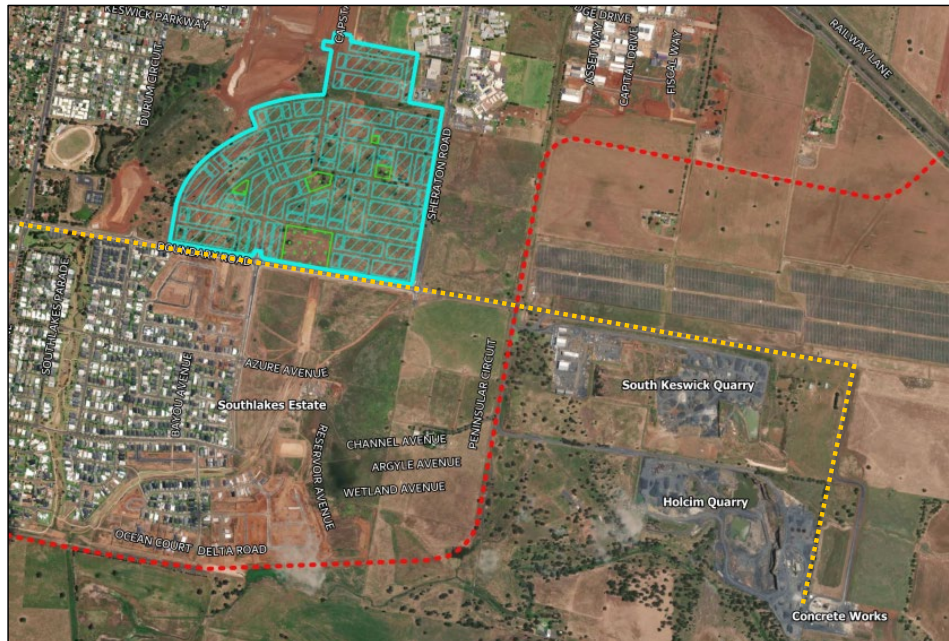


Figure 19: Location of Quarries and Concrete Works
 Source: MAC Consulting (Edited By Barnson)

The assessment shows that during the day (7 am to 10 pm), dwellings within 200m of Sheraton Road and 165m of Boundary Road may exceed the design noise level of 40dB LAeq(15hr) with windows partially open. However, light-framed dwellings with windows closed (and proper mechanical ventilation) would typically meet the design levels, except for those near the Boundary Road roundabouts at Henty Avenue (~40m) and Sheraton Road (~35m). Masonry dwellings with closed windows are expected to meet the design levels at all allotments.

At night (10 pm to 7 am), dwellings within 225m of Sheraton Road and 170m of Boundary Road may exceed the noise levels with windows open, but closed windows with mechanical ventilation should ensure compliance.

To mitigate noise in the affected areas, consider:

1. Adjusting set-back distances in the subdivision plan;
2. Using materials with better noise attenuation for dwellings in the Noise Management Zone;
3. Installing noise barriers is particularly effective for single-storey homes.

See **Figures 20 and 21** below.



Figure 20: Noise Management Zone – Day Period

Source: MAC Consulting



Figure 21: Noise Management Zone – Night Period
 Source: MAC Consulting

The development of Keswick Estate is considered feasible concerning traffic noise emissions, provided that the noise control measures outlined in this report are implemented. Therefore, with these measures in place, there are minimal noise-related concerns that would prevent the Council from supporting the planning proposal.

3. EXISTING LEGISLATIVE FRAMEWORK

3.1. Dubbo Regional Local Environmental Plan 2022

DRLEP 2022 was gazetted on the 25th of March 2022. DRLEP 2022 adopted the Standard Instrument LEP Template required by the NSW Government.

3.2. Existing Land Use Zoning

The subject site has a land zoning of R2 – Low Density Residential. A copy of the R2 – General Residential Land Use Table has been provided below:

Zone R2 Low Density Residential

1 Objectives of zone

- *To provide for the housing needs of the community within a low-density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.*
- *To ensure development is consistent with the character of the immediate locality.*

2 Permitted without consent

Environmental protection works; Home-based child care; Home occupations; Roads

3 Permitted with consent

*Bed and breakfast accommodation; Centre-based child care facilities; Community facilities; Dwelling houses; Educational establishments; Environmental facilities; Exhibition homes; Exhibition villages; Group homes; Health consulting rooms; Home businesses; Home industries; Information and education facilities; Medical centres; Neighbourhood shops; Oyster aquaculture; Places of public worship; Pond-based aquaculture; Recreation areas; **Residential accommodation**; Respite day care centres; Signage; Tank-based aquaculture; Water reticulation systems*

4 Prohibited

*Advertising structures; **Attached dwellings; Hostels; Multi dwelling housing; Residential flat buildings; Rural workers' dwellings; Shop top housing**; Any other development not specified in item 2 or 3*

Importantly, “residential accommodation” is permitted with consent, covering various housing types outlined in Table 5 of this report. All forms of “residential accommodation” are therefore allowed with consent, except for specific types listed in Item 4, which are prohibited. These prohibited types include Attached Dwellings, Hostels, Multi-dwelling Housing, Residential Flat Buildings, Rural Worker Dwellings, and Shop Top Housing. Consequently, mid-rise or higher-density residential developments are not permitted within this land zone, aligning with the zoning objective of meeting community housing needs within a low-density residential environment.

3.3. Existing Minimum Allotment Size

The DRLEP 2022 includes a number of clauses in Part 4 – Principal Development Standards of the LEP that currently govern the development “subdivision” of land. These include:

Clause 4.1 Minimum Allotment Size

Clauses 4.1 of the LEP applies to the subdivision of any land shown on the Lot Size Map and that requires development consent. Pursuant to Clause 4.1 Subclause 3, the size of any lot resulting from a subdivision of land to which this clause applies is not less than the minimum size shown on the Lot Size Map. A review of the DRLEP 2022 was undertaken and confirmed that under the current LEP, a 600sqm Minimum Allotment Size for all land zoned R2 – Low Density Residential. Clause 3B allows R2 – Low-Density Residential land to be subdivided into lots smaller than the minimum size shown on the Lot Size Map if the subdivision is intended for Multi-Dwelling Housing or Dual Occupancy developments. While Multi-Dwelling Housing is a prohibited development type in the R2 – Low-Density Residential zone, Dual Occupancy is permitted. Throughout the existing estate, Dual Occupancy developments have generally been proposed on corner lots to take advantage of dual frontage layouts.

Clause 4.1AA Minimum Subdivision lot size for community title scheme

Clause 4.1AA of the LEP applies to the subdivision of land zoned R2 – Low Density under the Community Land Development Act 2021. Similar to Clause 4.1, Subclause 3 of Clause 4.1AA requires all lots resulting from the subdivision of land, other than the lot comprising the association property within the meaning of the Community Land Development Act 2021 not to be less than the 600m² Minimum Allotment Size that applies to the property.

3.4. Natural Resources – Groundwater Vulnerability

The subject site is mapped under the DRLEP 2022 as falling within a Natural Resources – Groundwater Vulnerability area. **Figure 22** shows that only part of the site is affected by this Groundwater Vulnerability constraint. The proposed Planning Proposal does not intend to alter or impact this development overlay.

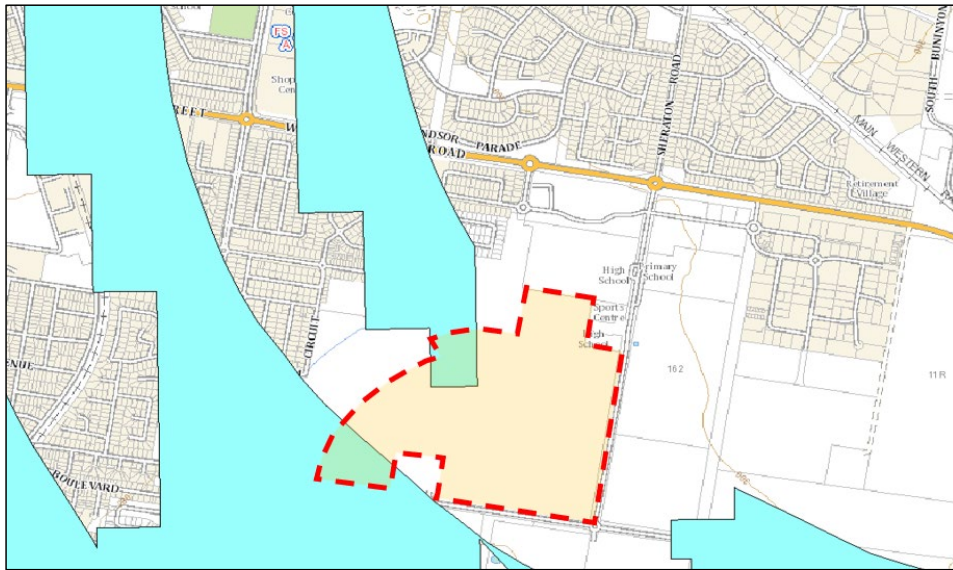


Figure 22: Ground Water Vulnerability
Source: DRLEP 2022

4. DEVELOPMENT CONCEPT

4.1. Keswick Estate Master Plan

The Planning Proposal aims to establish a pathway for delivering a variety of housing options that cater to different needs, preferences, and life stages. This initiative will promote the development of well-located, diverse housing types, particularly low- and mid-rise options, to bridge the gap between traditional detached homes and high-rise apartments. These changes will provide more flexible housing choices to meet evolving community demands. By amending the development standards, the proposal seeks to encourage a greater range of housing types, striking a balance between preserving the character and value of neighbourhoods while addressing the shifting needs of the community.

Accompanying this Planning Proposal and a Master Plan Document, prepared by Blacksmith Design a copy of this Master Plan Document has been attached in **Appendix K** and the proposed Master Plan has been provided in **Figure 23**. The Master Plan includes a structured plan, that sets out the orderly development of the precinct, in accordance with the LEP amendments and the finding of the Master Plan document

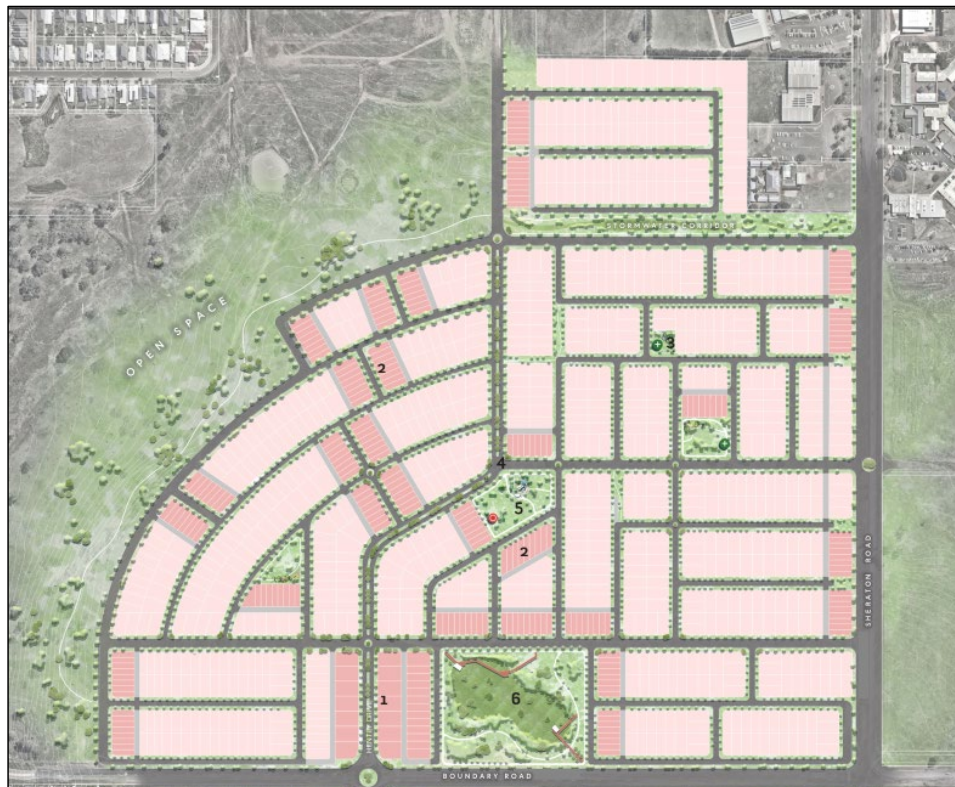


Figure 23: Master Plan – Keswick Estate
 Source: Blacksmith Design

The proposed masterplan includes the following key features:

- A **wide range of housing types** is included to accommodate different household needs. This may include residential allotments or potential residential development in the form of Attached housing, Shop Top Housing, Residential Flat building or Multi Dwelling Housing Development.
- **Cultural and heritage items** are preserved, with open spaces throughout the site requiring management and interpretive signage to explain their significance.
- The **modified grid road network** ensures good route choices and a clear movement hierarchy, with pedestrian access supported by a network of greenways.
- **Open spaces** are overlooked by homes, allowing for natural surveillance, while rear lanes activate spaces by connecting housing to these areas.
- A **stormwater detention basin** located on the southern boundary enhances the landscape and open space while promoting housing diversity.

The Keswick Masterplan has been premised on a number of principles as follows:

A connected urban community

The locality contains a range of commercial and community uses. The road network for the site needs to promote walkability and sustain a variety of route choices.

A liveable and leafy neighbourhood

A compact walkable neighbourhood needs to be underpinned by walkable streets with detailed street tree planting and generous pedestrian spaces. Given the generous public realm treatment, walking will be a genuine lifestyle option promoting community interaction and liability. Housing will overlook streets and public spaces, ensuring high levels of passive surveillance and creating a safe walking environment throughout the neighbourhood.

Housing diversity

A key goal of the proposed master plan will be to promote a range of housing typologies within the new neighbourhood. This will include duplexes, terrace housing, as well as shop-top housing opportunities. The new neighbourhood will cater for a range of family and household types, promoting community diversity and social cohesion.

Respect for natural systems

The layout of the neighbourhood will work with the existing constraints and flow of the land to ensure the history and meaning of the site are maintained. Existing historical and cultural artefacts will be respected and incorporated into the layout.

4.2. Objectives – Keswick Estate Master Plan

It is expected that the Planning Proposal will mainly enable a blend of low-rise housing and mid-rise housing typology in well-located areas within walking distance of transport and close to shops and services. The intended housing types within the R2 – Low Density Residential and R1- General Residential zoned land are summarised below

R2 – Low-Density Residential Zoned Land

The portion of the land to be retained as R2 – Low-Density Residential land will likely continue to be developed to accommodate detached dwelling or dual occupancy developments.

R1 – General Residential zoned land

The portion of the land to be rezoned will see more variety of low-rise housing and mid-rise housing. This includes

- Traditional Medium Density Residential Accommodation, such as Multi Dwelling Housing and Dual Occupancy Housing.
- Small Lot Housing, including attached and semi-detached dwellings.
- Integrated house and land development featuring multi-dwelling housing, attached dwellings, semi-detached dwellings, and individual dwellings, along with private roads, open spaces, and community facilities.
- Medium Rise apartment blocks and Shop housing.

Examples of these built forms are illustrated below, showing both Multi-Dwelling housing, Attached Housing and Residential Flat Buildings.



Image Four: Example of the road of Terrace Housing (Multi-Dwelling Housing or Attached Dwellings)

Source: *Unpacking Low-rise housing (DPHI)*



Image Five: Example of the road of Terrace Housing (Multi-Dwelling Housing or Attached Dwellings)

Source: *Unpacking Low-rise housing (DPHI)*



Image Six: Example of Mid-Rise Housing

Source: *Unpacking Low-rise housing (DPHI)*



Image Seven: Example of Mid-Rise Housing
Source: Unpacking Low-rise housing (DPHI)

5. PLANNING PROPOSAL

5.1. Part 1 – Objectives or Intended Outcomes

The Intention of this Planning Proposal.

The Planning Proposal is seeking to facilitate amendments to the DRLEP 2022 by way of:

Modification to the Land Zone - The Planning Proposal aims:

- To revise the existing land zoning of the property by rezoning portions of the land from R2 – Low Density Residential to R1 – General Residential.
- Rezone a portion of the site from R2 – Low Density Residential to RE1 – Public Recreation.

The objective of the Planning Proposal is to amend the existing LEP by modifying land zoning to provide greater flexibility and housing options within accessible areas of the Dubbo LGA. Specifically, it aims to permit low-rise and medium-rise density types. Additionally, this section of the Planning Proposal seeks to rezone a portion of R2 – Low Density Residential land to RE1 – Public Recreation, facilitating its use for public purposes, including public recreation.

Modification to the Minimum Allotment Size – The Planning Proposal aims:

- Set a Minimum Allotment Size of 300m² for the R2 – Low Density Residential zone.
- To remove the existing Minimum Allotment Size of 600m², associated with the existing R1 – Low Density Residential as well as over the land zoned to be RE1 – Public Recreation.

The purpose of the Planning Proposal in removing the Minimum Allotment Size requirement from the current LEP is to enable the creation of a variety of residential lots designed to support a wider range of housing options.

Introduction of a Residential Density Clause – The Planning Proposal aims:

- Adoption of a Minimum and Maximum Residential Density clause to control the residential development to be undertaken over the proposed land to be rezoned R1- General Residential.
- Adoption of Minimum (25) and Maximum (35) Residential Density clauses and associated mapping.

The purpose of the minimum and maximum residential density clause in a Local Environmental Plan is to regulate development to ensure efficient land use, align with infrastructure capacity, maintain local character, promote environmental sustainability, and support housing diversity. By controlling density, the clause helps prevent overdevelopment or underdevelopment, while fostering balanced growth that meets the planning proposal and the area's strategic planning objectives.

The key outcomes of this Planning Proposal.

The overarching objectives of this project entail:

- **Greater flexibility and choice in residential land and housing options:** The proposal seeks to expand the range of housing choices within Keswick Estate, particularly by increasing low-rise and medium-rise housing options. This will ensure a more adaptable and diverse housing supply to meet varying needs and preferences.
- **Promoting housing affordability and availability:** By enabling a wider range of residential typologies, the proposal will contribute to addressing the region's ongoing challenges with housing affordability and availability, providing more accessible housing solutions for the community.
- **Efficient land use:** The proposal focuses on optimising land use by encouraging higher-density development in suitable locations, ensuring efficient use of existing infrastructure and services.
- **Enhancing liveability and community integration:** The introduction of diverse housing types, combined with well-connected streetscapes and public spaces, will support a more liveable and inclusive community, fostering social cohesion and a sense of place within Keswick Estate.

The Planning Proposal includes comprehensive supporting information that:

- Describe the subject land, its locality, the current zoning and justification to provide for additional permitted uses on the subject land.
- Request an amendment to the land zoning.
- Address the 'Gateway Determination Assessment' Criteria under Part 3 of the EP&A Act 1979.
- Provide justification for the LEP amendment and demonstrate the net community benefits that follow.
- Demonstrate that the Planning Proposal is consistent with the NSW Department of Planning, housing and Infrastructure and Council's broad strategic direction for the locality.

5.2. Part 2 – Explanation of Provisions

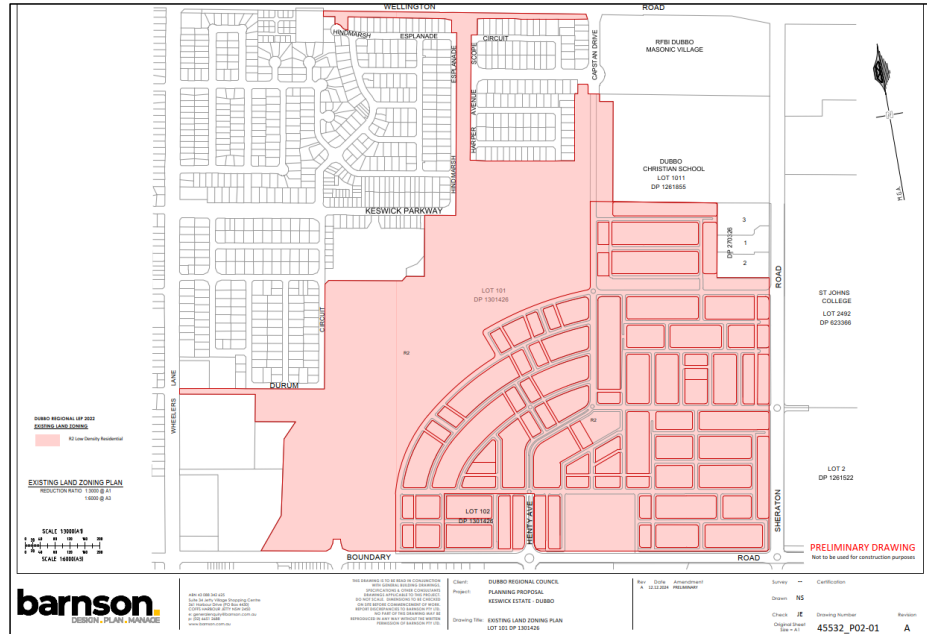
5.2.1. Modification to Land Rezoning

The Planning Proposal modifies the current underlying land zoning by way of:

- Rezoning land from R2 - - Low Density Residential to R1 – General Residential at a key location within the Keswick Masterplan to support the delivery of a higher density of residential dwellings through the wider range of housing typology that is permitted with the change of land zone.
- Rezoning land from R2 – Low Density Residential to RE1 Public Recreation to correlate with the proposed open space within the Keswick Master Plan.
- **Figures 24 and 25** illustrate the existing and proposed land use zone changes.
- **Table 4** illustrates the existing and proposed changes in the portion of land zones within the site.

Table 4: Land Zone Breakdown (of the Site)

	Existing	Proposed
R2 – Low Density Residential	67.06ha	39.745ha
R1 – General Residential	-	19.465ha
RE1 - Public Recreation	-	7.85ha



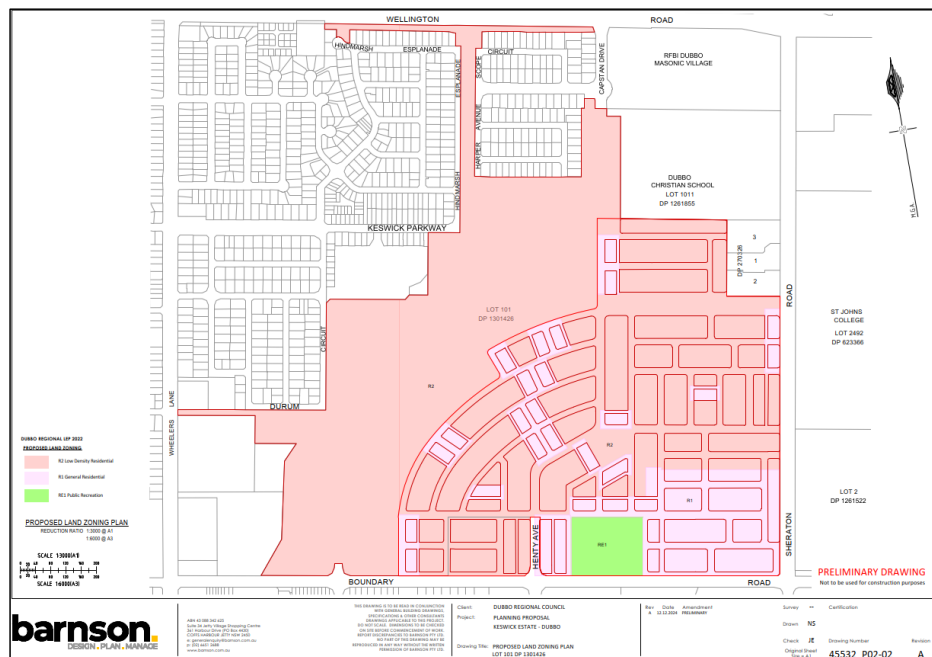


Figure 25: Proposed Land Zone Map

Source: Barnson Pty Ltd

A copy of the LEP Mapping has been provided in **Appendix L** of this report.

R1 – General Residential Land Use Zone

The Planning Proposal seeks to rezone a portion of the site from R2 – Low Density Residential to R1 – General Residential in a suitable location with the Keswick Estate that meets the principals of the Keswick Estate Master Plan. For reference, the R1 – General Residential Land Use table from the Dubbo Regional Local Environmental Plan 2022 is provided below, with housing types permitted with consent highlighted. Notably, the R1 – General Residential zoning allows for a variety of housing types, including dwelling houses, attached dwellings, hostels, multi-dwelling housing, residential flat buildings, and semi-detached dwellings. Furthermore, the R1 – General Residential zone permits "any other development" not specifically restricted under Items 2 and 4 of the Land Use Table, thereby allowing all forms of "residential accommodation" except for Rural Workers' Dwellings. A copy of the definition of 'residential accommodation' has been included below.

The Planning Proposal, while centred on housing diversity, also facilitates a broader range of non-residential uses through the proposed land zoning modifications. Both the R1 – General Residential and R2 – Low Density Residential zones currently exclude Commercial Premises, encompassing retail, office, and business uses. However, the R1 zone offers greater flexibility by permitting any development not explicitly listed as prohibited in the Land Use Table. This contrasts with the R2 zone, where only specified uses are permitted, and all other developments are prohibited.

Importantly, the R1 zone allows for uses such as restaurants, cafes, and neighbourhood shops, providing opportunities for small-scale commercial activities that support residential communities. This expanded scope of permissible uses in the R1 zone enhances its potential to accommodate a diverse mix of development types, thereby contributing to a more dynamic and functional residential environment.

Zone R1 General Residential

1 Objectives of zone

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To ensure development is consistent with the character of the immediate locality.

2 Permitted without consent

Environmental protection works; Home-based child care; Home occupations; Roads

3 Permitted with consent

Attached dwellings; Boarding houses; Centre-based child care facilities; Community facilities; **Dwelling houses;** Group homes; Home industries; **Hostels; Multi dwelling housing;** Neighbourhood shops; Oyster aquaculture; Places of public worship; Pond-based aquaculture; **Residential flat buildings;** Respite day care centres; Restaurants or cafes; **Semi-detached dwellings;** Seniors housing; Sewage reticulation systems; Shop top housing; Tank-based aquaculture; Water reticulation systems; **Any other development not specified in item 2 or 4**

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Local distribution premises; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Restricted premises; Rural industries; **Rural workers' dwellings;** Service stations; Sewerage systems; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

residential accommodation means a building or place used predominantly as a place of residence, and includes any of the following—

- attached dwellings,
- boarding houses,
- co-living housing,
- dual occupancies,
- dwelling houses,
- group homes,
- hostels,
- multi dwelling housing,
- residential flat buildings,
- rural workers' dwellings,
- secondary dwellings,
- semi-detached dwellings,
- seniors housing,
- shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

5.2.2. Modification to Minimum Allotment Size

The planning proposal aims to amend the Minimum Allotment Size Mapping within the precinct to align with the objectives of the proposal. **Figure 26** shows the current Minimum Allotment Size for

the site, set at 600m², while **Figure 27** depicts the proposed changes. These are detailed in the following sections.

Removal of the Minimum Allotment Size for R1 – General Residential and RE1 Public Recreation Land

The Planning Proposal seeks to remove the existing 600m² Minimum Allotment Size for land proposed to be rezoned as RE1 – Public Recreation and R1 – General Residential. This amendment aims to facilitate the establishment of the public recreation lot by eliminating the Minimum Allotment Size requirement under the current LEP. For land zoned R1 – General Residential, the proposal replaces the Minimum Allotment Size with a new Dwelling Density Clause and future built form controls to guide lot sizes within the R1 – General Residential Zone.

Modification of Minimum Allotment Size for R2 – General Residential Land

The Planning Proposal seeks to reduce the existing Minimum Allotment Size from 600m² to 300m² for land proposed to be rezoned as R2 – Low Density Residential. This reduction aligns with the local trend toward creating smaller lots within low-density residential neighbourhoods and supports efforts to increase affordable housing options in the region.

The current LEP (clause 4.1 (3b)) already allows lots to be created below the Minimum Allotment Size if they are part of a Dual Occupancy or Multi-Dwelling Housing development. However, Multi-Dwelling Housing is not permitted in R2 – Low Density Residential zones, meaning that for Development Applications proposing both land subdivision and residential development as dual occupancies, a reduced minimum allotment size can be considered. Dual-front lots or larger lots are particularly suited for this type of development.

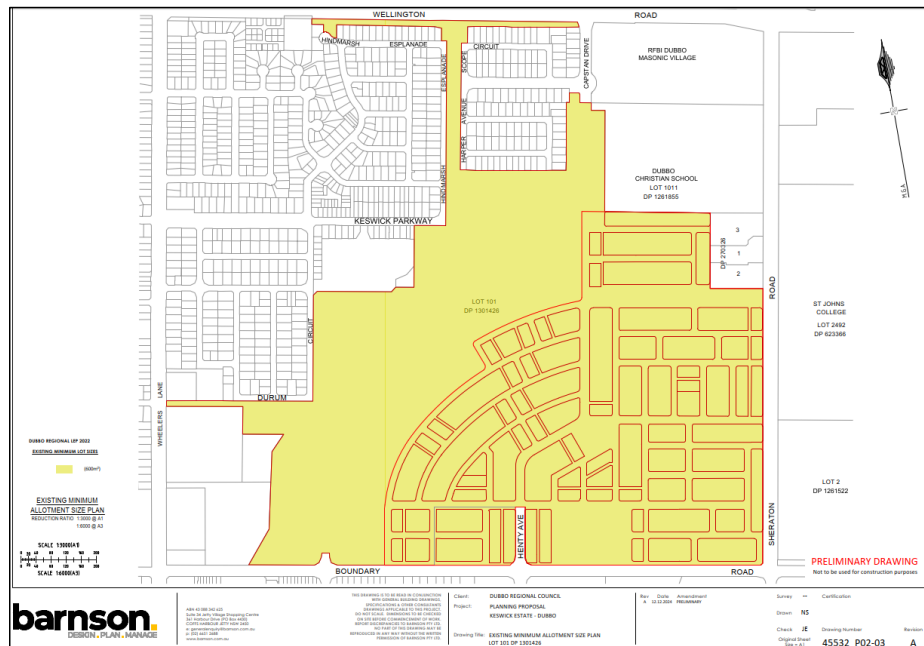
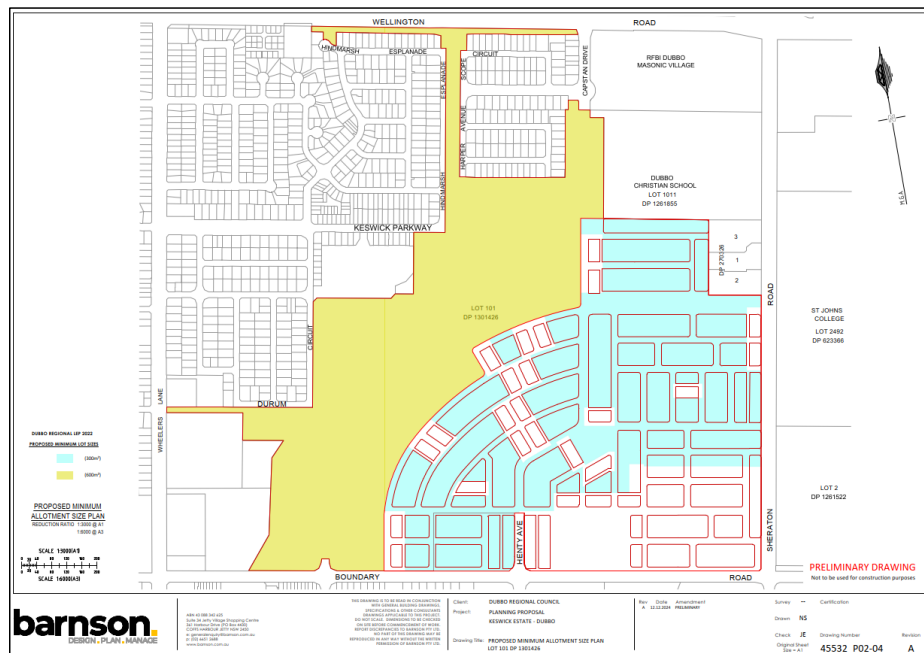


Figure 26: Existing Minimum Allotment Size
 Source: Barnson Pty Ltd



5.2.3. Introduction of a Residential Density Clause and supportive definition.

The Planning Proposal seeks to introduce a Minimum and Maximum Residential Density clause and corresponding Residential Density Mapping to regulate residential development within the proposed R1-General Residential zoned land. The purpose of this clause is to ensure efficient land use, align development with existing and planned infrastructure, maintain local character, promote environmental sustainability, and support housing diversity. By setting density controls, the proposal aims to prevent overdevelopment or underdevelopment, fostering balanced growth that meets strategic planning objectives. **Figure 28** illustrates the maps associated with the clause. Notably, the mapping correlates the land proposed to be zoned R1 – General Residential.

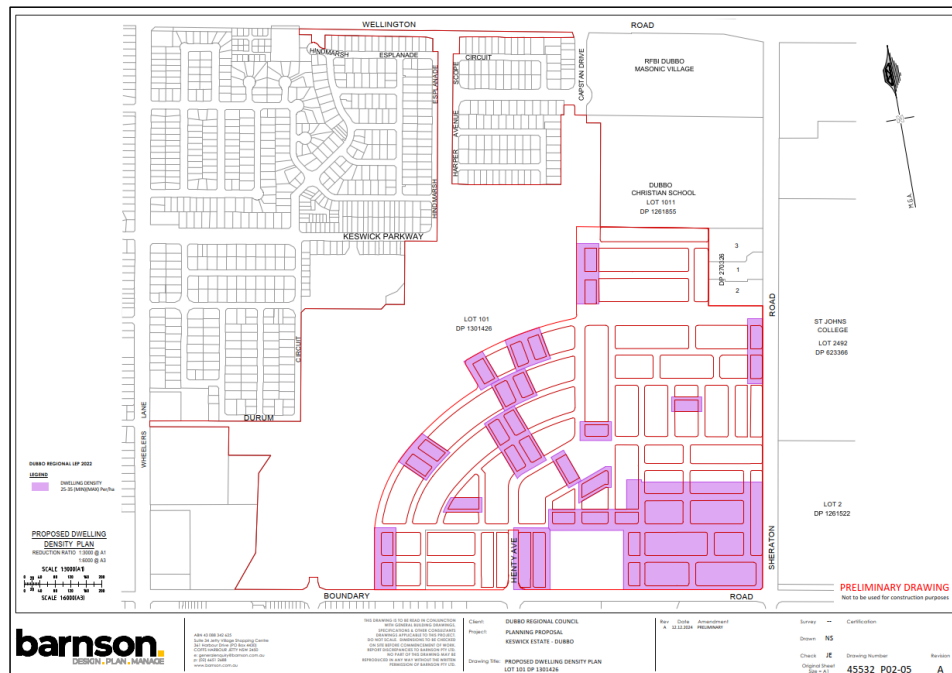


Figure 28: Proposed Dwelling Density Mapping

Source: Barnson Pty Ltd

As part of the inclusion of a Residential Density Clause, the Planning Proposal seeks to include a definition in the LEP that clarifies how the Minimum and Maximum Densities should be calculated. The recommended definition of Net Development Area:

Density means the net developable area in hectares of the land on which the development is situated divided by the number of dwellings proposed to be located on that land.

Net developable area means the land occupied by the development, including internal streets plus half the width of any adjoining access roads that provide vehicular access, but excluding land that is not zoned for residential purposes.

Based on the above definition, the following outcomes are likely to present themselves:

Table 5: Dwelling Density Summary (with PP2024-1236)

Land Zone	Minimum Allotment Size (MLS)	Proposed Area (NDA)	Minimum Dwelling Density	Maximum Dwelling Density	Dwelling Yield
R1 – General Residential	N/A	19.465 Ha	25 dwellings per hectare	35 dwellings per hectare	486 -681 dwellings

R2 – Low Density Residential	300sqm	39.745 Ha	927 lots/dwellings
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Total Minimum Dwellings **1413-1608**

Note:

1. The proposed Net Developable Area (NDA) is the total amount of zoned land following the Planning Proposal.
2. R1 – General Residential Dwelling Yield is calculated by multiplying the minimum and maximum dwelling density by the NDA, resulting in a yield of 486–681 dwellings.
3. R2 – General Residential Land-Dwelling Yield is determined by subtracting 30% of the NDA for roads and infrastructure, then dividing by the Minimum Allotment Size, yielding approximately 927 lots.
4. R2 – Dwelling Density is calculated by dividing the number of lots (927) by the NDA. No Minimum or Maximum Density Allowance Clause is proposed, as the proposed MLS would establish a minimum density for the area, equating to approximately 23 dwellings per hectare.

5.3. Part 3 – Justification

5.3.1. Section A – Need for the Planning Proposals

Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The Planning Proposal, while not derived from a strategic study or formal report, is supported by the Keswick Master Plan document. It represents a proactive response to the current deficit in housing diversity and the need for a broader range of low- and mid-rise residential options within the Dubbo Region.

The existing land release areas in Dubbo predominantly focus on standard R2 – Low Density Residential land and house packages, resulting in urban blocks primarily suited for detached dwellings. This approach has yielded limited progress in providing diverse low-rise and medium-density housing options.

Considering the current market dynamics and the evident gap in housing variety within Dubbo, there is a strong justification for expanding the R1 – General Residential zone and revising the minimum lot size requirements. This expansion is intended to enhance housing choice and diversify residential land products in response to market demand.

The proposed amendments to the land zoning within Keswick Estate are strategically chosen due to the site's proximity to key public amenities, including recreation areas, drainage reserves, cycleways, and walkways, as well as its access to supporting road and infrastructure networks, including public transport services. These factors are integral to accommodating increased density and fostering potential commercial development within the estate.

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The existing R2 – Low Density Residential zoning does not support the desired range of housing choice and development, as its objectives and housing typology restrict low- and mid-rise development and are further constrained by minimum lot size requirements. The Planning Proposal seeks to amend the DRLEP land zone over portions of the site to enable the approval of a broader array of residential development types in the specified area. A review of the Dubbo Regional Local Environmental Plan has identified three residential land zones in the region, these being:

- R1 – General Residential,
- R2 – Low-Density Residential (the current zoning), and
- R5 – Large Lot Residential.

Notably, R5 – Large Lot Residential is intended for semi-rural areas and is not applicable to the subject land.

An assessment of the permissible residential accommodation types outlined in **Table 6** reveals that the R1 – General Residential zone supports a wider range of low- and mid-rise development options, aligning with the zone's objective to provide "a variety of housing types and densities." In contrast, the R2 – Low-Density Residential zone prioritizes the maintenance of a "low-density residential environment," although there are some overlapping residential housing typologies, such as dual occupancy and multi-dwelling housing.

The modification of land zoning to include R1 – General Residential is further strengthened by changes to the Minimum Allotment Size mapping, notably the removal of the Minimum Allotment Size requirement for R1 – General Residential land, and the introduction of the Residential Density Clause. Together, these initiatives will enhance the diversity of residential allotments and housing typologies in suitable areas within the Keswick Master Plan, including small lot housing, attached housing, shop-top housing, and residential flat buildings. The Residential Density Clause sets both minimum and maximum dwelling densities for the R1 – General Residential zone, ensuring development aligns with the desired character while accommodating denser housing options. Additionally, this clause will limit the number of dwellings to prevent excessive strain on infrastructure and mitigate potential amenity impacts from larger developments.

In the R2 – Low-Density Residential zone, the land use table imposes restrictions on non-residential development types, prohibiting any development not explicitly designated as "permitted with consent." Permissible non-residential developments include centre-based childcare facilities, community facilities, educational establishments, environmental facilities, health consulting rooms, home businesses, home industries, information and education facilities, medical centres, neighbourhood shops, places of public worship, recreation areas, and respite daycare centres. Conversely, the R1 – General Residential zone accommodates a broader range of non-residential uses, prohibiting only specific types, thereby allowing for mixed-use developments that integrate active street-level spaces with residential units above. This zone permits uses such as food and drinks premises, which are not allowed in the R2 – Low-Density Residential zone. Notably, both the R1 – General Residential and R2 – Low Density Residential zones prohibit commercial premises, including business, retail, and office uses.

Table 6: Land Zone Breakdown

Residential Accommodation	R1 - General Residential,	R2 – Low Density Residential
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Attached Dwellings	Permitted	Prohibited
Boarding Houses	Permitted	Permitted
Co-Living Housing	Permitted	Permitted
Dual Occupancies	Permitted	Permitted
Dwelling Houses	Permitted	Permitted
Group Home	Permitted	Permitted
Hostels	Permitted	Prohibited
Multi Dwelling Housing	Permitted	Prohibited
Residential Flat Buildings	Permitted	Prohibited
Rural Workers Dwelling	Prohibited	Prohibited
Secondary dwellings	Permitted	Permitted
Semi-detached dwelling	Permitted	Permitted
Seniors Housing	Permitted	Permitted
Shop Top Housing	Permitted	Prohibited

5.3.2. Section B – Relationship to the Strategic Planning Framework

Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Central West and Orana Regional Plan 2041

Central West and Orana Regional Plan 2041 is a 20-year blueprint for the future of the Central West and Orana area and includes five overarching goals. The plan has been prepared under Section 3.3 of the *Environmental Planning and Assessment Act 1979* and applies to the local government areas of Bathurst, Blayney, Bogan, Cabonne, Coonamble, Cowra, Dubbo, Forbes, Gilgandra, Lachlan, Lithgow, Mid-Western, Narromine, Oberon, Orange, Parkes, Warren, Warrumbungle and Weddin. There are Five (5) parts to the Plan and Twenty-Three (23) objectives. The consistency of this Planning Proposal with each of the objectives has been discussed below in **Table 7**.

Table 7: Central West and Orana Regional Plan 2041

Part 1 – Region-Shaping Investment

Objective	Comment
Objective 1 - Deliver the Parkes Special Activation Precinct and share its benefits across the region	The Planning Proposal is not inconsistent with this objective.
Objective 2 - Support the State transition to Net Zero by 2050 and deliver the Central West Orana Renewable Energy Zone.	The Planning Proposal is not inconsistent with this objective.
Objective 3 – Sustainably Manage extractive resources land and grow the critical minerals sector	The Planning Proposal is not inconsistent with this objective.
Objective 4 – Leverage inter-regional transport connections	The Planning Proposal is not inconsistent with this objective.

Part 2: A sustainable and resilient place

Objective 5 – Identify, protect and connect important environmental assets.	The Planning Proposal aligns with Objective 5 by identifying and protecting significant environmental assets through the Biodiversity Assessment Report (BAR) prepared by Stantec (Appendix C), which highlights the presence of endangered native vegetation, such as the PCT 76 Grey Box grassy woodland. The BAR informs the protection of these ecological values by recommending measures to preserve and enhance biodiversity while integrating them into the development's open spaces and greenways. This ensures both the protection of endangered species and ecological connectivity across the site, supporting sustainable stormwater management and preserving cultural heritage features. Notably, the Keswick Estate Masterplan has been developed around these key environmental values, with the masterplan proposing open spaces, or basins in areas with iconological values. The Keswick Estate Masterplan has been strategically designed to prioritise and safeguard key environmental assets. It intentionally incorporates open spaces and basins in areas of significant ecological and environmental value, ensuring these assets are protected and integrated into the development. This thoughtful approach demonstrates a strong commitment to preserving the site's natural heritage while enhancing its ecological functions within the urban framework.
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Objective 6 – Support connected and healthy communities	The Planning Proposal incorporates the Keswick Master Plan, which outlines a structured plan for the area. This master plan aligns with the proposed zoning changes and details the road network, and recreational areas, including open spaces, parklands, and waterways. The proposal, along with the adoption of the amended Keswick Master Plan, supports this objective by ensuring the new residential areas have ample open space and key linkages throughout the estate, promoting pedestrian and cycle safety.
Objective 7 – Plan for resilient places and communities.	The Planning Proposal has thoroughly examined the site's vulnerability to constraints, including flooding, bushfire, ecology, and contamination. Section 2 outlines these key constraints and how they have been comprehensively addressed. The assessment considers the NSW Flood Prone Land Policy, Floodplain Development Manual, and NSW Planning for Bushfire Protection 2019, providing mitigation measures to protect and enhance the resilience of Keswick Estate. By adopting these measures at the development stage, the proposal will significantly reduce vulnerability and mitigate risks from natural hazards. As a result, the Planning Proposal is consistent with this objective.
Objective 8 – Secure resilient regional water resources	The Planning Proposal is not inconsistent with this objective.
Objective 9 – Ensure site selection and design embraces and respects the region's landscapes, character and cultural heritage.	The Planning Proposal includes an Aboriginal Cultural Heritage Assessment Methodology. As part of this assessment, a survey of Aboriginal cultural heritage values will be conducted across the entire study area, as no specific direct impacts have been identified to date. Given the site's relatively small size, a comprehensive pedestrian survey will be undertaken, with surveyors walking systematic transects approx. 20 metres apart. Previously recorded Aboriginal sites, 36-1-0181 (K-ST-3) and 36-1-0180 (K-ST-4), located within the study area, will also be revisited to evaluate their current condition. The accompanying Keswick Master Plan proposes the creation of pocket parks in these locations to support the preservation of these identified items. Further investigations and consultation with the Local Aboriginal Land Council will be carried out following the Gateway Determination and during the preparation of the forthcoming Aboriginal Cultural Heritage Assessment Report (ACHAR).
Objective 10 – Protect Australia's first Dark Sky Park	The Planning Proposal area is located within 200kms of the Siding Spring Observatory. Dubbo LEP has adopted the Siding Spring Observatory Clause in the LEP. Therefore, the Council will ensure that any further development meets the Dark Sky Planning Guidelines.

Part 3: People, centres, housing and communities

Objectives 11 – Strengthen Bathurst, Dubbo and Orange as innovative and progressive regional cities

The Planning Proposal seeks to revise the LEP to enable additional varied residential development, ultimately addressing the needs of the population in a conveniently accessible area. The adjustments to the LEP, including land rezoning, will enhance housing options and subsequently, bolster housing affordability and availability.

Objectives 12 – Sustain a network of healthy and prosperous centres

The Planning Proposal supports the objective of fostering a diverse range of low and medium-density residential developments in a suitable Dubbo location, distinguished by its proximity to open spaces, transport hubs, and infrastructure. Additionally, the area is well-equipped for pedestrians and cyclists and is efficiently served by public transport.

Objective 13 – Provide well-located housing options to meet demand

The Planning Proposal meets the objective of providing well-located housing options to meet demand by targeting a strategically positioned area in Dubbo that is close to essential amenities such as open spaces, transport hubs, and infrastructure. This location ensures that new residential developments are accessible and convenient for future residents, addressing the need for diverse housing options in areas with strong connectivity and services.

Objective 14 – Plan for diverse affordable, resilient and inclusive housing

The Planning Proposal aligns with this objective. Adopting the R1 – General Residential Land Zoning, it will allow for a wider variety of housing options including Attached housing and Multi-Dwelling Housing and shop top housing. The proposed changes to the land zoning will boost the housing and lot supply in the market, ultimately aiding in addressing housing affordability.

Objective 15 – Manage rural residential development.

The Planning Proposal is not inconsistent with this objective.

Objective 16 – Provide accommodation options for seasonal, temporary and key workers.

The Planning Proposal is not inconsistent with this objective.

Objective 17 - Coordinate smart and resilient utility infrastructure

The Planning Proposal is not inconsistent with this objective. The Planning Proposal has demonstrated that the site is able to be serviced.

Part 4: Prosperity, productivity, and innovation

Objective 18 – Leverage existing industries and employment areas and support new and innovative economic enterprises

The Planning Proposal is not inconsistent with this objective.

Objective 19 – Protect agricultural production values and promote agricultural innovation, sustainability and value-add opportunities	The Planning Proposal is not inconsistent with this objective.
Objective 20 – Protect and leverage the existing and future road, rail and air transport networks and infrastructure.	The Planning Proposal is not inconsistent with this objective.
Objective 21 – Implement a precinct-based approach to planning for higher education and health facilities	The Planning Proposal is not consistent with this objective.
Objective 22 – Support a diverse visitor economy	The Planning Proposal is not consistent with this objective. The proposed Planning Proposal.
Objective 23 – Supporting Aboriginal aspirations through land use planning	The Planning Proposal aligns with this objective. Through the gateway process, it facilitates proactive collaboration with the Local Aboriginal Land Council (LALC) as required. Extensive studies have examined the cultural significance of the site, identifying several potential locations within Keswick Estate, including scar trees. These culturally significant sites have been incorporated into the Keswick Estate Master Plan and are thoughtfully placed within the Open Space Pocket Parks. This has been further discussed in Section 2.8 of this report.

Part 5: Local Government Priorities

Location - Dubbo	The Planning Proposal is in accordance with the established priorities outlined by Dubbo Regional Local Government Priorities, as evidenced by its alignment with the vision and objectives of the Local Strategic Planning Statement. The Proposal aims to modify the LEP by adopting an R1 – General Residential Land Zoning for a designated portion of land intended for residential development. This proposed amendment to the land zoning will allow for a higher density of residential accommodation in appropriate areas, close to services, parks, and transportation. Additionally, the zoning change will ultimately result in an increased diversity of residential accommodation, thereby expanding the supply and exerting downward pressure on housing affordability whilst simultaneously contributing to housing availability.
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Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Dubbo Regional Local Strategic Planning Statement 2020

The Dubbo Local Strategic Planning Statement (LSPS) outlines the economic, social, and environmental land use needs of the community for the next 20 years. It establishes land use planning priorities to ensure that our Local Government Area (LGA) continues to prosper while supporting development that fits the local context. This plan aims to create a vibrant city, towns, and villages where residents can live, work, and play, while also providing businesses and visitors with an attractive place to invest and experience. It aligns with the long-term vision set out in the 2040 Community Strategic Plan.

Though the Planning Proposal is not a result of an endorsed strategic study or report; the Planning Proposal is consistent with the Dubbo Shire Local Strategic Planning Statement 2020, specifically:

Planning Priority 9 – Provide diversity and housing choices to cater for the needs of the community.

The Planning Proposal seeks to amend the Dubbo Regional Local Environmental Plan (DRLEP) by changing the land zoning and removing the minimum allotment size for the site. This modification will enable a wider variety of residential accommodation options, which are currently limited under the R2 – Low Density Residential zoning. The proposed changes align with Planning Priority 9, which calls for a review of existing residential zones and upzoning land in proximity to services and open spaces. Specifically:

1. *Action 9.2 Review the LEP provisions to facilitate greater housing choice in R1 and R2 Zones particularly where located near services and open space.*
2. *Action 9.3 Maintain the local character of residential areas by protecting heritage, permitting an appropriate residential mix of densities and removing potentially incompatible development from R1 and R2 Zone land use tables.*

The Planning Proposal directly addresses **Action 9.2** by seeking to amend the LEP provisions to allow for greater housing diversity within the R1 and R2 zones. By rezoning the site from R2 – Low Density Residential to R1 – General Residential and modifying the Minimum Allotment Size throughout the site, the proposal facilitates a wider range of residential typologies, including low- and mid-rise housing options. The site's proximity to key services, open spaces, and transportation nodes further aligns with Action 9.2, ensuring that increased housing choice is provided in a location that supports sustainable, accessible living.

Regarding **Action 9.3**, the proposal preserves the local character of residential areas by maintaining the general residential nature of the site while promoting a balanced mix of housing. By adjusting the land zoning, Minimum Allotment Size, and establishing suitable density targets, the proposal facilitates appropriate densities that cater to the evolving needs of the community without compromising the area's heritage or character. Additionally, the proposal aligns with the objective of Action 9.3 to eliminate potentially incompatible developments from the land use tables, ensuring that the revised zoning supports both housing diversity and neighbourhood compatibility.

Planning Priority 10: Improve the affordability of housing

The Planning Proposal aligns with Planning Priority 10, which identifies the changing demographic trend for smaller houses and a demand for affordable housing and housing choices. Specifically:

- *Action 10.1: Review the LEPS residential zone provisions to assess potential development opportunities for increased innovative affordable housing types.*

- *Action 10.3 Investigate and manage increased opportunity for dual occupancies and multi-dwelling housing to meet affordable housing requirements in established neighbourhoods, close to services.*

The Planning Proposal addresses **Action 10.1** by amending the LEP to create opportunities for increased and innovative affordable housing types. By rezoning the site from R2 – Low Density Residential to R1 – General Residential and removing the minimum allotment size, the proposal facilitates a broader range of residential typologies, such as low-rise and mid-rise developments. This flexibility enables the exploration of new and innovative housing models, including multi-dwelling developments, which can cater to diverse affordability needs and respond to the evolving housing market.

For **Action 10.3**, the Planning Proposal aligns with the action's aim of expanding opportunities for dual occupancies and multi-dwelling housing in well-served areas. The site's strategic location near transportation nodes, parklands, and local services makes it ideal for higher-density residential development. The proposed rezoning to R1 – General Residential supports the introduction of a wider diversity of low and medium-rise housing, contributing to increased housing affordability and diversity in established neighbourhoods.

Priority 12 Create sustainable and well-designed neighbourhoods.

The Planning Proposal aligns with Planning Priority 12, which emphasizes the importance of well-designed neighbourhoods, connectivity, and social cohesion. It proposes to modify land within the South-East Dubbo Residential Urban Release Area, positioned along the boundary of the South Lakes/Hillview Urban Release Area, starting on the southern side of Boundary Road. The proposal seeks to facilitate higher-density residential development in this well-located area, providing easy access to transportation hubs, open spaces, and key pedestrian and cycling routes. It further promotes the development of connected urban communities and walkable neighbourhoods, enhanced by pedestrian-friendly streets and ample public spaces.

Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Towards 2040 Community Strategic Plan

The Dubbo Regional 2040 Community Strategic Plan outlines the key aspirations and priorities for the region's future through 2040. As the highest-level strategy, this plan will guide and shape the direction of the Council, the community, and other levels of government in the coming years. It aims to provide a clear blueprint for realizing the community's vision for the future while remaining adaptable and fit for purpose throughout its implementation.

Theme 1 – Housing

The Planning Proposal is found to be consistent with the objectives and strategies within Theme 1 – Housing of the Towards 2040 Community Strategic Plan, specifically:

- *Objective 1.1 Housing meets the current and future needs of our community; and,*
- *Objective 1.2 An adequate supply of land is located close to community services and facilities*

The Planning Proposal directly supports **Objective 1.1** by enabling a broader spectrum of residential housing types through amendments to the LEP. The rezoning efforts are designed to accommodate evolving demographic trends and housing preferences in Dubbo, providing flexible and diverse housing options.

This proactive approach ensures the community's housing supply remains responsive to future growth, addressing both immediate and long-term needs.

Additionally, the proposal aligns with **Objective 1.2** by identifying land that is strategically positioned near essential community infrastructure and services. The site's proximity to transportation nodes, open spaces, and pedestrian and cycling networks ensures that future residential developments will be well-integrated with surrounding services. This thoughtful urban design fosters connectivity and supports sustainable development, ensuring residents have easy access to vital community amenities.

Theme 5 – Liveability

The Planning proposal is found to be consistent with the objectives and strategies within Theme 5 – Liveability of the Towards 2040 Community Strategic Plan, specifically:

- *Objective 5.5 Our Community has access to a diverse range of recreational opportunities; and,*
- *Objective 5.6 The diversity of our heritage, cultural services and facilities are maintained and promoted.*

The Planning Proposal aligns with **Objective 5.5** as it is supported by a masterplan document that dedicates extensive open spaces, parklands, and recreational areas within the Keswick Estate. By integrating these recreational spaces into the master plan, the proposal ensures that residents have ample opportunities for outdoor activities and community engagement, enhancing the overall quality of life and promoting a healthy, active lifestyle.

The Planning Proposal aligns with **Objective 5.6** as it has carefully considered and preserves identified Aboriginal cultural heritage sites, such as scarred trees, within designated open space pocket parks. This approach not only safeguards these heritage assets but also promotes cultural awareness and appreciation among the community. By including these elements in the master plan, the proposal helps maintain and celebrate the area's cultural and historical significance while providing educational opportunities and fostering respect for local heritage. Notably, ongoing assessment and consultation will be undertaken post-gateway and will include consultation with the LALC and community.

Dubbo City Planning and Transportation Strategy 2020

The Dubbo City Planning and Transportation Strategy 2036 aims to provide guidance on the construction of roads and pedestrian pathways in Dubbo City. While the Strategy is to be considered in future strategic land use planning decisions, it is not the adopted Strategic Land Use Policy for the city's growth. However, given the location of the land within an expanding residential area of Dubbo, the Planning Proposal generally aligns with the Strategy's scheduling, expectations, and recommendations.

Detailed assessment of the Planning Proposal against the Strategy's recommendations is deemed unnecessary. It should be noted that the Strategy outlines plans for residential development in three sectors: South East, North West, and South West. While specific development concept plans do not accompany the Planning Proposal, the proposed LEP amendments do seek to modify land zoning to permit a diversity of residential accommodation and typical medium-higher density development. Therefore, the Planning Proposal is not at odds with the objectives outlined in the Strategy.

Is the planning proposal consistent with applicable SEPPs?

Table 8 below provides a summary of applicable SEPPs, their relevance and how the proposed Planning Proposal is consistent with the instrument:

Table 8: State Environmental Planning Policies

SEPP	Comments
SEPP (Housing) 2021	The Planning Proposal is not inconsistent with the principles of this SEPP as it enables diverse housing types and encourages the development of housing in the community.
SEPP (Planning Systems) 2021	Nothing in this Planning Proposal impacts the operation of this SEPP.
SEPP (Resource and Energy) 2021)	Nothing in this Planning Proposal impacts the operation of this SEPP.
SEPP (Resilience and Hazards) 2021	Chapter 4 of the SEPP applies to the land. As part of the preparation of the Planning Proposal, a Preliminary Site Investigation was undertaken by Barnson Pty Ltd (Appendix F). This has been further discussed in Section 2.10 of this report. The contamination reporting for the Planning Proposal assesses the site for potential contamination risks and outlines mitigation measures to ensure the land is safe for development. Key findings include the identification of specific areas requiring remediation or further investigation, such as former agricultural or industrial sites. The report adheres to relevant environmental guidelines and ensures that any identified contamination is addressed prior to construction, minimising risks to future residents. It concludes that with the proposed remediation measures in place, the site is suitable for the intended residential and mixed-use development. The Planning Proposal is not inconsistent with the SEPP.
SEPP (Transport and Infrastructure) 2021	The SEPP is the primary planning instrument addressing the provision and operation of infrastructure across the State. Referral to the NSW Roads and Maritime Services (RMS) may be required for certain developments. The SEPP would continue to apply to the site. The Planning Proposal does not include any provisions which impede the operation of this SEPP over the site.
SEPP Biodiversity and Conservation 2021	– The Biodiversity and Conservation SEPP aims to encourage the protection of biodiversity values and preservation of amenities in non-rural areas as well as the conservation and management of areas of natural vegetation. As part of the Planning Proposal, a Biodiversity Assessment Report was undertaken by Stantec (Appendix C). The outcomes of this report are discussed in greater detail in Section 2.8 of this report. The Planning Proposal is consistent with these aims by prioritising the preservation of biodiversity and vegetation within Keswick Estate.

The master plan incorporates open spaces, parklands, and pocket parks that safeguard key trees and vegetation, particularly those with ecological or cultural significance. The Planning Proposal is not inconsistent with the SEPP.

SEPP (Exempt and Complying Development Codes) 2008 The Planning Proposal does not contravene the provisions of the SEPP and is therefore consistent with it.

Is the planning proposal consistent with the applicable Ministerial Directions (Section 9.1)

Table 9 considers applicable Ministerial Directions.

Table 9: Section 9.1 Directions

Direction	Applicable	Comment
1. Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The Planning Proposal is found to be consistent with the overall intent of the Central West and Orana Regional Plan 2041.
1.2 Development of Aboriginal Land Council Land	No	The site has not been identified within the Land Application Map of the State Environmental Planning Policy (Aboriginal Land) 2019.
1.3 Approval and Referral Requirements	Yes	Noted.
1.4 Site Specific Provisions	Yes	Noted
1.4A	No	N/A
2. Focus Area 1: Planning System – Place-based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	No	N/A

1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No	N/A
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	No	N/A
1.10 Implementation of the Western Sydney Aerotropolis Plan	No	N/A

1.11 Implementation of Bayside West Precincts 2036 Plan	No	N/A
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	No	N/A
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	No	N/A
1.14 Implementation of Greater Macarthur 2040	No	N/A
1.15 Implementation of the Pyrmont Peninsula Place Strategy	No	N/A
1.16 North West Rail Link Corridor Strategy	No	N/A
1.17 Implementation of Bays West Place Strategy	No	N/A
1.18 Implementation of Macquarie Park Innovation Precinct	No	N/A

1.19 Implementation of Westmead Place Strategy	No	N/A
1.20 Implementation of the Camellia Rosehill Place Strategy	No	N/A
1.21 Implementation of South West Growth Area Structure Plan	No	N/A
1.22 Implementation of the Cherrybrook Station Place Strategy.	No	N/A

3. Focus Area 2: Design and Place

This Focus Area was blank when the Directions were made.

4. Focus Area 3: Biodiversity and Conservation

3.1 Conservation Zones	Yes	The Planning Proposal does not encompass any mapped Environmental Conservation Land Zoning. However, the accompanying studies have identified several ecologically and culturally sensitive areas, which have been integrated into the Keswick Master Plan. Key public recreation and pocket park areas have been designated to preserve sensitive vegetation and cultural scar trees. As a result, the Planning Proposal aligns with the objectives of this Ministerial Direction by ensuring the protection and conservation of environmentally sensitive areas.
3.2 Heritage Conservation	Yes	The Planning Proposal is consistent with Ministerial Direction 3.2, meeting this objective by incorporating provisions that facilitate the conservation of environmentally significant items and areas. As part of the preparation of this Planning Proposal, Dubbo Regional Council has engaged specialist consultants to prepare

		an Aboriginal Cultural Heritage Report, which is ongoing and will include consultation with the Local Aboriginal Land Council (LALC). This will occur as part of the Gateway process. Through detailed studies, the proposal has identified and preserved culturally significant features, such as scar trees, which have been integrated into open space areas within the Keswick Master Plan. This ensures the protection of items of historical, cultural, and natural heritage significance, in line with the requirements of the direction.
3.3 Sydney Drinking Water Catchments	No	N/A
3.4 Application of C3 and C3 Zones and Environmental Overlays in Far North Coast LEPs	No	N/A
3.5 Recreation Vehicle Area	No	N/A
3.6 Strategic Conservation Planning	No	Ministerial Direction 3.5 – Strategic Conservation Planning is not relevant to this Planning Proposal as the Planning Proposal area is not mapped to be “avoided land” or “strategic conservation area” under the State Environmental Planning Policy (Biodiversity and Conservation 2021).
3.7 Public Bushland	No	N/A
3.8 Willandra Lakes Region	No	N/A
3.9 Sydney Harbour Foreshores and Waterways Area	No	N/A
3.10 Water Catchment Protection	No	N/A

5. Focus Area 4: Resilience and Hazards

4.1 Flooding	No	As identified in Section 2.9 of this Planning Proposal, the site is not affected by land identified to be flood-prone. As such, Ministerial Direction 4.1 does not apply to this Planning Proposal.
4.2 Coastal Management	No	The site is not located within a coastal zone nor is it located within a coastal wetlands and littoral rainforests area, coastal vulnerability area, coastal environment area and coastal use area - and as identified by Chapter 2 of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> .
4.3 Planning for Bushfire Protection	Yes	The Planning Proposal pertains to land designated as Bushfire Prone (as outlined in Section 2.8) under Section 10.3 of the <i>Environmental Planning and Assessment Act 1979</i>. Consequently, Ministerial Direction 4.3 applies to this Planning Proposal. As part of its preparation, Barnson was engaged to conduct a Strategic Bushfire Study, a copy of which is provided in Appendix D. The Planning Proposal and Strategic Bushfire Study have determined that the Keswick Estate Master Plan and Planning Proposal can fully comply with <i>Planning for Bushfire Protection 2019</i>. The study recommends appropriate site development measures to enhance bushfire protection for the estate. This includes the creation and use of perimeter roads to separate the estate from bushfire hazards, and the establishment of Asset Protection Zones (APZs) within the estate. The subject site aligns with the policy's objectives and is suitable for residential development. The estate benefits from existing perimeter road networks, which act as a buffer from potential bushfire hazards and ensure suitable access for both residents and firefighting efforts. As part of the Gateway Process, the application and study will be forwarded to the NSW RFS for review and comment.
4.4 Remediation of contaminated land	Yes	The Planning Proposal is accompanied by a Preliminary Site Investigation prepared by Barnson, included as Appendix F . This report covers both Stage 1 (South-eastern Keswick Estate) and Stage 2 (the remaining site areas), focusing on identifying any contamination issues that could impact the site's suitability for residential development. The investigation involved a desktop review, site inspection, and soil sampling.

Historical data and aerial photographs showed no significant contamination risks, though potential sources such as past agricultural activities, equipment, and minor landfills were noted. A total of 110 soil samples were taken, and chemical analysis confirmed contamination levels were below risk-based screening criteria. Based on these findings, the site is considered suitable for the proposed development.

The Planning Proposal is found to be consistent with Direction 4.4.

4.5 Acid Sulfate Soils	No	N/A
4.6 Mine Subsidence and Unstable Land	No	The Planning Proposal is not associated with land within a Mine Subsidence district.

5. Focus Area 5 – Transport and Infrastructure

5.1 Integrating land use and transport

Yes

The Planning Proposal will modify zones within Keswick Estate, activating Ministerial Direction 5.1. Although the estate is already zoned for residential use, the proposal aims to rezone parts of the land to support a broader range of residential development, increasing the overall yield.

As part of the Planning Proposal, Stantec conducted a Transport Impact Assessment (TIA) to evaluate the effects of the increased density on the road network. Key findings include:

- **Traffic Generation:** The increased density is expected to generate 1,114 additional trips.
- **Intersection Performance:** Most intersections will continue to operate at Level of Service (LOS) A, except for the Mitchell Highway/Wheelers Lane roundabout, which is nearing capacity during AM peak and overcapacity in the PM, even without additional traffic.
- **New Infrastructure:** Two new dual carriageway roundabouts on Sheraton Road and an extension at the Boundary Road/Stream Avenue intersection are proposed to accommodate traffic flow.
- **Traffic Distribution:** Traffic will be distributed across existing intersections with spare capacity, especially at newly constructed intersections.

Overall, the TIA concludes that the development can be accommodated within the existing and planned road network with minimal impacts.

The proposal aligns with *Improving Transport Choice (DUAP 2001)* by offering accessible and connected road networks and encouraging walking, cycling, and public transport use. Additionally, it meets *The Right Place for Business and Services (DUAP 2001)* by ensuring residential areas are well-served by infrastructure and supporting the growth of local businesses and services in a well-planned community.

5.2 Reserving land for public purposes	No	N/A
5.3 Development near regulated airports and defence airfields	No	N/A
5.4 shooting ranges	No	N/A

6. Focus Area 6: Housing

6.1 Residential Zones	Yes	The Planning Proposal affects residential zoned areas, thereby making Ministerial Direction 6.1 applicable. While the proposal is not derived from a formal strategic study or report, it is supported by the Keswick Master Plan and responds directly to the current shortage of housing diversity and the need for a broader range of low- and mid-rise residential options in the Dubbo Region. Dubbo's existing land release areas have largely focused on standard R2 – Low-Density Residential developments, creating urban blocks that predominantly accommodate detached dwellings. This approach has limited the provision of diverse low-rise and medium-density housing options. Given the current market dynamics and the gap in housing variety in Dubbo, there is a compelling need to expand the R1 – General Residential zone and amend the minimum lot size requirements. These changes will enhance housing choice and diversify residential land offerings in response to market demand. The proposed rezoning within Keswick Estate is strategically selected due to its proximity to key public amenities, including recreation areas, drainage reserves, cycleways, and walkways, as well as its access to vital road and infrastructure networks, including public transport. These factors are critical in supporting increased residential density and fostering commercial development opportunities within the estate.
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This proposal aligns with Direction 6.1 by shifting the land zoning from R2 – Low Density Residential to R1 – General Residential, thereby facilitating a wider range of building types in a well-positioned area of Dubbo with access to services and infrastructure. The increased variety in housing will also contribute to addressing housing affordability challenges in the region.

6.2 Caravan Parks and Manufactured Home Estates	No	N/A
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7. Focus Area 7: Industry and Employment

7.1 Employment Zones	No	N/A
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7.2 Reduction in non-hosted short-term rental accommodation period	(Revoked 18 November 2019)	N/A
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7.3 Commercial and Retail Development along the Pacific Highway, North Coast	No	N/A – not within applicable LGAs.
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8. Focus Area 8: Resources and Energy

8.1 Mining, Petroleum Production and Extractive Industries	No	N/A – not within the applicable precinct.
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9. Focus Area 9: Primary Production

9.1 Rural Zones	No	N/A
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9.2 Rural Lands	No	N/A
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9.3 Oyster Aquaculture	No	N/A
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9.4 Farmland of State Regional Significance on the NSW Far North Coast	No	N/A
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5.3.3. Section C – Environmental, Social and Economic Impact

Is there any likelihood that critical habitat or threatened species, populations ecological communities, or their habitats, will be adversely affected because of the proposal?

To prepare for this Planning Proposal, Stantec was engaged to prepare a Biodiversity Assessment Report (**Appendix C**). Stantec confirmed that the native vegetation community, Plant Community Type (PCT) 76, is present within the Study Area and linked to several State and Commonwealth-listed Threatened Ecological Communities (TECs), necessitating a thorough assessment to determine its listing status. Specifically:

- Inland Grey Box Woodland in the Riverina, NSW Southwestern Slopes, Cobar Penplain, Nandewar, and Brigalow Belt South Bioregions, listed as endangered under the BC Act.
- Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-Eastern Australia, listed as endangered under the EPBC Act.

The assessment confirmed that PCT 76 in the Study Area aligns with the BC Act-listed TEC, 'Inland Grey Box Woodland,' based on its location within the known range and its specific landscape and floristic attributes. Additionally, the vegetation in the Study Area meets the condition thresholds for the EPBC Act-listed 'Grey Box Grassy Woodlands,' confirming its classification as Endangered under Commonwealth legislation. The concept of Serious and Irreversible Impacts (SII) focuses on protecting threatened species at high risk of extinction from development. The Biodiversity Assessment identifies the following species as potential SII candidates:

- Leafless Indigo (*Indigofera efoliata*)
- Superb Parrot (*Lathamus discolor*)

Targeted surveys will be necessary to ascertain the presence of these species. If they are found to be absent, no further action will be required. However, if these species are present, the consent authority must assess whether the residual impact on these entities constitutes an SII, using the information provided in future Biodiversity Development Assessment Reports (BDAR) and relevant guidelines (DPIE, 2019).

Future development applications must address these environmental considerations by demonstrating efforts to avoid impacts where possible and, where avoidance is not feasible, implementing effective mitigation measures. The master plan, however, successfully reduces and avoids impacts through several key strategies:

- **Designated Open Spaces:** The plan incorporates substantial open space areas to preserve existing biodiversity and enhance natural corridors, thereby minimising disruption to native vegetation and habitats.
- **Retention of High-Value Areas:** It prioritises retaining areas with significant biodiversity value, such as those with moderate condition Plant Community Types (PCTs) and hollow-bearing trees, avoiding their clearance.
- **Utilisation of Cleared Land:** The plan focuses development on previously cleared areas, reducing the need to disturb remnant native vegetation and potential threatened species habitats.
- **Protection of Habitat Features:** Specific measures are in place to protect important habitat features, including hollow-bearing trees, and to manage invasive species effectively.

These strategies ensure the structure plan aligns with conservation goals and reduces the ecological footprint of the development.

Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

The following is a summary of other likely environmental effects as a result of the Planning Proposal or any other constraints within the Planning Area.

Constraints	Comments
Natural Resources Biodiversity Map Groundwater Vulnerability	The area is mapped by the DRLEP 2022 Natural Resources Biodiversity Map Groundwater Vulnerability Map. However, the site that is subject to this Planning Proposal is mapped as land subject to Groundwater Vulnerability. The development intentions for this land are for residential development with supporting roads and infrastructure, including stormwater. The resultant development would be required to manage stormwater collection and disposal in a controlled engineering fashion and in accordance with Council policies. Any future Development Application would need to consider the provisions of Clause 7.5 of the Dubbo Regional LEP 2022.
Aboriginal Culture Heritage	The Planning Proposal includes an Aboriginal Cultural Heritage Assessment Methodology. A summary of the potential Aboriginal cultural heritage within the study area highlights the presence of sites with cultural significance, including previously recorded Aboriginal sites 36-1-0181 (K-ST-3) and 36-1-0180 (K-ST-4). These sites may contain artefacts, landscape features, or other elements of heritage value. While no direct impacts have been identified to date, a comprehensive survey of the area will be undertaken, including a systematic pedestrian survey with transects spaced approximately 20 metres apart. These efforts, combined with consultation with the Local Aboriginal Land Council, aim to provide a thorough understanding of the site's cultural significance. The Keswick Master Plan, which accompanies the Planning Proposal, incorporates the creation of pocket parks to preserve these known sites. Further investigation and consultation will continue following Gateway Determination and throughout the preparation of the forthcoming Aboriginal Cultural Heritage Assessment Report (ACHAR), ensuring informed management and conservation strategies are developed.

Siding Spring Observatory	The Planning Proposal will permit denser development, potentially increasing light emission in the area. According to Clause 5.14 of the DRLEP 2022, any future development must adequately consider the provisions related to development within the Siding Spring Observatory area to ensure that light pollution is minimized. It will be a requirement of any future application that the development is assessed against the provisions of this Clause.
Noise and Dust Impacts	As mentioned earlier in this report, the site is located near the quarry on Sheraton Road, approximately 2 km away. Currently, trucks servicing this quarry use Sheraton Road as their haulage route, potentially causing dust and noise pollution at the site. However, the Council's long-term strategy aims to efficiently distribute traffic around the eastern and southern edges of Dubbo's urban limits. This plan includes the acquisition and establishment of the Blue Ridge Road Haulage Strategy. The Blue Ridge Road Haulage Strategy will be delivered in two stages. Stage 1 will redirect heavy and industrial traffic to a Stage 1 temporary haulage route connecting to Capital Drive. Stage 2 will provide a permanent route to Wellington Road (Mitchell Highway). Consequently, the Council is developing a precinct-wide strategy to mitigate or eliminate potential noise and dust impacts from existing haulage routes near Keswick Estate.

The land is currently zoned for residential development. Any future development within these regions would necessitate a careful assessment of the pertinent environmental repercussions. Such an evaluation would need to be conducted as part of a development application, particularly if the Council seeks assurance regarding the suitability of the land for the intended purpose.

Has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal is expected to generate a range of significant social and economic benefits within the Keswick Estate and the broader Dubbo region. These effects include:

Social Effects:

- **Increased Housing Diversity:**

The proposal to rezone the land from R2 – Low Density Residential to R1 – General Residential will allow for a broader range of housing options, including low-rise and medium-rise developments such as multi-dwelling housing, shop top housing, attached housing, and residential flat buildings. This increased flexibility in housing typologies will cater to the diverse needs of different demographic groups, including young families, retirees, and professionals. By offering more housing choices, the proposal encourages a more socially inclusive and vibrant community.

- **Promoting Social Inclusion and Cohesion:**

With a wider range of residential typologies, the proposal fosters a more diverse population in terms of age, income levels, and household types. The introduction of housing options suitable for various socio-economic backgrounds promotes social cohesion by allowing people from different walks of life to live in proximity. This diversity can create stronger social networks, improve community engagement, and foster a sense of belonging among residents.

- **Enhancing Liveability:**

The proposal supports the creation of a more walkable, connected neighbourhood with well-planned streetscapes and public spaces. This, combined with the development of low and mid-rise density housing, will contribute to a more vibrant, liveable, and cohesive urban environment. The promotion of walkable streets and connected public spaces enhances the overall quality of life, encouraging social interaction and fostering a sense of place within the community.

Economic Effects:

- **Stimulating Construction Activity:**

Rezoning to R1 – General Residential will likely stimulate investment in new housing developments, generating construction activity in the area. This can lead to the creation of jobs across multiple sectors, including construction, engineering, architecture, and planning. The increase in construction also has flow-on effects for local businesses, with increased spending in retail, hospitality, and service industries as more residents move into the area.

- **Contributing to Housing Affordability:**

By expanding the range of housing options available, the proposal helps alleviate pressures on housing affordability in Dubbo. The increased supply of varied housing types will create more accessible housing options, enabling a wider range of people to secure affordable homes within proximity to services, employment centres, and open spaces. This directly contributes to improving the economic well-being of the community, offering affordable living solutions for diverse income levels.

- **Efficient Land Use and Economic Sustainability:**

The proposal encourages more efficient land use by allowing for higher-density developments in areas well-connected to public transport, services, and infrastructure. By optimising land usage, the development maximises the value of existing infrastructure and minimises the need for additional public investment. This efficient use of resources ensures that the proposal contributes to long-term economic sustainability for both the local government and the community.

Conclusion:

Overall, the Planning Proposal aligns with the key objectives of creating a well-integrated, liveable, and economically resilient community. It addresses current and future housing needs, promotes social inclusion, and stimulates local economic activity through increased housing diversity and construction opportunities.

5.3.4. Section D – State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

The Planning Proposal will increase the demand for public facilities and services. Proposed works within the Keswick Estate are subject to a staged approach, and accordingly, specific water and sewer infrastructure connections will be made at each development stage. As part of the preparation of this Planning Proposal Premise was engaged to undertake a review of current infrastructure services in the area and review the capacity of key services. Key findings include:

- **Water Supply:** A 250mm diameter trunk water main is required to meet the water demand for Keswick Estate, with estimated peak instantaneous and daily demands of 100.5 L/s and 2.01 ML respectively for 1,005 dwellings. Water supply infrastructure is available on the southern side of Boundary Road.
- **Sewer:** The intensification of development will generate an additional 368 ET, resulting in a 13.7% increase in total sewage load. However, planned upgrades to the Keswick Sewage Pump Station within the next five years will accommodate the increased load.
- **Gas, Electricity, and NBN:** The gas reticulation system can be extended to service the new stages, while the low and high-voltage electrical and NBN reticulation can also be extended to meet future demands.
- **Street Lighting:** Required service pillars and street lighting will be integrated into the road network of the new stages.

Overall, the assessment provides a framework for the extension of services and supports the future detailed design of the infrastructure development of Keswick Estate.

What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

If the Council support this Planning Proposal and receives a Gateway Determination from the Department of Planning, Housing and Infrastructure, it is likely the proposal will be publicly exhibited for 28 days in accordance with the Local Environmental Plan Making Guidelines. The council will engage with state agencies, adjoining landowners and the public as per the Gateway Determination. This is understood to include a notice on the Council website and in Customer Experience Centres, the NSW Planning Portal, and letters to the affected and adjoining landowners.

In addition, state agencies would be consulted as part of the Gateway Determination. These agencies would likely include:

- Department of Planning, Housing and Infrastructure.
- Department of Climate Change, Energy, the Environment and Water.
- NSW Rural Fire Service.
- Transport for New South Wales.
- Local Aboriginal Land Council.

A further report is likely to be presented to the Council by staff for consideration following the completion of the public exhibition and any consultation processes.

5.4. Part 4 – Mapping

The Draft Keswick Master Plan has been provided in **Appendix J** and clearly outlines the land zone changes to the area. Dubbo Regional Council relies on electronic mapping. Therefore, as part of the Planning Proposal process updates to the following mapping will be required:

- Land Zoning Map – Proposed amendment to the Land Zoning Map (**Figure 29 and 30**)

- Minimum Allotment Size – Proposed amendment to the Minimum Allotment Size Map (**Figure 31 and Figure 32**), noting that this shall reflect no minimum lot size as is the case with nearby R1 zoned land and a reduced lot size (300 sqm) for R2 zoned land.
- Dwelling Density – Adoption of Minimum and Maximum dwelling density mapping will be required, in accordance with the scope of this Planning Proposal (Min 25 and Max 35] -Please refer to **Figure 33** of this report.

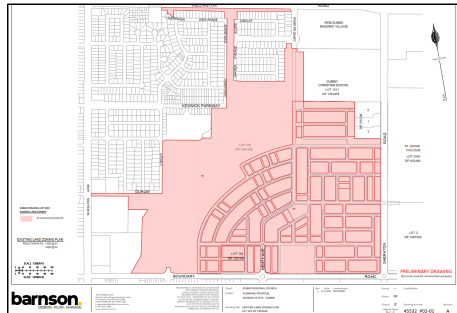


Figure 29: Existing Land Zone
 Source: Barnson Pty Ltd

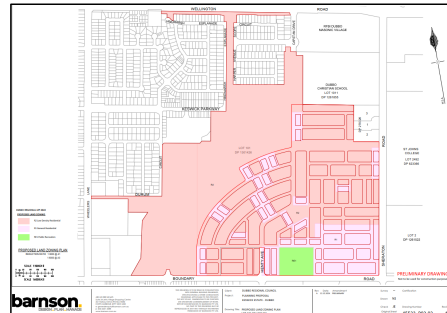


Figure 30: Proposed Land Zone
 Source: Barnson Pty Ltd

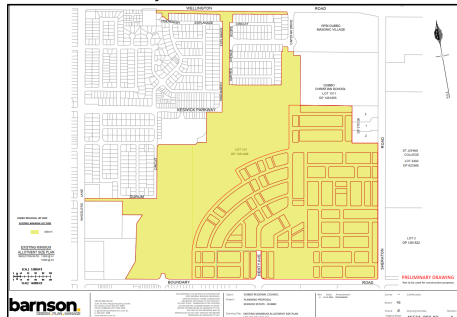


Figure 31: Existing Minimum Allotment Size
 Source: Barnson Pty Ltd

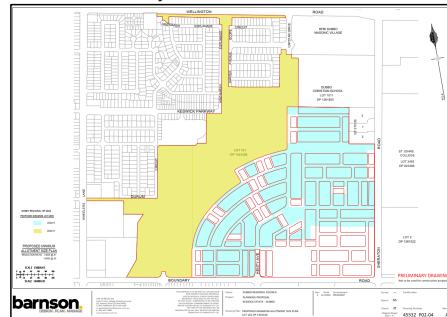


Figure 32: Proposed Minimum Allotment Size
 Source: Barnson Pty Ltd

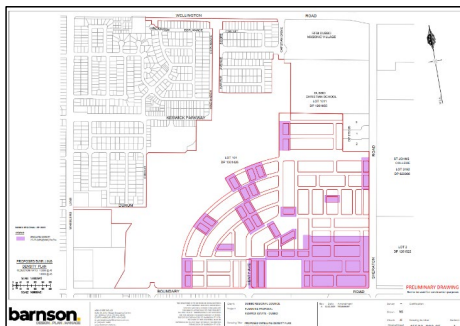


Figure 33: Proposed Dwelling Density
 Source: Barnson Pty Ltd

5.5. Part 5 – Community Consultation

It is expected that the Planning Proposal would not be a Complex Planning Proposal and instead be a Standard Planning Proposal and therefore community consultation would be undertaken in accordance with the requirements set out in *Local Environmental Plan Making Guidelines – Standard Planning Proposal*.

The consultation would include:

- Notification in a newspaper that circulates in the area affected by the planning proposal;
- Notification on the website of the Dubbo Regional Council; and
- Notification in writing to affected and adjoining landowners, unless the planning authority is of the opinion that the number of landowners makes it impractical to notify them.

5.6. Part 6 – Project Timeline

The following indicative project timeline is provided:

Table 10: Indicative Project Timing

Stage	Timing
Stage 1 Pre-lodgement	50 days
Stage 2 – Planning Proposal considered by Council	95 days
Council Decisions	TBA
Stage 3 Gateway Determination	25 Days
Stage 5 - Pre-exhibition	95 Days
Consideration of submission	TBA
Post-exhibition review and additional studies	TBA
Stage 6 Submission to the Department for finalisation	55 Days
Gazettal of LEP amendments.	TBA

6. CONCLUSION

Dubbo Regional Council have engaged Barnson Pty Ltd to assist with the preparation of a Planning Proposal affecting a portion of Lot 101 in DP 1301426 that has a current land zoning of R2 – Low Density Residential and Minimum Allotment Size of 600m². The Planning Proposal seeks to amend the DRLEP by way of:

1. **Land Rezoning Adjustments:**
 - o Rezone portions of the site from R2 – Low Density Residential to R1 – General Residential.
 - o Rezone a portion of the site from R2 – Low Density Residential to RE1 – Public Recreation.
2. **Minimum Allotment Size Adjustment:**
 - o Remove the Minimum Allotment Size requirement for land proposed to be rezoned to R1 – General Residential and RE1 – Public Recreation.
 - o Set a Minimum Allotment Size of 300m² for the R2 – Low Density Residential zone.
3. **Adoption of Dwelling Density:**
 - o Introduce a Minimum and Maximum Dwelling Density clause to regulate residential development on the land proposed for rezoning to R1 – General Residential, with a Minimum Dwelling Density of 25 and a Maximum Dwelling Density of 35.

The Planning Proposal is accompanied by a suite of specialised reports, focusing on the site's constraints. The overall conclusion drawn from the Planning Proposal and these expert reports strongly confirms the appropriateness of the site to be rezoned. Changing the zoning of the land from R2 – Low Density Residential to R1 – General Residential provides more versatility in housing choices. R1 zoning typically allows for a broader spectrum of housing types, including multi-dwelling units, attached housing, and residential apartment buildings. This enhanced variety can address the requirements of diverse demographic segments, including young families, professionals, retirees, and individuals with differing income levels. Furthermore, the increased housing diversity can exert downward pressure on housing affordability, making housing options more accessible to a wider range of people.

Therefore, Barnson is of the view that the Planning Proposal should be supported based on the information provided in this report; and *resolve* to refer this Planning Proposal to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination to endorse its public exhibition. Pending endorsement by NSW DPHI, the Planning Proposal will be exhibited in accordance with the criteria outlined in the Gateway Determination. The outcome of the exhibition and referrals to various government departments will be subsequently reported to the Council for determination.

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APPENDIX A
Deposited Plan

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APPENDIX B

**Aboriginal Heritage Due
Diligence Assessment**

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APPENDIX C

Biodiversity Assessment Report

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APPENDIX D

Strategic Bush Fire Study

The logo for barnson. features the word "barnson" in a white, lowercase, sans-serif font, followed by a small yellow square.**APPENDIX E****Flood Impact Risk Assessment
and Water Cycle Stormwater
Management Strategy**

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APPENDIX F

Preliminary Site Investigation

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APPENDIX G

Infrastructure Assessment

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APPENDIX H

Geotechnical Assessment

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APPENDIX I

Transport Impact Assessment

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APPENDIX J
Acoustic Assessment

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APPENDIX K

Keswick Estate Master Plan

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APPENDIX L
LEP Mapping



REPORT: Results of Public Exhibition - Forest Glen Solar Farm - Community Housing Fund Guidelines

DIVISION: Development and Environment
REPORT DATE: 22 August 2025
TRIM REFERENCE: ID25/1569

EXECUTIVE SUMMARY

Purpose	- Seek endorsement - Fulfil legislated requirement	
Issue	- On 15 May 2024, Council entered into a Planning Agreement with X-Elio Roma Hub in relation to the Forest Glen Solar Farm. - The Forest Glen Solar Farm is a State Significant Development Application (SSD-9451258) that was approved by the NSW Government Department of Planning, Housing and Infrastructure on 28 February 2023 for the construction and operation of a 90MW solar farm at 30L Delroy Road, Minore. - The Planning Agreement requires X-Elio to pay Council \$200,000 per year for a five year period, which will be allocated towards social housing development schemes in the Dubbo Regional Local Government Area. The Planning Agreement also requires Council to prepare Guidelines to govern the administration of funding. - The draft Community Housing Fund Guidelines was placed on public exhibition from 4 July 2025 to Monday 4 August 2025. Council received no public submissions.	
Reasoning	Part 7.1 of the Environmental Planning and Assessment Act, 1979 and associated Regulations.	
Financial Implications	Budget Area	Growth Planning Branch
	Funding Source	Council will receive \$200,000 per year for five year period on 1 July each year.
Policy Implications	Impact on Policy	The Guidelines are required by the Planning Agreement.

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: 1 Growth, Infrastructure and Connectivity

CSP Objective: 1.1 Everyone has access to safe, suitable, and affordable housing now and into the future.

Delivery Program Strategy: 1.1.1 Ensure a variety of housing options, types and

densities are available to accommodate diverse community needs.

Theme:	1 Growth, Infrastructure and Connectivity
CSP Objective:	1.1 Everyone has access to safe, suitable, and affordable housing now and into the future.
Delivery Program Strategy:	1.1.2 Support housing affordability to ensure everyone can access suitable accommodation.

RECOMMENDATION

That Council adopt the Forest Glen Solar Farm Community Housing Fund Guidelines (attached in Appendix 1).

Steven Jennings
Director Development and Environment

TS
Team Leader Growth
Planning Projects

BACKGROUND

1. Previous Resolutions of Council

24 June 2025 IPEC25/39	<i>In part</i> 1. That the draft Community Housing Fund Guidelines...be adopted for the purposes of public exhibition. 3. That following conclusion of the public exhibition period, a further report be prepared for the consideration of Council, including the results of public exhibition.
---------------------------	--

2. Forest Glen Solar Farm – State Significant Development Application

On 28 February 2023, the NSW Department of Planning, Housing and Infrastructure approved State Significant Development Application (SSD-9451258) for the construction, operation and decommissioning of a photovoltaic solar farm at 30L Delroy Road, Minore.

Information about the project is available on the NSW Government's website at <https://www.planningportal.nsw.gov.au/major-projects/projects/forest-glen-solar-farm>

REPORT

1. Forest Glen Solar Farm Planning Agreement

On 15 May 2024, Council entered into a Planning Agreement with X-ELIO Roma Hub in relation to the Forest Glen Solar Farm. The Planning Agreement requires X-ELIO to pay Council \$200,000 per year over a five year period, with funds utilised in the following ways:

- Planning Agreement Component 1

Being for a social housing development scheme which aims to provide an innovative assistance solution to develop community housing in the Dubbo Regional Local Government Area.

- Planning Agreement Component 2

Being for a Community Benefit Fund for local projects across the Dubbo Regional Local Government Area including from community groups and not-for-profit organisations.

It is important to note Council will only utilise funds for Component 2 if no suitable expressions of interest are received for Component 1.

Funding will be paid to Council upon construction of the project.

2. Draft Community Housing Fund Guidelines

The draft Forest Glen Solar Farm Community Housing Fund Guidelines (attached in **Appendix 1**) identifies how funds from the Planning Agreement will be utilised for Planning Agreement Component 1. Funding will be available to Community Housing Providers or Eligible Entities in the Dubbo Regional Local Government Area who deliver Community Housing through eligible projects.

Community Housing is housing that is appropriate for the needs of a range of Very Low to Moderate Income Households or for people with additional needs that is delivered by non-government organisations.

The notification of the application outcome will be issued approximately eight weeks after the closing date. To be eligible, applications must increase Community Housing through one of the following:

- Construction of new dwelling/s that are required to be used for Community Housing.
- Purchase of newly built dwelling/s to be used for Community Housing.
- Renovation of existing residential dwellings that were otherwise uninhabitable, to be used for Community Housing.
- Conversion of a non-residential property to a residential dwelling that is used for Community Housing.

Funds of up to \$200,000 (GST inclusive) are available per application and per funding round. All grants are governed by Council's Financial Assistance Policy and X-Elío's Compliance Policies.

Dubbo Regional Council and X-ELIO will assess projects against the following criteria:

- The number of Community Housing properties that could be developed with the funding.
- The ability to deliver Community Housing properties to tenants within two years.
- How long each property will be held as Community Housing.
- Evidence of a robust tenant selection scheme in place, restricted to Very Low to Moderate Income Households, to people with additional needs, or to Aboriginal or Torres Strait Islander people.
- Evidence of suitable systems and programs being in place to manage the welfare of tenants.
- Evidence of a suitable property management system being in place.
- Evidence of the financial ability to deliver projects and provide the necessary tenant welfare and property management systems.
- The development of a long-term pathway for maintaining the properties for the purposes of Community Housing.
- The project has a clear beginning and demonstrates where practical that any ongoing or recurrent costs can be met by the Applicant once funding has been expended.

- The project budget is comprehensive and realistic, and that all co-contributions and required quotes are provided with value for money demonstrated.

It should be noted that the funding can also be used for the purposes of key worker housing as long as the housing development is undertaken by a Community Housing Provider.

The goal of the funding is for it to be utilised by a Community Housing Provider to further incentivise the delivery of housing projects in Dubbo. The funding would ultimately be 'stacked' with funding from other sources and Government to assist in the delivery of the projects.

3. Public Exhibition

The draft Guidelines were placed on public exhibition from 4 July 2025 until 4 August 2025. Council did not receive any submissions during the public exhibition period.

The draft Guidelines was publicly notified in the following ways:

Channel	Date
Council's YourSay page	4 July 2025 – 4 August 2025
Council Customer Experience Centres	4 July 2025 – 4 August 2025
Macquarie Regional Library Branches	4 July 2025 – 4 August 2025
Daily Liberal Council Column	4 July 2025 – 4 August 2025
Email to social housing providers	14 July 2025

4. Next Steps

If adopted, Council will call for applications via the SmartyGrants online program. A further report will then be presented to Council to determine which applications receive funding.

APPENDICES:

- [1](#) Draft Forest Glen Solar Farm Community Housing Fund Guidelines

X-ELIO⁺



**Forest Glen Solar
Farm**
Community Housing
Funding Guidelines

ED25/106393



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What is the Forest Glen Solar Farm Community Housing Fund?

The Forest Glen Solar Farm Community Housing Fund has been created from Development Contributions arising from the Planning Agreement between Dubbo Regional Council and X-Elio Roma Hub Solar Farm Pty Ltd as trustee of the X-Elio Roma Hub Trust (ABN 84 919 412 940) (**X-Elio**).

This grant provides funding to Community Housing Providers or an Eligible Entity in the Dubbo Regional Local Government Area that delivers Community Housing.

Definitions

Applicant means:

Any entity that has submitted an application in accordance with these Guidelines.

Community Housing means:

Housing that is appropriate for the needs of a range of Very Low to Moderate Income Households or for people with additional needs that is delivered by non-government organisations.

Community Housing Provider means:

An entity that provides Community Housing.

Eligible Entity means:

An entity that has the primary purpose of improving, directly or indirectly, housing outcomes for Aboriginal or Torres Strait Islander People, and is a registered charity.

Funding Agreement means:

The agreement for funds between the Dubbo Regional Council and the Applicant.

Very Low to Moderate Income Household means:

A household that meets the criteria in the New South Wales State Environmental Planning Policy (Housing) 2021.

Key Contacts

Dubbo Regional Council, Growth Planning division

E: infrastructurecontributions@dubbo.nsw.gov.au

P: 02 6801 4000

X-ELIO ESG & PR Senior Manager

E: isabel.ruiz@x-elio.com

P: +34 696373229

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Community Housing Funding Guidelines – Forest Glen Solar Farm

3



Key Dates

Applications are scheduled for endorsement at a Council meeting approximately two (2) months after the application deadline of each round. The notification of the application outcome will be issued approximately eight weeks after the closing date. Projects/programs must commence on or within 6 months from the notification date.

Who can apply?

Funding is available to Community Housing Providers or Eligible Entities in the Dubbo Regional local government area who deliver Community Housing through eligible projects.

Eligible Projects

To be eligible, applications must increase Community Housing through one of the following:

- i. Construction of new dwelling that is used for Community Housing.
- ii. Purchase of a newly built dwelling to be used for Community Housing.
- iii. Renovation of existing residential dwellings that were otherwise uninhabitable, to be used for Community Housing.
- iv. Conversion of a non-residential property to a residential dwelling that is used for Community Housing.

Funding Available per Application

Applications for amounts of \$200,000 (GST inclusive) are available per application and per funding round by the Forest Glen Solar Farm Community Housing Fund.

As funding is limited, not every application that meets the assessment criteria will necessarily be successful with being allocated funding or the full funding amount requested.

All grants are governed by Dubbo Regional Council's Financial Assistance Policy and X-Elio's Compliance Policies.



Evaluation of Applications

Dubbo Regional Council and X-ELIO will assess projects against the following criteria:

- i. The number of Community Housing properties that could be developed with the funding.
- ii. The ability to deliver Community Housing properties to tenants within two years.
- iii. How long each property will be held as Community Housing.
- iv. Evidence of a robust tenant selection scheme in place, restricted to Very Low to Moderate Income Households, to people with additional needs, or to Aboriginal or Torres Strait Islander people.
- v. Evidence of suitable systems and programs being in place to manage the welfare of tenants.
- vi. Evidence of a suitable property management system being in place.
- vii. Evidence of the financial ability to deliver projects and provide the necessary tenant welfare and property management systems.
- viii. The development of a long-term pathway for maintaining the properties for the purposes of Community Housing.
- ix. The project has a clear beginning and demonstrates where practical that any ongoing or recurrent costs can be met by the Applicant once funding has been expended.
- x. The project budget is comprehensive and realistic, and that all co-contributions and required quotes are provided with value for money demonstrated.

It should be noted that the funding can also be used for the purposes of key worker housing as long as the housing development is undertaken by a Community Housing Provider.

The goal of the funding is for it to be utilised by a Community Housing Provider to further incentivise the delivery of housing projects in Dubbo. The funding would ultimately be 'stacked' with funding from other sources and Government to assist in the delivery of the project/s.

Dubbo Regional Council and X-Elío warrant and represent that the evaluation process will be conducted objectively, impartially and in strict accordance with the criteria set forth in this Section, focusing on maximising social benefit and positive impact on the community.

Consequently, Dubbo Regional Council and X-ELIO represent and warrant that there is no economic, personal, or any other type of relationship that could create a conflict of interest or affect and/or compromise the integrity and objectivity of the evaluation and selection process.

If Dubbo Regional Council or X-ELIO identifies a conflict of interest that could affect the objectivity or impartiality of the evaluation and selection process, they will promptly inform the other party so that appropriate measures can be taken to preserve the objectivity and transparency of the process.

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Community Housing Funding Guidelines – Forest Glen Solar Farm

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Ineligible applications

The following applications are ineligible:

- i. Applicants with an overdue acquittal or who have failed to appropriately acquit a previous Council grant.
- ii. Applicants with outstanding projects due to extension or have not expended their prior funding within the allocated two years of provision.
- iii. Applicants who have already been provided by another funding stream within Dubbo Regional Council for the same project in the same financial year.
- iv. Late or incomplete applications.
- v. Applications seeking funds for existing salaried or waged positions.
- vi. Projects with a religious, political, or sectarian purpose.
- vii. Projects promoting gambling or games of chance.
- viii. Proposals that do not reflect community standards and denigrate, exclude or offend community groups.
- ix. Proposals that have safety and/or environmental hazards that are not addressed by acts under a Risk Management Plan to mitigate risk.
- x. Expenditure for equipment not related to the specific project proposed.
- xi. Applications seeking funds for retrospective projects commencing, or items purchased, prior to end of the grant closing date.
- xii. General fundraising appeals.
- xiii. Applicants in a position to self-fund the project.
- xiv. Applications seeking funds for prize money, prizes, trophies and gift cards/vouchers.
- xv. Applications seeking funds for payment of debt and/or insurance premiums.
- xvi. Applications seeking funds for personal benefit such as travel, meal or accommodation costs including costs to undertake projects outside of the region.
- xvii. Proposals that are for funding the core business of the organisation. This includes purchase of capital equipment.
- xviii. Routine maintenance or works to Council owned buildings that are a lease obligation.
- xix. A project which in the opinion of the assessment panel would be better funded by State or Federal Government, or by corporate sponsorship.

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How to Apply

Council uses SmartyGrants administration software to manage its grants programs. Applications must be submitted via the Dubbo Regional Council SmartyGrants webpage. Hard copy applications are not accepted.

Documents may be uploaded to the application as required. Please include:

- i. Evidence of Community Housing Provider and/or charity status.
- ii. Current quotes to support the budget.
- iii. Details of the number and type of accommodation to be provided, their size and the number of people to be housed.
- iv. Relevant approvals, insurances and plans.

Other examples of supporting documents that may strengthen your application are:

- i. Location map.
- ii. Site plan and/or photos.
- iii. Letter(s) of support from organisations your application identifies as partners in your project / program.
- iv. A description of the project.

All applications will be assessed by Dubbo Regional Council and X-ELIO, and a recommendation report to identify the successful applicant(s) will be presented to Council for consideration and endorsement.



Conditions of Funding

Successful Applicants are required to comply with the following terms and conditions associated with Council's financial support:

- i. All recipients of funding are required to return to the Growth Planning division:
 1. A Progress Report within twelve months of funding payment.
 2. An Acquittal Report within two (2) months of the completion of the project as per the date listed on each application, or two years from date of funding payment, whichever arises first.
 3. Receipts for all purchases must be included.
- ii. Failure to do so without written request and approval for an extension from Dubbo Regional Council may result in the funding amount being reduced or cancelled requiring the return of funds to Council.
- iii. Failure to provide an Acquittal Report will prohibit future funding opportunities.
- iv. Applications include time frames and list of items identified for purchase from funding.
- v. Funds granted can only be used for the purpose as specified in the application, unless written permission for a variation is obtained from Dubbo Regional Council and X-ELIO.
- vi. Dubbo Regional Council must be advised in writing if there are any significant changes to the project as described in the application, or to the contact details of the recipient.
- vii. Should the project be cancelled, all funding received is to be repaid to Dubbo Regional Council for a new assignation to an Applicant that complies with the terms and conditions set forth in these guidelines.
- viii. All Dubbo Regional Council and other requisite permits, approvals, insurances etc. relating to the program or project must be obtained or funding may be withdrawn.
- ix. Where possible, the organisation will source goods and services for the project from within the Dubbo Regional Local Government Area.
- x. Dubbo Regional Council and/or X-ELIO reserves the right, as part of the assessment process, to request further information or documentation.
- xi. Dubbo Regional Council and/or X-ELIO reserves the right to conduct a financial audit of the funding either during the financial year or on completion of the financial year.
- xii. Dubbo Regional Council, X-ELIO and its officers, directors and employees, shall not be responsible for any liabilities incurred or entered into by the recipient organisation as a result of, or arising out of that organisations responsibilities under the Funding Agreement.
- xiii. The recipient organisation shall indemnify the Council, X-ELIO and its officers, directors and employees against any claim, demand, liability suit costs, expenses, action arising out of or in any way connected with the activities of the organisations or agents in consequence of the Funding Agreement except where the claim, demand, liability, costs or action are caused by Dubbo Regional Council and its officers.
- xiv. Unless agreed in writing at the time of funding approval, neither Dubbo Regional Council nor X-ELIO has any obligations regarding ongoing funding, maintenance or renewal of assets created by the project.

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Community Housing Funding Guidelines – Forest Glen Solar Farm

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Notifications and Payment

- i. All Applicants will be notified of the outcome of their application.
- ii. Successful Applicants are required to adhere to any special conditions referred to in the letter of notification. Dubbo Regional Council reserves the right to withhold funding if stipulated conditions are not met.
- iii. Recipients of funding will be required to have a representative attend a civic ceremony at which novelty cheques will be presented for media and marketing purposes, or provide suitable advice to Dubbo Regional Council of inability to attend.
- iv. Applicants who do not have a current creditor account number will be required to complete and submit a Supplier Details Form prior to payment being made.
- v. Recipient organisations are required to recognise Council and X-Elio as the funding source on all media, promotional material and project signage. The text to be used is as follows: "Forest Glen Solar Farm Community Housing Fund: Dubbo Regional Council and X-Elio Roma Hub Solar Farm Pty Ltd as trustee of the X-Elio Roma Hub Trust (ABN 84 919 412 940)."
- vi. Requests for variations or extensions must be submitted in writing to Dubbo Regional Council for approval.

Insurances

All Applicants should conduct a risk assessment process for their proposed project to address any necessary insurance implications. Organisations should check their current insurance arrangements to determine if any extra cover is required. Applicants should ensure that all staff and volunteers associated with the project have the appropriate mandatory clearances.

Document Control

Responsible Officer:	Manager Planning	Growth
Division:	Development and Environment	
Prepared by:	Development Contributions Administrator	
Version:	1	
Revision:	2	
Document Date:	9 September 2025	
Effective:	23 September 2025	

Cnr Church and Darling streets, Dubbo
Cnr Nanima Crescent and Warne Street, Wellington
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dubbo.nsw.gov.au





REPORT: Naming of the New Dubbo Bridge

DIVISION: Infrastructure
REPORT DATE: 6 August 2025
TRIM REFERENCE: ID25/710

EXECUTIVE SUMMARY

Purpose	Seek direction or decision	
Issue	The naming of the new bridge constructed as part of the Newell Highway works undertaken by Transport for NSW.	
Reasoning	- Council resolved to partner with Transport for NSW on the naming of the bridge which was ratified at the Council meeting held on 23 November 2023. - The naming of the bridge requires Council to provide a recommendation to Transport for NSW for consideration.	
Financial Implications	Budget Area	There are no funding implications arising from this report.
Policy Implications	Policy Title	There are no policy implications arising from this report.
	Impact on Policy	Not applicable
Consultation	Community	Consultation process involving targeted engagement with the First Nations' community followed by broader community consultation.

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:	2.5 The voices, cultures, and contributions of our First Nations community are recognised and strengthened.
Delivery Program Strategy:	2.5.1 Recognise, celebrate, and protect the culture and heritage of our First Nations communities.
Theme:	3 Working Together for the Region
CSP Objective:	3.1 Our Council is open, fair, and accountable in its decision-making.
Delivery Program Strategy:	3.1.5 Operate with transparency, accountability, and integrity in all governance and decision-making processes.

RECOMMENDATION

1. That the New Dubbo Bridge Naming Community Consultation Summary Report (August 2025) prepared by Transport for NSW be noted.
2. That the recommended name for the bridge to be considered for approval by Transport for NSW be *(insert Council's decision here)*.

Murray Wood
Chief Executive Officer

LR
Director Infrastructure

BACKGROUND

Transport for NSW (TfNSW) is currently constructing a bridge over the Macquarie-Wambuul River as part of the construction of the new alignment of the Newell Highway. The location of the bridge is shown in Image 1 below:



Image 1. New Newell Highway alignment with the bridge crossing the Macquarie-Wambuul River

When a new bridge is constructed, a name is usually determined for the bridge. There are a number of considerations when naming a bridge including the recommendation of a name by the road authority, which is Dubbo Regional Council in this instance, TfNSW as the approving authority and consideration of the Place Naming Policy published by the Geographical Names Board (GNB) of NSW.

It should be noted that the GNB does not play a role in the naming of bridges, however the GNB encourages the naming of bridges to follow the Place Naming Policy published by the GNB. A copy of the policy can be accessed from the link below:

https://www.nsw.gov.au/sites/default/files/noindex/2024-10/GNB_Place_Naming_Policy.pdf

In line with the Place Naming Policy, local government initiate the naming of bridges, other than on a freeway, and TfNSW approve these proposals. TfNSW consider the following in approving the name of a bridge:

- The name has wide community support
- An Aboriginal name has the support of local Aboriginal groups
- Consideration has been given to National and State commemorative initiatives involving the naming of new of key road infrastructure
- The name is consistent with GNB place name criteria
- The design of the name plaque accords with TfNSW requirements.

A request was received from TfNSW to partner with Council on the naming of the New Dubbo Bridge and this was accepted through the resolution of item CCL23/312 at the Ordinary Council meeting held on 23 November 2023.

The approach to the naming process is outlined below:

Steps in naming the New Dubbo Bridge

- Step 1:** Transport for NSW will engage with the local First Nations community to seek suggestions of appropriate First Nations (Wiradjuri) names for the New Dubbo Bridge (phase one consultation).
- Step 2:** A panel of representatives from the local First Nations community will determine a shortlist of Wiradjuri names through a fair and transparent assessment process.
- Step 3:** Transport will invite the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions, which can include suggestions other than First Nations names (phase two consultation).
- Step 4:** Transport will ask representatives from the local First Nations community to assess any further First Nations names suggested during the wider community consultation.
- Step 5:** Transport will collate all bridge name suggestions and a summary of the feedback from the First Nations (phase one) and wider community (phase two) consultation including preferred names into a consultation report for Dubbo Regional Council's consideration.
- Step 6:** Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.
- Step 7:** Transport will approve the name recommended by Council provided that it has community support, is consistent with the NSW Geographical Names Board naming guidelines, and complies with Transport's signage requirements.
- Step 8:** The approved bridge name will be jointly announced.

Figure 1. Steps in naming the New Dubbo Bridge (source TfNSW website: Newell Highway Upgrade – New Dubbo Bridge naming)

Steps 1 through to 5 have been completed and this report is part of Step 6 in the bridge naming process.

Previous Resolutions of Council

23 November 2023 (CCL23/312)	1. <i>That Council endorse the reclassification of Bourke Street from River Street to Erskine Street, from a State road to a Regional road, following the completion of the bridge and associated works; and the acceptable condition of the road prior to the formalisation of the reclassification.</i> 2. <i>That Council partner with Transport for NSW on the consultation process for the naming of the new bridge as detailed in the report.</i> 3. <i>That Council's preferred name for the new Dubbo Bridge shall be a First Nations name relevant to the location and/or function of the bridge such as a crossing place on a river.</i> 4. <i>That this resolution of Council be the focus of the community consultation undertaken by Transport for NSW.</i>
---------------------------------	---

REPORT

The purpose of this report is for Council to resolve a name for the bridge to be provided to TfNSW for approval.

Based on the resolution of Council at the ordinary Council meeting held on 23 November 2023, the consultation process was tailored to explore a First Nations name for the bridge. The consultation process was split into two phases with the first phase being the exploration of First Nations names developed through consultation with the Aboriginal community.

The first phase of consultation was open from 13 May 2024 until 31 July 2024 with four names developed through the first phase which included:

- Aunty Pearl Gibbs – Aboriginal activist and leader who fought for Aboriginal rights for 50 years. She is remembered for her work with the Aborigines Progressive Association, her involvement in the 1938 Day of Mourning, and her community work in Dubbo, NSW.
- Wambuul – Macquarie River.
- Bunglegumbie – One of the clans of Dubbo.
- Nguluway – Meeting each other.

There were a total of 34 submissions in Phase 1 of the consultation process resulting in 24 unique name suggestions. The full list of suggested names from Phase 1 of the consultation phase can be found in Table 5.2.1 of the New Dubbo Bridge naming community consultation summary report (August 2025). A summary of the Wiradjuri names from Phase 1 is also provided below in Table 1:

Bridge name suggestion	Meets naming criteria for Wiradjuri names
Aunty Pearl Gibbs Bridge	Yes
Bunglegumbie	Yes
Nguluway	Yes
Wambuul	Yes
Bulgan Bridge	No
Buraay Gulaay	No
Captain Adam Dunbar	No
Dubbo	No
Goo Garr, Bunyip	No
Goorialla	No
Gulaay	No
GULAAY	No
Gulaay Wambuul	No
Gunhingbang Johnny Hill Snr Bridge	No
James Samuels Bridge over Wambuul River on Wiradjuri Country	No
MAWANG	No
Murrudha Gulaay	No

Bridge name suggestion	Meets naming criteria for Wiradjuri names
Ngunggadhaany	No
Old Dubbo Bridge	No
Oogabooga	No
Waygiwinya	No
Windradyne	No
Windradyne Bridge	No
Yuri	No

Table 1. Full list of Wiradjuri bridge naming suggestions from Phase 1 of the consultation process

The second phase of consultation was open from 27 March 2025 to 4 May 2025 and involved wider community involvement. This phase included the voting on the four First Nations names as well as other suggestions for the name of the bridge. There were a total of 440 submissions in Phase 2 of the consultation process.

The community consultation has been completed and a report has been prepared by TfNSW on the naming of the bridge which is include as **Appendix 1** of this report. From the consultation report, the following percentages of votes received for the four First Nations names from Phase 1 of the consultation process is shown in Table 2 below:

Name	Voting percentage
Aunty Pearl Gibbs	35% (102 submissions)
Wambuul	31% (91 submissions)
Bunglegumbie	23% (67 submissions)
Nguluway	11% (34 submissions)

Table 2. Percentages of votes received for the four nominated First Nations names

There were an additional 40 First Nations name nominations resulting in 30 unique names in the Phase 2 consultation with a summary of these names provided in Table 3 below:

Bridge name suggestion	Nominations	Meets naming criteria for Wiradjuri names
Tubba-gah Bridge	3	Yes
Wiradjuri	2	Yes
Aunty Lorni Hyland	1	Yes
Bila Bridge	1	Yes
Biladurang Bila Bridge	1	Yes
Grace Toomey (dec.)	1	Yes
Wilay Waters	1	Yes
Wiradjuri Gulaay	1	Yes
Yanhagi	1	Yes
Riverbank Frank Bridge	6	No
Frank Doolan	3	No
Alexander "Tracker" Riley	1	No
Bunglegumbie Crossing	1	No

Bridge name suggestion	Nominations	Meets naming criteria for Wiradjuri names
David Peachey Bridge Way	1	No
Frank 'Riverbank' Doolan	1	No
Frank Doolan Drive Bridge	1	No
Frank's Bridge	1	No
Gugaa Bridge	1	No
Gulaay	1	No
Its not my country	1	No
Juanita Lake Bridge	1	No
Mayiny Gulaay Bridge	1	No
Mganga River Bridge	1	No
North Nguluway Bridge	1	No
Red Ochre Bridge	1	No
Riverbank's Crossing	1	No
Tracker Riley Bridge	1	No
Walanbangan or Walanbang	1	No
Wambuul Galaay	1	No
Yarra Thubbo	1	No

Table 3. Additional Wiradjuri bridge name suggestions received through Phase 2 of the consultation process

Also, as part of the Phase 2 consultation process, 171 nominations for other names were submitted resulting in 54 unique other names, these are summarised in Table 4 below:

Bridge name suggestion	Nominations
James Samuels	86*
Samuels Bridge	15
River Street Bridge	10
Bridgey McBridgeface	4
Glenn McGrath Bridge	2
North Bridge	2
North Dubbo Bridge	2
Robert Dulhunty Bridge	2
Sir James Samuels Bridge	2
Tony McGrane Bridge	2
All Nations Bridge	1
Barry 'Jack' Weighton	1
Blue River Bridge	1
Boland Bridge	1
Brendan Saul Bridge	1
C H Massart Bridge	1
Curtin Crossing	1
Devils Hollow/Terra Rossa	1
Dubbo Bridge	1
Dubvagas Bridge	1

Bridge name suggestion	Nominations
Fanman Bridge	1
Hugh Hamilton Bridge	1
James Samuels Gulaay	1
Letroy Bridge	1
Long Bridge	1
Macquarie Bridge	1
Macquarie River Bridge	1
Mick Wilson Bridge	1
New Bridge	1
New Dubbo Bridge	1
North Weir Bridge	1
North West Dubbo Bridge	1
Northbound Bridge	1
Orana Gateway Bridge	1
Orana Viaduct	1
Rhino Bridge	1
River Bridge	1
Roland Samuels Bridge	1
Royal Carriage Bridge	1
Samuels (Wambuul) Bridge	1
Samuels River Street Bridge	1
Selah	1
The Big Flood Bridge	1
The Dr Bob North Bridge	1
The Great Rhino Bridge	1
The Jim Higgins Bridge	1
The Northern Line	1
The Yella Bridge	1
Tom Nelson Bridge	1
Troy Bridge	1
Waste of money Bridge	1
Western Pearl Bridge	1
Western Plains Bridge	1
William Gordon Bridge	1

Table 4. Summary of other bridge name suggestions received through Phase 2 of the consultation process

**Note that there were 2,500 signatures on a petition which accounts for one submission for the James Samuels' nomination.*

Of note from the Phase 2 of the consultation process, there were 106 nominations with James Samuels named or mentioned in the nomination.

Given the direction from Council that there is a preference for a First Nations name relevant to the location and/or function of the bridge such as a crossing place on a river, the four shortlisted First Nations' names have been vetted with checks made in accordance with

TfNSW's Asset Naming Evaluation Criteria which includes elements such as cultural significance, validity, regulatory and community support.

Should a name, other than the four names provided in Phase 1 of the community consultation be recommended, then this name would need to be assessed against the Transport Asset Naming Toolkit developed by TfNSW which assesses against criteria including cultural significance, validity, regulatory and community support. A summary of the criteria is provided in Table 5 below:

Risk criteria	Control
Culturally significant #	The name is validated by relevant experts (external)
	There is evidence to support the name
	Risk assessment has been completed
Validity	The name is not disrespectful, discriminatory or derogatory
	There is written endorsement of the name by the relevant authority
	It is a legitimate submission e.g. valid name, email address, contact number
Regulatory	The name complies with the Transport Asset Naming Toolkit
	The name complies with the Geographical Names Board Guidelines
	Transport for NSW Subject Matter Experts have been engaged and endorse
	The name complies with Transport Signage Requirements
Community Support	The name is supported by the local community
	There is substantial evidence to support the name

Table 5. Transport Asset Naming Toolkit criteria (source Transport for NSW)

Applies to both Aboriginal and non-Aboriginal name options e.g. Aboriginal, heritage, arts, social value, etc.

It is noted that the name to be nominated by Council does not have to be the most popular name contained in the New Dubbo Bridge Naming Community consultation summary report (August 2025).

Advice has also been sought from TfNSW on the dual naming of the bridge with both Aboriginal and non-Aboriginal names. It is noted in the report that TfNSW: *"does not support dual naming, as Aboriginal naming should not be considered secondary or an afterthought. Additionally, dual naming would complicate navigation and wayfinding, especially for emergency services that rely on clear and consistent place names to respond quickly and effectively."*

Consultation

- Consultation for the naming of the bridge was undertaken over a period of 12 months and this report is the subject of the consultation process.
- **Appendix 1** contains the consultation that was undertaken for this bridge naming project.

Resourcing Implications

- Staff time will be required for the preparation of the letter to TfNSW with a recommended name.

Planned Communications

- Updates will be provided through the Your Say page for this project.

Next Steps

- The recommendation from the Infrastructure Planning and Environment Committee will be presented to the Ordinary Council meeting to be held on 23 September 2025 for formal resolution.
- Following the resolution of Council to nominate a name for the bridge, a letter will be sent to TfNSW for their consideration.
- TfNSW will approve the name should it have community support, is consistent with the GNB naming guidelines and complies with TfNSW's signage requirements. If the name is not approved, Council will be required to submit another name for consideration.
- Upon approval, the bridge name will be jointly announced by Dubbo Regional Council and TfNSW.

APPENDICES:

- 1 [🔗](#) New Dubbo Bridge Naming Consultation Report

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New Dubbo Bridge-naming

Community consultation summary report
August 2025



New Dubbo Bridge project team at the 2024 NAIDOC Family Fun Day



transport.nsw.gov.au

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Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

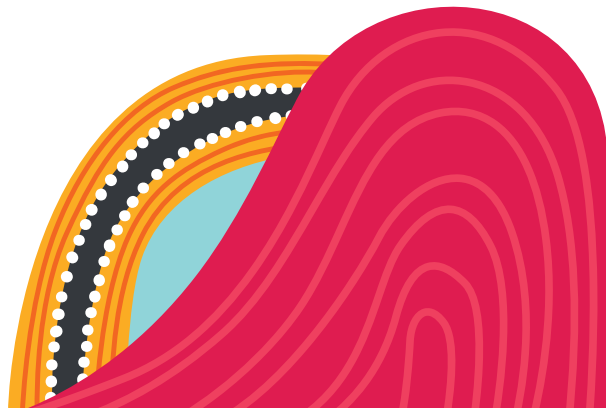
We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

New Dubbo Bridge-naming

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1. Introduction

1.1 Purpose of this report

This report outlines the public consultation process carried out by Transport for NSW (Transport) for naming the bridge as part of the Newell Highway Upgrade – New Dubbo Bridge project. Throughout the process, Transport collaborated with key internal and external stakeholders, including community and Dubbo Regional Council.

Feedback was gathered from residents, businesses, and stakeholders in the Dubbo Regional Local Government Areas (LGA).

The report summarises the community and stakeholder engagement activities and the feedback received, which will assist Dubbo Regional Council in recommending a name for the bridge to Transport.

Figure 1. Newell Highway Upgrade – New Dubbo Bridge naming stages



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1.2 Background

The Newell Highway Upgrade – New Dubbo Bridge project is jointly funded by the Australian and NSW Governments. Transport, in partnership with Dubbo Regional Council (Council) and the Dubbo community, will name

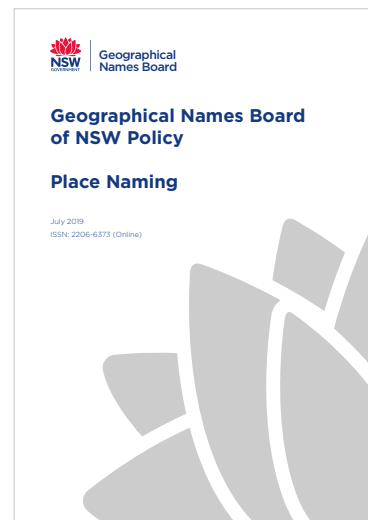
the New Dubbo Bridge. Naming major bridges provides a useful navigational reference for motorists and allows the community to recognise and celebrate cultural, historical, and social connections in the region.

Figure 2. Aerial photo of the New Dubbo Bridge nearing completion



Naming a Transport asset is a significant and important opportunity, leaving a legacy for generations to come. Transport is guided by the Geographical Names Board (GNB), which ensures that names are consistent, culturally sensitive, and reflective of the community's heritage and values. This collaborative effort aims to honour the region's identity and history while providing practical benefits for navigation and community pride.

Figure 3. Place Naming Policy (NSW Geographical Names Board, 2019, p11)



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At the Council Ordinary meeting held on Thursday, 23 November 2023, they resolved:

- that Council's preferred name for the New Dubbo Bridge would be a First Nations name relevant to the location and/or function of the bridge, such as a crossing place on a river.
- that this resolution of Council would be the focus of the community consultation undertaken by Transport for NSW.

Transport supports Council's resolution to recognise the significance of First Nations heritage in the project footprint and to celebrate the considerable First Nations participation on the project.

Transport believes that Council, as elected representatives of the community they serve, is best placed to recommend a suitable name from the suggestions received during community consultation.

Transport does not support dual naming, as Aboriginal naming should not be considered secondary or an afterthought. Additionally, dual naming would complicate navigation and wayfinding, especially for emergency services that rely on clear and consistent place names to respond quickly and effectively.

Given the significant public interest in this bridge, Transport carried out an extensive consultation process to select a name for the bridge, engaging both external and internal stakeholders, and in consultation with Council and the Aboriginal community.

Celebrating Aboriginal participation: building a legacy of diversity in Dubbo



5%

of total
project spend



23%

Aboriginal people
employed



11

Aboriginal businesses
engaged



Final girder lift underway on the New Dubbo Bridge project

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2. Consultation approach

2.1 Values

Transport's values underpin our decisions and behaviours when working with colleagues, customers, communities, stakeholders, and partners.

- **Customer focus** – We place the customer at the centre of everything we do
- **Collaboration** – We value each other and create better outcomes by working together
- **Solutions** – We deliver sustainable and innovative solutions to NSW's transport needs
- **Integrity** – We take responsibility and communicate openly
- **Safety** – We prioritise safety for our people and our customers.

2.2 Consultation objectives

Transport consulted with the community and key stakeholders in Dubbo Regional Local Government Areas (LGA) during the consultation period with the aim to:

- gather community feedback on the naming of the New Dubbo Bridge, with a focus on selecting a First Nations name relevant to the location and/or function of the bridge
- ensure inclusivity and representation by engaging a diverse range of community members, including First Nations people, local residents, and other stakeholders
- educate and inform the community about the cultural, historical, and social significance of the bridge naming process
- foster community ownership and pride in the new bridge and its name
- ensure transparency and fairness in the consultation process
- comply with the NSW Geographical Names Board (GNB) Place Naming Policy and other relevant guidelines

- document and report all feedback and suggestions received during the consultation process for consideration by Dubbo Regional Council and Transport for NSW.

2.3 Roles and Responsibilities:

Transport worked closely with Council in planning the consultation process to identify clear roles and responsibilities which are outlined below:

- **Transport will:**
 - conduct community consultation and prepare a comprehensive engagement report for Council's consideration
 - approve the name recommended by Council, provided it aligns with the NSW Geographical Names Board naming guidelines, has been reviewed and meets the requirements of Transport's bridge naming assessment tool and complies with Transport's signage requirements.
- **Council will:**
 - review the consultation report, endorse a proposed name for the bridge, and recommend that name to Transport.

2.4 Extensive planning and community consultation

Transport undertook a comprehensive and collaborative approach to develop the consultation process for naming the bridge. This involved extensive planning, research, and engagement with key stakeholders to ensure a thorough and inclusive process. The goal was to develop a naming framework that respected local traditions, particularly those of the Aboriginal community, and reflected the community's preferences.

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2.5 Development and implementation of the process

1. Initial research and planning June/ July 2023:

- **Research:** Transport carried out initial research on previous bridge naming processes to understand best practices and potential challenges.
- **Internal meetings:** Meetings were held with key internal stakeholders to discuss the process and establish guidelines, including a preference for an Aboriginal name in line with Council's resolution and the Geographical Names Board (GNB) policy.
- **Engagement design insights from local First Nation's representatives:** Transport met with representatives from the Dubbo Aboriginal Working Party committee to brief them on the proposed consultation approach and seek early endorsement and feedback. Their insights and suggestions are invaluable as we move forward with the planning and development of the bridge naming process.

2. Engagement with Council August 2023 – Early 2024:

- **Proposal letter:** Transport sent a letter to Council outlining the proposed bridge naming process, including advice on engaging with Aboriginal communities.
- **Council agreement:** Council agreed to follow Transport for NSW's bridge naming policy, and the use of local Aboriginal language groups.
- **Council resolution:** Council passed a naming resolution at an Ordinary Meeting on the 23 November 2023, preferring a First Nations name relevant to the location.
- **Process presentation:** Transport presented the proposed process to the Council's Customer Experience and Engagement team, leading to an agreement on the process and timeline for further community engagement.

- **Communication collateral:** Transport drafted and circulated a communication collateral pack for internal review, incorporating feedback and providing it to Council for review and discussion. Council approved the content with minor layout changes.
- **Bridge naming assessment tool:** In consultation with Council and the Dubbo Aboriginal Community Working party, Transport developed an assessment tool to support the First Nations assessment panel and Council to assess the bridge names proposed by the community.

3. Community consultation March 2024 – May 2025:

- **First Nations engagement:** Transport engaged the First Nations community, seeking suggestions for appropriate Wiradjuri names.
- **Shortlisting names:** A panel of representatives from the local First Nations community used the bridge naming assessment tool to create a shortlist of Wiradjuri names.
- **Wider community feedback:** The wider community was invited to provide feedback on the shortlisted Wiradjuri names and/or suggest other names.

4. Final review and announcement May 2025 – Bridge opening:

- **Compilation of suggestions (we are here):** Transport compiled all naming suggestions into this Community Consultation Report for the Council's consideration.
- **Council review:** Council will review this report, endorse a proposed name, and recommend it to Transport.
- **Approval and announcement:** Transport will approve the recommended name if it has community support, is aligned with the naming guidelines and meets the signage requirements. Transport and Council will jointly announce the approved bridge name when the bridge is open.

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2.6 Assessment tool for bridge naming

The assessment tool for naming the New Dubbo Bridge outlines the evaluation criteria for both Aboriginal and non-Aboriginal name options suggested during consultation. The tool was developed in consultation with the Dubbo Aboriginal Community Working Party and Council, the criteria in the assessment tool ensures that names are culturally significant, validated by relevant experts, and supported by substantial evidence.

Criteria for Aboriginal Names:

- **Consultation with experts:** Names must be reviewed by Aboriginal cultural/language experts, Elders, Custodians and local Aboriginal businesses.
- **Cultural Significance:** Names should reflect the cultural heritage and historical significance of the local Aboriginal community.

Criteria for non-Aboriginal names:

- **Validation:** Names must be validated by relevant associations and Government agencies.
- **Risk Assessment:** The tool includes a risk assessment to avoid conflicts with existing names, ensuring names are respectful and non-discriminatory.

Compliance and Support

- **Guidelines compliance:** Names must comply with the Transport Asset Naming Toolkit, Geographical Names Board Guidelines and Transport signage requirements.
- **Community support:** Names must have endorsement from Council and substantial evidence of community support.



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New Dubbo Bridge-naming

Figure 4. New Dubbo Bridge naming assessment tool

Risk Criteria	Control	Control – detail	Compliance
Culturally significant Applies to both Aboriginal and non-Aboriginal name options e.g. Aboriginal, heritage, arts, social value, etc.	The name is validated by relevant experts (external)	• <u>Aboriginal</u> – Aboriginal Cultural/ Language experts (with validated credentials), Elders, Custodians, Local Aboriginal Businesses, local council(s), federal/state agencies if relevant. • <u>Non-Aboriginal</u> – relevant associations, local councils(s), federal/state agencies if relevant.	Essential
	There is evidence to support the name	Name options (Cultural significance) assessment completed. For, commemorative naming, evidence showing significant contribution to State is required (as per the GNB Guidelines for the Determination of Place Names 'Commemorative Naming' principle).	Essential
	Risk assessment has been completed	Included researching conflicts e.g. similar names, precedents exist, names that are registered or trademarked and relevant impact. If naming after an individual or group of people, at least one year, ideally up to 10 years, since they have deceased, and a police check clearance or independent historian assessment depending on time period.	Essential
Validity	The name is not disrespectful, discriminatory or derogatory	Review completed	Essential
	There is written endorsement of the name by the relevant authority	Formal internal/external approval has been granted and recorded.	Essential
	It is a legitimate submission e.g. valid name, email address, contact number	Review completed	Essential

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Risk Criteria	Control	Control – detail	Compliance
Regulatory	The name complies with the Transport Asset Naming Toolkit	• Do we have the right to name? • If yes, should it be given a distinctive name? • Have we consulted the relevant SMEs? • Has the relevant process been followed? • Have we factored in the associated steps and time required? • Have we reviewed Key Learnings?	Essential
	The name complies with the Geographical Names Board Guidelines	Please review the broader GNB Guidelines for completeness as Transport is not fully aligned with some of the principles in the GNB's Guidelines for the Determination of Place Names (see p42-45 of the Transport Asset Naming Toolkit).	Essential
	Transport for NSW Subject Matter Experts have been engaged and endorse	• Aboriginal Engagement • Wayfinding • Brand • Comms and Stakeholder Engagement	Essential
	The name complies with Transport Signage Requirements	Does it meet the technical criteria?	Essential
Community support	The name is supported by the local community	Needs more than individual support from immediate family, must seek local council support and advocacy. Transport is the final approver.	Essential
	There is substantial evidence to support the name	Name options (Community support) assessment completed.	Essential

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2.7 Consultation methods

To ensure a thorough and inclusive consultation process for naming the bridge, and in line with Council's resolution, Transport implemented a phased community engagement approach.

The first phase involved targeted engagement with the First Nations communities followed by second phase which involved wider community consultation.

Various engagement methods were used to gather feedback and suggestions, ensuring diverse participation and comprehensive input from all stakeholders.

To support the consultation process, several tools and resources were developed:

- **Have Your Say online engagement portal:** a dedicated webpage (www.haveyoursay.nsw.gov.au/new-dubbo-bridge) where all engagement materials were hosted. This page served as the central hub for information and participation
- **Fact Sheet and FAQ documents:** created to educate the community about the bridge naming process and provide reference points for conversations. These documents were distributed both online and in print.

Key contact points were established to facilitate communication throughout the consultation period. These included:

- **Project website:** provided comprehensive information and updates
- **Phone and email:** project 1800 number and email for enquiries and feedback, listed on all engagement materials.

To ensure widespread awareness and participation, various promotional activities were undertaken:

- **Media releases:** regular updates sent to local media outlets to keep the community informed
- **Community Updates and flyers:** distributed throughout the community to promote engagement opportunities
- **Social media campaigns:** utilised to reach a broader audience and encourage online participation.

A full list of communication and engagement materials is provided in Appendix 5.1.

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New Dubbo Bridge-naming

Table 1: Communication and media tools used through phase 1

Tool/activity	Outcome
Have Your Say online engagement portal www.haveyoursay.nsw.gov.au/new-dubbo-bridge See Appendix 5.1.1	The community was invited to participate in naming the bridge via a 'Have Your Say' form on the engagement portal which launched on Monday 13 May 2024 and stayed open during consultation period and remains open until the naming process is complete. A total of 1,106 unique visitors accessed at least one page. Online surveys were hosted on the portal for the duration of the engagement. The survey was open for 79 days, from 13 May – 31 July 2024.
Media release See Appendix 5.1.1	Two media releases were distributed during the first phase via the project website and through engagement with local media. The media releases are available at Newell Highway Upgrade – New Dubbo Bridge project Transport for NSW
Paid social media posts See Appendix 5.1.1	Total reach 81,833 people with 1,610 engagements: Three social media posts supporting the first phase of consultation.
Fact Sheet – Bridge naming process See Appendix 5.1.1	A fact sheet was distributed via the project website to key stakeholders including Council and local MPs as well as available at the street stalls and events.
FAQs – Bridge naming process See Appendix 5.1.1	FAQs were distributed via the project website to key stakeholders including Council and local MPs as well as available at the street stalls and events.
A3 flyer See Appendix 5.1.1	Flyers promoting the consultation were provided to Council, the library, PCYC, TAFE, medical centres and other key community locations in Dubbo.
Project webpage	The project webpage at nswroads.work/ndb was updated with the latest project information, including the project update, FAQs, Fact Sheet and a link to the online Have Your Say engagement portal.
Phone	The project hotline was publicised for the community to contact the project team with queries and to book phone consultations. The project number is 1800 803 818.
Email	The project email address was publicised for the community to contact the project team with queries and to book phone consultations. The project email address is dubboprojects@transport.nsw.gov.au.

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Phase 1: Targeted First Nations consultation (May – July 2024)

To start the naming process, Transport worked closely with the local First Nations community to gather suggestions for appropriate Wiradjuri names for the bridge.

Transport held several meetings with a local working group composed of Wiradjuri elders and community leaders. These meetings provided a platform for in depth discussions about the cultural and historical importance of potential names. The working group played a key role in guiding the consultation process and ensuring that the names suggested were culturally appropriate and meaningful.

In line with Council's resolution, Transport also engaged with the wider First Nations community to seek other suggestions. This included a targeted communications campaign encouraging members of the local First Nations Community to have their say. Activities included distribution of the engagement collateral to key community hubs, attending events where this target audience would be reached and paid social media campaign with a curated video targeting the First Nation members of the community.

The below table outlines the engagement methods and communication tools utilised during the Phase 1 consultation.

Table 2. Phase 1 Communication and engagement methods

Tool/activity	Outcomes
Have Your Say Survey See Appendix 5.1.1	Online survey which was open for a total for 79 days , from 13 May – 31 July 2024: • 1,341 views • 1,106 visitors • 32 contributions • 32 surveys completed • 77 downloads • 2.8% engagement.
Wiradjuri name nomination form See Appendix 5.1.1	A Wiradjuri name nomination form was made available during the first phase of targeted consultation where we were seeking members of the First Nations community to suggest appropriate Wiradjuri names for the bridge. We received 40 hard copy nominations throughout this phase.
Targeted stakeholder meetings	Engagement through Local Networks (TAFE, AECG).
Distribution of collateral to key community hubs	Specific key community hubs were identified for the distribution of collateral to ensure effective engagement with the First Nations community. These hubs were chosen based on their significance and accessibility to the local First Nations population and included PCYC, schools and local health clinics.

Transport for NSW

New Dubbo Bridge-naming

Tool/activity	Outcomes
Community Update	The March 2024 update outlined that Transport for NSW would work closely with Dubbo Regional Council to name the bridge, and find a name that will reflect its location and cultural significance. Transport for NSW will lead the consultation process, starting with suggestions from the local Wiradjuri community. After gathering input, Transport will compile a report for Dubbo Regional Council, which will make the final naming decision. More details are available on the project website at nswroads.work/ndb. Copies were distributed to Council, The Hon Stephen Lawrence, MLC, Dugald Saunders, MP Dubbo, and The Hon Mark Coulton, Federal Member for Parkes. Hard copies were also available at face-to-face consultation sessions and provided to the library.
NAIDOC Day stall	The Transport Aboriginal Engagement team, supported by the Community and Customer Engagement team, attended the NAIDOC day stall on 8 July 2024 to promote the bridge naming consultation. 95 people engaged with us at the event.
Digital advertisement Facebook See Appendix 5.1	A social media campaign published on the Transport Facebook page was staggered over six weeks to promote the targeted consultation, with the First Nations community in Dubbo LGA geotargeted as the audience segment: Post 1: 13 to 19 May 2024 and Post 3: 25 to 31 July 2024. The posts were shared by Dubbo Regional Council, businesses in Dubbo and local community groups.
Video	We created a call-to-action video featuring Ike Gordon from our Transport Aboriginal Engagement team. The video reached 19,905 people and had an engagement of 412.

Following the close of the first phase of consultation, Transport met with a panel of local First Nations representatives to determine a shortlist of Wiradjuri names through a fair and transparent assessment process. This shortlist of Wiradjuri names was then used as part of the next phase of consultation – phase 2.

A list of the names nominated and how the panel assessed each nomination can be viewed in Appendix 5.2.

Transport for NSW

New Dubbo Bridge-naming

Phase 2: Wider community consultation (March – May 2025)

During this phase, the wider community was invited to provide suggestions for the bridge name, including the Wiradjuri names shortlisted by the local First Nations community. Suggestions other than First Nations names were also welcomed.

The consultation was promoted via a range of communication channels to target key stakeholder groups and individuals, as well as promoting the opportunity for the wider community to provide feedback via the online channels and street stalls in Dubbo.

Table 3. Phase 2 Communication and engagement methods

Tool/activity	Outcomes
Have Your Say Survey See Appendix 5.1.2	Online survey which was open for a total for 70 days, from 27 March 2025 – 4 May 2025: • 3,189 views • 2,709 visitors • 396 surveys completed • 58 downloads • 3.8% engagement rate.
Bridge naming feedback form hard copy See Appendix 5.1.2	A hard copy nomination form was made available during the wider community consultation where we invited feedback on the Aboriginal names suggested and/or provide other suggestions. We received a total of five hard copy nomination forms during this phase.
Targeted stakeholder meetings	We met with Council staff to gather input and feedback on the proposed names for the new Dubbo Bridge and to understand their perspectives on how the bridge naming could impact the local community and regional development.
Pop up street stalls	Council street stands were booked on Thursday 1 May and Friday 2 May, from 11am to 1pm at the Dubbo Rotunda. 90 community members attended.
Community update See Appendix 5.1.2	A total 55,000 community updates were distributed to all residents in the Dubbo Regional Council LGA and surrounds. The community update provided project information and invited community and stakeholder feedback to help inform the naming of the bridge. The nomination form replicated the online survey questions in a format that could be completed by hand and mailed back to the project team using the provided reply-paid address. Both the community update and nomination form were also accessible on the project portal at www.haveyoursay.nsw.gov.au/ndb and the project webpage at nswroads.work/ndb . Copies were distributed to Council, The Hon Stephen Lawrence, MLC, Dugald Saunders, MP Dubbo, and The Hon Mark Coulton, Federal Member for Parkes. Hard copies were also available at face-to-face consultation sessions and provided to the library.
Newspaper advertisement See Appendix 5.1.2	Newspaper advertisements were published advising the Have Your Say website consultation was open. Two advertisements in the Dubbo Liberal.
Targeted Social Media Post See Appendix 5.1.2	A social media campaign was published on the Transport Facebook page was staggered over six weeks to promote the targeted consultation, with the First Nations community in Dubbo LGA geotargeted as the audience segment: Post 1: 21 to 28 March 2025 and Post 2: 6 to 13 April 2025. The posts were shared by Council, businesses in Dubbo, and local community groups.

3. Submissions summary

Overall nominations across the consultation in 2024 and 2025:

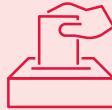
A total of **474** nominations were received between May – July 2024 and March – May 2025:

- **Phase 1** (May to July 2024):
34 name nominations
- **Phase 2** (March to May 2025):
440 submissions

Nominations can be viewed in Appendix 5.2.

**Total nominations received
between May – July 2024
and March – May 2025**

474



Have Your Say online engagement portal

- **Unique visitors:** A total of 2,723 unique visitors accessed at least one page.
- **Submissions:** 29 submissions were received in the first phase of consultation and 400 submissions were received in the second phase.

Hard copy nomination forms

- **Submissions:** A total of five hard copy submissions were received in the first phase and 40 hard copy submissions were received in the second phase.

**Total unique visitors
accessed at least
one page**

2,723



Transport for NSW

Phase 1: First Nations consultation summary (13 May to 31 July 2024)

During the First Nations consultation period, Transport received a total of 34 nominations. This phase was crucial in gathering valuable feedback and name suggestions from a diverse range of stakeholders, ensuring that the names considered reflect the cultural significance and preferences of the local First Nations community. A copy of the nomination records and the Wiradjuri Name nomination form are provided in Appendix 5.1.

Summary of phase 1 nominations

- Total Phase 1 nominations: 34
 - Online submissions: 29
 - Hard copy submissions: 5
- Unique name suggestions: 24
 - Wiradjuri names: 23
 - Non-Wiradjuri names: 1

First phase consultation:
Total online submissions
received

29



First phase consultation:
Total hard copy
submissions received

5



Assessment Process

A panel of local First Nations representatives conducted a fair and transparent assessment process to determine a shortlist of Wiradjuri names. The panel consisted of representatives from the local Aboriginal Working Party, experts in Aboriginal language, spelling and meanings, Council, Dubbo Historical Society and Transport.

The panel reviewed all suggested Wiradjuri names in Phase 1 and in agreement identified four shortlisted names as listed below:

Shortlisted Wiradjuri names

Name suggestion	Comment/Meaning
Aunty Pearl Gibbs	Aboriginal activist and leader who fought for Aboriginal rights for 50 years. She is remembered for her work with the Aborigines Progressive Association, her involvement in the 1938 Day of Mourning, and her community work in Dubbo, NSW.
Wambuul	Macquarie River
Bunglegumbie	One of the clans of Dubbo
Nguluway	Meeting each other

To review the full list of nominated names please refer to appendix 5.2

Transport for NSW

Signage concept designs

Below are signage concepts illustrating how the shortlisted Wiradjuri names would appear on Transport signage



Transport for NSW

New Dubbo Bridge-naming

Phase 2: Wider community consultation summary – 27 March – 4 May 2025

During this wider community consultation period, Transport for NSW received a total of 440 submissions. This phase aimed to gather broader community input and ensure that the final name choice reflects the preferences of the wider community. A copy of the submission records and the feedback form are provided in Appendix 5.1 and 5.2

Summary of submissions in phase 2

- **Total submissions received:** 440
 - **Online submissions:** 400
 - **Hard copy submissions:** 40

Voting preferences on shortlisted Wiradjuri names

As part of the wider community consultation, respondents were invited to provide their feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other name suggestions. The voting preferences were as follows:

Aunty Pearl Gibbs: 102 submissions	35%
Wambuul: 91 submissions	31%
Bunglegumbie: 67 submissions	23%
Nguluway: 34 submissions	11%

Second phase consultation:
Total hard copy
submissions received

40



Alternative bridge name suggestions

In addition to voting on the shortlisted Wiradjuri names, respondents had the option to suggest other bridge names.

- **Total alternative suggestions:** 213

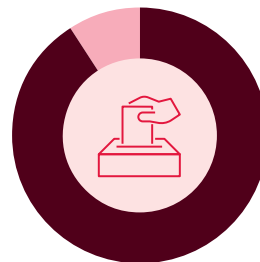
Key highlights from the alternative name suggestions include:

- James Samuels and variations (106 nominations, including a petition with 2,500 signatures and variations of the use of James Samuels)
- Frank Doolan, River Street Bridge, North Dubbo Bridge and more. A full list is provided in Appendix 5.2.
- 40 additional First Nations name suggestions as detailed in Appendix 5.2.

Assessment of additional First Nations names

Representatives from the local First Nations community assessed the appropriateness of any additional First Nations names suggested during this wider consultation. Refer to appendix 5.2

Phase 2 nominations received



Hard copy submissions **40**

Online submissions **400**

Total submissions received in phase 2

440



4. Next steps

- **Review by Council:** Transport will hand over this Community Consultation Report to Council for review. Council will recommend a bridge name to Transport based on the submissions. If Council wishes to recommend a non-Aboriginal name, both Council and Transport will need to regroup and assess the suggested name against the naming criteria.
- **Approval by Transport:** Transport will approve the name recommended by Council if it has community support, aligns with the NSW Geographical Names Board naming guidelines and complies with Transport's signage requirements.
- **Joint announcement:** The approved bridge name will be jointly announced by Transport and the Council when the bridge opens.

Additional information

- For any questions, community members can reach out to the project team at dubboprojects@transport.nsw.gov.au or call **1800 803 818**.
- **Privacy:** Transport for NSW is committed to protecting personal information in accordance with the *Privacy and Personal Information Protection Act 1998*.

5. Appendices

5.1 Collateral

5.1.1 Phase one

Fact Sheet

Transport for NSW

Fact Sheet – Bridge naming process

Newell Highway Upgrade – New Dubbo Bridge
March 2025

Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

The New Dubbo Bridge project is jointly funded by the Australian and NSW Governments. Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo community, is progressing plans to name the New Dubbo Bridge.

Naming major bridges provides a useful navigational reference for motorists and allows the community to recognise and celebrate cultural, historical and social connections in the region.

Transport and Council roles
Transport for NSW (Transport) and Dubbo Regional Council (Council) will have distinct roles in the bridge naming process:

- Transport will undertake community consultation and prepare a comprehensive consultation report for Council's consideration.
- Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.
- Transport will approve the name recommended by Council provided that it has community support, is consistent with the NSW Geographical Names Board naming guidelines, and complies with Transport's signage requirements.

Community consultation
At the Ordinary Council meeting held on Thursday 23 November 2023, Council resolved:

- That Council's preferred name for the new Dubbo Bridge shall be a First Nations name relevant to the location and/or function of the bridge such as a crossing place or a river.
- That this resolution of Council be the focus of the community consultation undertaken by Transport for NSW.

Transport will carry out the community consultation in two phases:

1. Asking members of the local First Nations community to suggest appropriate Wiradjuri names for the bridge to take forward for further consideration.
2. Inviting the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions.

Suggestions other than First Nations names can be provided during the wider community consultation (phase two). All suggestions should meet the naming criteria in the NSW Geographical Names Board (GNB) [Guidelines for the documentation of place names](#) (2018) fact sheet.

Transport will ask representatives from the local First Nations community to assess the appropriateness of any further First Nations names suggested during the wider community consultation.

All naming suggestions received and a summary of the feedback from the First Nations (phase one) and wider community (phase two) consultation including preferred names will be collated into the consultation report Transport prepares for Council's consideration.

It is Transport's position that Council, as elected representatives of the community they serve, is best placed to recommend a suitable name from the suggestions received during community consultation.

New Dubbo Bridge – Fact Sheet – Bridge naming process Page 1 of 2

Steps in naming the New Dubbo Bridge

- Step 1:** Transport for NSW will engage with the local First Nations community to seek suggestions of appropriate First Nations (Wiradjuri) names for the New Dubbo Bridge (phase one consultation).
- Step 2:** A panel of representatives from the local First Nations community will determine a shortlist of Wiradjuri names through a fair and transparent assessment process.
- Step 3:** Transport will invite the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions, which can include suggestions other than First Nations names (phase two consultation).
- Step 4:** Transport will ask representatives from the local First Nations community to assess any further First Nations names suggested during the wider community consultation.
- Step 5:** Transport will collate all bridge name suggestions and a summary of the feedback from the First Nations (phase one) and wider community (phase two) consultation including preferred names into a consultation report for Dubbo Regional Council's consideration.
- Step 6:** Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.
- Step 7:** Transport will approve the name recommended by Council provided that it has community support, is consistent with the NSW Geographical Names Board naming guidelines, and complies with Transport's signage requirements.
- Step 8:** The approved bridge name will be jointly announced.

Further information
Our Frequently Asked Questions (FAQs) document has further information about the bridge naming process. Please reach out to the project team if you have any questions that are not covered in the FAQs. The FAQs are available on our website at [newdubbo.workbooks](#).

Contact us

1800 803 818
dubboproject@transport.nsw.gov.au
[newdubbo.workbooks](#)
51-55 Conjurong Street
Perth NSW 2070

Interpreter service
We will keep you updated on the progress of the naming process for the New Dubbo Bridge through our community updates, newsletters and websites. We look forward to working collaboratively with Council and the community in naming this significant infrastructure asset in Dubbo.

Please: Transport for NSW ("Transport") is subject to the Privacy and Personal Information Protection Act 1998 (PPPI Act) which requires that we collect and store information provided to us in the PPPI Act. All information collected is the property of Transport for NSW and will be used for the purposes of the project. The information received, including names and addresses of respondents, may be published in independent documents online as a reference to the project. Transport for NSW does not collect or store information that is not relevant to the project. Transport for NSW will not release information collected to any third party without your consent. If you do not wish to provide your information, please do not contact Transport for NSW. You have the right to access and correct the information if you believe that it is incorrect.

New Dubbo Bridge – Fact Sheet – Bridge naming process Page 2 of 2

FAQs

Transport for NSW

FAQs – Bridge naming process

Newell Highway Upgrade – New Dubbo Bridge
July 2024

Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

The New Dubbo Bridge project is jointly funded by the Australian and NSW Governments. Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo community, will name the New Dubbo Bridge.

Naming major bridges provides a useful navigational reference for motorists and allows the community to recognise and celebrate cultural, historical and social connections in the region.

Please reach out to the project team by calling 1800 803 818 or emailing dubboproject@transport.nsw.gov.au if you have any questions about the bridge naming process that are not covered in this Frequently Asked Questions (FAQs) document.

What are Transport and Council's roles in the bridge naming process?
Transport for NSW (Transport) and Dubbo Regional Council (Council) will have distinct roles in the bridge naming process:

- Transport will undertake community consultation and prepare a comprehensive consultation report for Council's consideration.
- Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.
- Transport will approve the name recommended by Council provided that it has community support, is consistent with the NSW Geographical Names Board naming guidelines, and complies with Transport's signage requirements.

New Dubbo Bridge – FAQs – Bridge naming process Page 1 of 4

How will Transport undertake community consultation?
Transport will carry out the community consultation in two phases:

1. Asking members of the local First Nations community to suggest appropriate Wiradjuri names for the bridge to take forward for further consideration.
2. Inviting the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions.

Phase one: First Nations consultation
In keeping with Council's resolution, Transport will firstly engage with the local First Nations community to seek suggestions of appropriate First Nations (Wiradjuri) names for the New Dubbo Bridge.

Transport will collate all the suggestions received during the First Nations consultation and then a panel of representatives from the local First Nations community will determine a shortlist of Wiradjuri names through a fair and transparent assessment process. This process will be overseen by a facilitator appointed by Transport.

Phase two: Wider community consultation
In phase two, Transport will invite the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions.

Suggestions other than First Nations names can be provided during the wider community consultation (phase two). All suggestions should meet the naming criteria in the GNB [Guidelines for the documentation of place names](#) (2018) fact sheet.

Transport will ask representatives from the local First Nations community to assess the appropriateness of any further First Nations names suggested during the wider community consultation.

All naming suggestions received and a summary of the feedback from the First Nations (phase one) and wider community (phase two) consultation including preferred names will be collated into the consultation report Transport prepares for Council's consideration.

New Dubbo Bridge – FAQs – Bridge naming process Page 2 of 4

Transport for NSW

Wiradjuri name nomination form

**Newell Highway Upgrade –
New Dubbo Bridge**

July 2024

Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of this land on which we work and asks respect for Elders and the Elders of the future.

Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo Community, is seeking nominations for the new Wiradjuri name for the bridge to be raised for further consideration on 23 September 2024.

How to nominate a name

You can use the QR code to complete this form and upload it to the online submission portal or download the form to complete and email to transport.nsw.gov.au/wiradjuri-bridge

You can also complete the form from the dubbo@transport.nsw.gov.au email or go to it as using the reply paid address provided.

What happens next?

After the phase of consultation closes, the Transport for NSW (TfNSW) will collate all the suggestions for the new name of representatives from the local First Nations community will determine the name for the bridge to be raised for further and transparent assessment. This process will take approximately 12 weeks.

We will then invite the Dubbo Community to vote on the shortlisted Wiradjuri names and we will make the other suggestions, which are not included in the shortlist. Then First Nations names (Ijumba be consultants).

Wiradjuri name nomination form

Transport for NSW
Australian Government
BUILDING AUSTRALIA
NSW
Government

Keep in mind

- The Council's preferred name for the new Dubbo bridge is **Wiradjuri**. This name is relevant to the location and history of the bridge such as a crossing point on the 23rd Meridian and the Wiradjuri Council's role in the Dubbo Regional Council's Ordinary Council meeting held on 23 September 2024.
- Names should be easy to pronounce, spell and write, and should not be controversial (including the term 'bridge' to 25 characters).
- Names should not be used in any other way where it is accepted that a traditional name or use of space in the name may be lost, will over time, become more familiar and be used in a different way.
- All suggestions should meet the naming criteria for the new bridge.
- Names should be submitted to the **Wiradjuri Bridge Online (Link)** <https://www.transport.nsw.gov.au/wiradjuri-bridge> for the submission period.
- Discretionary or derogatory names are not acceptable.

We will ask representatives from the local First Nations community to assess the appropriateness of the shortlist First Nations names suggested during the wider community consultation.

Our Frequently Asked Questions (FAQs) document contains more information about the bridge naming process. Please reach out to the project team if you have any questions that are not covered in the FAQs. The FAQs are available on our website at www.transport.nsw.gov.au/wiradjuri-bridge

New Dubbo Bridge – Wiradjuri name nomination form

Page 1 of 1

Do you have a great idea for a Winaduri name for the New Dubbo Bridge?

Please share with us your bridge name suggestion (in language and in English) and the reason behind your idea. You might have a story, cultural teaching or picture to share on why you'd like your idea used.

- Your bridge name suggestion (in Winaduri):**
- What your name suggestion means (in English):**
- Why do you think the bridge should be named this? You can share a drawing or picture to explain your bridge name suggestion if you'd like.**

[illegible]

To mail this nomination form, fold along the dotted line and seal with clear tape. Mail your completed form by air stamp required to the address below.

Fold here first

Sealing address:
Sealing date:
Sealing time (UTC):

Sealing address:
Sealing date:
Sealing time (UTC):





Participant ID: **NAME**
New Dublin Bridge
Winning nomination
Party: **Peet 21072**
PROPOSED: **NSDF 2070**

Fold here's second

New Dublin Bridge - Win/lost/air nomination form

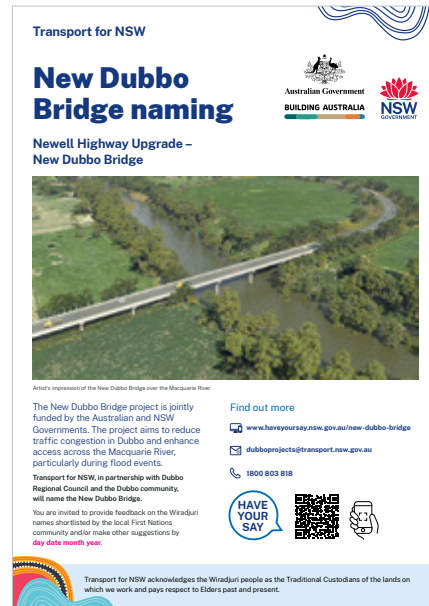
Page 6 of 6

INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE
Page 169

Transport for NSW

New Dubbo Bridge-naming

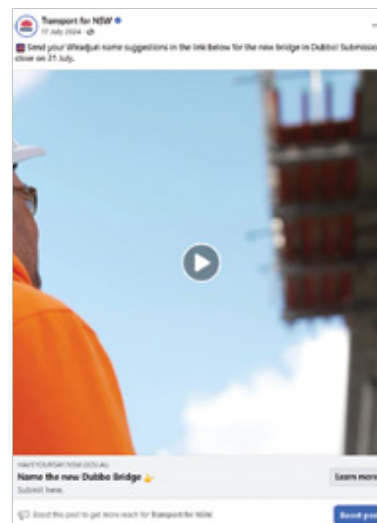
Poster



Video

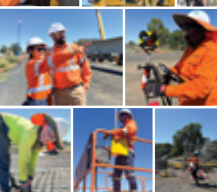


Social posts



A spotlight on our people

Global infrastructure projects are complex and require a workforce of around 600 people with different skills, experience and expertise from around the world. The project brings together 27 local businesses and 40 global businesses from major construction, electrical, and civil sectors as key partners for us. In the project, we engage through collaboration.



Through our experienced and talented in-house talent operations, development officers, engineers, accountants and safety teams, we can offer an important role in getting the job done. We are offering local employment and local business networks and will continue to be making Dublin a better place to live and work.

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Page 12 of 18 [Viewed 10/10/2016 10:00:00 AM](#) [Downloaded by Dublin City Council](#)

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Transport for NSW

Have Your Say survey

www.haveyoursay.nsw.gov.au/new-dubbo-bridge

New Dubbo Bridge-naming

 July 21, 2025

Do you have a great idea for a Wiradjuri name for the new Dubbo Bridge?

This consultation has closed. Thank you for your contribution.

Please share with us your bridge name suggestion (in language and in English) and the reason behind your idea. You might have a story, cultural teaching or picture to share on why you'd like your idea used.

Keep in mind:

- That Council's preferred name for the new Dubbo Bridge shall be a First Nations name relevant to the location and/or function of the bridge such as a crossing place on a river. (Dubbo Regional Council resolution at the Ordinary Council meeting held on Thursday 23 November 2023).
- Names should be easy to pronounce, spell and write, and should not exceed three words (including the term 'bridge') or 25 characters. An exception to this is in the use of Aboriginal names when it is accepted that a traditional name may at first appear to be complex but will, over time, become more familiar and accepted by the community.
- All suggestions should meet the naming criteria in the NSW Geographical Names Board (GNB) [Guidelines for the determination of place names](#) (2018) fact sheet.
- Discriminatory or derogatory names are not acceptable.

01. Your bridge name suggestion (in Wiradjuri):

02. What your name suggestion means (in English):

03. Why do you think the bridge should be named this?

Do you have a great idea for a Wiradjuri name for the new Dubbo Bridge? Page 1 of 3

 July 21, 2025

04. You can share a drawing or picture to explain your bridge name suggestion if you'd like.

Attach and submit documents with this form - You can provide a maximum of 3 documents

05. Is there any other feedback about the naming of the New Dubbo Bridge that you would like to provide?

06. Name: *Required*

07. Email address: *Required*

08. Address (optional)

09. Phone number (optional):

10. I am a member of the First Nations community residing in the Dubbo local government area. *Required*

Select one answer only

☐ Yes

☐ No

11. Would you like to be added to our eNewsletter list to receive project updates?

Do you have a great idea for a Wiradjuri name for the new Dubbo Bridge? Page 2 of 3

 July 21, 2025

Select one answer only

☐ Yes - I understand my details will be held only for the purposes of providing information on this project

☐ No

Do you have a great idea for a Wiradjuri name for the new Dubbo Bridge? Page 3 of 3

Transport
for NSW

Media releases

New Dubbo Bridge-naming



OFFICIAL

Transport for NSW

New Dubbo Bridge-naming

Media article

AUTHOR: Orlander Running SECTION: GENERAL NEWS ARTICLE TYPE: NEWS ITEM AUDIENCE: 5,000
PAGE: 2 PRINTED SIZE: 426.00cm² REGION: NSW MARKET: Australia ASR: AUD 2.264 WORDS: 307
ITEM ID: 207026666

14 NOV 2024
New River Street bridge name to celebrate cultural connections
Daily Liberal, Dubbo

Page 1 of 2

New River Street bridge name to celebrate cultural connections

CONSTRUCTION

Orlander Running

A WIRADJERI name will be chosen for the River Street bridge in consultation with the Indigenous community. Construction is currently under way on the River Street bridge, officially known as the New Dubbo Bridge. But Transport for NSW and Dubbo Regional Council want the \$202 million piece of infrastructure to have a name that reflects the city's culture and history.

In November, the council resolved it needed a First Nations name to name that was relevant to the location and/or function of the bridge such as a crossing place on a river.

Transport for NSW regional director Steve Elliott said the naming process, Transport would work closely with the local First Nations community to gather suggestions for appropriate Wiradjuri names for the bridge.

A panel of First Nations representatives will then determine a shortlist of names, and that shortlist will be taken to the Dubbo community for consideration, feedback and other suggestions.

The final name from that shortlist will then be determined by the council.

Mr Lunn said naming a key piece of infrastructure such as the New Dubbo Bridge provided a once-in-a-generation opportunity to honor an unforgettable legacy on Dubbo and surrounds.

"The opportunity to name a new bridge such as this not only provides a useful navigational reference for motorists but also allows the community to recognise and celebrate cultural, historical and social connections in the region," he said.

Dubbo mayor Matthew Decker said a suitable and appropriate name was out there and he was personally looking forward to hearing what ideas the community came up with for naming the bridge.

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AUTHOR: Orlander Running SECTION: GENERAL NEWS ARTICLE TYPE: NEWS ITEM AUDIENCE: 5,000
PAGE: 2 PRINTED SIZE: 426.00cm² REGION: NSW MARKET: Australia ASR: AUD 2.264 WORDS: 307
ITEM ID: 207026666

14 NOV 2024
New River Street bridge name to celebrate cultural connections
Daily Liberal, Dubbo

Page 2 of 2



Audrey Hurrell, Steve Abeyaratne, senior project manager Steve Knight and Dubbo MP David Samuels, with Transport for NSW's Steve Lunn and senior project manager Craig Williams at the start of the project's construction Phase 1a. Photo by Belinda Spence

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Naidoc Day event 2024



Transport for NSW

5.1.2 Phase two

Fact Sheet

Transport for NSW

Fact Sheet – Bridge naming process

Newell Highway Upgrade – New Dubbo Bridge

March 2025

Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

The New Dubbo Bridge project is jointly funded by the Australian and NSW Governments. Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo community, is progressing plans to name the New Dubbo Bridge. Naming major bridges provides a useful navigational reference for motorists and allows the community to recognise and celebrate cultural, historical and social connections in the region.

Transport and Council roles

Transport for NSW (Transport) and Dubbo Regional Council (Council) will have distinct roles in the bridge naming process:

- Transport will undertake community consultation and prepare a comprehensive consultation report for Council's consideration.
- Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.
- Transport will approve the name recommended by Council provided that it has community support, is consistent with the NSW Geographical Names Board naming guidelines, and complies with Transport's signage requirements.

Community consultation

At the Ordinary Council meeting held on Thursday 23 November 2023, Council resolved:

- That Council's preferred name for the new Dubbo Bridge shall be a First Nations name relevant to the location and/or function of the bridge such as a crossing place or a river.
- That this resolution of Council be the focus of the community consultation undertaken by Transport for NSW.

It is Transport's position that Council, as elected representatives of the community, this year, is best placed to recommend a suitable name from the suggestions received during community consultation.

Transport will ask representatives from the local First Nations community to assist the appropriateness of any further First Nations names suggested during the wider community consultation.

All naming suggestions received and a summary of the feedback from the First Nations (phase one) and wider community (phase two) consultation including preferred names will be collated into the consultation report. Transport prepares for Council's consideration.

New Dubbo Bridge - Fact Sheet - Bridge naming process Page 1 of 2

Steps in naming the New Dubbo Bridge

Step 1: Transport for NSW will engage with the local First Nations community to seek suggestions of appropriate First Nations (Wiradjuri) names for the New Dubbo Bridge (phase one consultation).

Step 2: A panel of representatives from the local First Nations community will determine a shortlist of Wiradjuri names through a fair and transparent assessment process.

Step 3: Transport will invite the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions, which can include suggestions other than First Nations names (phase two consultation).

Step 4: Transport will ask representatives from the local First Nations community to assess any further First Nations names suggested during the wider community consultation.

Step 5: Transport will collate all bridge name suggestions and a summary of the feedback from the First Nations (phase one) and wider community (phase two) consultation including preferred names into a consultation report for Dubbo Regional Council's consideration.

Step 6: Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.

Step 7: Transport will approve the name recommended by Council provided that it has community support, is consistent with the NSW Geographical Names Board naming guidelines, and complies with Transport's signage requirements.

Step 8: The approved bridge name will be jointly announced.

Further information

Our Frequently Asked Questions (FAQs) document has further information about the bridge naming process. Please reach out to the project team if you have any questions that are not covered in the FAQs. The FAQs are available on our website at newroads.work.nsw.gov.au

Contact us

1800 803 818
dubbo@nsw.gov.au
 25-55 Cunningham Street
 Dubbo NSW 2830

Interpretation service

We will keep you updated on the progress of the naming process for the New Dubbo Bridge through our community updates, newsletters and website. We look forward to working collaboratively with Council and the community in naming this significant infrastructure asset in Dubbo.

Please Transport for NSW is subject to the Privacy and Personal Information Protection Act 1998 (PIPPI) Act, which requires that we collect and store information from individuals and use it in accordance with the PIPPI Act. The information we collect is used to provide you with information about the bridge naming process and to provide you with information about the bridge naming process. We will not use your information for any other purpose without your consent. For more information, please visit our website at www.transport.nsw.gov.au/privacy

New Dubbo Bridge - Fact Sheet - Bridge naming process Page 2 of 2

FAQs

Transport for NSW

FAQs – Bridge naming process

Newell Highway Upgrade – New Dubbo Bridge

March 2025

Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

What are Transport and Council's roles in the bridge naming process?

Transport for NSW (Transport) and Dubbo Regional Council (Council) will have distinct roles in the bridge naming process:

- Transport will undertake community consultation and prepare a comprehensive consultation report for Council's consideration.
- Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.
- Transport will approve the name recommended by Council provided that it has community support, is consistent with the NSW Geographical Names Board naming guidelines, and complies with Transport's signage requirements.

Is a First Nations name preferred for the bridge?

At the Ordinary Council meeting held on Thursday 23 November 2023, Council resolved:

- That Council's preferred name for the new Dubbo Bridge shall be a First Nations name relevant to the location and/or function of the bridge such as a crossing place or a river.
- That this resolution of Council be the focus of the community consultation undertaken by Transport for NSW.

In bridge naming, Transport is guided by the NSW Geographical Names Board (GNB) <https://www.gnb.nsw.gov.au/>. This policy encourages the use of Aboriginal names for new bridges.

Transport supports Council's resolution in preferring a First Nations name to recognise the significance of First Nations heritage in Dubbo and surrounds and to celebrate the considerable First Nations participation in the New Dubbo Bridge project.

New Dubbo Bridge - FAQs - Bridge naming process Page 1 of 4

How will Transport undertake community consultation?

Transport will carry out the community consultation in two phases:

- Asking members of the local First Nations community to suggest appropriate Wiradjuri names for the bridge to take forward for further consideration.
- Inviting the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions.

First Nations consultation completed July - December 2024

In keeping with Council's resolution, Transport engaged with the local First Nations community to seek suggestions of appropriate First Nations (Wiradjuri) names for the New Dubbo Bridge. A panel of representatives from the local First Nations community reviewed the Wiradjuri names and shortlisted them through a fair and transparent assessment process.

Phase two: Wider community consultation

In March 2025, Transport will invite the wider community to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions. Suggestions other than First Nations names can be provided during the wider community consultation (phase two). All suggestions should meet the naming criteria in the GNB <https://www.gnb.nsw.gov.au/> [Guidelines for the determination of place names](https://www.gnb.nsw.gov.au/faq) (GNB Fact sheet).

Transport will ask representatives from the local First Nations community to assess the appropriateness of any further First Nations names suggested during the wider community consultation.

All naming suggestions received and a summary of the feedback from the First Nations (phase one) and wider community (phase two) consultation including preferred names will be collated into the consultation report. Transport prepares for Council's consideration.

New Dubbo Bridge - FAQs - Bridge naming process Page 2 of 4

Transport
for NSW

New Dubbo Bridge-naming

Poster

Transport for NSW

New Dubbo Bridge naming

Newell Highway Upgrade – New Dubbo Bridge



Artist's impression of the New Dubbo Bridge over the Macquarie River

The New Dubbo Bridge project is jointly funded by the Australian and NSW Governments. The project aims to reduce traffic congestion in Dubbo and enhance access across the Macquarie River, particularly during flood events.

Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo community, is progressing plans to name the New Dubbo Bridge. You are invited to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions by **Sunday 4 May 2025**.

Find out more

- www.haveyoursay.nsw.gov.au/new-dubbo-bridge
- dubboprojects@transport.nsw.gov.au
- 1800 803 818




Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

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NSW
GOVERNMENT

Quarter page ad

Transport for NSW

New Dubbo Bridge naming

Newell Highway Upgrade – New Dubbo Bridge

Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo community, is progressing plans to name the New Dubbo Bridge.

You are invited to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions by **Sunday 4 May 2025**.

Find out more

- www.haveyoursay.nsw.gov.au/new-dubbo-bridge
- dubboprojects@transport.nsw.gov.au
- 1800 803 818




HAVE YOUR SAY

Australian Government
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Half page ad

Transport for NSW

New Dubbo Bridge naming

Newell Highway Upgrade – New Dubbo Bridge

Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo community, is progressing plans to name the New Dubbo Bridge.

You are invited to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions by **Sunday 4 May 2025**.

Find out more

- www.haveyoursay.nsw.gov.au/new-dubbo-bridge
- dubboprojects@transport.nsw.gov.au
- 1800 803 818




HAVE YOUR SAY

Australian Government
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Transport for NSW

Feedback form

Transport for NSW

Bridge naming feedback form

Newell Highway Upgrade – New Dubbo Bridge
March 2020

Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

Transport for NSW, in partnership with Dubbo Regional Council and the Dubbo community, is progressing plans to name the New Dubbo Bridge.

We are inviting residents in the Dubbo local government area to provide feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions by **Monday 4 May 2020**.

How to provide feedback

You can scan the QR code to complete this form and upload an attachment on our online engagement portal at www.newroads.nsw.gov.au/new-dubbo-bridge

If you prefer, you can email the form to bridge@transportfornewsw.com.au or post it to us using the reply paid details provided.

What happens next?

Transport for NSW (Transport) will ask representatives from the local First Nations community to assess the appropriateness of any further First Nations names suggested during the wider community consultation.

All naming suggestions received and a summary of the feedback from the First Nations and wider community consultation including preferred names will be collated into the consultation report Transport prepares for Dubbo Regional Council's consideration.

Keep in mind:

- That Council's preferred name for the new Dubbo Bridge shall be a First Nations name relevant to the location and/or function of the bridge such as a crossing place or a river. Dubbo Regional Council is requesting names that:
- Names should be easy to pronounce, spell and write, and should not exceed three words (including the term 'bridge') or 25 characters. An exception to this is the use of Aboriginal names when it is accepted that a traditional name may at first appear to be complex but will, over time, become more familiar and accepted by the community.
- All suggestions should meet the naming criteria in the NSW Geographic Names Board (GNB) [guidelines for the determination of place names](#) (2018) text sheet.
- Discriminatory or derogatory names are not acceptable.

Dubbo Regional Council will review the consultation report, endorse a proposed name for the bridge, and then recommend that bridge name to Transport.

Our Frequently Asked Questions (FAQs) document has more information about the bridge naming process. Feedback from the project team if you have any questions that are not covered in the FAQs. The FAQs are available on our website at newroads.works/nbs

New Dubbo Bridge - Bridge naming feedback form Page 2 of 4

Please provide your feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions.

The following 4 Wiradjuri names have been shortlisted by the local First Nations community. Please tick to indicate your preferred name.

☐ **Warradood** (Meaning: Macquarie River.)

☐ **Ngarradood** (Meaning: Meeting each other.)

☐ **Bungahungahin** (Meaning: One of the eight clans of Dubbo.)

☐ **Aangy Punt Gidjil** (Meaning: Aboriginal activist and leader who fought for Aboriginal rights for 50 years. She is remembered for her work with the Aboriginal Progressive Association, her involvement in the 1938 Day of Mourning, and her community work in Dubbo, NSW.)

Do you have another bridge name suggestion? If you please complete the following fields. Or if no, skip to questions over the page to finalise your preference nomination.

Your bridge name suggestion (no more than 25 characters including the term bridge):

Why do you think the bridge should be named this?

New Dubbo Bridge - Bridge naming feedback form Page 2 of 4

Is there any other feedback about the naming of the New Dubbo Bridge that you would like to provide?

Name

Email address (optional)

Address (optional)

Phone number (optional)

Are you a member of the First Nations community residing in the Dubbo local government area?

☐ Yes

☐ No

Would you like to be added to our newsletter list to receive project updates?

☐ Yes - I understand my details will be held only for the purposes of providing information on this project

☐ No

Contact us

1800 803 818
bridge@transportfornewsw.com.au

newroads.works/nbs

51-55 Cunningham Street
Dubbo NSW 2870

Interpreter service

For suggestions other than English call 131 488
Phone: 08 9422 1100, 08 9422 1101, 08 9422 1102
(Land) 08 9422 1103, 08 9422 1104, 08 9422 1105
(Toll) 131 488
The interpreter telephone service is available 24 hours
and is subject to availability. It is not available
during the following times: 10:00 am to 10:00 pm
on Wednesdays and 10:00 am to 10:00 pm on
Thursdays. It is not available on public holidays.
If you wish to access, extend or reserve the personal information we have
collected, you can email bridge@transportfornewsw.com.au

New Dubbo Bridge - Bridge naming feedback form Page 2 of 4

To mail this nomination form, fold along the dotted line and seal with clear tape. Mail your completed form (no stamp required) to the address below.

Fold here first

Delivery Address
Postcode 2870

Postcode 2870

Transport for NSW
New Dubbo Bridge
Naming Feedback Form
Reply Paid 22217
PO BOX 2870, DUBBO NSW 2870

Fold here second

New Dubbo Bridge - Bridge naming feedback form Page 4 of 4

New Dubbo Bridge-naming

OFFICIAL

Transport for NSW

Social posts



New Dubbo Bridge-naming

30

OFFICIAL

Transport
for NSW

Community update

Transport for NSW
Newell Highway Upgrade – New Dubbo Bridge

Community Update
March 2025



Help us see this new piece of infrastructure – details inside.

The \$263.2 million New Dubbo Bridge project, jointly funded by the Australian and NSW Governments, is well underway.

The New Dubbo Bridge will ease traffic congestion and provide a safer route through the region, connecting the New South Wales and Victorian road networks. The bridge will be a major landmark in the Dubbo region, and its construction is a testament to the partnership between the Australian and NSW Governments.

The New Dubbo Bridge project is progressing well, with the bridge deck now in place. The bridge will be a major landmark in the Dubbo region, and its construction is a testament to the partnership between the Australian and NSW Governments.

Bridge naming feedback can be provided until **Sunday 4 May 2025**. Head to [newdubbo.com.au](#) for more information.

Transport for NSW acknowledges the Wiradjuri people as the Traditional Custodians of the lands on which we work and pay respect to Elders past and present.

Construction progress

The project continues to make steady progress, with the bridge deck now in place. The bridge will be a major landmark in the Dubbo region, and its construction is a testament to the partnership between the Australian and NSW Governments.

Progress update

Piling complete: All 100 piles have been installed, and the bridge deck is now in place.

Concrete Deck Pours: The first concrete pour for the bridge deck was completed on 10 March 2025.

Bridge naming feedback: The community can provide feedback on the bridge name until Sunday 4 May 2025.

What are we doing next?

Designing the bridge structure, including the bridge deck and the bridge piers.

Upcoming work

Completing the bridge deck and the bridge piers, and the bridge structure.

Thank you

We are grateful for the support and patience of the community during the construction of this important piece of infrastructure.

Improved safety for all road users

Thank you for your support and patience during this work

Help name the new bridge

The New Dubbo Bridge naming process is now in the second phase of consultation.

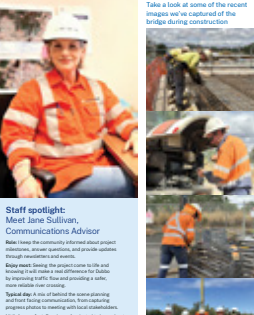
The community is invited to provide feedback on the bridge name, and the bridge structure, and the bridge piers.

Next steps in naming the New Dubbo Bridge

The community can now provide feedback on the bridge name, and the bridge structure, and the bridge piers.

Staff spotlight: Meet Jane Sullivan, Communications Advisor.

Take a look at some of the recent images we've captured of the bridge during construction



Staff spotlight: Meet Jane Sullivan, Communications Advisor.

Fast facts as of March 2025

2,200 metres of concrete pipes installed	86,000 tonnes of completed earthworks	1,400 m³ of concrete for the deck
995 tonnes of rebar installed	89 bridge piles installed	105 girders installed
25,880 tonnes of rebar received	500 metres of concrete parapet	515,876 hours of work

Contact us

1800 800 800
asktransport@transport.nsw.gov.au

1800 800 800
asktransport@transport.nsw.gov.au

1800 800 800
asktransport@transport.nsw.gov.au

Transport for NSW

Have Your Say survey www.haveyoursay.nsw.gov.au/new-dubbo-bridge

New Dubbo Bridge-naming

 July 21, 2025

Complete a survey

This consultation is now closed. Thank you for your contributions.

Please provide your feedback on the Wiradjuri names shortlisted by the local First Nations community and/or make other suggestions.

01. The following 4 Wiradjuri names have been shortlisted by the local First Nations community. Please tick to indicate your preferred name.

Select one answer only

☐ Wambuu I Meaning: Macquarie River

☐ Nguluway I Meaning: Meeting each other

☐ Bunglegumbe I Meaning: One of the eight clans of Dubbo

☐ Aunty Pearl Gibbs I Meaning: Aboriginal activist and leader who fought for Aboriginal rights for 50 years. She is remembered for her work with the Aborigines Progressive Association, her involvement in the 1938 Day of Mourning, and her community work

02. Do you have another bridge name suggestion? (no more than 25 characters including the term bridge)

Maximum of 25 characters

03. Why do you think the bridge should be named this?

04. Is there any other feedback about the naming of the New Dubbo Bridge that you would like to provide?

Complete a survey Page 1 of 3

 July 21, 2025

05. Name *Required*

06. Email address *Required*

07. Phone number *Required*

08. Are you a member of the First Nations community residing in the Dubbo local government area?

Select one answer only

☐ Yes

☐ No

09. Would you like to be added to our eNewsletter list to receive project updates?

Select one answer only

☐ Yes – I understand my details will be held only for the purposes of providing information on this project

☐ No

10. Was it easy to give your feedback today?

Select one answer only

☐ Yes

☐ No

11. Survey experience *Required*

Complete a survey Page 2 of 3

 July 21, 2025

Skip this question if

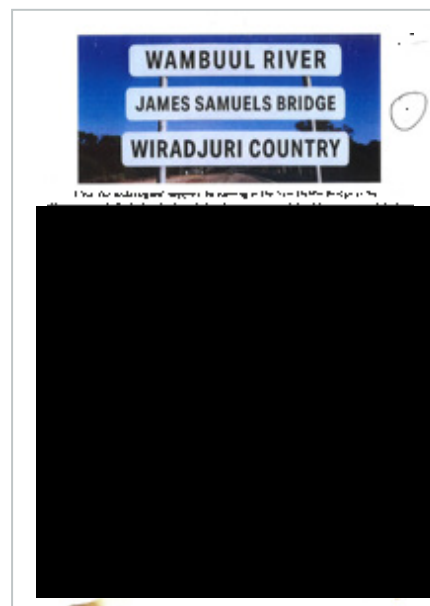
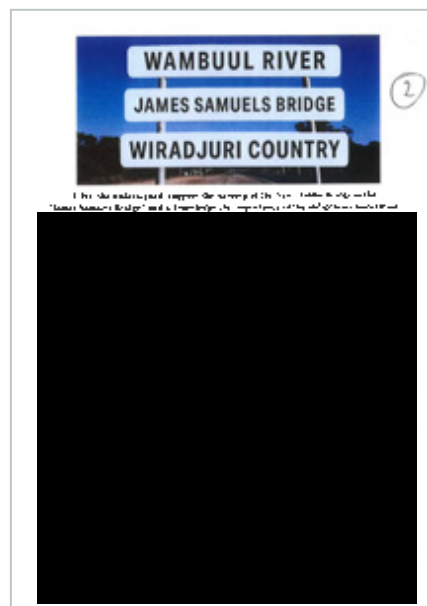
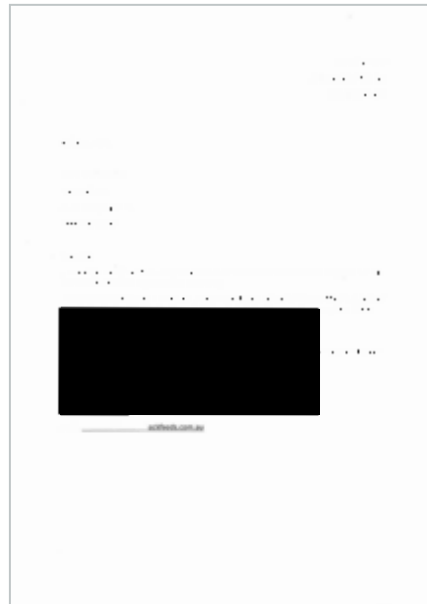
- your answer to question Was it easy to give your feedback today? is not "No"

How can we improve your survey experience?

Complete a survey Page 3 of 3

Transport
for NSW

Petition



New Dubbo Bridge-naming

Transport
for NSW

Media releases



Media articles



New Dubbo Bridge inches closer to reality

Cora Batow

RESIDENTS can expect to see some big changes to the New Dubbo Bridge over the next couple of weeks.

A Transport for NSW spokesperson said they will be completing the girder installation work and will continue pouring concrete to form the bridge deck.

"Crews will also be placing asphalt on the new road embankment," they said.

Current ongoing work at the site includes electrical relocations, construction of road embankment, drainage and bridge construction work.

"Over the coming months, work to install parapets, and traffic railings will be carried out," they said. "Work on the New Dubbo Bridge is progressing well and is on track for completion by late 2026."

The bridge - which hasn't been without controversy - is being built north of Dubbo's CBD and will form part of a re-routed Newell Highway.

When complete, it will span 660 metres and connect to River Street at its inter-

section with Bourke Street, which will also be upgraded.

The NSW Government promises the bridge will ease traffic congestion in Dubbo and enhance access across the Macquarie River during flood events.

"One of the key features is the east-west connectivity... As Dubbo residents know, when the Emile Serisier bridge is closed the city rises to a halt," Transport for NSW Regional Director West Alistair Lunn said.

"And that's both not great for the community but it's also a risk for people who need emergency services to get across town or need to get to vital appointments."

"We're also bypassing 12 intersections on Erskine and Bourke Street with local roads. So that makes a big difference from a safety point of view and removes a lot of that heavy freight traffic from that Erskine Street area near the bowling club."

Work on the bridge started in March 2022 and has gotten

many local schools involved with the design.

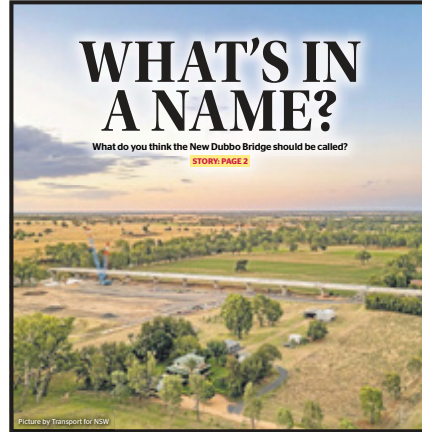
About 20 students from five Dubbo schools had the opportunity to leave handprints on the huge stormwater pipes being installed as part of the project. Mr Lunn said the painting session was the first of many and a celebration of Aboriginal culture.

"We see this as a really good way of getting school children really engaged in a major piece of infrastructure that we're building here in Dubbo," he said. "To recognise the heritage of our First Nations people in Dubbo, the kids used Aboriginal point colours of red, yellow and black to imprint handprints on the outside of the pipe creating a colourful mural."

A Wiradjuri name will be chosen for the \$302 million piece of infrastructure, in consultation with the Indigenous community. Transport for NSW and Dubbo Regional Council want it to have a name that reflects the city's culture and history.

Transport for NSW

Media articles



Picture by Transport for NSW

What should new bridge be called?

One vision

AS CONSTRUCTION of the New Dubbo Bridge enters the home stretch, residents are being asked: what do you think it should be called?

Transport for NSW and the Dubbo Regional Council resolved that an ideal name might have Wiradjuri language origins after consulting local First Nations communities last July.

After further discussion with an Indigenous panel, it was determined that a shortlist of names was:

1. Wamboul, "Macquarie River"
2. Ngulaway, "meeting each other"
3. Bunglegumbie, one of the clans of Dubbo
4. Aunty Pearl Gibbs, a First Nations activist

and leader who fought for Indigenous rights for 50 years, including with community work in Dubbo. Residents are being polled on this shortlist, and are also invited to provide their suggestions that demonstrate a connection to the location, including those names not Indigenous in origin.

Polling and alternative suggestions will be considered after the May 4 deadline. The last of the 120 pre-stressed concrete girders was craned onto the structure recently. Officials have confirmed that the \$20m, 660-metre bridge will open come 2026.



Picture by Transport for NSW

07:30 Local News at 07:31 a.m.

2DU, 28 Mar 2025 07:31, R00119844234

[Download](#)

Meat and Seafood Centre, stocking fresh meats, vegetables and sauces daily. cheque out the range at Dubbo Meat Centre or drop into 55 Wheelers Lane, Dubbo.

Good morning, I'm Michael Thurlow. Dubbo locals have until May 4th to show their support for one of four shortlisted Wiradjuri names, or an alternative for the **new Dubbo Bridge**. The four shortlisted names include Wamboul, which means Macquarie River and Gallaway or meeting each other. The other two options are Bungie Gumby after one of the Dubbo clans, and aunty Pearl Gibbs, which recognises the prominent Aboriginal activist of the same name.



A HILTON FOR MOGGIES AND DOGGIES AS NEW ANIMAL SHELTER OPENS

REGIONAL COUNCIL UPDATE
By DAVID DIXON

STATE-OF-THE-ART facilities will now better serve our lost, abandoned, and impounded pets after recent opening of the new Dubbo Regional Animal Shelter.

Following 10 months of painstaking construction, the moggie and pooch home-away-from-home features 100 dog pens - including isolation and dangerous dog areas - as well as enclosures for 50 cats.

The shelter has been built to safely contain and control transmissible diseases, Dubbo Mayor Councillor Josh Black said.

"It's one thing to see this shelter in its design phase, but to be standing next to the fully-realised building is something else," our excited local leader said. "It is an incredibly impressive piece of infrastructure and is really class-leading in terms of NSW animal facilities."

A community open day will also be held for the public on Saturday, May 17, from 10am-2pm.

Indigenous-only names - or alternative - for new bridge

A HIGH-PROFILE petition from a well-known local family is seeking to overturn recent history where almost all new government infrastructure, seems to be the recipient of Indigenous names.

With a major milestone reached on Dubbo's biggest project, with the final bridge girder craned into place for the new Macquarie River crossing, what to call it is again in focus with the community offered four shortlisted Wiradjuri names. For the record, names selected by a panel of local First Nations representatives, were:

- Wamboul, "Macquarie River"
- Ngulaway, meaning "meeting each other"
- Bunglegumbie, one of the clans of Dubbo
- Aunty Pearl Gibbs, an Aboriginal activist and leader.

However, the recently-finished community consultation also offered locals the opportunity to "suggest an alternative bridge name that demonstrates a connection to the location, but is not necessarily Aboriginal in origin".

The petition and recent news stories, have urged locals to support another option, naming the \$20.2 million structure after local philanthropist, founder of the local Agricultural Society, and the individual who was also central to bringing tap water and gas power to Dubbo, local pioneer James Samuels.

"Transport for NSW last year started the process of finding a name that celebrates the city's culture and history and is working closely with Dubbo Regional Council, which will have the final say on the bridge name," Transport for NSW Acting Director (West) Katrina Dwyer said.

All bridge name suggestions will be provided to Dubbo Regional Council for consideration.

Bring out your rubbish! Garbage pick-up trial extended

COUNCIL is extending the trial of the pre-booked bulky rubbish collection service until the end of June next year. This follows a decision at the April Ordinary Council meeting to give the pilot scheme another year.

"The pre-booked bulky rubbish collection service provides residents with the flexibility to book the service throughout the year," Mayor Cr Josh Black said.

"During the trial, the pre-booked service has been relatively well utilized and positively received by residents who used the service."

The extension of the service would allow council to be able to collect and compare the data from the service year on year," he concluded.

Transport for NSW

Dubbo Street Stall April 2025



Dubbo Street Stall May 2025



New Dubbo Bridge-naming

Transport for NSW

5.2 Nominations received

Nominations received during Community and Stakeholder Engagement March 2024 – May 2025

34 names were nominated in Phase 1. Nine of these names were double-ups or variations of the same name and one offensive name has been excluded. As a result, **24 names listed in Table 5.2.1** were assessed by the panel.

213 additional names were submitted during Phase 2. Two of these names were excluded as they were offensive. As a result **211 names are shown across Tables 5.2.2 and 5.2.3.**

Table 5.2.1. Wiradjuri name suggestions – Phase 1

Bridge name suggestion	What the name suggestion means	Why do you think it should be named this?	Does it meet the naming criteria for Wiradjuri Names?
Wambuul	Macquarie River	The students and I collaborated and decided on this name as the bridge crosses the Macquarie River. We thought Wambuul Gulaay sounded the best out of our ideas after a vote.	Yes
Nguluway	Meeting each other	Because a bridge is a place where 2 sides meet. The meeting of 2 different peoples and the water and the land. It is a representative of the multiple cultures in the Dubbo area meeting.	Yes
Bunglegumbie	North Dubbo	Up the North part of town and Bunglegumbie isn't so far off.	Yes
Aunty Pearl Gibbs Bridge	Aboriginal activist and leader who fought for Aboriginal rights for 50 years.		Yes
Gulaay	A crossing place or a bridge	Simple and easy to pronounce.	No – does not comply with Transport for NSW's signage requirements as Gulaay Bridge translates to Bridge Bridge. Bridge must be in English.
Buraay Gulaay	Children crossing	Years ago the old north weir was a crossing the aboriginal children used to get from west to north school. And unfortunately two of my cousin's Drown there while crossing with their bikes.	No – the name is not relevant to the location and/or function of the bridge
Murrudha Gulaay	Murrudha = On track / Gulaay = crossing place, bridge (On track crossing place	These are Wiradjuri words that are connected to country and belong to the Tubbagah songlines of our land and people.	No – the name is not relevant to the location and/or function of the bridge

Transport
for NSW

New Dubbo Bridge-naming

Bridge name suggestion	What the name suggestion means	Why do you think it should be named this?	Does it meet the naming criteria for Wiradjuri Names?
Gulaay Wambuul	Bridge crossing Macquarie river	I think it's great you are including the Indigenous community.	No – does not comply with Transport for NSW's signage requirements as Gulaay Bridge translates to Bridge Bridge. Bridge must be in English.
Oogabooga	Word that means a collective of people that come together	Because it incorporates the needs of all and it will be such an effective name that the community will love.	No – the name is derogatory
Goo Garr, Bunyip	Goanna – water beast		No – the name is not supported
Yuri	Emu	Because it stands up tall like an emu's long legs.	No – the name is not a correct Wiradjuri word
Gunhingbang Johnny Hill Snr Bridge	Uncle Johnny Hill Snr Bridge	The unspoken history of the vast lands surrounding the Bridge and how many stories our old fulla's would have if they were here with us today. A new Bridge that leads over land rich in culture that is screaming with local Aboriginal history that sadly gets lost every time we lose an Elder like Uncle Johnny.	No – the name does not comply with the NSW Geographical Names Board guidelines as it exceed the total character count
Captain Adam Dunbar	Persons name	Proud Dubbo boy who served his country for 20 years to rank of captain in multiple conflicts to only take his life due to ptsd. Honour a fallen hero, a Dubbo boy.	No – the name is not validated
Windradyne	He was a Wilshire leader and warrior	The wiradjuri people form a big part of our region.	No – the name is not relevant to the location and/or function of the bridge
Old Dubbo Bridge		Old Dubbo was the name of the first Aboriginal Traditional Wiradjuri man who was here when Robert Venour Dulhunty settled in the location now known as Dubbo, the first white man here in 1839. Old Dubbo became a great friend of R V Dulhunty. I believe that the new Dubbo Bridge should be named to honour and respect the old man and all Wiradjuri people before and to date. If the name is chosen we could organise a plaque showing his connection to R V Dulhunty. I am a Wiradjuri man 78 now.	No – the name is not relevant to the location and/or function of the bridge

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New Dubbo Bridge-naming

Bridge name suggestion	What the name suggestion means	Why do you think it should be named this?	Does it meet the naming criteria for Wiradjuri Names?
Bulgan Bridge	Boomerang	My great-grandfather David Baird and his brother Thomas Baird had a deep connection with the early Aboriginal people, learning their language and traditions, which they passed down through generations. I suggest naming the new bridge "Bulgan," meaning boomerang in the Wiradjuri language, symbolizing the blend of cultures and the connection between old and new. The name reflects the boomerang bends in the nearby Macquarie River and the new road, emphasizing the intertwined nature of our lives and cultures. I hope this name will be considered for the shortlist.	No – the name is not relevant to the location and/or function of the bridge
GULAAY	Bridge	THIS IS THE WIRADJURI WORD FOR BRIDGE DISCRIPTION – a crossing – place, or a bridge.	No – does not comply with Transport for NSW's signage requirements as Gulaay Bridge translates to Bridge Bridge. Bridge must be in English.
Dubbo	Red Ochre (see p 36 "Dubbo to the turn of the century" by the late Marion Dormer	The name "Dubbo" is historically significant and well-documented in Marion's book. As the premier bridge in the district, it should reflect its geographical location and honor the original inhabitants. Explorer Oxley often used Aboriginal words, naming places like "pipeclay gulley" near Narromine. Both Oxley and Sturt had good relations with the Wiradjuri during their explorations in the early 19th century. The name "Dubbo" is derived from the Wiradjuri word "THUBBO," meaning "red earth" or "head covering." This name would continue the tradition of using Aboriginal words and acknowledge the area's heritage.	No – the name is not supported

Transport for NSW

New Dubbo Bridge-naming

Bridge name suggestion	What the name suggestion means	Why do you think it should be named this?	Does it meet the naming criteria for Wiradjuri Names?
MAWANG	All Together	Brings both sides of Dubbo and its people all together!!	No – the name is not supported
Ngunggadhaany	Carrier	The new bridge will carry many things to and from our city. People, produce and resources.	No – not relevant to the location and/or function of the bridge
Waygiwinya	Travel, go around or about	Given the locality and the fact that this bridge will be linking people travelling I think is a perfect choice. Travel about is also perfect for a bypass bridge.	No – the name is not relevant to the location and/or function of the bridge
Goorialla	Rainbow Serpent	The Rainbow Serpent made all the rivers.	No – the name is not a correct Wiradjuri word
Windradyne Bridge	He was a Wilshire leader and warrior	The wiradjuri people form a big part of our region.	No – the name is not relevant to the location and/or function of the bridge
James Samuels Bridge over Wambuul River on Wiradjuri Country	James Samuels	James Samuels (1835–1927) was Dubbo's first mayor and a prominent leader, whose contributions to the development and prosperity of Dubbo have left an indelible mark on the town's history	No – the name is not a correct Wiradjuri word

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New Dubbo Bridge-naming

Table 5.2.2. Wiradjuri name suggestions – Phase 2

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?	Does it meet the naming criteria for Wiradjuri Names?
Grace Toomey	1	Grace was an Elder from the Dubbo area	Yes
Tracker Riley Bridge	1	He is a local legend and does not receive the recognition he deserves.	No – the name is not supported as the walking track near the bridge is already named after Tracker Riley
Juanita Lake Bridge	1	She is the oldest Elder in Dubbo; her grandmother is the name of the bridge in Coonabarabran (Mary Jane Cain Bridge).	No – does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated
Walanbangan or Walanbang	1	Walanbangan means “strong, having authority, mighty”. Obviously, this relates to the bridge itself but reflects also the Aboriginal people themselves and their culture. They have lasted 65,000+ years (let's hope the bridge does) as they are a strong, mighty people and culture. The bridge stands strong and mighty as the Aboriginal people of the Wiradjuri Nation do.	No – the name is not supported as it is not relevant to the function of the bridge
Riverbank Frank Bridge	6	Riverbank Frank: renowned and respected Dubbo elder. Riverbank says it all! Just a great name!! Riverbank Frank is a much loved and respected man Although the community will 100% call it the River St bridge. He is a well known local elder, who is known for his efforts for reconciliation. A man of ideals which are worthy of being immortalised, though his humility may be against such a naming. His local and trying to bring the community together I've seen his poems on FB and we all know him his humble and a beautiful person. Frank is a wonderful and remarkable Wiradjuri man.	No – does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated
Frank Doolan	3	Respected local. Local aboriginal elder affectionately known as 'Riverbank Frank'. Riverbank Frank is an iconic character who has not only lived on the banks of the Macquarie River but walked more kms of the Newell highway than any man. He is a valued and loved member of Dubbo who deserves our recognition!	No – does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated

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New Dubbo Bridge-naming

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?	Does it meet the naming criteria for Wiradjuri Names?
Riverbank's Crossing	1	The alternative name I mentioned to honour Riverbank Frank, a local elder who wrote a wonderful poem The Bridge, and what a symbolic icon this would be for his feeling and thoughts about Dubbo's and Australia's future.	No –does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated
Frank 'Riverbank' Doolan	1	Aboriginal and community activist, who has fought for the rights of all people of the human race. He is a modern day hero of Dubbo and his passion, knowledge and wisdom is like no other.	No –does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated
Frank's Bridge	1	Riverbank Frank has done many great things for Dubbo's Community –he definitely deserves something that honours him.	No –does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated
Frank Doolan Drive Bridge	1	Because frank Doolan is alive and a well known and respected member of the wiradjuri Community he is also a great role model for the youth. Why does someone have to be dead to get recognition for their service to the community.	No –does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated
Tubba-gah Bridge	3	The bridge is close to the Devil's Elbow where the Tubba-gah aboriginal people lived. They were the first residents of the area where the bridge crosses the river at Dubbo. Tubba-Gah meaning Red Ochre People which we all are as we live in the city of Dubbo meaning Red Earth. The Tubba-Gah people used to cross the river near where this new bridge is located. Brings awareness to the clan of Dubbo.	Yes
Wiradjuri	2	Because Dubbo is apart of Wiradjuri land. Was in Sydney a few weeks ago and saw a new metro station was called Gadigal, so I thought perhaps the bridge could be called Wiradjuri.	Yes

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New Dubbo Bridge-naming

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?	Does it meet the naming criteria for Wiradjuri Names?
Bila Bridge	1	Bila means river in Wiradjuri Traditional Language. It gives acknowledgement to our First Nations Community and is a short catchy name. In fairness we already have 2 of our city's bridges named after former prominent citizens, (with white ethnicity), neither of which are short or catchy!	Yes
Aunty Lorni Hyland	1	My Mother was an activist with a fiery nature who fought hard for her community and especially the then Gordon Estate. Council was going to honor my mother's community achievements and commitment to community after her death but instead chose something else. Maybe this is one way of honoring her and joining the North with the West where her family have resided for 50 years and still work hard in the community. Her family being employed by DJJ, DCJ, NNPWS, Dept. Ed, and TAFE ... doing their bit for community and walking in the footsteps of a women who had a massive impact in her community and deserves the recognition. Many dignitaries honored her at her memorial service with past Mayor Allan Smith speaking at her service. My Mother was also instrumental in helping form the Victorian Aboriginal Advancement League VAAL in the 50s and 60s along working behind the scenes with the Late Sir Douglas Nicholls. This tidbit not known to the Dubbo community. She deserves this.	Yes
Red Ochre Bridge	1	The main source of trade from the local area with other traditional Aboriginal nations prior to 1788.	No – the name is not supported

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New Dubbo Bridge-naming

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?	Does it meet the naming criteria for Wiradjuri Names?
Biladurang Bila Bridge	1	This means 'Platypus river' bridge in Wiradjuri. I think the bridge should be named this to acknowledge and raise awareness of this important and unique threatened species totem animal the platypus in honour of all the habitat destruction and damage and potential displacement from their homes that the local platypus in this area have suffered due to the bridge being built in their river causing significant environmental destruction. Threatened species should be acknowledged more than people – they will probably soon become extinct so naming the bridge after then will raise awareness and be a permanent reminder that platypus used to live in this river.	Yes
Yarra Thubbo	1	This is the Wiradjuri words meaning North Dubbo. The compass direction of the new bridge.	No – the name is not a correct Wiradjuri word
Gugaa Bridge	1	Gugaa (Goanna) is a totem of the Wiradjuri people. It symbolizes the connection of all people, past and present, to the Wiradjuri land. The bridge represents connection. It also connects us to (and over) the Macquarie River.	No – the name is not supported
Wilay Waters	1	Wilay Aboriginal Name for Possum.	Yes
Alexander "Tracker" Riley	1	Alexander Riley (1884–1970) was an Australian Aboriginal tracker from the Dubbo area and the first Aboriginal person to gain the rank of sergeant in the New South Wales Police Force.	No – the name is not supported as the walking track near the bridge is already named after Tracker Riley
Mganga River Bridge	1	It's a beautiful name for an old aboriginal crew back in 1700's	No – the name is not supported
Mayiny Gulaay Bridge	1	Pronounced Main Gooleye (Mayiny Gulaay) Mayiny means people and Gulaay means bridge in Wiradjuri... It would be representative of all people.... Of all races...	No – the name is not relevant to the location and/or function of the bridge
Bunglegumbie Crossing	1	I think "Byngkegumbie Crossing" sounds better than Bridge" and close proximity to the area crossing the Macquarie River.	No – does not comply with Transport for NSW's signage requirements
Wambuul Galaay	1	Wambuul being the Traditional name of our river and Galaay meaning a crossing-place or bridge.	No – does not comply with Transport for NSW's signage requirements as Galaay Bridge translates to Bridge Bridge. Bridge must be in English.

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New Dubbo Bridge-naming

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?	Does it meet the naming criteria for Wiradjuri Names?
North Nguluway Bridge	1	North Dubbo "Nguluway" meaning meeting Bridge because it's a bridge.	No – the name is not supported
David Peachey Bridge Way	1	David has just been inducted into the Cronulla Sharks Hall of Fame in which is a huge honour for an indigenous boy from the bush. David's family has been involved in sports around the central west for many years especially with Rugby League. David had moved back to Dubbo after his football career and has been mentoring young indigenous kids and encouraging them to pursue their dreams and stressing the importance of education and how it lays a foundation for reconciliation between indigenous and non indigenous peoples. I believe David has earned the right to finally be acknowledged of his achievements through his own community the same way Cronulla Sharks has recognised him.	No – does not comply with the NSW Geographical Names Board guidelines as a person must be deceased to be commemorated
Yanhagi	1	It comes from the word Giliyanhagingigi that means (lets go together) but is not the same as its full meaning. Yanhagi is a name, a way and a being, together in all ways.	Yes
Wiradjuri Gulaay	1	This is the wiradjuri word for crossing over, or bridge. So it will also teach people the real wiradjuri name meaning bridge. It seems to be more fitting for a bridge for many people, and not down to a certain specific group of people, which could then cause more drama than satisfaction.	Yes (without Gulaay as the word bridge must be in English)
Its not my country	1	Because it restores language of the area which is a commitment of CTG in the National Partnership Agreement. I vote because not one Clan group should be recognised in the name as the Bridge is on Tubbagah Country the boundary from Bunglegumbie is crossed by the time you reach the bridge. I also believe if this is a First Nation naming then the decision should have been left to Traditional Owners to decide. This is Lore and protocol.	No – the name is not supported
Gulaay	1	It is a Wiradjuri word meaning Bridge or crossing place	No – does not comply with Transport for NSW's signage requirements as Gulaay Bridge translates to Bridge Bridge. Bridge must be in English.

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New Dubbo Bridge-naming

Table 5.2.3. Other names suggested – Phase 2 (not assessed against naming criteria)

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?
James Samuels	85 + 1 nomination supported by a petition with 2500 signatures	Because he was a great man who did so much for the growth and development of Dubbo. One of the founders of Dubbo. First Mayor of Dubbo.
Sir James Samuels Bridge	2	James Samuels was a key founder of Dubbo. He helped our town become a municipality and served as its first mayor from 1872 to 1874. He also played a major role in establishing the Dubbo Hospital. His lifelong dedication to our community earned him great respect. Baking this bridge after James would honour this dedication.
Samuels River Street Bridge	1	
Samuels Bridge	15	Obviously: Benefactor DBH... Founder of Dubbo Municipality. Founder of Agricultural Society. Founder Holy Trinity Anglican Church. Water in Dubbo. Dubbo Gas Company. Dubbo Public School Board. And much more... Obviously from above and many more achievements. James Samuels is the VERY BEST. Sir James Samuels was Dubbo's first mayor and also inaugurated the Dubbo Show Society. Recognising one of our founding business families the First Nations had contributed very little to early settlement and very little since. This First Nations propaganda is racist and divisive what has been achieved over the years that has actually deserved recognition over a family that really contributed to our early business progress.
James Samuels Gulaay	1	Addresses Indigenous concerns and respects the cultural heritage of Wiradjuri people.
Samuels (Wambuul) Bridge	1	It reflects a significant historical person and identifies the Aboriginal name of the bridges location.
Dubvagas Bridge	1	Because dunno has the much name "dubvagas"
The Great Rhino Bridge	1	Dubbo Zoo has put Dubbo on the map in a big way and the rhino is a big part of this.
Long Bridge	1	
Mick Wilson Bridge	1	After everything he did for Dubbo as a town and for the council. The standard he set for this town.
Dubbo Bridge	1	Its a bridge, in Dubbo.
Glenn McGrath Bridge	2	He's a famous cricketer and the CEO of the McGrath Foundation (which has support thousands of women with breast cancer). He's a local legend, born and bred in Dubbo. Famous Australian born in Dubbo & huge contribution to sport & community through breast cancer –even better call it Jane McGrath bridge after Glenn's wife.
Selah	1	Means, Stop and Pause.

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New Dubbo Bridge-naming

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?
Tony McGrane Bridge	2	He was a great mayor for Dubbo and should be remembered this way. A former Mayor of Dubbo, Member for Dubbo in NSW Parliament, long time President Gilgandra shire council. gave the better part of his life for the Dubbo/ Gilgandra communities.
Blue River Bridge	1	Because there is the blue River underneath the bridge.
C H Massart Bridge	1	Charles Henry Massart Dubbo's first policeman.
Letroy Bridge	1	To show respect for Letroy and his family.
Rhino Bridge	1	Rhino is symbol of Dubbo.
The Dr Bob North Bridge	1	Google him. Research him. He did so much for Dubbo and health related services. He was so much more than an excellent doctor and surgeon. He was a modern day leader in his field, and in Dubbo.
William Gordon Bridge	1	Christian community leader and philanthropist connected to Dubbo's development.
Devils Hollow/Terra Rossa	1	Very close to the Dubbo famous location of devils elbow Everyone in Dubbo has heard of or been to devils hollow. Terra Rosa is Latin for red earth.
River Street Bridge	10	Neutral name. Suits it. I don't think the existing 2 Dubbo bridges should have been named after people, as it has potential to cause division. At least 2 local groups are proposing the name of a person related to a member of their group for the new bridge. To avoid conflict, I would like the new bridge to have a neutral name that is easy to say. "River Street Bridge" gives the location if tourists are looking for it, it contains the word "river" and it easily rolls off the tongue. My social group have been calling it by this name since the proposal was announced over 10 years ago. So, we are already used to it. Because we don't need to name everything after an aboriginal name. This bridge is nothing to do with Aboriginals, it has been designed and built by white people. Stop pandering to them, it achieves nothing. No one can pronounce any of the indigenous names and if it's called River St Bridge at least everyone will know where it is and be able to pronounce it. Residents have referred to it as River Street Bridge since construction. Because it's a bridge on river street. No matter what it's officially named, it will always be known as the 'River Street Bridge'. Easy for anyone to understand where it is.
North Weir Bridge	1	Because that's the actual location of the bridge.
Fanman Bridge	1	No reason other than it's catchy. Dubbo doesn't need to take itself too seriously.

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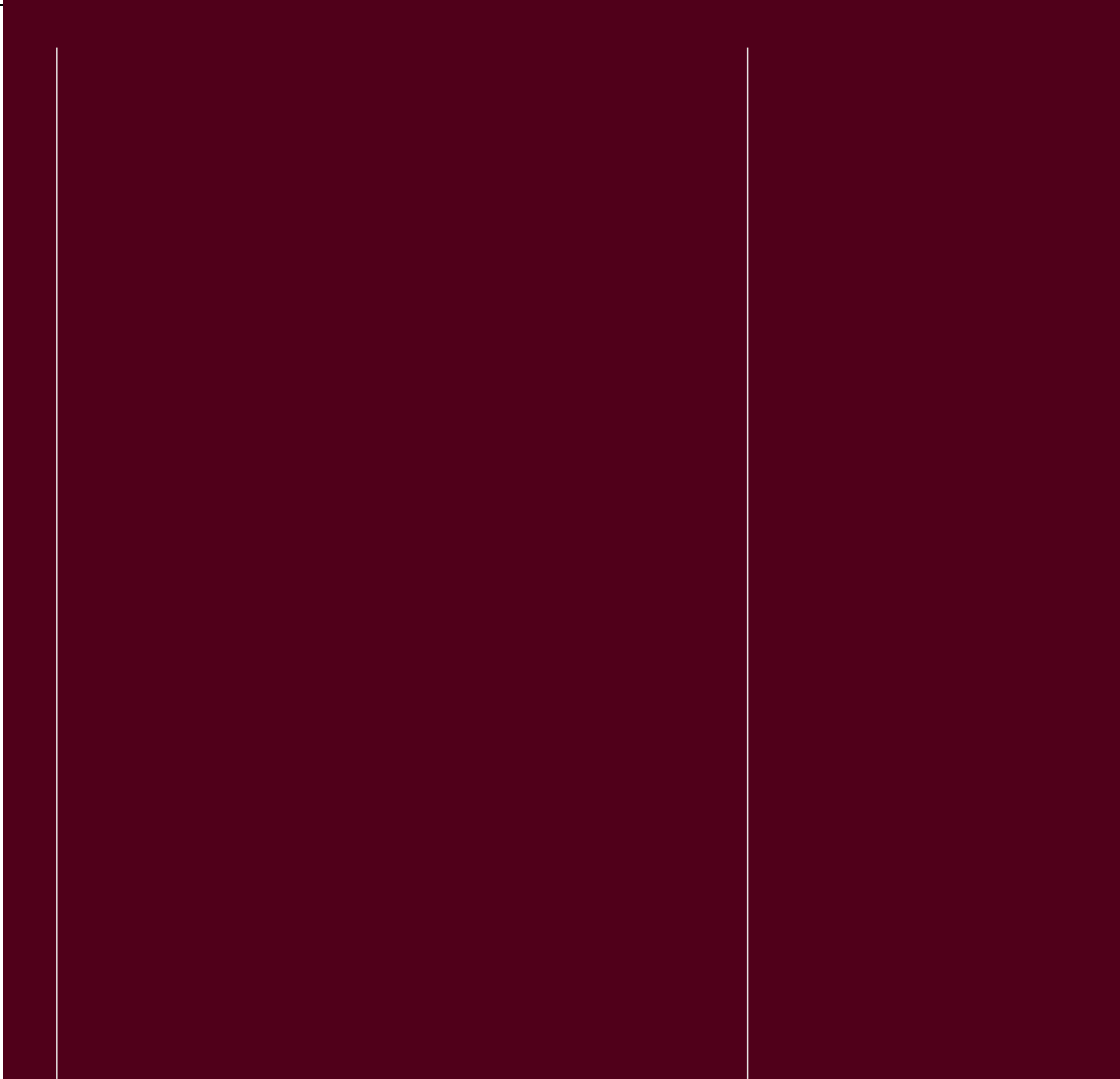
New Dubbo Bridge-naming

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?
Macquarie River Bridge	1	Because it goes over the Macquarie river it goes over the Macquarie river this is what the river is referred to by 90% of Dubbo.
Western Pearl Bridge	1	It's iconic.
Orana Viaduct	1	
North Dubbo Bridge	2	Because it's already called the North Dubbo bridge. I like North Dubbo Bridge as I believe the name 'Dubbo' has indigenous origins (red ochre / headdress), so it fits with the brief to use a First Nations name AND is also relevant to the location 'North' and function of the structure 'Bridge'.
The Big Flood Bridge	1	Apparently, the reason for this river crossing was, primarily, to overcome big flood closures of the Erskine Street bridge river crossing and, secondarily, to support a bypass of local traffic areas. Whether it will achieve these stated purposes remains to be seen. If it does, isn't my suggestion very descriptive of at least its main purpose? None of the shortlisted names achieve a description of its real purpose. After all, shouldn't we name it for its purpose rather than some unrelated nomenclature? The decision is yours, but please think this through properly and without wokeness before making a choice.
New Dubbo Bridge	1	Simple, effective, and not tied to anything PC.
River Bridge	1	You need something short and simple...not a name that people can't pronounce. By a simple name like River Bridge you are being objectivenot siding with First Nations and not siding with non First Nations. There is enough negativity as to the location of the Bridge...with an Aboriginal name you are only creating more negativity.
Orana Gateway Bridge	1	The Orana region is associated with Dubbo as its capital with three major highway merging in Dubbo, it is recognised throughout NSW and Australia as the gateway. The Indigenous word 'Orana' means welcome.
North Bridge	2	Practical, easy to pronounce. Just makes sense. Is location. Also unbiased.
Northbound Bridge	1	It is our north side of Dubbo.
Boland Bridge	1	The Boland family had a wonderful business in Dubbo and around the country region.
New Bridge	1	Because it's a new bridge.
All Nations Bridge	1	Signifies a bringing together of all Aboriginal communities (local or otherwise) and all white communities. A bridge to reconciliation and understanding.
Royal Carriage Bridge	1	As the bridge is built very near to the workshop that built the last royal carriage gifted the Queen Elizabeth by the Australian Government and made in Dubbo a street over from the bridge.
Western Plains Bridge	1	Aboriginals were around the western plains – it doesn't necessarily need to have an aboriginal name.

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New Dubbo Bridge-naming

Bridge name suggestion	# nominations	Why do you think the bridge should be named this?
The Yella bridge	1	I have caught a lot of nice yellowbelly down there and it's a native fish and the murray cod always gets things give a yellowbelly something to be named after they are such a beautiful native fish.
Hugh Hamilton Bridge	1	Reflects the first name of the Newell Highway namesake.
Tom Nelson Bridge	1	Tom was a CYMS rugby league player, secretary of Group 11 Rugby League, CYMS Old Boys, Coach Western Division Junior Rugby League, Coaching and Selector and Administrator.
Robert Dulhunty Bridge	2	He was 1 of the 1st settlers and named Dubbo and was a huge reason it's the city it is today. Robert Dulhunty was the first permanent British settler, establishing Dubbo Station (a property) in the early 1830s.
Curtin Crossing	1	Because it honours the PM of Australia during the Second World War, who is debatably very under recognised.
The Jim Higgins Bridge	1	Cause people wouldn't know who Jim Higgins is.
North West Dubbo Bridge	1	Western North part of town.
Macquarie Bridge	1	Our river is the Macquarie river and the bridge crosses this river. It already has strong links to our area, and everyone understands the name.
Brendan Saul Bridge	1	First person in Westminster system of government to have a Law named after him.
The Northern Line	1	Because it's not racist. It's a bridge in the Northern Part of town.
Barry 'Jack' Weighton	1	Barry was a Bridge Carpenter for TfNSW for approx 50 yrs.
Troy Bridge	1	Keep it simple for all!
Bridgey McBridgeface	4	Because why not? we need more whimsy in this world, people take things too seriously these days. Cause it's funny. Need more hilarity. Because it's funny.
Waste of money Bridge	1	Because it was a complete stuff up not wanting to put a proper logical bypass in.
Roland Samuels Bridge	1	The First Mayor of Dubbo and was instrumental in building of the hospital and infrastructure in Dubbo.



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REPORT: Pedestrian Access and Mobility Plan (PAMP) - Public Exhibition

DIVISION: Infrastructure
REPORT DATE: 29 August 2025
TRIM REFERENCE: ID25/964

EXECUTIVE SUMMARY

Purpose	Seek endorsement for public exhibition.	
Issue	The Draft Pedestrian Access and Mobility Plan (PAMP) has been finalised and is now ready for public exhibition.	
Reasoning	To seek feedback from the community about the findings of the PAMP.	
Financial Implications	Budget Area	Infrastructure Strategy and Design
	Funding Source	Not applicable
	Proposed Cost	None
	Ongoing Costs	None
Policy Implications	Policy Title	Not applicable
	Impact on Policy	There are no policy implications arising from this report.
Consultation	Public exhibition to the community.	

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 principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 1 Growth, Infrastructure and Connectivity

CSP Objective: 1.2 Infrastructure is planned and built to support our growing community.

Delivery Program Strategy: 1.2.1 Ensure infrastructure maintenance and service delivery align with community expectations.

RECOMMENDATION

That Council endorse the draft Pedestrian Access and Mobility Plan to be placed on public exhibition for a period of 28 days.

Luke Ryan
Director Infrastructure

SR
Traffic Engineer

BACKGROUND

Dubbo and Wellington Pedestrian Access and Mobility Plan (PAMP) and Bike Plan is a strategic initiative undertaken by Dubbo Regional Council to enhance pedestrian accessibility, mobility and cycling infrastructure in the Local Government Area (LGA).

The previous Dubbo PAMP was undertaken by Cardno in 2016 and was not formally adopted by Council with the Wellington PAMP finalised in 2014. Council engaged Stantec in July 2024 to undertake a comprehensive review and update the 2016 Dubbo PAMP and Bike Plan and the 2014 Wellington PAMP.

REPORT

The updated 2025 PAMP and Bike Plan for Dubbo and Wellington, presents a community-informed vision for active-transport enhancements within the Dubbo LGA. The PAMP outlines a range of infrastructure recommendations, including the construction of new and upgraded footpaths, shared paths, cycleways and pedestrian crossings throughout Dubbo and Wellington. The identified enhancements are designed to enable safe and accessible movement for all users and provide better connectivity between residential neighbourhoods and key destinations, such as town centres, schools, medical facilities, parks and open spaces. Targeted road safety treatments have also been identified in areas with recorded crashes involving pedestrians or cyclists.

A detailed prioritisation framework supports the Plan by considering various factors such as crash history, proximity to essential services and community demand. The adopted prioritisation framework is provided in Table 1 below:

Priority 1	Provide or upgrade pedestrian crossing at historic crash location or area of concern such as major roundabouts.
Priority 2	Provide new infrastructure to improve access to an education facility or medical centre from within a five minute active transport catchment.
Priority 3	Provide new infrastructure to improve connectivity to a local centre from within a five minute active transport catchment.
Priority 4	Provide new infrastructure to improve connectivity across major active transport desire lines.
Priority 5	Provide new infrastructure to improve connectivity to recreational area.
Priority 6	Provide new infrastructure within the strategic walking and cycling network.
Priority 7	Upgrade existing infrastructure to improve immediate access to an education facility or medical centre.
Priority 8	Upgrade existing infrastructure within the strategic walking and cycling network to improve compliance to standards and guidelines.
Priority 9	Provide infrastructure connecting to future development sites.

Table 1: Prioritisation Framework for Infrastructure Recommendations

The revised PAMP and Bike Plan considers key State government strategic documents, such as the Active Transport Strategy and the Disability Action Plan 2023/2027. Relevant Council strategic documents are also referenced, including the 2022/2025 Dubbo Regional Council Disability Inclusion Action Plan and the Dubbo Regional Council Recreation Strategy 2030. The relevant outcomes of these documents have been incorporated into the PAMP to support the broader objectives of Local and State governments.

High-level cost estimates for all identified projects are provided in the PAMP, based on unit rates identified through recent Council projects. The total cost estimation for projects based in Dubbo and Wellington is approximately \$49 million and \$11 million respectively. While the total estimated cost is beyond what Council could reasonably deliver within the anticipated lifespan of this document, identifying an excess of projects is necessary. Certain identified projects may encounter issues with eligibility for funding, or upon a more detailed investigation may be deemed inappropriate or costly. Other projects may be delivered through external developers working in proximity to identified works.

The PAMP provides Council with a roadmap to guide future capital works and funding applications, such as the Get NSW Active program. Funding applications will therefore be supported by an adopted strategic document, that provides a priority weighting and cost estimates for each project. The PAMP will help to make future funding applications considerably more robust and more likely to be successful.

Consultation

Community consultation was undertaken by Dubbo Regional Council for six weeks between 30 September and 11 November 2024. Council uploaded the project on Council's 'YourSay' page, where residents were given the opportunity to provide details of walking and cycling needs for both Dubbo and Wellington. A pin drop activity allowed residents to precisely indicate the area of concern across Dubbo and Wellington. Community drop-in sessions were held at Macquarie Regional Library in Dubbo and Wellington in October 2024, to provide an opportunity for direct consultation. A total of 105 comments were received for Dubbo and 22 for Wellington. The vast majority of these comments have been incorporated into the recommendations of the PAMP.

Resourcing Implications

There are no immediate financial or resourcing impacts associated with placing the draft Plan on public exhibition.

Implementation of the final Dubbo and Wellington PAMP and Bike Plan will be subject to:

- Future budget allocations.
- External funding opportunities, including Get NSW Active.
- Integration with Council's asset management and capital works programs.

Next Steps

Pending endorsement by the Infrastructure Planning and Environment Committee, the draft Plan will be placed on public exhibition for 28 days. The exhibition period is anticipated to begin in October 2025, and will include:

- Public access to the full draft Plan and supporting documents.
- Community drop-in session and online engagement.
- Opportunities for written submissions and further stakeholder feedback.

Feedback received during the exhibition will be used to finalise the Plan, with a report returned to Council outlining amendments prior to adoption.

APPENDICES:

- 1 [↓](#) Pedestrian Access and Mobility Plan and Bike Plan - Dubbo and Wellington

Dubbo and Wellington Pedestrian Access and Mobility Plan and Bike Plan

Prepared for:
Dubbo Regional Council

11 August 2025

Prepared by:
Stantec

Project/File:
300305545

Stantec Australia Pty Ltd



Dubbo PAMP and Bike Plan
Revision Schedule and Disclaimer

Rev	Description	Author	Date	Quality Check	Date	Independent Review	Date
A	Draft Report	John Lim	31/01/2025	Elizabeth Muscat	31/01/2025	Volker Buhl	31/01/2025
B	Final Report	John Lim Elizabeth Muscat	01/05/2025	Elizabeth Muscat	01/05/2025	Volker Buhl	01/05/2025
C	Final Report V2	John Lim	11/08/2025	Elizabeth Muscat	11/08/2025	Volker Buhl	11/08/2025



Project Number: 300305545

Dubbo PAMP and Bike Plan
Revision Schedule and Disclaimer

The conclusions in the Report titled Dubbo and Wellington PAMP and Bike Plan Review are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Dubbo and Wellington PAMP and Bike Plan
1 Introduction

1 Introduction

Stantec has been engaged by Dubbo Regional Council (DRC) to review the status of and update the 2016 Dubbo Pedestrian Access and Mobility Plan (PAMP) and Bike Plan, and the 2014 Wellington PAMP.

These projects aim to enhance pedestrian accessibility, mobility, and cycling infrastructure in the Local Government Area (LGA). By updating these plans, DRC seeks to improve active transportation options and create safer, more efficient networks for pedestrians and cyclists. This initiative aligns with the council's broader goals of promoting sustainable transport solutions and enhancing community connectivity.

1.1 Study purpose

A PAMP is a comprehensive strategic action plan to develop pedestrian policies and build pedestrian facilities. It provides a framework for prioritising active transport infrastructure and investment schedule for future works. The overall aim of a PAMP is to promote health, liveability and sustainability for the community.

The Dubbo and Wellington PAMP projects also include a Bike Plan element, in which cycling facilities and policies are also to be considered.

The study aims to build upon the findings and recommendations of the existing projects, rather than recreating it entirely. It will address any gaps in context and developments that have occurred since the previous plan's implementation, producing a summary of changes, new recommendations, and emerging opportunities.

Given that the previous studies were completed 8-10 years ago, it is necessary to reassess the adequacy of the recommendations. This includes ensuring that the walking and cycling networks encompass all major desire lines and effectively connect various land uses. The updated plans will detail:

- Infrastructure improvement items
- Cost estimates
- Policy and behavioural change programs
- Prioritisation of infrastructure improvements.

The study area for Dubbo is shown in **Figure 1-1**, and the study area for Wellington is shown in **Figure 1-2**.



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1 Introduction

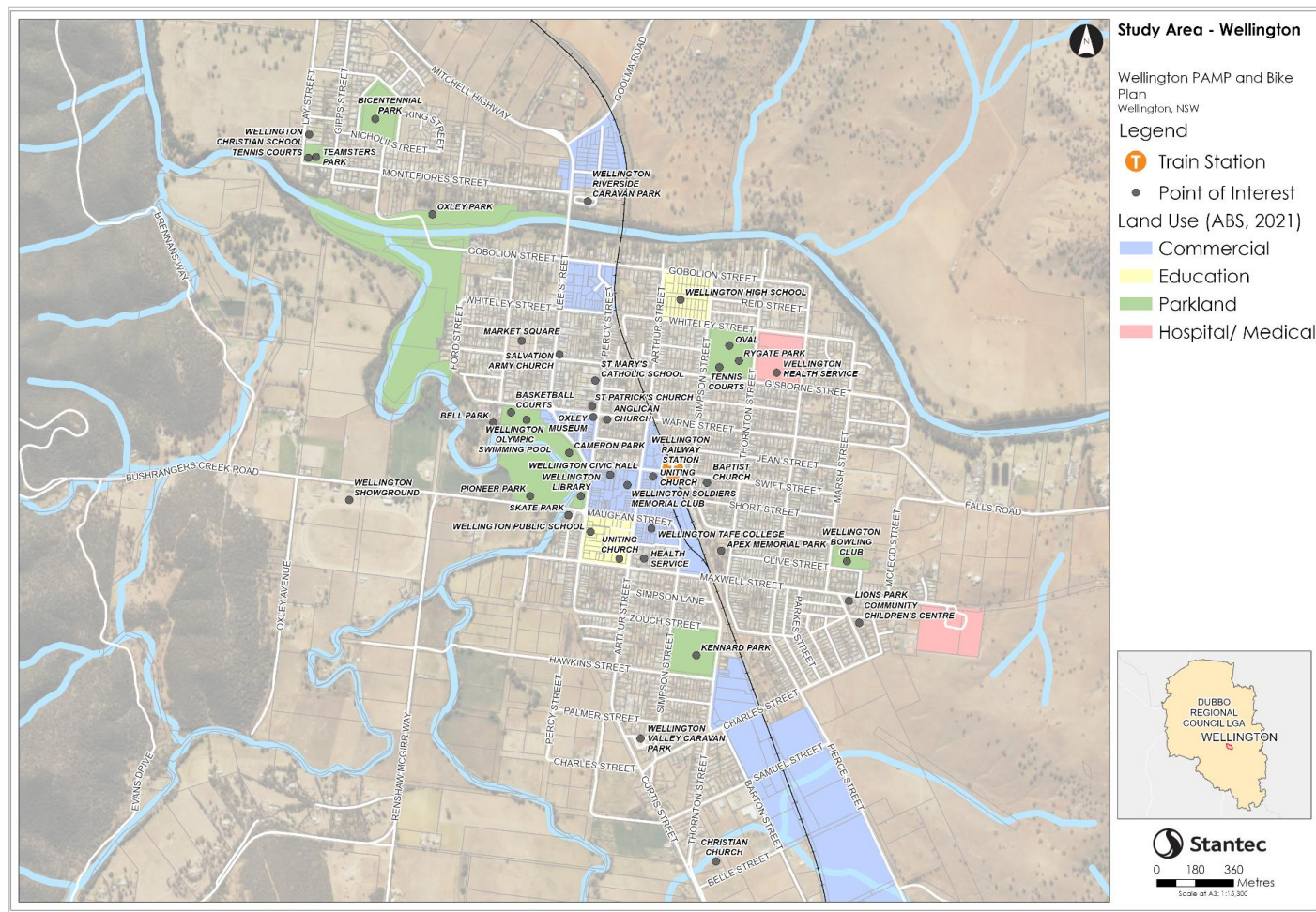


Figure 1-2: Wellington study area



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Dubbo and Wellington PAMP and Bike Plan
1 Introduction**1.2 2016 Dubbo PAMP and Bike Plan review**

The PAMP and Bike Plan was completed by Cardno in 2016 and was not formally adopted by Council. It aimed to address the existing and future transport needs of Dubbo and access to the surrounding localities of Wongarbron and Brocklehurst. The vision of the Plan is to promote the use of walking and cycling, driven by several identified needs:

- To increase capacity and reduce congestion in the overall transport network
- To reduce environmental impacts
- To improve public health and reduce healthcare costs
- To improve community wellbeing and social cohesion.

The Plan was developed through a comprehensive process that involved assessing the existing walking and bicycle networks, understanding community preferences, and recommending infrastructure improvements to deliver safe and accessible walking and cycling networks for the residents of Dubbo.

Community and stakeholder consultation

The consultation activities included:

- Letters to key stakeholders. Key stakeholders were contacted by letter to receive their comments on the issues, constraints, planned development etc. to be taken into account for the studies
- Community survey (available February 2016). The online survey aimed to gather information on the community's demographics and their travel behaviours, general issues related to walking and cycling in Dubbo and locations which need attention and improvements
- Online mapping tool (available February 2016). An online map was prepared for the community to provide commentary about conditions at specific locations throughout Dubbo, Brocklehurst and Wongarbron

Key consultation outcomes included:

- A lack of safe crossing infrastructure was the most frequently raised issue from the community
- Roundabouts were raised as an issue by several respondents, with concerns about pedestrian and bicycle safety when crossing
- Major roads such as Whylandra Street, Fitzroy Street, Erskine Street and Mitchell Highway lack adequate or any pedestrian crossing facilities.
- The safety of pedestrians navigating traffic around schools, such as the Sheraton Road/ Mitchell Highway roundabout
- A lack of continuity in the pedestrian and cycling network around Dubbo and Brocklehurst, including lack of active transport connectivity to paths around Macquarie River, Tracker Riley and Dubbo Information Centre.



Dubbo and Wellington PAMP and Bike Plan
1 Introduction

Network development

The pedestrian and bicycle networks in Dubbo were developed with consideration to the following principles:

- Build on existing networks
- Identify missing links
- Connect to key land uses including residential/ retirement villages, education, retail and business, parks and recreation, and health services
- Link to recreational routes
- Consideration of community comments
- Separation from traffic and heavy vehicle routes, with footpaths along key roads and separation of cycling routes from heavy vehicles and high volumes of traffic wherever possible
- Address current and future demand including connections to new land release areas.

The development of pedestrian and bike network within the updated Plan will build on these principles, with additional factors considered as needed.

Recommended improvements

Infrastructure improvements were recommended to eliminate or mitigate the issues identified across the pedestrian and cycle network, supplemented by behavioural change and educational initiatives.

A list of key projects for delivery over the next few years were presented, whereby these projects were classified as high priority and categorised as 'new footpaths', 'new cycleways' and 'repairs to existing infrastructure'. The prioritisation criteria adopted in the 2016 PAMP is shown in **Table 1-1**.

Table 1-1 Prioritisation criteria

Priority criteria	Detail	Weighting
New works	Consideration of whether the improvement would provide a completely new facility, such as installation of a new kerb ramp in a location where there was none beforehand, or if the improvement was an upgrade to an existing facility such as provision of TGSi at an existing kerb ramp.	25%
Proximity to crash clusters	Improvement works in proximity to pedestrian and bicycle crash clusters (locations where two or more crashes are within 50 metres of each other) will contribute to a safer road environment for active transport.	15%
CBD locations	The Dubbo CBD is a busy pedestrian environment with lots of destinations that can be reached on foot or bike. Addressing issues located in the CBD will achieve value for money because of the higher volumes of people who will benefit from the improvement. It could also support people's choice to walk between destinations within the CBD instead of driving.	20%
Proximity to local centres	The local retail centres throughout Dubbo present good opportunities to encourage people to switch from driving to walking or cycling. Improvement	5%



Dubbo and Wellington PAMP and Bike Plan
1 Introduction

Priority criteria	Detail	Weighting
	works that are located within walking distance of the local centres will support this behaviour change through improved footpath and cycling facilities and safer crossings.	
Proximity to schools, TAFE or university	The choice to travel to school or tertiary education should be supported by good quality walking and cycling infrastructure. Improvements made to the pedestrian and bicycle networks surrounding education institutions will support this behaviour change.	15%
Proximity to health institutions, retirement and nursing homes	Senior citizens who are no longer able to drive may be reliant on walking as their primary mode of transport for short trips. They may also have a mobility impairment which affects their accessibility. Improving the pedestrian network in the vicinity of retirement and nursing homes will improve their accessibility to public transport and local shops.	20%
Total		100%

1.3 2014 Wellington Pedestrian Access and Mobility Plan Review, Accessible Public Domain

The Wellington PAMP was developed in 2014 for the former Wellington LGA, encompassing the Wellington Township, Montefiores, and key villages of Geurie, Mumbil, and Stuart Town. This comprehensive plan has since guided the construction of pedestrian facilities in these areas. The primary objective of the PAMP was to establish a pedestrian network that is safe, equitable, dignified, and interconnected, catering to individuals of all ages and abilities. The plan's main focus was to identify areas within the existing pedestrian infrastructure that required enhancement, with the ultimate goal of benefiting all pedestrians.

A key output of the PAMP was the development of the Works Program, which outlines a strategic approach to implementing these improvements over a five to ten year period. The program provided a structured framework for the systematic implementation of pedestrian improvement initiatives and infrastructure.

The Works Program is set up to be prioritised by Council based on the findings of the infrastructure audit and compliance to Australian Standards.



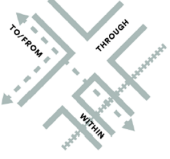
Dubbo and Wellington PAMP and Bike Plan

2 Policy and planning framework

2 Policy and planning framework

A number of local and state government policies, plans and strategies have been developed since the previous Dubbo PAMP and Bike Plan was completed in 2016. This section of the report examines the updated context that should be applied within the Update, and how they are applicable to each infrastructure/ policy/ program recommendation.

2.1 State government

Document	Relevant outcomes
Future Transport Strategy, Transport for NSW, 2022	Dubbo is listed as one of the 12 regional centres as part of case studies conducted by Transport for NSW to understand how cycleway networks can be developed for different scales and areas. The intention of the case studies are to communicate the costs, benefits, and delivery implications of cycleway networks in various contexts.
Road User Space Allocation Policy, Transport for NSW	Establish Primary Road Function  Balance between place and the movement of people and goods based on strategies and plans Order of Road User Space Considerations  1. People spending time 2. Walking 3. Cycling 4. On-street public transport 5. Freight and services 6. Private vehicles and point to point. Figure 2: Order of road user space considerations in the Policy
Active Transport Strategy, Transport for NSW	Priority actions relevant to the study encompass: • Enable 15-minute neighbourhoods • Deliver connected and continuous cycling network • Provide safer and better precincts and main streets • Promote walking and cycling and encourage behaviour change.
2026 Road Safety Action Plan –	The priority area “ensuring the safety of vulnerable and other at-risk road users” is directly applicable to the study. Additionally, the following actions are of relevance to the study:



Dubbo and Wellington PAMP and Bike Plan

2 Policy and planning framework

Document	Relevant outcomes
Towards Zero, Transport for NSW	- Treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms, and safer speed settings particularly 30km/h and 40km/h zones. - Further strengthen road safety information and campaigns to educate all road user groups, including pedestrians and bicycle riders, about their road safety responsibilities, safe passing distance rules, and how to better manage risks that can lead to casualty crashes in NSW.
Disability Action Plan 2023-2027, Transport for NSW	The key actions of the Disability Action Plan which are relevant for the development of the study are: - Action 1.01: Progressively improve accessibility of train stations - Action 1.03: Progressively improve the accessibility of bus stops - Action 1.10 Improve the walking and cycling environment for all users
Draft Central West and Orana Regional Transport Plan, Transport for NSW	Goals of the vision relevant to the study include: - About one in every five trips will be made by walking, cycling or public transport across the region - Crash rates are reduced in-line with the 'Towards Zero' goal of zero fatalities and serious injuries on our roads by 2056 Initiatives relevant to the study include: - Transport Access Program (TAP) upgrades – Dubbo Railway Station - Place-based Transport Plans for Dubbo - Work with local government to expand cycling networks for Dubbo



Dubbo and Wellington PAMP and Bike Plan

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Document	Relevant outcomes
	Figure 10: Dubbo regional centre Legend: --- CBD core --- Riverfront public activation areas --- Health and innovation precinct ✈ Dubbo city regional airport 🚂 Train station 🎓 TAFE or University 🏥 Hospital 🌳 Regional open space 🚶 Regional city gateway 🦋 Western Plains Zoo 🚊 Railway 🌊 River connectivity ➡ Proposed river crossing ➡ Riverfront connectivity improvement 🛣 Highway 🏢 Commercial land 🏭 Industrial land 🏠 Urban land 🌿 Open space 💧 Water body
Central West and Orana Regional Plan 2041, NSW Department of Planning and Environment	The Central West and Orana Regional Plan 2041 by NSW Department of Planning and Environment provides a strategic policy, planning and decision making framework which strives for sustainable growth over the next 20 years. The plan includes social, economic and environmental considerations. Actions relevant to the Dubbo region and the Study include: Improving public open space, pedestrian and cycle networks and links to and along the Macquarie River Corridor.



Dubbo and Wellington PAMP and Bike Plan
2 Policy and planning framework

2.2 Local Government

Document	Relevant outcomes
2022 – 2025 Dubbo Regional Council Disability Inclusion Action Plan	Councils have a responsibility to provide safe, convenient and connected pedestrian routes, which encourage people to walk rather than use their cars. Many councils prepare Mobility Maps which identify safe walking routes in their area. Transport for NSW offers several funding programs for NSW Councils to assist them.
Towards 2040 – Community Strategic Plan, 2020	The CSP 2040 outlines the long-term vision and aspiration for the LGA, including strategic directions, outcomes, strategies and indicators. The plan is the product of extensive community consultation and stakeholder engagement and incorporates community's aspirations and priorities into the Council's strategic planning and service delivery.
Local Strategic Planning Statement, 2020	Planning priorities relevant to the study include: • Priority 1: Plan for the delivery of infrastructure to support growth • Priority 4: Reinforce the town centres of Wellington and Dubbo • Priority 9: Provide diversity and housing choice to cater for the needs of the community • Priority 12: Create sustainable and well-designed neighbourhoods • Priority 14: Create high quality open space 14.2 Expand the Green Web by: • Design network loops to incorporate schools and education facilities. • Emphasise connectivity through a strengthening of the 'Park Streets' concept to create an active transport network that is a comprehensive network of pedestrian/ cycle connections between residential areas, town centres and recreation facilities. • Review unallocated or surplus council and Transport NSW land useful to support destinations and open space linkages. • Develop a master plan for all new district and regional parks and sport parks before any development take place. • Prioritise missing links and future urban release.
Dubbo Regional Council Recreation Strategy 2030	The 2020-2030 Dubbo Regional Council Recreation Strategy guides future planning and delivery of recreation to ensure that our community has access healthy and vibrant lifestyles in the LGA, over a ten-year timeframe. Actions relevant to the study include: • 4.6: Review and plan opportunities to increase provision for leisure and passive recreation-based sports, including, walking, running, bush walking, trail riding, cycling, mountain biking, skating, outdoor table tennis, volleyball, kayaking. • 5.3: Develop networks and safe connections for cycling, walking, dog-off leash areas, walking to school, shade and resting stops to improve ease of access to maintain a healthy lifestyle. Improve integration of work with cycling and walking networks. • 11.3: Develop a marketing and communication strategy to promote passive and unstructured recreation. This may include web links for walking, cycling, kayaking and camping.



Dubbo and Wellington PAMP and Bike Plan

2 Policy and planning framework

Document	Relevant outcomes
Dubbo Regional Council Open Space Masterplan The Open Space Masterplan 2018 sets a framework for incorporating anticipated growth into public networks. The Masterplan framework gives a set of strategic directions and actions for Council in delivery of current and future needs of the community.	Relevant actions: Strategic direction 1: Destination parks - Highlight Dubbo Regional Destination Park Areas by continuing to deliver the open space for parks and recreation to support Dubbo Region. - Strengthen and widen the open space network to support connections to non-Council recreation facilities including key destinations e.g. Taronga Western Plains Zoo, Wellington Caves, and riverside activities. - Improve linkages between tourist attractions. - Undertake detail design of Church Street with the connection to the river from Macquarie Street and its crossroad connection, and connection to the tourist information centre - Dubbo Region Destinations and Major Parks, Dubbo Destination Links, Strategic direction 2: The Green Web - Design network loops to incorporate schools and education facilities. - Emphasise connectivity through a strengthening of the 'Park Streets' concept to create an active transport network that is a comprehensive network of pedestrian/ cycle connections between residential areas, town centres and recreation facilities. - Review unallocated or surplus council land useful to support destinations and open space linkages. - Prioritise missing links and future urban release. - Deliver accessible and adaptable recreation and open space. - Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails networks. Define Future Supply and Demand Needs - Council updates its footpaths and Cycleway Plan with the recommendations from the report and adjusts forward capital works accordingly. - This includes the identification and purchasing of land to improve connectivity and accessibility to the existing network - Greater Dubbo Cycle Network (Cycle Circuits), Dubbo Cycle and Water Network, Cycle Network Gaps, Education Land to Open Space Networks, Pedestrian Network (Current), Street Trees for Open Space Networks, Recreation Trail Network (includes pedestrian and cycle network), Recreation Trail Network Gaps, Dubbo Open Space Supply, Southeast Dubbo Urban Release Open Space Planning Infrastructure typology for cycle infrastructure - Designing character: a typical park street, off road cycle tracks, on-road cycle tracks, drainage corridors - Type A: Dedicated Cycleway; Type B: Shared Path; Typical Street: On road cycle and pedestrian footpath neighbourhood light traffic. - Framework for Delivery: pedestrian network, cycle network, bicycle hire and storage facilities within commercial centres, bicycle locker network in Dubbo Regional Council.



Dubbo and Wellington PAMP and Bike Plan
2 Policy and planning framework

2.2.1 Dubbo specific context

2020 Dubbo Transportation Strategic Plan, DRC

The Dubbo Transportation Strategy sets out strategies and actions to meet the transport needs of Dubbo CBD and the surrounding areas, aiming to address traffic congestion in the region and accommodate for future residential and commercial developments.

The strategy identified the need for local active transport connectivity as shown in **Figure 2-1**. As part of a 10-year investment program for the period 2020 to 2030, the strategy identified greenways as an extension to the Green Ring, forming a continuous active transport ring corridor around Dubbo.

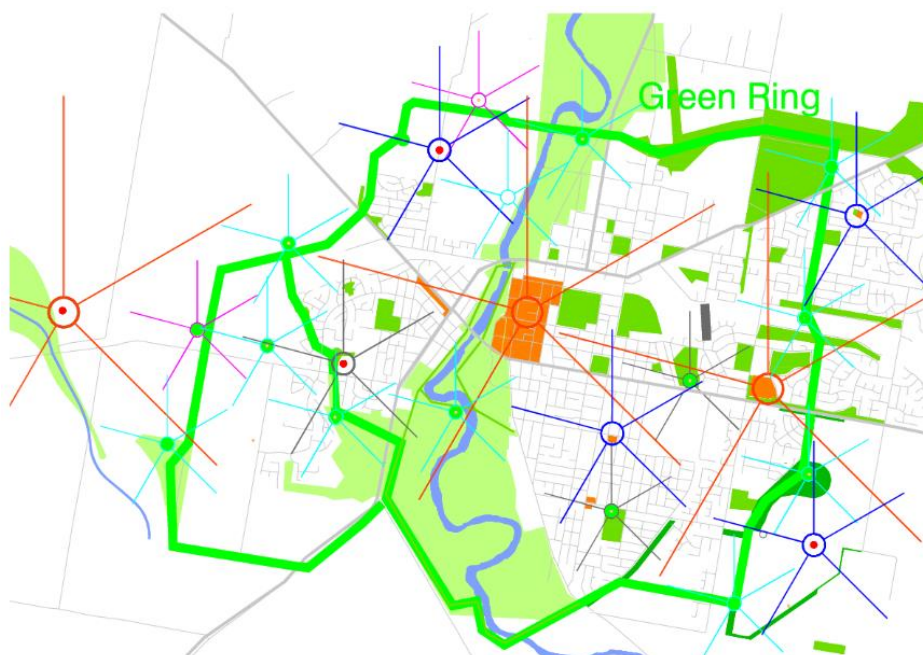


Figure 2-1: Active transport connectivity and Green Ring corridor in Dubbo

Dubbo CBD Precincts Plan, DRC

The Dubbo CBD Precincts Plan sets out the community priorities and provides an overarching strategy to inform implementation programs and foster development opportunities for Dubbo CBD. The plan considers the CBD as six distinct precincts, as depicted in **Figure 2-2**.



Dubbo and Wellington PAMP and Bike Plan
2 Policy and planning framework

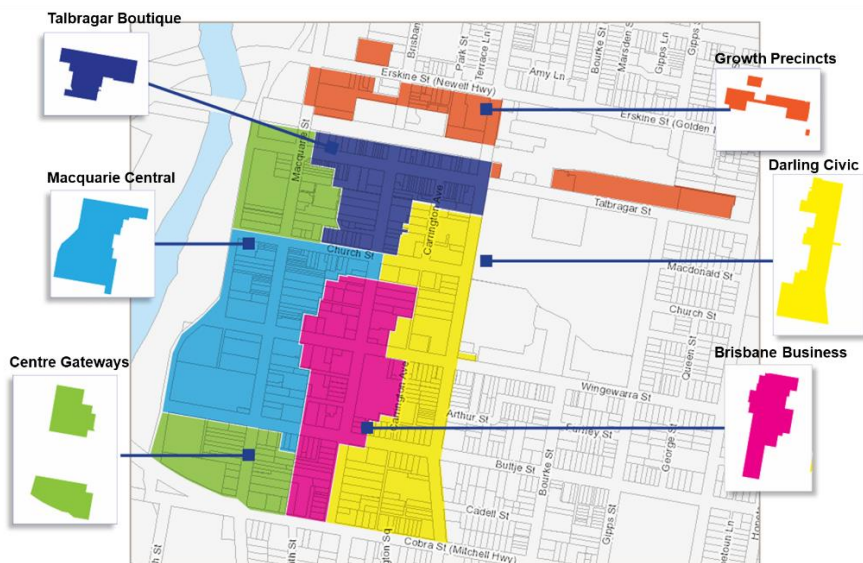


Figure 2-2: Dubbo CBD precincts

Key issues and opportunities identified for each precinct relevant to the project are summarised in Table 2-1.

Table 2-1: Dubbo CBD precincts issues/ opportunities

Precinct	Issues/ Opportunities
Macquarie Central	• Opportunities for connections to the Macquarie River corridor • Poor use of the river front
Talbragar Boutique	• Relationship with the main western rail line
Centre Gateways	• Strong connections to the Macquarie River corridor
Darling Civic	• Walkways and office lanes connecting into Macquarie Street • Connections to Victoria Park
Brisbane Business	• Large car parking areas • Dominated by Brisbane Street which was designed as a main traffic road and has limited access to laneways or walking connections but is well-connected via vehicle transport.
Growth Precincts	• Proximity to the main western rail line • Limited pedestrian access across the railway line

Community priorities identified in the plan and relevant to the project are summarised in Table 2-2.



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Table 2-2: Dubbo CBD precincts community priorities

Community Priority	Actions
5.2 City Centre Activation	- Investigate the provision of seating and shade between Macquarie Street and the river to connect the CBD to the river and make it more pleasant and easy to access - Encourage laneway activation through better use of walkways for connectivity, facilities, shops and arcades, etc.
5.3 Access and Movement	- Bike parking - investigate current allocation and utilisation of bike parks in the CBD - Investigate options to link the Tracker Riley Cycleway to the CBD eg: trail of LED-lit sculptures to the CBD, designed through a business-sponsored competition. - Plan for footpath extensions or removal of some car parking spaces to provide for alternatives such as street dining or parklets. - Investigate options for street closures or shared zones in the CBD. - Enforcement of requirements for light/heavy vehicle loading at certain times.
5.4 Living and Working	Consider further extension of existing bike paths along Bligh Street and make bike paths safer for children to ride in the CBD.
5.4 Growth and Development	Consider access to/from the CBD for all road users, including active participation in lobbying for an upgrade of the L.H. Ford Bridge.

Macquarie River CBD Master Plan

Macquarie River CBD Master Plan presents a vision to activate the bank of Macquarie River between the LH Ford Bridge and Newell Highway. **Figure 2-3** presents the master plan which includes a riverside stage with cafes and amenities, pedestrian plazas, public open spaces, boardwalk, kids' playground and pedestrian connections between the Dubbo CBD and the river precinct.



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Figure 2-3: Macquarie River CBD Master Plan

Figure 2-4 depicts the transport access opportunities identified for the river precinct. Key opportunities relevant to the project include:

- Linkages between CBD and the river precinct
- Linkages to existing Tracker Riley Cycleway
- Activation of the green open spaces including provision of shaded rest stops
- Provision of Sir John Taylor Bridge providing active transport connections to west Dubbo.

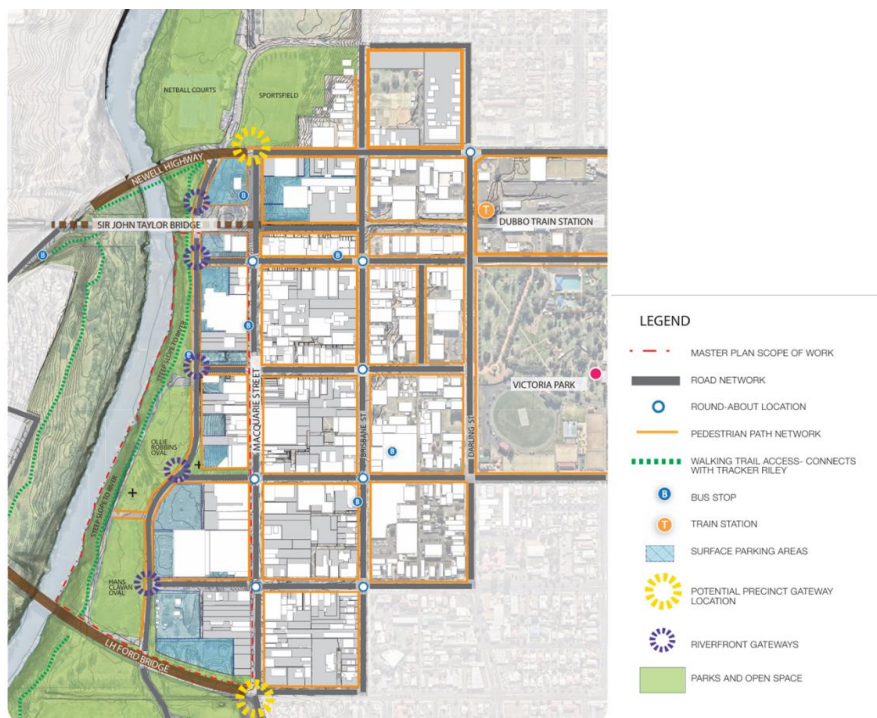


Figure 2-4: Macquarie River CBD access opportunities

Macquarie River North and South Precincts Master Plan

Macquarie River North and South Precincts Master Plan provides a vision for the north and south river precincts, with the aim of identifying opportunities for enhanced recreation, connectivity and biodiversity.

Key outcomes identified in the plan and relevant to the project include:



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- Ensure connectivity of the eastern bank is integrated with the adopted Macquarie River CBD Master Plan, Events Precinct on Ollie Robbins Oval and the Legacy Shared Pathway Project.
- Strengthen the connections to the future North-West Sub-division and look for value-add opportunities.
- Increase accessibility to the river through the development of pedestrian, cycle and vehicular networks that cater to a diverse range of demographics and abilities.
- Harness key connections back through to the CBD (Macquarie Street) and along the river.
- Identify wayfinding and interpretive signage opportunities.

Opportunities for the North and South Precincts are depicted in **Figure 2-5** and **Figure 2-6** respectively.

**North Precinct -
Opportunities**

- Site boundary
- Future development boundary
- Major road
- Train line
- Bridge crossing
- Proposed highway
- Potential passive recreation & parkland
- Potential sporting fields out of flood zone & near future development
- Existing sporting precinct to be retained / enhanced
- Key open space connections
- Potential riverfront connections
- Connection to existing cycle path
- Existing/future water sensitive areas
- Existing signalised intersection
- Popular fishing spots - improve access / amenity
- Enhance existing river access
- Key activity zones - improve access / amenity
- Potential bridge crossing

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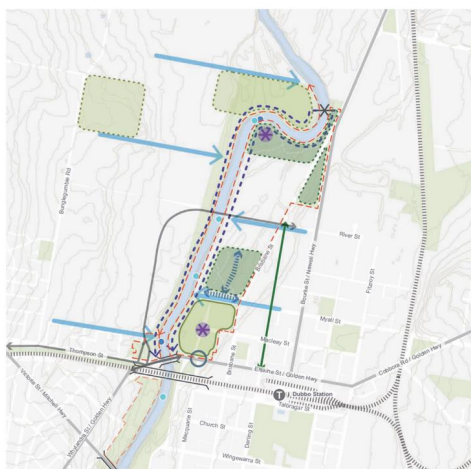


Figure 2-5: Macquarie River North Precinct opportunities



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**South Precinct -
Opportunities**

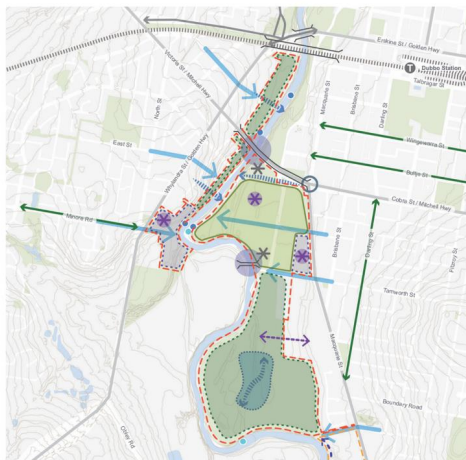


Figure 2-6: Macquarie River South Precinct opportunities

Housing Roadmap Dubbo Region, 2022

The Housing Roadmap Dubbo Region identifies Council's actions and initiatives over the immediate and longer term to address the housing requirements for Dubbo, encompassing the three urban release areas in West Dubbo as shown in **Figure 2-7**. The roadmap noted the key planning activities for these urban release areas which included preparation of Structure Plans and specific Development Control Plans for each area.



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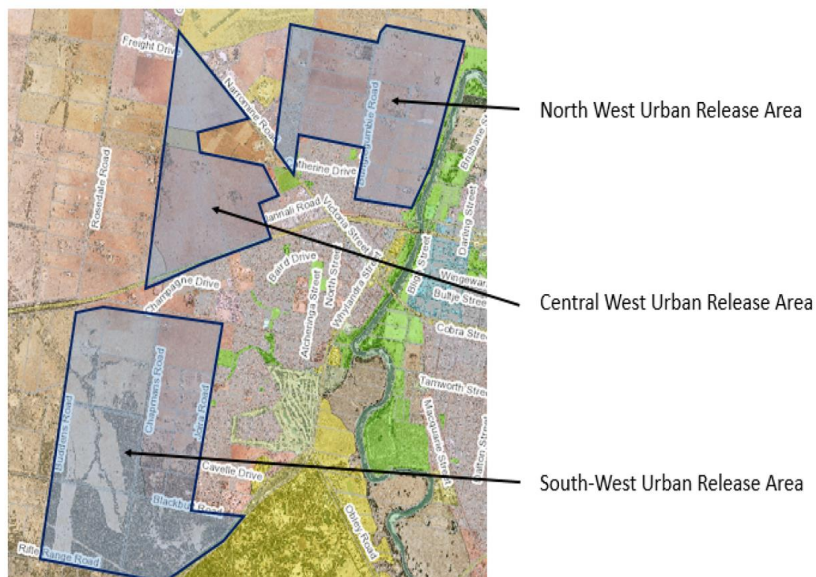


Figure 2-7: West Dubbo urban release areas

North-West Dubbo Urban Release Area Development Control Plan Masterplan

The North-West Dubbo Urban Release Area Development Control Plan Masterplan presents a long-term vision for the North-West urban release area. It identifies the vision and desired character of the area to feature diverse housing options and well connected open spaces, alongside a village centre which supports a range of commercial, educational and mixed-use development opportunities.

The masterplan presents a hierarchy of roads, bus network and active transport connections throughout the area. **Figure 2-8** depicts the future pedestrian and cycle network, highlighting key north-south and east-west corridors through the area and potential pedestrian and cyclist bridge connections over the river to the Macquarie River Northern Precinct and CBD.



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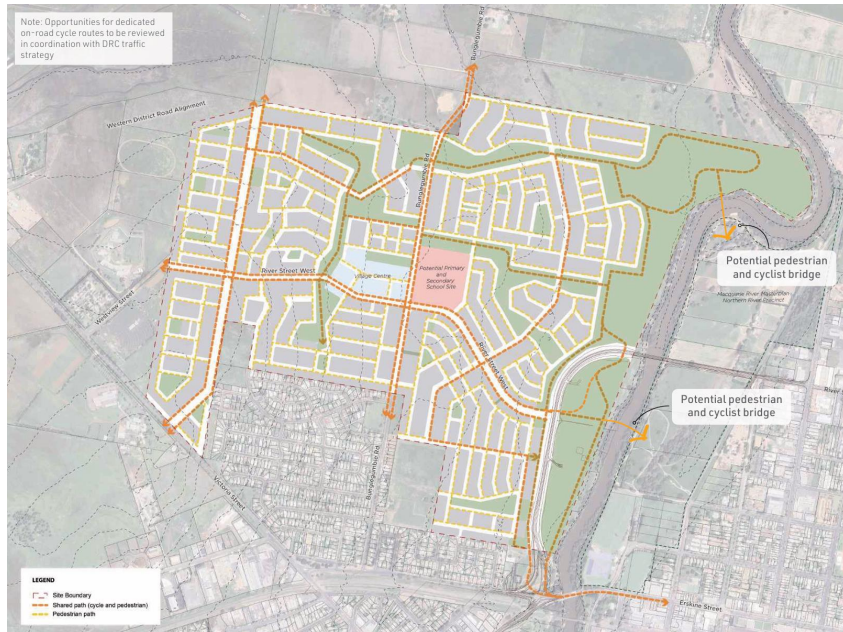


Figure 2-8: North-west Precinct pedestrian and cycle network



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2.2.2 Wellington specific context

Final Wellington Town Centre Plan, Dubbo Regional Council, 2020

Relevant outcomes:

- The Wellington Town Centre is around 1,100m in length (B2 Local Centre Zone), this length is around 40% over the 800m benchmark for walkability (HillPDA, 2020) which reduces the opportunity to capture the retail trade of customers walking from one end to another. Council may investigate the potential retraction of the B2 Local Centre Zone with the aim of increasing walkability and permeability on purchasing properties to capitalise on existing pedestrian activity.
- Improved pedestrian gateway treatments are proposed at the intersections of Mitchell Highway with Gisborne Street and Maughan Street.

Wellington Settlement Strategy, former Wellington Council, 2012

Key land use principles include:

- Connection of open spaces to urban areas with linkages between key open spaces, settlement centres & activities, pedestrian and cycle routes, and key transport routes.
- Facilitate walking and cycling as effective means of short to medium distance travel.
- Walking and cycling routes should be direct, safe, and off-road as far as possible.
- Parks provide ideal spaces in which to provide these links, and development of a park and open space network should be viewed as an opportunity to provide for a local movement network;
- Proposed land uses for Wellington are shown in **Figure 2-9**.



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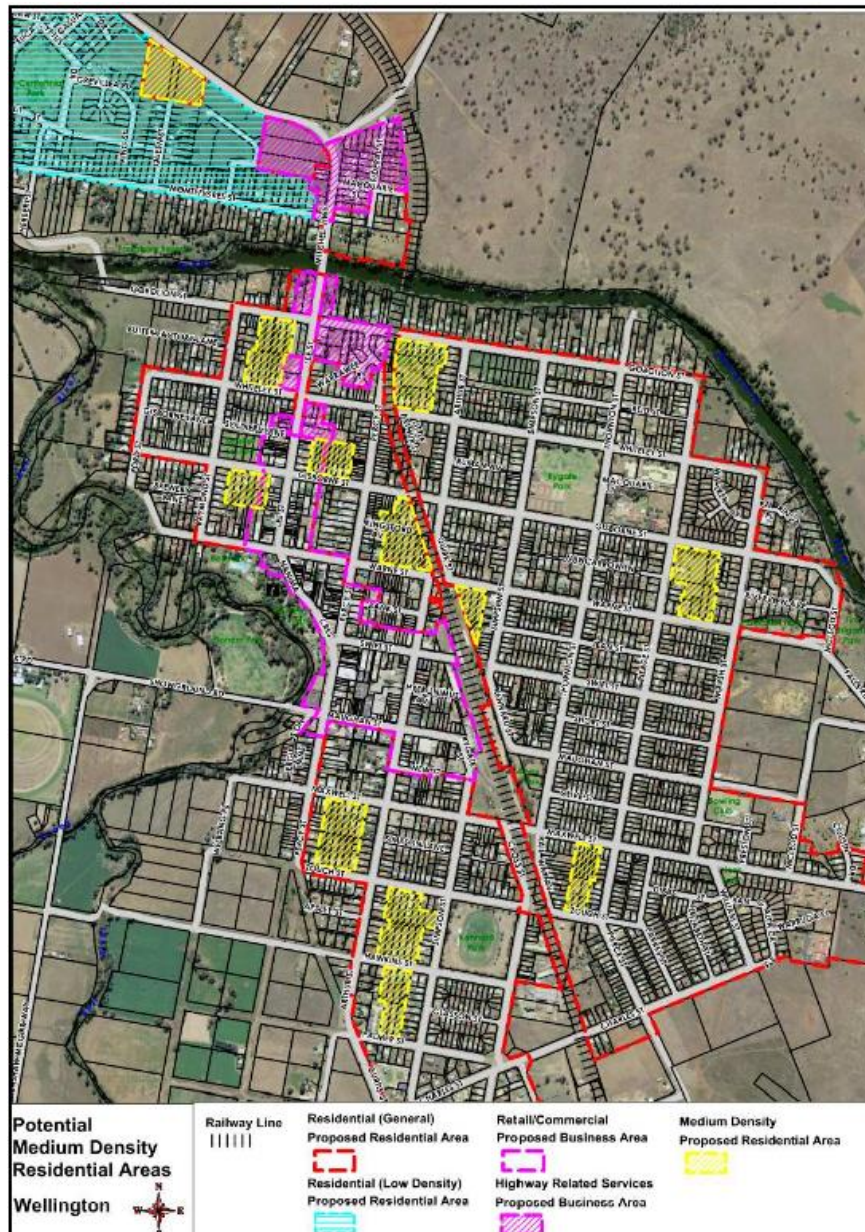


Figure 2-9: Wellington Settlement Strategy, 2012



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3 Infrastructure recommendations review

3.1 Previous infrastructure recommendations

The 2016 Dubbo PAMP and Bike Plan refers to the following guiding documentation:

- AS 1742.10-2009 Pedestrian Traffic Control Devices
- AS 1742.9-2009 Manual of Uniform Traffic Control Devices
- AS 1428.1-2009 Design for Access and Mobility
- Austroads Guide To Road Design Part 6a
- RMS NSW bicycle guidelines.

These documents are still highly relevant, providing industry best practice for pedestrian and cycling infrastructure typologies. Recent guidance from the NSW state government however improves upon the previous standards by providing a layer of user comfort and amenity. In particular, Transport for NSW's Walking Space Guide and the Cycleway Design Toolbox are key transport planning resources for maximising comfort, safety and connectivity within communities.

Specific differences between previous and current guiding recommendations include:

- Consideration for desired Movement and Place functions within the environment at the forefront of design and planning. Active transport infrastructure must be appropriate to the function of the road, and consider other users such as vehicles, trucks and buses.
- Shared path width – the Cycleway Design Toolbox recommends a shared path width of 4 metres, with a minimum width of 3 metres. The improvement criteria in the 2016 PAMP and Bike Plan was for a shared path width of 2.5m.
- Footpath width – the Walking Space Guide recommends a minimum footpath width of 2 metres, plus a traffic buffer spaces of at least 1.3 metres. The improvement criteria in the 2016 PAMP and Bike Plan was for a footpath width of 1.5 metres.
- Considerations for shared zones where there is high pedestrian volumes and low vehicle numbers or service vehicles only.
- Emergence of E-bikes, which increases user ability across the community.

The 2014 Wellington PAMP similarly refers to the following guiding documentation:

- NSW Roads and Maritime Services PAMP Guidelines
- Wellington Council Community Strategic Plan 2030
- Disability Discrimination Act, 1992
- Disability (Access to Premises- Buildings) Standards, 2010
- Disability Standards for Accessible Public Transport
- United Nations Decade of Action on Road Safety, 2011-2020, report
- Australian Road Research Board Safe Systems Approach Report.



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3.2 Movement and place

Classifying street environments within the Movement and Place framework involves characterising road segments to better understand gap between the current and future desired state and design of a street. Each street environment has a specific combination of movement and place function and fits within the four street environments, as shown in the figure.



The Transport for NSW Design of Roads and Streets Guide is a practical 'how to' manual explaining ways in which planners can improve the design of roads and streets throughout NSW by better understanding their role and context. Key active transport design recommendations include:

- The TfNSW Walking Space Guide recommends footpath types for built-up areas across NSW to enable safe and comfortable walking for people of all abilities. Austroads minimums should not be applied to new streets and should only be applied in existing low density built-up areas with caution, as the NSW Walking Space Guide indicates these widths do not encourage safe or comfortable walking.
- The TfNSW Cycleway Design Toolbox recommends dedicated cycling space on cycle routes in built-up areas on streets with design speeds above 30km/h. Dedicated space for cycling requires physical separation from vehicles; painted shoulder lanes do not constitute dedicated space.
- Shared paths are not recommended where there is high bicycle or pedestrian activity, relatively high cycling speeds, narrow sections along a route, or on routes which comprise interactions with numerous driveways, side streets or other functions crossing the cycleway.
- The number and frequency of crossing points should vary in proportion to the speed of the road or street and be aligned to desire lines. For example, lower speed streets through town centres will have more regular, closely spaced crossing points than higher speed roads.



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3.3 Walking Space Guide, Transport for NSW

The Walking Space Guide developed by TfNSW describes the following principles for improved pedestrian comfort and safety:

- The importance of shade and trees to improve pedestrian comfort
- Kerbside traffic and active building buffers depending on speed limits and pedestrian volumes
- Lack of obstructions on footpaths and adequate pedestrian circulation space.

The Guide details recommended widths for different street activity levels which should be adopted in future development and implementation of the strategic pedestrian network, shown in **Table 3-1**.

Table 3-1: Walking Space Guide recommendations

Road type	Description	Recommended Minimum Walking Space
Local footpath – Low activity	Appropriate where people walking are unlikely to pass people coming the other way.	2.0m with 1.3m kerbside traffic buffer
Local footpath – Medium activity	Appropriate where people walking are more than likely to pass people coming the other way.	2.3m with 1.3m kerbside traffic buffer
Main street footpath – Medium activity Local footpath – High activity	Appropriate where people walking are virtually certain to pass people coming the other way.	3.2m with 1.3m kerbside traffic buffer (3.0m not adjacent to active shopfronts)
Main street footpath – High activity	Appropriate where people walking are virtually certain to meet multiple groups of people coming the other way.	3.9m with 1.5m kerbside traffic buffer (3.7m not adjacent to active shopfronts)
Main street footpath – Very high activity	Appropriate where it is very busy most of the time e.g., direct connections to Sydney Metro station entrances.	4.5m with 1.5m kerbside traffic buffer



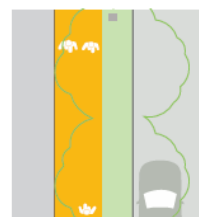
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Walking Space Guide – Footpath Types

Type 1

Local footpath –
Low activity

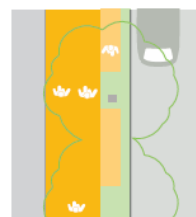


Low activity local footpaths are appropriate where people walking are unlikely to pass people coming the other way.

These footpaths support 2 friends walking together and passing if they walking in single file.

Type 2

Local footpath –
Medium activity

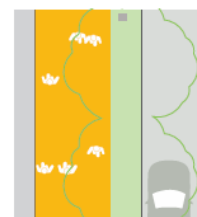


Medium activity local footpaths are appropriate where people walking are more than likely to pass people coming the other way.

These footpaths support 2 people passing abreast or 2 friends walking together passing another person using the Passing Zone.

Type 3

Main street footpath –
Medium activity
/ Local footpath –
High activity

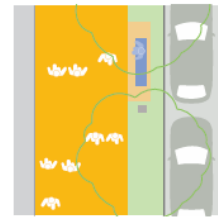


Medium activity main street footpaths are appropriate where people walking are virtually certain to pass people coming the other way.

These footpaths support 2 friends walking together and passing another person without having to walk in single file.

Type 4

Main street footpath –
High activity

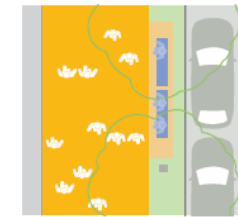


High activity main street footpaths are appropriate where people walking are virtually certain to meet multiple groups of people coming the other way.

These footpaths support 2 friends passing 2 friends coming the other way without either group having to walk in single file.

Type 5

Main street footpath –
Very high activity



Very high activity main street footpaths are appropriate where it is very busy most of the time.

These footpaths provide enough space for large numbers of people to walk comfortably.



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3.4 Cycleway Design Toolkit, Transport for NSW

The Cycleway Design Toolbox was developed by TfNSW to guide practitioners on cycling and micro-mobility design across NSW. The toolbox guides practitioners with a range of design tools and best practices for the design and delivery of high-quality cycling infrastructure. The four key typologies identified within the document include bicycle paths (one-way and two-way), quietways, shared paths, and shared zones. The toolbox includes a cycleway facility selection tool for priority routes and local routes, as shown in **Figure 3-1**.

Priority routes

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
Bicycle path (One and two-way)				
Quietway				
Shared path (Low pedestrian activity and low cross-cycleway movement)				
Shared path (High pedestrian activity or high cross-cycleway movement)				
Shared zone				
 Required for priority routes  Suitable, but not preferred for priority routes				

Local routes

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
Bicycle path (One and two-way)				
Quietway				
Shared path (Low pedestrian activity and low cross-cycleway movement)				
Shared path (High pedestrian activity or high cross-cycleway movement)				
Shared zone				
 Required for priority routes  Suitable, but not preferred for priority routes				

Figure 3-1 Cycleway facility selection tool

The toolbox is centred around five internationally recognised design principles, and one more additional principle. The principles are defined to integrate cycling into urban and suburban



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environments, whilst balancing customer needs and achieving movement and place outcomes. Practitioners are encouraged to design and provide the infrastructure that meets all six of the principles, which are shown in **Table 3-2**.

Table 3-2 Cycleway Design Toolbox principles

Principle	Description
Safe	Cycling infrastructure must not only be safe but should also be perceived to be safe so that people of all ages and abilities feel comfortable using the facilities.
Connected	Cycling infrastructure should be designed and planned to enable people to reach their day-to-day destinations easily, along routes that are connected, simple to navigate, and of a consistent quality that is appropriate for the expected use of that route.
Direct	Measured in both time (effort) and distance, direct routes should provide bicycle riders with the shortest and fastest way of travelling from place to place and make cycling an attractive alternative to driving or even public transport, particularly for local journeys.
Attractive	Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. Cycling infrastructure should connect to and help deliver public spaces that are well-designed and be places that people want to spend time.
Comfortable	Comfortable conditions for cycling require routes that are clearly demarcated from motor vehicles and pedestrians with high-quality, well-maintained and smooth surfaces.
Adaptable	Delivering a piece of infrastructure is only a part of a project's overall lifecycle. Adaptability should be embedded in the design of cycling infrastructure to ensure that it can evolve to accommodate changes in the needs and demands of its users over time.

3.5 Pedestrian crossings

In the 2016 Dubbo PAMP, pedestrian crossing compliance was measured against Australian Standards 1742.10, dated from 2009. Australian Standards is still a valid guideline for pedestrian crossing recommendations. The latest Standard is published in 2024.

For wombat crossings, a key difference in AS1742.10-2009 and the 2024 update is the minimum width of wombat crossing decreased from 3.6 metres to 3.5 metres. Wombat crossing infrastructure dimensions and requirements are shown in **Figure 3-2**.

For pedestrian refuges, the length of the refuge area (parallel with the road) should have a minimum length of 2.4 metres, which is less than the 2009 AS document, which states a minimum of 3 metres. The width of the refuge area is similarly recommended at 3 metres, with a minimum of 2 metres. Pedestrian refuge infrastructure dimensions and requirements are shown in **Figure 3-3**.



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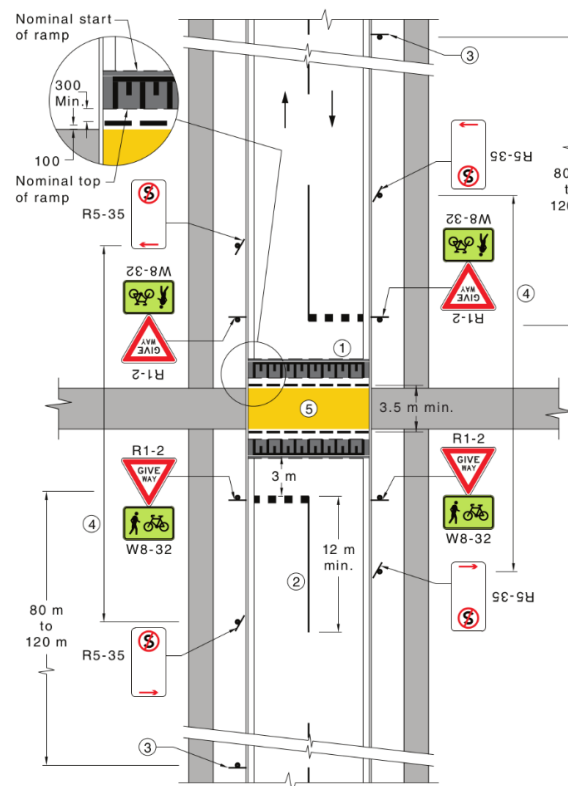


Figure 3-2 Wombat crossing typology, AS 1742.10:2024



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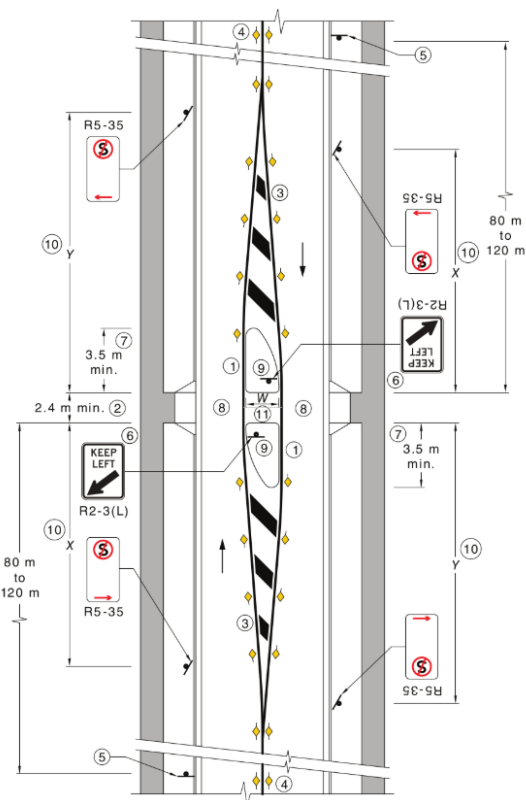


Figure 3-3 Pedestrian refuge crossing typology, AS 1742.10:2024

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4 Existing conditions

4.1 Demographics

4.1.1 Population

Based on 2021 Australian Bureau of Statistics (ABS), the population of Dubbo numbered 43,535 persons. The locality of Dubbo holds a significant portion of the LGA by accounting for 79 percent of the total population. **Table 4-1** provides a comparison with the 2016 population, with a 12% population increase (4,592 persons) from 2016 for Dubbo suburb.

Table 4-1: Dubbo suburb and LGA population (ABS, 2016 and 2021)

Year	Population		Proportion of total LGA population
	Dubbo – Suburb	Dubbo – LGA	
2016	38,943	50,070	78%
2021	43,535	54,927	79%
Difference	+4,592	+4,857	-

The population of Wellington numbered 4,101 persons and accounted for 7 percent of the LGA's total population. **Table 4-2** provides a comparison with the 2016 population, showing minimal change in Wellington's population since 2016.

Table 4-2: Wellington suburb and LGA population (ABS, 2016 and 2021)

Year	Population		Proportion of total LGA population
	Wellington - Suburb	Dubbo – LGA	
2016	4,087	50,070	8%
2021	4,101	54,927	7%
Difference	+14	+4,857	-

4.1.2 Age profile

The age profile of the study area plays a crucial role in identifying pedestrian amenity and infrastructure requirements for the Study. The two most vulnerable pedestrian groups are the elderly and children. For these users, facilities are required to provide a safe walking environment that encourages walking and cycling as viable transport options.

The age profile of Dubbo and Wellington suburbs in 2016 and 2021 as per the ABS Census is shown in **Table 4-3**, and compared with all of NSW. The results indicate minor variations in the age distribution between the two census years for Dubbo. Overall, the age distribution in Dubbo is relatively consistent with that of New South Wales.

For Wellington, the results indicate minor variations in the age distribution between the two census years. While Wellington exhibits a slightly higher proportion of population in the 60-89 age range, the overall age distribution is relatively consistent with that of New South Wales.



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Table 4-3: Age profile (ABS, 2016 and 2021)

Region	Year	Age profile										
		0-9 years	10-19 years	20-29 years	30-39 years	40-49 years	50-59 years	60-69 years	70-79 years	80-89 years	90-99 years	100 years and over
Dubbo – Suburb	2016	15%	13%	14%	13%	12%	13%	10%	7%	3%	1%	0%
Dubbo - Suburb	2021	14%	13%	14%	14%	11%	11%	10%	7%	4%	1%	0%
Wellington – Suburb	2016	14%	12%	11%	8%	10%	13%	14%	9%	6%	1%	0%
Wellington - Suburb	2021	14%	12%	13%	10%	9%	12%	13%	10%	5%	1%	0%
NSW	2016	13%	12%	14%	14%	13%	13%	11%	7%	4%	1%	0%
NSW	2021	12%	12%	13%	14%	13%	12%	11%	8%	4%	1%	0%

4.1.3 Motor vehicle ownership

Understanding the levels of car ownership is important in determining the extent to which pedestrian and bicycle facilities are required. High car ownership could mean a lack of good pedestrian amenity and alternative options. It could also suggest that private vehicles are used for most trips, and that walking or cycling is a recreational activity, which requires different types of facilities.

Table 4-4 depicts household motor vehicle ownership levels in Dubbo and Wellington, compared with all of NSW. The Dubbo – East, Dubbo – South and Dubbo – West SA2s have been selected and analysed for the Dubbo study area as data at the suburb level is not available. The data shows that in Dubbo, the percentage of households owning zero and one vehicles is lower than for NSW, and the percentage of owning two and three vehicles was higher.

The data shows a notably higher percentage of households in Wellington owning one motor vehicle compared to NSW, while the percentage owning two vehicles is notably lower.

Table 4-4: Vehicle ownership per household (ABS, 2016 and 2021)

	Dubbo – selected SA2s		Wellington - Suburb		NSW	
	2016	2021	2016	2021	2016	2021
No motor vehicles	6%	6%	15%	11%	10%	9%
One motor vehicle	36%	36%	44%	47%	38%	39%
Two motor vehicles	38%	39%	28%	29%	35%	34%
Three motor vehicles	13%	13%	9%	8%	11%	11%
Four or more motor vehicles	6%	7%	3%	4%	6%	7%



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4.1.4 Method of travel to work

Method of travel to work for the census year 2016 and 2021 for Dubbo and the broader LGA is shown in **Table 4-5**. Across the Dubbo locality and the wider LGA, the majority of commute trips were undertaken by private vehicles. The private vehicle mode share in 2021 was lower compared to 2016, reflecting a shift towards alternative arrangements, as shown by a higher percentage of people either worked at home or did not go to work.

Across the Wellington locality and the wider LGA, the majority of commuter trips were undertaken by private vehicles. The private vehicle mode share in 2021 was lower compared to 2016, reflecting a shift towards alternative arrangements, as shown by a higher percentage of people either worked at home or did not go to work. Compared to the broader LGA, active and public transport mode shares were found to be higher for Wellington.

Table 4-5: Method of travel to work (ABS, 2016 and 2021)

	Dubbo - Suburb		Wellington – suburb		Dubbo – LGA	
	2016	2021	2016	2021	2016	2021
Private vehicle	83%	79%	78%	74%	81%	78%
Active Transport	3%	2%	7%	7%	4%	3%
Public Transport	1%	1%	1%	3%	1%	1%
Worked at home or Did not go to work	12%	17%	13%	16%	13%	18%
Other mode	0%	0%	1%	0%	1%	0%



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4.1.5 Level of disadvantage

The ABS provides information on Socio-Economic Indexes for Areas (SEIFA), which ranks areas according to their relative socio-economic advantage and disadvantage using Census data. Deciles divide a distribution into ten equal groups. In the case of SEIFA, the distribution of scores is divided into ten equal groups. The lowest scoring 10% of areas are given a decile number of 1, the second-lowest 10% of areas are given a decile number of 2 and so on, up to the highest 10% of areas which are given a decile number of 10.

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) summarises information about the economic and social conditions of people and households within an area. This index includes both relative advantage and disadvantage measures.

Table 4-6 shows the IRSAD for Dubbo in comparison to the broader LGA, as per 2021 ABS Census. The results indicate that the IRSAD distribution for the Dubbo locality is similar to that of the wider LGA. All residents of the suburb, and the vast majority of residents in the LGA, are categorised within decile 4.

The results indicate that the IRSAD distribution for the Wellington locality differs significantly from the wider LGA. The entirety of residents in Wellington fall within decile 1.

Table 4-6: Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) (ABS, 2016 and 2021)

	Decile 1	Decile 2	Decile 3	Decile 4	Decile 5	Decile 6	Decile 7	Decile 8	Decile 9	Decile 10	Not applicable
Dubbo - Suburb	0	0	0	43,516	0	0	0	0	0	0	0
Wellington - Suburb	4,096	0	0	0	0	0	0	0	0	0	0
Dubbo Regional Council - LGA	4,394	630	506	46,235	762	269	1,674	385	65	0	0



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4.2 Land use – Dubbo

Retail and Commercial

Dubbo CBD is on the east side of Macquarie River, located along Macquarie Street, Brisbane Street and Darling Street between Erskine Street and Mitchell Highway. Dubbo Regional Council government office is situated on the corner of Church Street and Darling Street.

Beyond the CBD area, small pockets of retail establishments are scattered across Dubbo, including Myall Street shops to the north-east, Orana Mall Shopping Centre to the east on Windsor Parade, Tamworth Street and Boundary Road shops to the south, Victoria Street and Newell Highway shops to the west, and Delroy Park Shopping Centre further west on Minore Road and Baird Drive.

Education

A variety of educational institutions are present within Dubbo, including primary, secondary schools, TAFE and university campuses. There are ten primary schools, two along East Street west of Macquarie River and eight east of the river. There are six high schools; with one and five to the west and east of the river respectively. There are three combined primary-secondary schools, with one and two to the west and east of the river respectively.

Hospital and medical centres

A regional health precinct is located in the north-east portion of Dubbo, comprising public and private hospitals, residential and community aged care services, and the University of Sydney and Charles Sturt University Dubbo campuses. The hospitals within the precinct include Lourdes Hospital on Cobbora Road, Dubbo Base Hospital on Myall Street and Dubbo Private Hospital on Moran Drive.

Other key medical facilities include Dubbo Aboriginal Medical Services and Bila Muuji Aboriginal Corporation Health Service, both located within the Dubbo CBD.

Aged-care facilities

Dubbo is home to 16 aged care facilities, with 13 located east of the Macquarie River and three to the west. Two aged care facilities are located in the Dubbo health precinct – Dubbo Homestead Care Community and Catholic Healthcare Holy Spirit Dubbo.

Open Space and Recreation

Dubbo City has approximately 176 areas of publicly owned open space in the urban area, totalling 626 hectares. This space includes amenity parks, ecological areas, public utility reserves, recreation corridors, parks and sports fields. Along both sides of Macquarie River there is a green buffer zone. On the south-west side of the river is Sir Roden Cutler Park and on the east side adjacent to the river is Sandy Beach Park and Lady Cutler Ovals. Larger parks within the city include:

- Victoria Park, Dubbo's largest park, located in close proximity to Dubbo Station and the CBD. Victoria Park provides multiple ovals, the Dubbo Aquatic and Leisure Centre and other sporting facilities.
- Elston Park, accessed via Cobra Street/ Fitzroy Street/ Bultje Street/ Gipps Street, providing access to tennis courts and a water park.
- Wahroonga Park, accessed via Macquarie Street, provides a playground for children.
- Dubbo's Botanic Gardens are in Elizabeth Park which is on the corner of Windsor Parade and Birch Avenue.



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There are a number of sporting facilities across Dubbo. Dubbo Aquatic Centre has a 50-metre lap pool located across from Dubbo Railway Station along Talbragar Street. Apex Oval also known as Caltex Park are part of the East Dubbo Sporting Complex located between Wingewarra Street and Cobra Street in Dubbo and Barden Park is a sporting facility on the corner of Myall Street and Macleay Street. There is a large netball centre with 13 courts and club rooms and cricket grounds located along the right side of Macquarie River. Dubbo Sportsworld is located in south-east Dubbo on Sheraton Road. Dubbo Regional Cycling Facility, located on River Street, houses a 400m flat track velodrome and a 1km sealed criterium track. Other major recreation attractions include Taronga Western Plains Zoo.

Key land uses in Dubbo are highlighted in **Figure 1-1**.



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4.3 Land use – Wellington

The Wellington town centre is focused on Mitchell Highway/ Nanima Crescent, interfacing with Cameron Park and the Bell River. Outside of the town centre, community infrastructure includes:

- Wellington Hospital, located east of the town centre on Gisborne Street
- Rygate Park and Kennard Park
- Wellington Aquatic Centre
- Various schools including Wellington High School, St Marys Catholic School, Wellington Public School and Wellington Community Children's Centre.

Montefiores is located north of Wellington across the Macquarie River. Key land uses in Montefiores are the Wellington Christian School, Bicentennial Park and Oxley Reserve.

Key land uses within Wellington are highlighted in **Figure 1-2**. Mount Arthur is located west of the Wellington township and Wellington Caves are located towards the south.



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4.4 Dubbo – Historic pedestrian and cyclist crashes

Historical crash statistics were obtained from TfNSW for the most recent five-year period, from 2019 to 2023 inclusive. A total of 27 crashes involving either pedestrians or cyclists were reported in Dubbo, consisting of 13 pedestrian-related and 14 cyclist-related crashes. The locations and severity of these crashes are shown in **Figure 4-2**.

4.4.1 Crash Severity

Crash severity for all 27 pedestrian and cyclist related crashes are shown in **Figure 4-1**. A summary of the crashes within the study area (in terms of injury severity and locations) is as follows:

- Ten crashes resulted in serious injuries. Two of these crashes occurred along Fitzroy Street. The rest of the eight crashes occurred along Brisbane Street, Church Street, Myall Street, Golden Highway, Alfred Street, Mitchell Highway, Baird Drive and Braun Avenue.
- 13 crashes resulted in moderate injuries. Two of these crashes occurred along Macquarie Street. The rest of the 11 crashes occurred along Brisbane Street, Church Street, Darling Street, Golden Highway, Fitzroy Street, Boundary Road, Hopetoun Street, Hume Street, Mitchell Highway, Lindsay Place and Gilbert Street.
- Three crashes resulted in minor/ other injuries. Two crashes occurred along Brisbane Street, and one crash occurred along Newell Highway.
- One crash resulted in no casualties.
- 11 crashes occurred within the Dubbo CBD area, with two crashes resulted in serious injuries, seven crashes resulted in moderate injuries and two crashes resulted in minor/ other injuries.

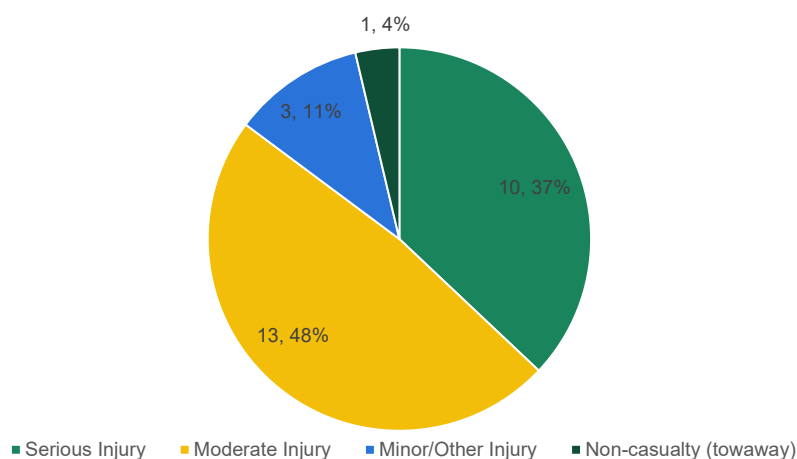


Figure 4-1: Crash severity

4.4.2 Environmental Conditions

In relation to weather conditions, all 27 crashes occurred in fine weather. Regarding the distribution of crashes based on the time of day, the majority of crashes were reported to occur during daylight conditions with a count of 18 crashes, followed by 6 crashes during dark conditions and 3 crashes at dawn.



Dubbo and Wellington PAMP and Bike Plan
4 Existing conditions

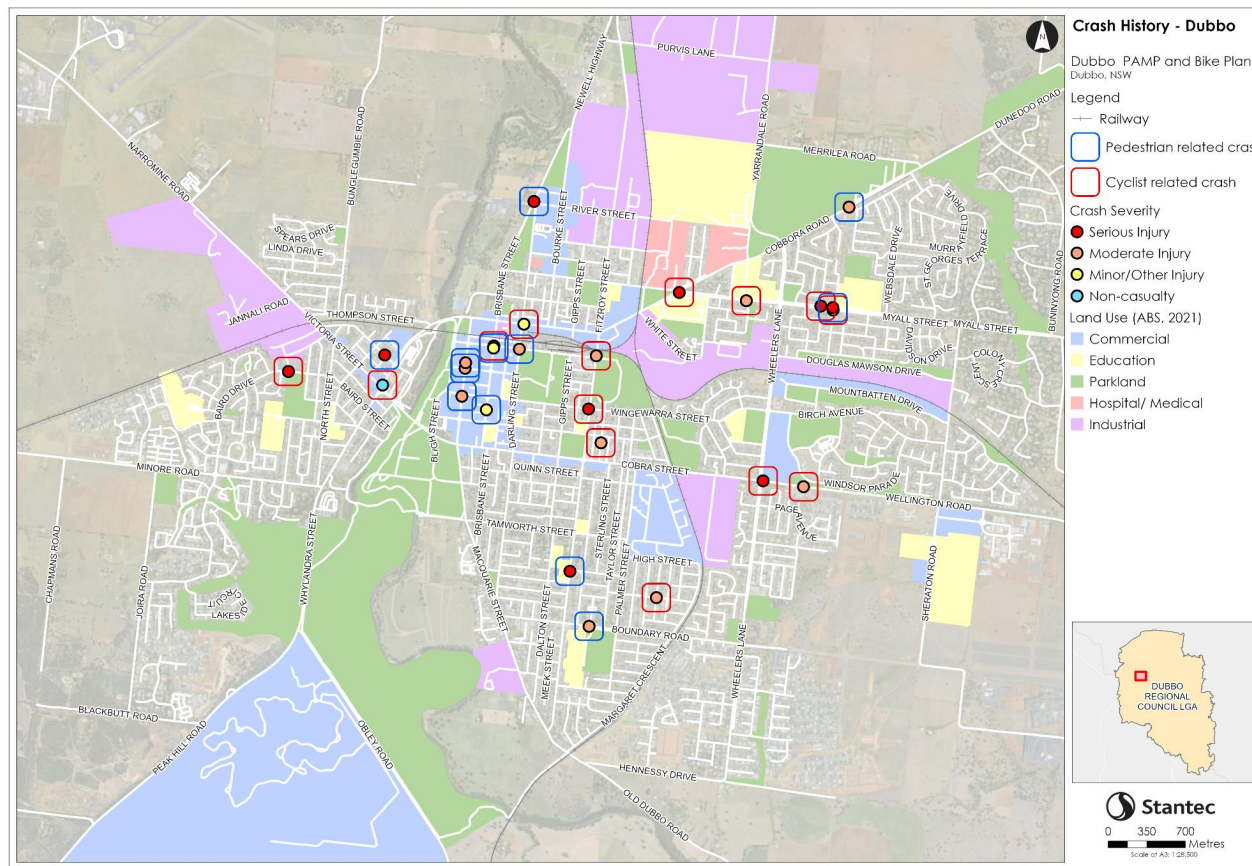


Figure 4-2: Pedestrian and cyclist crashes – Dubbo



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4 Existing conditions

4.5 Wellington – Historic pedestrian and cyclist crashes

Historical crash statistics were obtained from TfNSW for the most recent five-year period, from 2018 to 2022 inclusive. During this timeframe, a total of six pedestrian and cyclist crashes were documented within Wellington.

One crash, occurring at the intersection of Warne Street in close proximity to the Wellington Swimming Pool, near the intersection of Raymond Street resulted in pedestrian fatalities and serious injuries.

Other pedestrian and cyclist crashes resulted in serious and moderate injuries. The locations of the five crashes are shown in **Figure 4-2**.



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Dubbo and Wellington PAMP and Bike Plan
4 Existing conditions

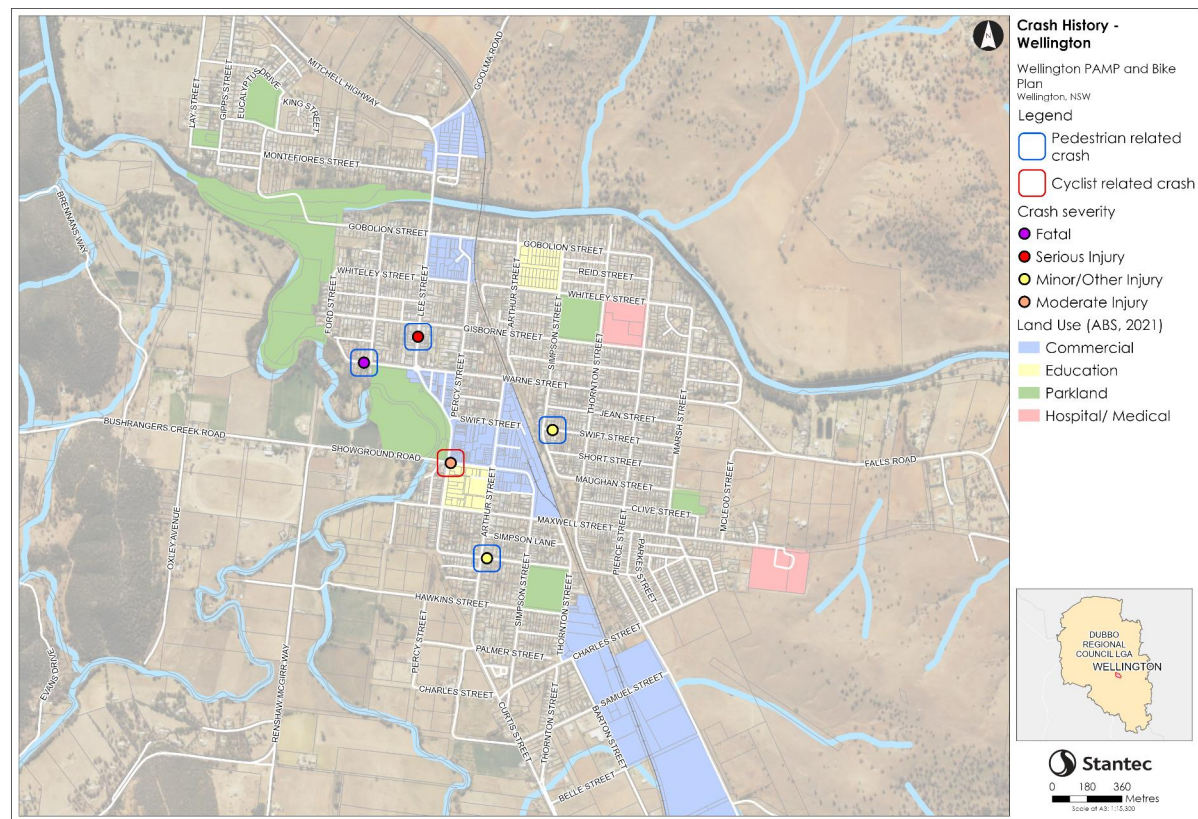


Figure 4-3: Pedestrian and cyclist crashes – Wellington



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Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

5 Gap analysis

5.1 Dubbo

The key gaps in the walking and cycling network are assessed under the following:

1. Determining the high priority projects since the 2016 PAMP and Bike Plan that have not yet been addressed. This covers previous consultation outcomes.
2. Analysing the community's current priorities and opportunities for improvements
3. Analysing desire lines between key land uses with consideration for the movement and place function of the road environment
4. Aligning with goals, priorities and initiatives in strategic policies and plans (see **Section 2**).

Gap analysis is described in the following sections.

5.1.1 Community consultation outcomes

Community consultation was undertaken by Dubbo Regional Council in November to December 2024. An online interactive mapping platform was developed that allows members of the community to input the following:

- What works well to promote walking and cycling in Dubbo and Wellington?
- What types of infrastructure make walking and cycling safer, more efficient, and comfortable?
- Which areas do you want to walk or cycle to?
- Which areas have issues with safety and accessibility for pedestrians and cyclists?

An extract of the consultation mapping platform is shown in **Figure 5-1**.

A total of 105 comments were received for the city of Dubbo.



Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

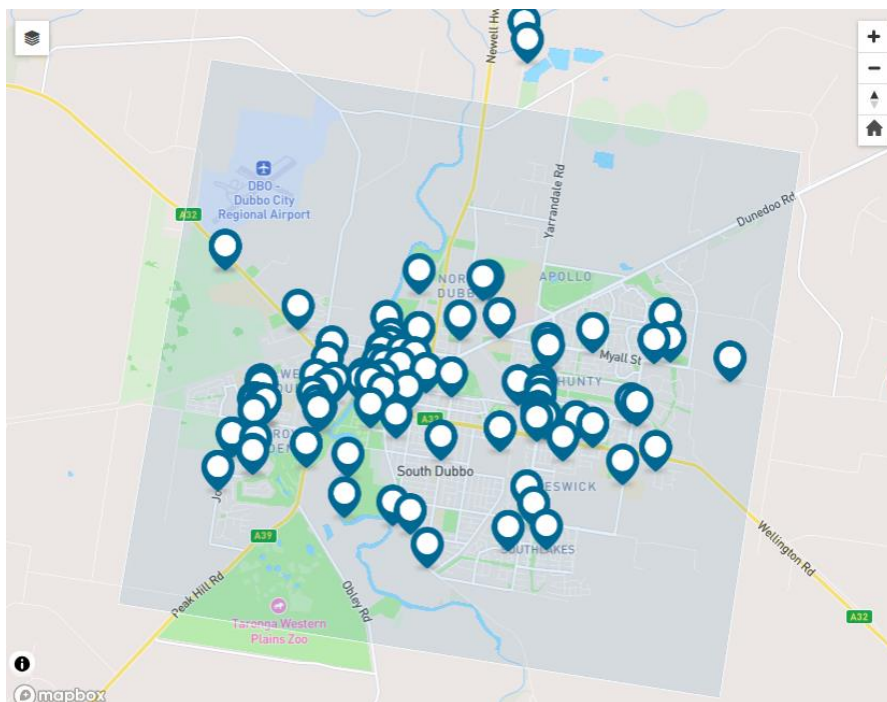


Figure 5-1: Online consultation platform output

Key outcomes relating to walking and cycling in Dubbo, and informing the development of the recommendations included identifying locations with:

- Poor crossing facilities or lack of dedicated pedestrian crossings, particularly at intersections
- Unsafe cycling conditions along existing and proposed pathways
- Pedestrian amenity improvements including shelters and shade
- Traffic calming requirements
- Upgrades to poor path surfaces and vegetation maintenance
- Provision of end of trip facilities.

The outcomes are summarised by location in **Figure 5-2**.



Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

Specific comments related to:

- Provide cycling route along Bligh Street south of Bultje Street
- Cobra Street shared path recommended on north side of street, linking with existing
- Crossings recommended on Wheelers Lane, including investigation for signal and refuge
- Pathways recommended on River Street between Morgan Street and Dhubu Drive
- Signage proposed at roundabouts on Darling Street.
- Safety courses recommended for schools and the community on road rules and pedestrian priorities
- Signalised ped crossing proposed for investigation on Wheelers Lane
- Safe crossing on Wheelers Lane connecting to Orana Mall required
- Safe crossing required at intersection of Capital Drive and Blueridge Drive.
- Safe crossing required at intersection of Carnegie Avenue and Torvean Avenue.
- Recommended crossings and pathways on Minore Road
- Recommended pathway along Mitchell Highway between Yulong Street and Westview Street.
- Footpath proposed along Yulong Street
- Shared path proposed along eastern side of North Street between Minore Road and East Street
- Shared path proposed on St Andrews Drive and Grangewood Drive
- Recommended shared paths on Wheelers Lane
- Proposed shared path connection through Troy Creek
- Shared paths on Myall Street proposed
- Crossings on Bligh Street proposed
- Footpaths proposed along Newell Highway between Minore Road and Mitchell Highway
- Cycleway connections across Newell Highway to Tracker Riley Cycleway proposed
- Cycleway proposed on Wingewarra Street and Wellington Road
- End of trip facilities for cycling at key locations
- Improved connections to Tracker Riley recommended
- Cycleway proposed along Tamworth Street.
- Recommended maintenance to existing cycleways including maintaining linemarking and vegetation
- Shared path and footpaths proposed on Windsor Parade
- Audio tactile facilities proposed at signalised intersection of Macquarie Street / Cobra Street
- Footpaths proposed along Volta Avenue
- Proposed shoulder widening for cycling on Whitewood Road
- Proposed cycleways around the river corridor
- Shared path proposed on Sheraton Road
- Shared path recommended on Mitchell Highway between Sheraton Road and Hindmarsh Esplanade.



Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

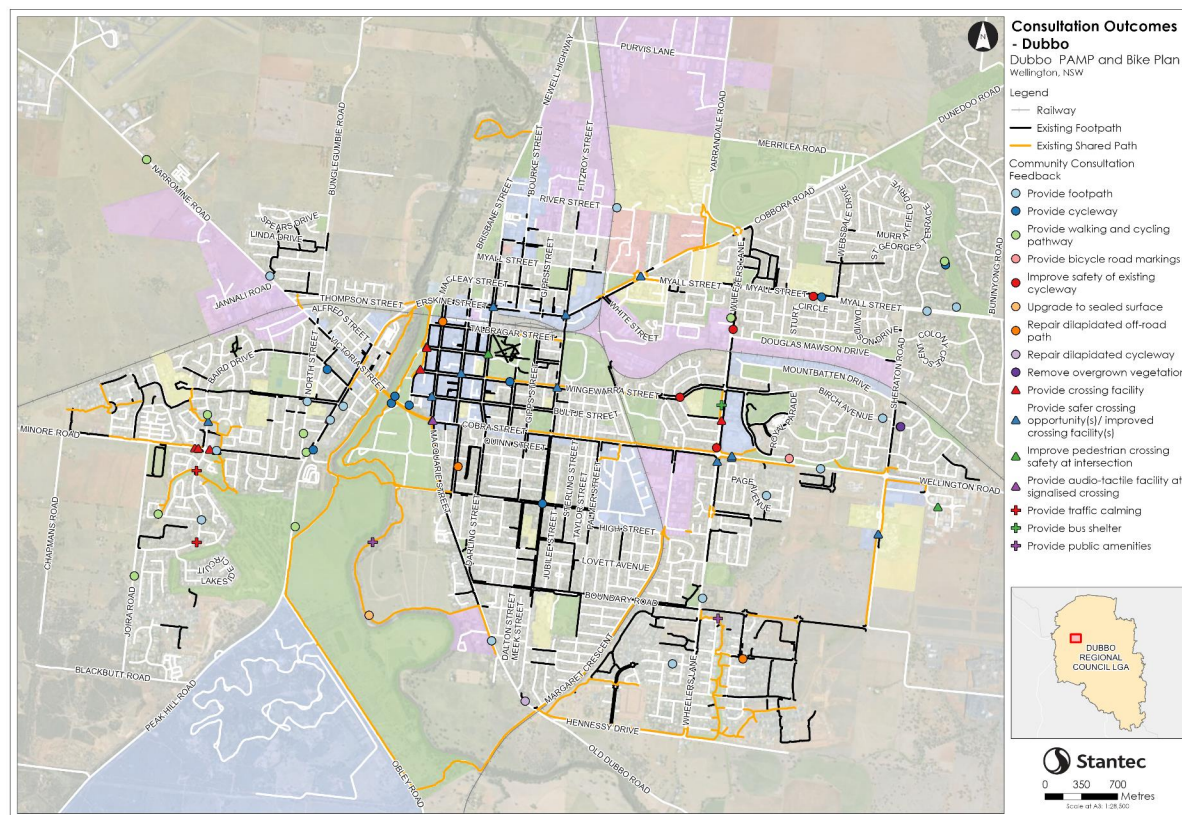


Figure 5-2: Consultation outcomes – Dubbo



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Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

5.1.2 Desire line assessment

Desire lines represent the most direct and convenient link between two or more trip generators. A key concept in developing the recommendations was to link between schools, parks, recreational facilities, medical centres and the CBD. This supports 15-minute neighbourhoods within Dubbo, connects the community and influences mode choices.

Specific active transport desire lines that have been considered include:

- East-west across Dubbo city, parallel to the Mitchell Highway.
- Between future housing centres and the Dubbo CBD and other key services
- Between Taronga Zoo and accommodation along Whylandra Street
- North-south links across Minore Road to local retail centre within Delroy Park
- East-west across Macquarie Street connecting to open space and sports fields

Key desire lines are shown on **Figure 5-3**.

A number of projects have been completed as outcomes of the previous PAMP and Bike Plan. These mostly cover footpath and shared path provisions. Progress since the 2016 PAMP and Bike Plan is summarised in **Figure 5-4**.



Dubbo and Wellington PAMP and Bike Plan 5 Gap analysis

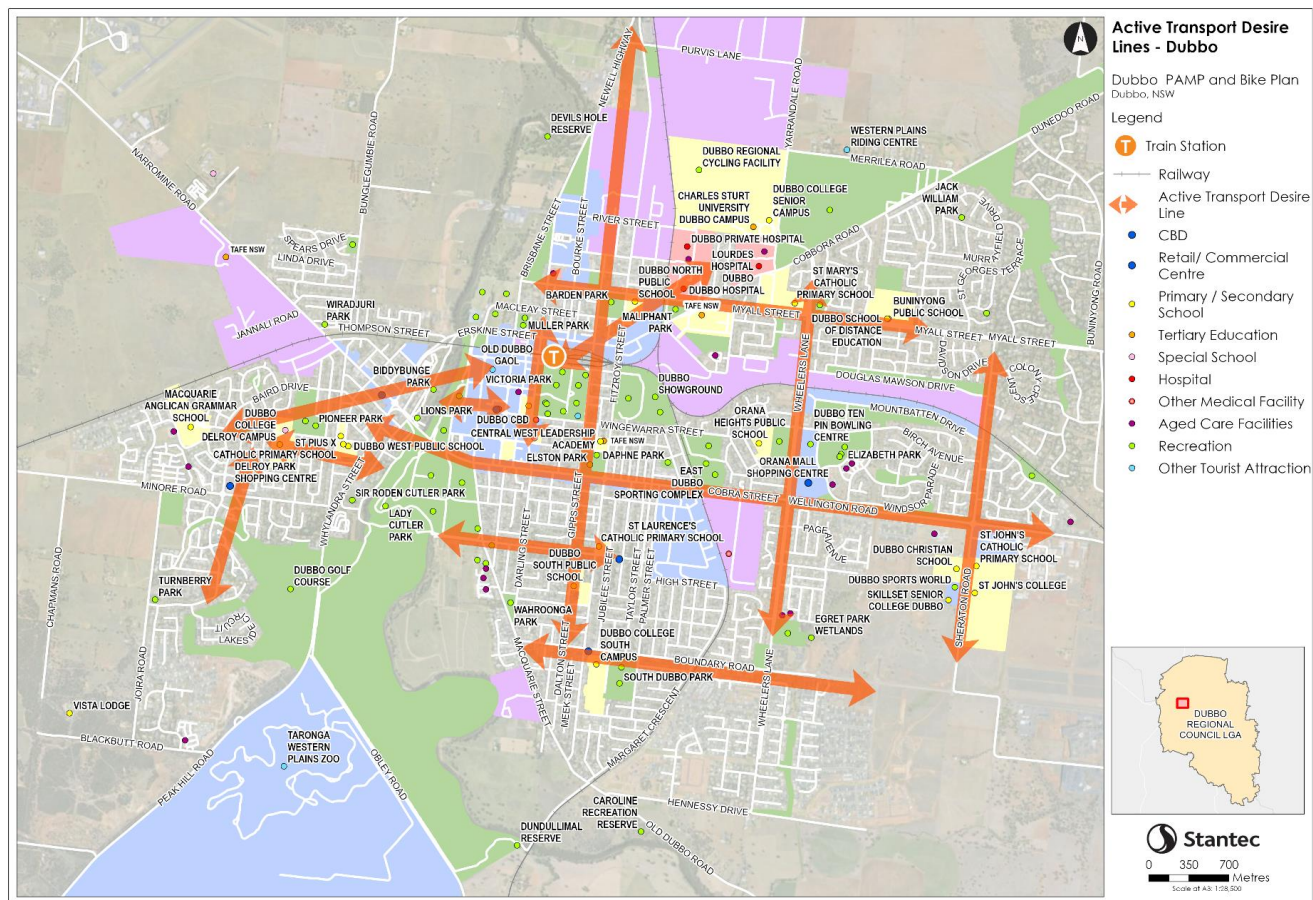


Figure 5-3: Desire line assessment – Dubbo



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Dubbo and Wellington PAMP and Bike Plan 5 Gap analysis

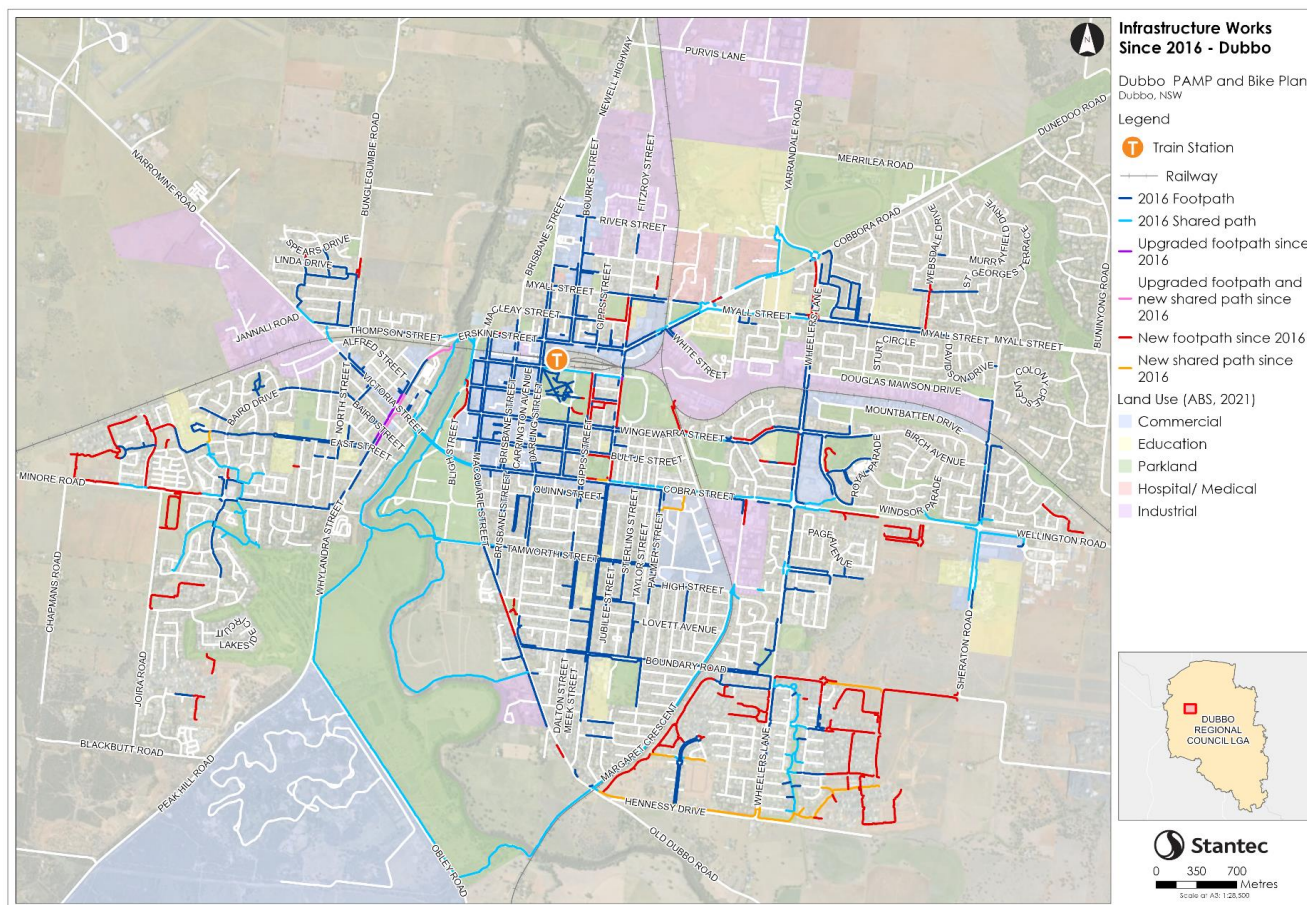


Figure 5-4: Progress since 2016 Dubbo PAMP project



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Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

5.2 Wellington

The key gaps in the walking and cycling network are assessed under the following:

1. Determining the high priority projects since the 2014 Wellington PAMP that have not yet been addressed. High priority projects from the previous PAMP are shown in **Figure 5-5** and **Figure 5-6**.
2. Analysing the community's current priorities and opportunities for improvements
3. Analysing desire lines between key land uses with consideration for the movement and place function of the road environment
4. Aligning with goals, priorities and initiatives in strategic policies and plans (see Section 2).

Gap analysis is described in the following sections.



Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

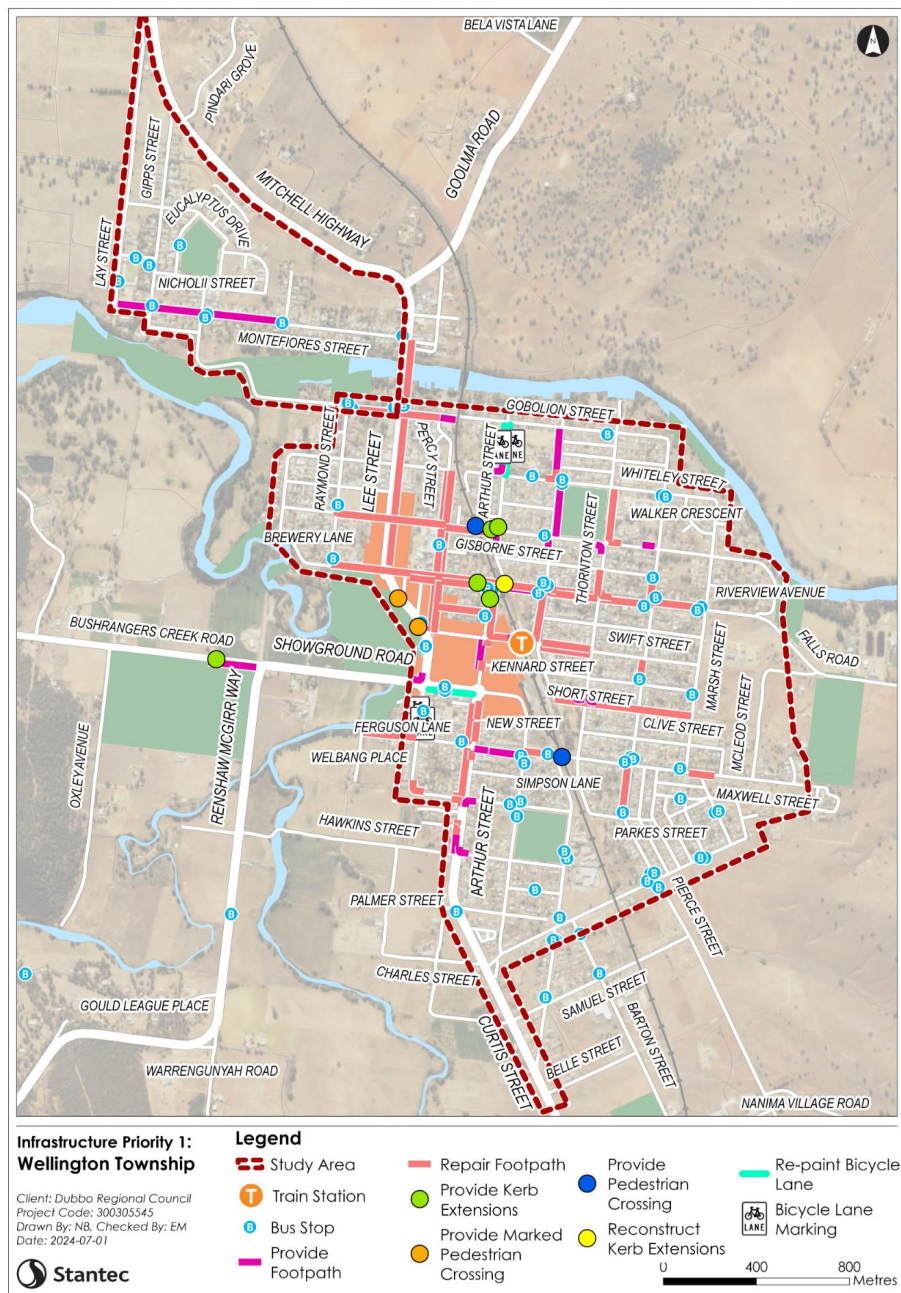


Figure 5-5: Wellington Infrastructure Action Plan – Priority 1 (PAMP, 2014)



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5 Gap analysis

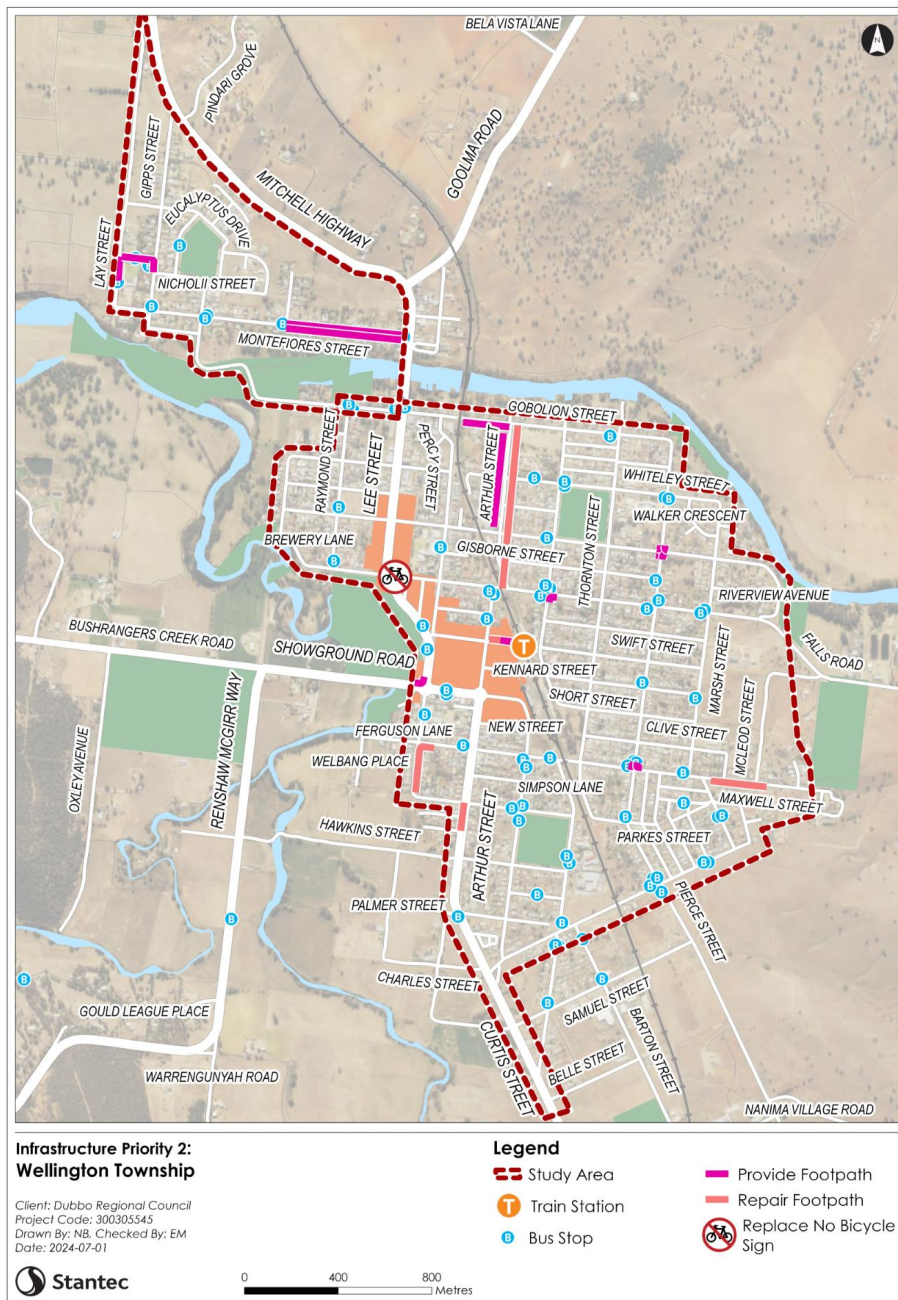


Figure 5-6: Wellington Infrastructure Action Plan – Priority 2 (PAMP, 2014)



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Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

5.2.1 Community consultation outcomes

Consultation for Wellington was undertaken at the same time using the same forum as for Dubbo. An extract of the consultation mapping platform is shown in **Figure 5-7**.

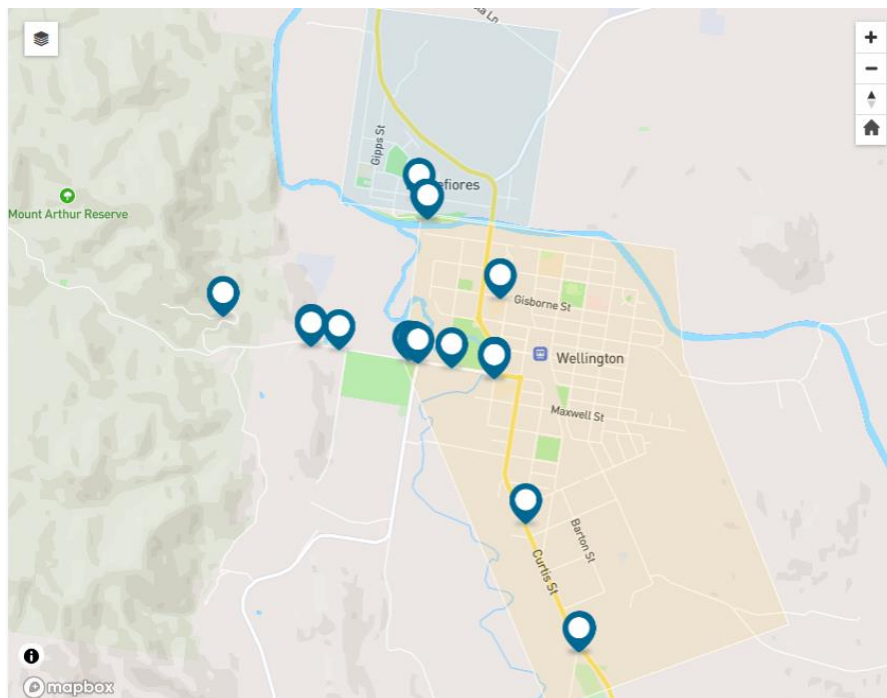


Figure 5-7: Online consultation platform output

22 comments were received for Wellington/ Montefiores. The key themes arising from the consultation for Wellington and Montefiores were:

- Generally poor walking and cycling infrastructure within Wellington and Montefiores.
- Enhanced walking and cycling connections between Mount Arthur recreational trail, along Bushrangers Creek Road / Showground Road to the Wellington CBD. The existing shared path along the northern side of showground road is disconnected, and the remaining gravel path is in poor condition.
- Scenic Drive, leading up to Mount Arthur is hazardous to pedestrians and cyclists who mix with vehicular movement.
- Enhanced walking and cycling connections between the Wellington CBD and Wellington Caves, via Old Sydney Road and Thornton Street
- Enhanced walking and cycling connections within and through Oxley Park, improving amenity of the park and better connecting Montefiores to Wellington.



Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

- Recommendation for road safety sessions to be held within the community regarding safe use of mobility scooters.

A summary of the locations identified in the consultation are shown in **Figure 5-8**.



Dubbo and Wellington PAMP and Bike Plan
5 Gap analysis

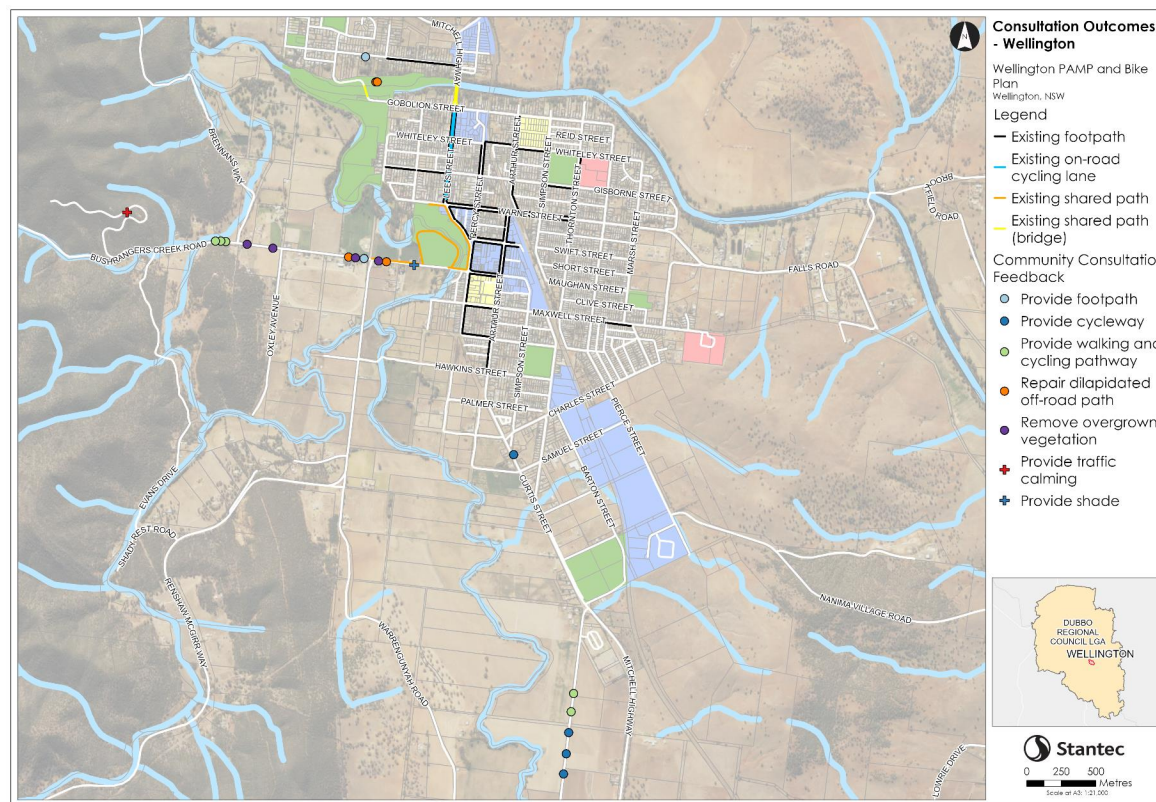


Figure 5-8: Wellington and Montefiores consultation outcomes summary



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5 Gap analysis

5.2.2 Desire line assessment

Desire lines represent the most direct and convenient link between two or more trip generators. A key concept in developing the recommendations was to link between schools, parks, recreational facilities, medical centres and the CBD. This supports 15-minute neighbourhoods within Wellington-Montefiores, connects the community and influences mode choices.

Walking and riding desire lines in Wellington are shown on **Figure 5-9**.

As part of the 2024 PAMP update, key pedestrian infrastructure initiatives for Wellington Township have been proposed. These initiatives encompass the construction of new footpaths, the installation of crossing facilities, and the enhancement of existing infrastructure. The actions designated as 'priority one' are shown in **Figure 5-5**, and the 'priority two' actions are in **Figure 5-6** Key pedestrian infrastructure actions included providing footpath upgrades and new facilities throughout town, constructing new crossings and footpaths.

The following lists key observations made in reference to progress since the 2014 PAMP Study:

- Most of the footpaths proposed in the PAMP have not yet been constructed
- Several crossings proposed especially in the north-western side of Wellington have not yet been provided
- Cycling and pedestrian crossing facilities to schools have not been addressed
- Various painted bicycle lanes have not been repainted
- Certain historic crash locations have not been addressed.



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5 Gap analysis

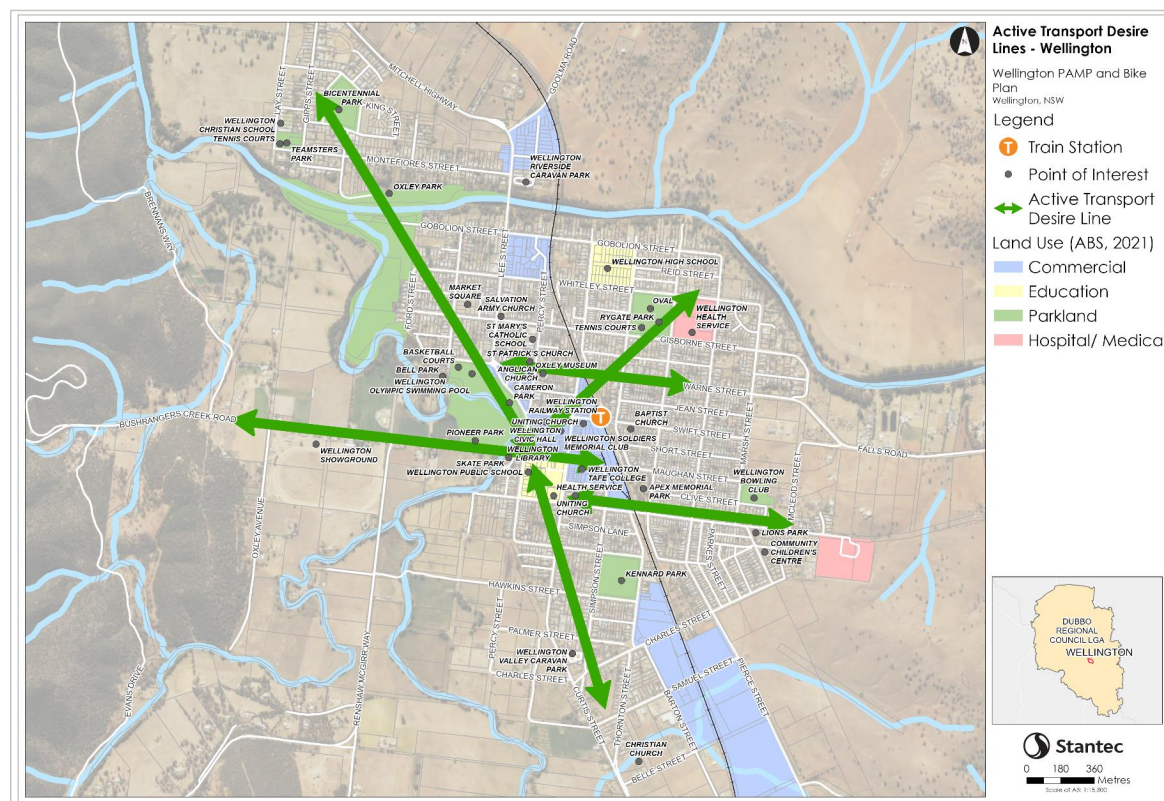


Figure 5-9: Desire line assessment – Wellington and Montefiores



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Dubbo and Wellington PAMP and Bike Plan
6 Recommendations

6 Recommendations

6.1 Footpaths

The Dubbo and Wellington CBD environments are generally well connected by existing footpath infrastructure and crossings. Footpath recommendations therefore focus on connecting the gaps in the network between key retail, medical and educational land uses across key areas to residential locations.

Footpath upgrades consider the Transport for NSW Walking Space Guide, which recommends a range of widths depending on the footpaths usage and activity (see report **Section 3**). Pedestrian activity within Dubbo and Wellington is considered to align with the Guide's classifications of:

- Local footpath – low activity (2.0m footpath width)
- Mainstreet footpath – medium activity (3.0m footpath not adjacent to active shopfronts).

Footpath recommendations for Dubbo are shown in **Figure 6-1** and for Wellington in **Figure 6-2** and **Figure 6-3**. Recommendations are shown in more detail in mapping in **Appendix B**.

6.2 Shared paths

Shared paths provide benefits for the community for the following reasons:

- Provision for both walking and cycling, which cover both types of desire lines
- Low cycling volumes within Dubbo and Wellington means that pedestrians are not at a high risk of interactions with fast moving cyclists.

Shared paths are recommended along the major walking and cycling desire lines to support greater uptake and safety of active transport infrastructure.

A width of 3 metres is proposed for each shared path project in alignment with the Transport for NSW's Cycleway Design Toolkit (see report **Section 3.4** and **Appendix A**). This aligns with the guidance that a shared path desired width is 4 metres, with an absolute minimum of 3 metres in order to qualify for the Get NSW Active Funding program. Three metres for new shared paths proposed in Dubbo and Wellington are considered appropriate given the relatively low pedestrian and cyclist volumes expected and the high level of service that it provides.

6.3 Cycleways

Off-road separated cycling infrastructure (one or two-way separated cycle paths) are not recommended within Dubbo or Wellington for the following reasons:

- Shared paths provide space for pedestrian use
- Low uptake of cycling within the towns, meaning that shared paths offer greater cost-benefit



Dubbo and Wellington PAMP and Bike Plan
6 Recommendations

- Local low-density residential roads within the towns with less than 2,000 vehicles per day can be used as on-road mixed traffic cycling routes by more experienced riders. These are referred to as “Quietways” in the TfNSW Cycleway Design Toolbox.

Quietways provide an environment in which bicycle riders are located within the middle of the traffic lane and integrate with vehicular traffic which ideally has a travel speed of 30 kilometres per hour or less. Visual cues such as differing pavement texture and colour, bicycle symbols painted on the road, traffic calming features, median strip to make it more difficult for overtaking and narrow traffic lanes support rider safety within quietways.

Existing on-road cycling lanes do exist within Dubbo, along Myall Street, Wheelers Lane and Bultje Street. These lanes are proposed to remain; however they are not deemed appropriate in these locations given the following:

- The on-road lane infrastructure without median or separation barrier is unsuitable to less experienced riders and children
- Location adjacent to angled parking, which exposes cyclists to reversing vehicles which may have reduced sight distances
- Potential interactions of cyclists on these roads with heavy vehicles and buses
- Segmented lanes which do not integrate with a greater cycling network.

New on-road cycling lanes are proposed only in locations in which there is enough on-road space to accommodate safe distances from vehicles and low vehicle volumes. For example, on-road cycling lanes are proposed on Wingewarra Street as an alternate east-west route to Wellington Road/ Mitchell Highway for more experienced cyclists.

Cycling recommendations are shown in **Figure 6-1** and **Figure 6-2**.

6.4 Crossings

Crossing typology reflects the environments in which they are proposed. Wombat crossings provide a traffic calming element as a vertical deflection device, and give full priority to pedestrian movements. Pedestrian refuges are suitable in locations where it may be suitable for a pedestrian or cyclist to give way to an on-coming vehicle whilst partway through an intersection, given that vehicle volumes and speeds are low.

Community consultation outcomes highlighted a key issue around large multi-lane roundabouts across Dubbo that are deemed to be difficult to cross and hazardous to people riding and walking. The Austroads Guide to Road Design Part 4 recommends that pedestrian refuges are inappropriate at multi-lane roundabouts and that they should only cross one travel lane in each direction. Therefore to mitigate safety concerns at these location, additional warning signage is proposed to alert drivers to pedestrians that may be crossing.



Dubbo and Wellington PAMP and Bike Plan
6 Recommendations

Crossing infrastructure recommendations include:

- Pedestrian refuge crossing, providing a place for a pedestrian or cyclist to stop and wait for passing vehicles. Refuges are typically appropriate on roads with speeds of 50 kilometres per hour or less and in locations with only one travel lane in each direction. Typical pedestrian refuge crossing design is shown in **Figure 3-3**.
- Wombat crossing (raised zebra crossing). Wombat crossings provide the pedestrian or cyclist with priority over vehicles and are appropriate at locations with high pedestrian volumes such as near schools or CBD environments. The elevation of the crossing to be level with the footpath level provides vertical deflection which is a traffic calming measure. Typical wombat crossing design is shown in **Figure 3-2**.
- Signalised crossing. Signalised crossings are appropriate on high speed and high vehicle volume roads.

Crossing recommendation locations are shown in detail in **Appendix B**.

Crossing design should include Disability Discrimination Act (DDA) compliant kerb ramps to facilitate safe transition from the kerb to the road where relevant.

6.4.1 Compliance criteria

Compliance criteria for the existing crossings audited in Dubbo as part of the 2016 PAMP are outlined in **Table 6-1**, **Table 6-2** and **Table 6-3**. Infrastructure conditions were inspected with reference to the defect and compliance items.

Table 6-1 Compliance criteria – zebra and raised zebra crossings (wombat)

Defect	Standard	Requirement for compliance	Recommended improvement
Painted crossing width less than 3.6 metres	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2001/04b Traffic calming devices as pedestrian crossings	Crossing should be 3.6 metres wide (minimum)	Repaint crossing to 3.6 meters wide
Poor sight lines for pedestrians		Focus is given to crests and obstructions that may restrict the clear view of approaching vehicles	Regrade or remove obstruction
Faded line markings		Pavement markings should be clearly visible by pedestrians and vehicle drivers.	Repaint line markings
Other		Other factors such as lighting and signage	Situation dependant



Dubbo and Wellington PAMP and Bike Plan
6 Recommendations

Table 6-2 Compliance criteria – signalised pedestrian crossing

Defect	Standard	Requirement for compliance	Recommended improvement
Missing crossing leg	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2002/12c Stopping and Parking restrictions at intersections and crossings.	Pedestrian crossing on all intersection legs	Investigate provision of additional crossing leg
Delineated crossing width less than 3.3 metres		Crossing width 3.3 metres	Adjust line marking to provide 3.3 metre wide pedestrian crossing zone
No audio indicator		Audio indicator at crossing	Provide an audio indicator button

Table 6-3 Compliance criteria – pedestrian refuge

Defect	Standard	Requirement for compliance	Recommended improvement
Width too narrow (perpendicular to road)	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2011/01a	2.0 metres (minimum)	Replace pedestrian refuge
Length too narrow (parallel with road)		3.0 metres (minimum)	Replace pedestrian refuge



Dubbo and Wellington PAMP and Bike Plan
6 Recommendations

6.5 Kerb ramps

Kerb ramps are used to assist pedestrians, particularly those who are less mobile, to enter and exit the roadway safely to cross the street at a designated point.

6.5.1 Compliance criteria

Compliance criteria for the existing kerb ramps audited in Dubbo as part of the 2016 PAMP are outlined in **Table 6-4**. Infrastructure conditions were inspected with reference to the defect and compliance items.

Table 6-4 Compliance criteria – kerb ramps

Defect	Standard	Requirement for compliance	Recommended improvement
Missing	RMS Drawing: MD R173B01.A.1	Kerb ramps should be provided where possible.	Provide kerb ramp
None (Path level with road)		Where there is no difference between height in the footpath and roadway TGSI is required.	Provide tactile ground surface indicators (TGSI)
Misaligned with opposite kerb ramp		Kerb ramps must be directly facing each other, and aligned with the adjacent property boundary or wall.	Reconstruct kerb ramp
DDA compliant dimensions and grades		Kerb ramps should be wide enough and have clear space at the top.	Reconstruct kerb ramp
Surface condition	AS 1428.1-2009, Section 7	Kerb ramps should be in a good condition to avoid trip hazards.	Replace kerb ramp



Dubbo and Wellington PAMP and Bike Plan 6 Recommendations

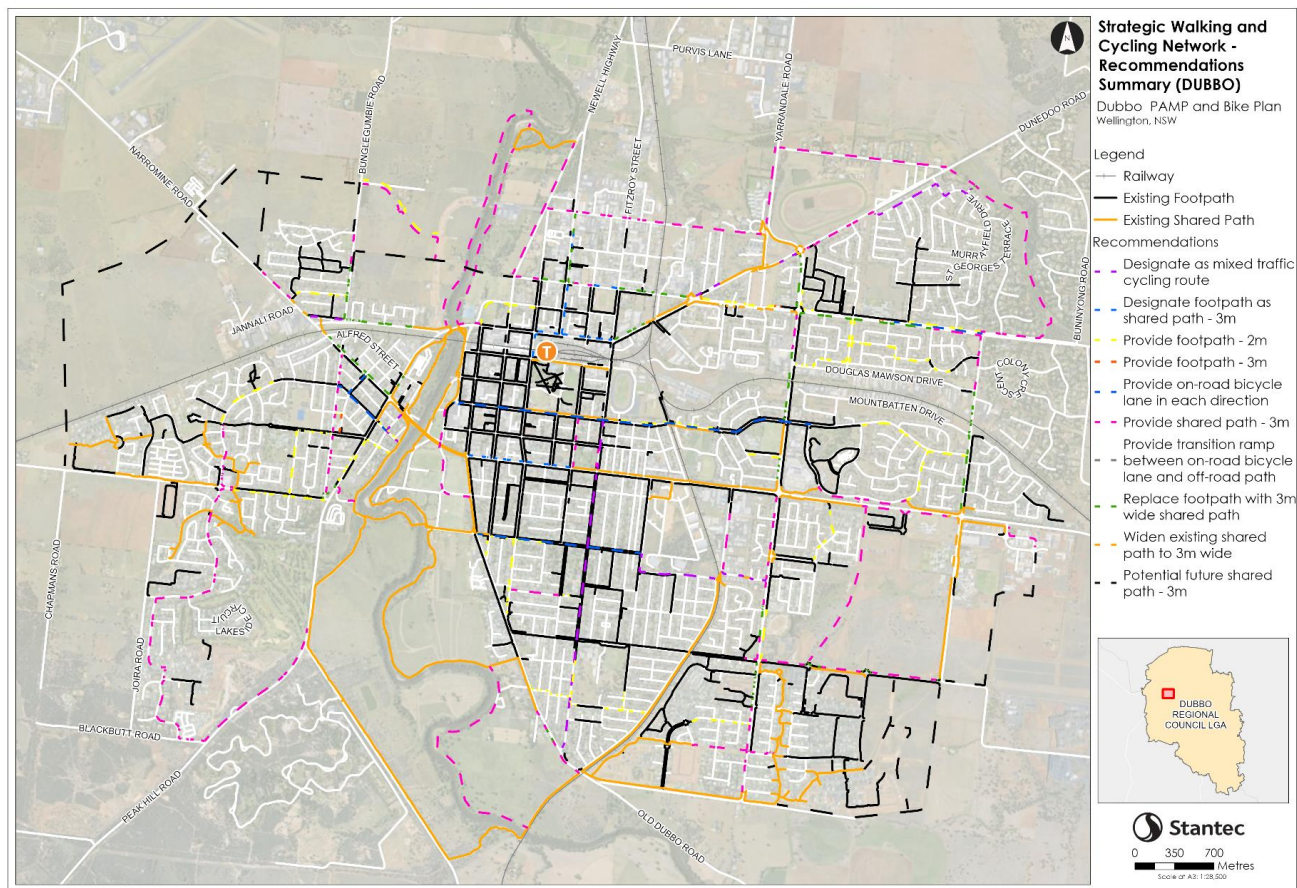


Figure 6-1: Walking and cycling pathways recommendation summary – Dubbo



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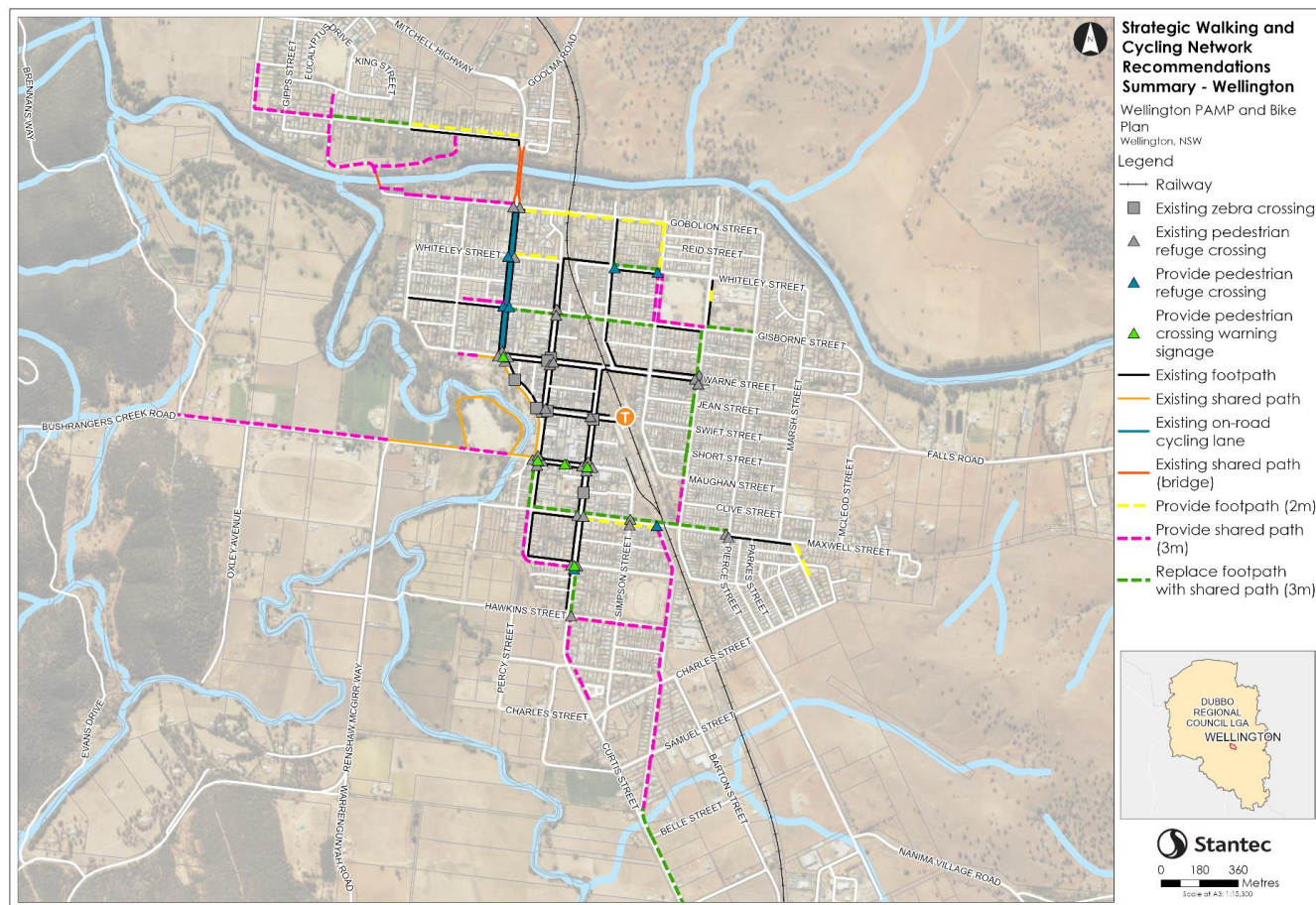


Figure 6-2: Walking and cycling pathways recommendation summary – Wellington



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Dubbo and Wellington PAMP and Bike Plan 6 Recommendations

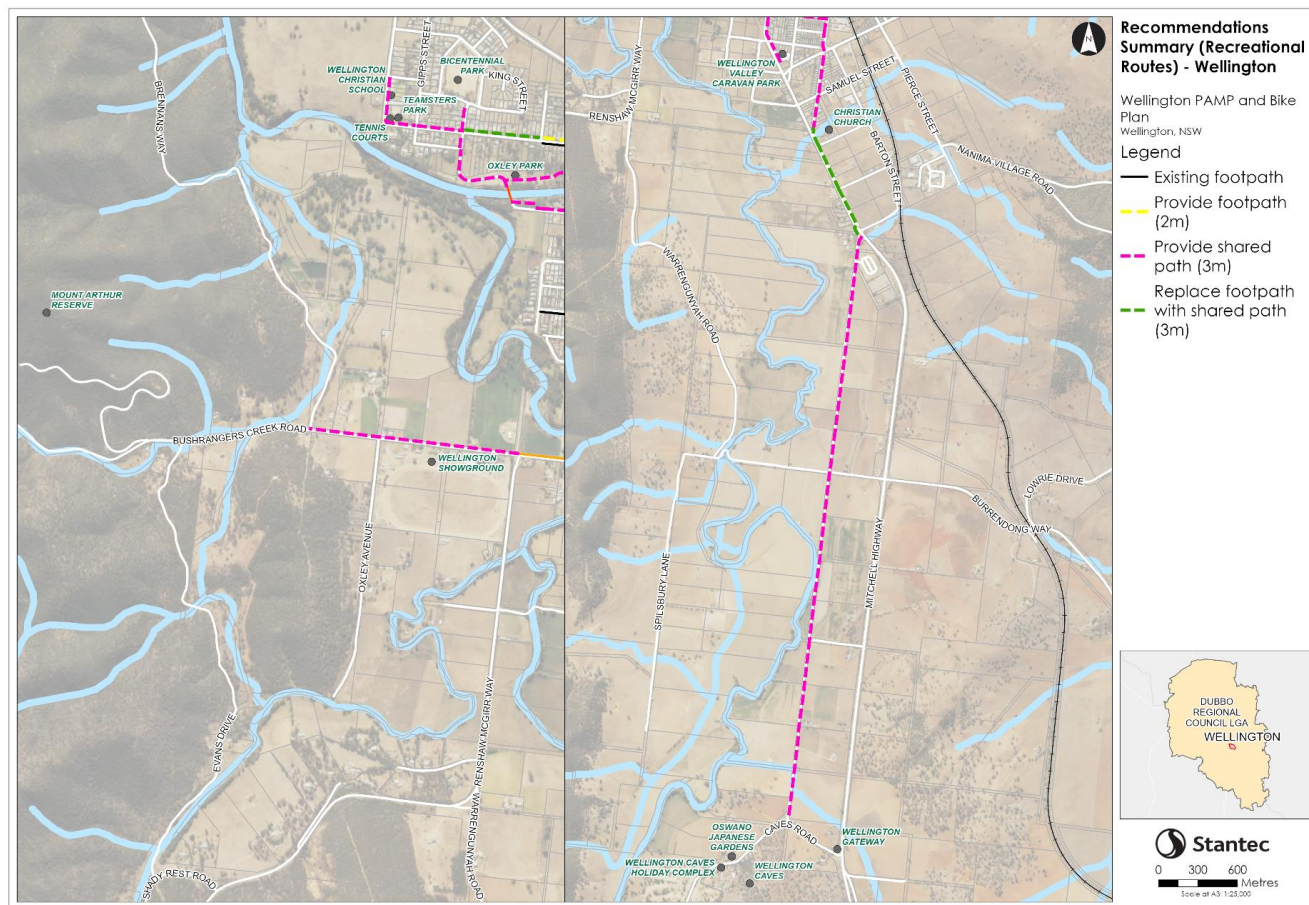


Figure 6-3: Walking and cycling pathways recommendation summary – Wellington (recreational areas)



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6 Recommendations

6.6 Behaviour change and policy

Active transport infrastructure needs to be supported by policies and behaviour change programs in order to increase uptake and promote sustainability within the area. The following section outlines a number of policy and behavioural change programs.

Urban release housing areas

Adjust DCP controls to ensure that active transport provisions are included in all new development areas across the LGA. This includes provision for footpaths on at least one side of each road, and shared paths located on the key active transport desire lines.

Micromobility

The current and future uptake of micromobility (e-scooters, skateboards etc) can provide certain users with increased comfort on their active transport journeys. It is recommended that DRC plan for and embrace micromobility uptake in the future by aligning infrastructure provisions with state government guidelines such as through the Cycleway Design Toolbox and Walking Space Guide, as these recommend wider footpaths and cycleways.

Low speed environments

Investigate the introduction of slow speed environments ie 30 kilometres per hour as per Transport for NSW guidance. Streets that have high pedestrian activity should be targeted.

Continuous footpaths

Continuous footpaths, as described by NSW Movement and Place, provide pedestrian/ cyclist priority through surface finish and grade changes rather than traffic control and physical devices. Areas which receive high demand from pedestrians and cyclists should be investigated for the provision of continuous footpaths to facilitate improved connectivity.

Street trees

Maintain and encourage tree canopy on residential, recreational and CBD streets to enhance pedestrian amenity including shade from the sun and increased comfort.

Lighting

Conduct a lighting assessment along the strategic walking and shared path network to increase safety and passive surveillance, in line with Crime Prevention Through Environmental Design (CPTED).

Bike parking

Amend DCP bike parking requirements to require higher provisions for key land uses including schools and retail development, as well as public bike parking rings required at key activity locations such as shopping areas, parks and along cycling routes.



Dubbo and Wellington PAMP and Bike Plan
6 Recommendations**Car parking allocation**

Parking reallocation may be used to change the movement dynamic in high activity areas, whereby moving parking spaces away, more space can be provided to the public. Space can be reallocated to either mobility or places to stop, rest, eat and enjoy.

Parking restrictions

Continue to monitor vehicles and ensure they are not parked in a manner which impeded pedestrians and cyclists, such as vehicles/ trucks/ trailers left on nature strips/ paths for long periods of time.

Active transport promotion

Utilise social media as an informative tool to address residents on news around active transport. This can include new paths, maintenance works, community consultation activities and active transport etiquette.

Shared path rules

Develop an educational program identifying the correct etiquette to using shared path, i.e., cyclists slowing down for pedestrians, pedestrians not walking with more than two abreast, sticking to the left-hand side etc. Shared path rules can be communicated via signage as well as other educational promotional means.

Wayfinding plan

A wayfinding program helps enhance user experience through easier navigation. By providing accurate route details, it allows users to focus on the journey rather than the navigation itself. It is recommended that DRC develop and provide integrated wayfinding signage for points of interest, public toilets, pedestrian rest areas and access to nature. Include digital and interactive public mapping located in strategic visitor locations that is legible for people with vision impairment. Consider engagement of a local artist to develop and incorporate imagery that embodies Dubbo/ Wellington.

Road safety courses

Collaborate with NSW Department of Education to deliver road safety courses at schools.

Deliver safety information to the public around pedestrian priorities at crossings and the safe usage of mobility scooters within the LGA.

Walking/ cycling events

Engage directly with the community by providing and promoting programs which utilise active transport. This can include a community running/cycling group available to users of all levels or the promotion of existing events such as national walk to school day, where children are encouraged to walk.

Social infrastructure

Social infrastructure is categorised as infrastructure which enhances social activities and interactions within a community. This can include benches, covered seating, open spaces to gather etc. Social



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6 Recommendations

infrastructure should be delivered in conjunction with the delivery of the active transport infrastructure to maximise the benefit of both.

Heritage walk/ ride

Heritage walk/ride programs help the community and visitors discover and learn cultural and historical significance associated with their surrounding environment. This initiative encouraging active transport whilst at the same time learning about their environment.

Bike hire/ share

Bike hire/ share services allow individuals to hire bikes for short term use. They offer accessibility and flexibility for shorter distance trips. People who do not own, use regularly, or find themselves needing a bicycle, are afforded the opportunity through such programs. These services and programs should be encouraged within DRC.

Bicycle lanterns

Signalised crossings in areas with high demand should incorporate bicycle lanterns to enhance crossing opportunities for cyclists. By providing dedicated phases for pedestrians and cyclists, safety at intersections is improved, as they are provided their own designated crossing time, which separates them from vehicular traffic.

Maintenance program

Council is responsible for the maintenance of active transport infrastructure works. The core active transport network should be regularly monitored for major cracking, damage, debris and vegetation control.



Dubbo and Wellington PAMP and Bike Plan
7 Prioritisation and cost estimates

7 Prioritisation and cost estimates

7.1 Summary of previous prioritisation

7.1.1 Dubbo

The priorities determined through the 2016 PAMP project are based on assigning different weightings to a set of criteria, as outlined in report **Section 1.2**. This results in an assigned priority on a continuous scale from 0 to 1, which were categorised into high, medium and low priority improvement works. The criteria used provides an important baseline on which to build a new system for prioritising infrastructure as it contains many important factors that contribute to active transport safety, connectivity and accessibility.

A key outcome of the community consultation activity as part of the PAMP update was that intersections are hazardous for pedestrians and cyclists, particularly at large sized roundabouts. This is an important factor that should be incorporated into updated prioritisation.

The criteria used for prioritisation in the 2016 Dubbo PAMP as well as commentary on how it is or is not applicable to the PAMP update is shown in **Table 7-1**.



Dubbo and Wellington PAMP and Bike Plan

7 Prioritisation and cost estimates

Table 7-1 2016 Dubbo PAMP prioritisation criteria and discussion

Priority criteria	Reason	Detail	Commentary
New works Weighted 25%	Consideration of whether the improvement would provide a completely new facility, such as installation of a new kerb ramp in a location where there was none beforehand, or if the improvement was an upgrade to an existing facility such as provision of TGSi at an existing kerb ramp. New improvement works received a higher score than works that are to replace or improve existing infrastructure for this criteria.	• New works will receive a score of one. • Upgrade works to reduce trip hazards will receive a score of 0.5. • Other upgrade works will receive a score of zero.	The provision of new works is still considered to be more important and beneficial to the community than upgrading existing works. Whilst widened pathways provide higher amenity for people walking and riding, new infrastructure connects communities new communities to active transport. The upgrade of existing infrastructure however is important when directly addressing a safety concern or hazard.
Proximity to crash clusters Weighted 15%	Improvement works in proximity to pedestrian and bicycle crash clusters (locations where two or more crashes are within 50 metres of each other) will contribute to a safer road environment for active transport. Improvement works located close to crash clusters received a higher score than other improvement works for this criteria.	• Works within 100 metres of a pedestrian or bicycle crash cluster will receive a score of one. • Works not within 100 metres of a pedestrian or bicycle crash cluster will receive a score of zero.	Addressing concerns at historic crash clusters and areas concerning for safety such as large roundabout should be a number one priority to increase safety and prevent any future incidents.
CBD locations Weighted 20%	The Dubbo CBD is a busy pedestrian environment with lots of destinations that can be reached on foot or bike. Addressing issues located in the CBD will achieve value for money because of the higher volumes of people who will benefit from the improvement. It could also support people's choice to walk between destinations within the CBD instead of driving.	• Works within the Dubbo CBD (area bounded by Talbragar Street / Macquarie Street / Mitchell Highway / Darling Street) will receive a score of one. • Works outside of the Dubbo CBD will receive a score of zero.	The Dubbo CBD already provides a high level of walking and riding amenity, and should not receive preference over other areas in the LGA. Specific missing connections within the CBD are to be addressed but not with more importance than connections to other active transport desire lines such as connecting to schools, medical facilities, shopping centres etc.



Dubbo and Wellington PAMP and Bike Plan

7 Prioritisation and cost estimates

Priority criteria	Reason	Detail	Commentary
	Improvement works located within the CBD received a higher score than those outside it for this criteria.		
Proximity to local centres Weighted 5%	The local retail centres throughout Dubbo present good opportunities to encourage people to switch from driving to walking or cycling. Improvement works that are located within walking distance of the local centres will support this behaviour change through improved footpath and cycling facilities and safer crossings. Improvement works located in the catchments for local centres received a higher score than those outside the catchments.	• Works located within 400 metres walking distance of local centres will receive a score of one. • Works located between 400 metres and 800 metres distance of local centres will receive a score of 0.5. • Works located beyond 800 metres distance of local centres will receive a score of zero.	Connections to local centres is important to support mode shift and safety. Active transport routes connecting across major desire lines to local centres should be highly prioritised.
Proximity to schools, TAFE or university Weighted 15%	The choice to travel to school or tertiary education should be supported by good quality walking and cycling infrastructure. Improvements made to the pedestrian and bicycle networks surrounding education institutions will support this behaviour change. Improvement works located in the catchments for education institutions received a higher score than those outside the catchments.	• Works located within 400 metres walking distance of educational institutions will receive a score of one. • Works located between 400 metres and 800 metres distance of educational institutions will receive a score of 0.5. • Works located beyond 800 metres distance of educational institutions will receive a score of zero.	Prioritising active transport infrastructure connecting to education facilities based on distance is important for the community and should be incorporated.
Proximity to health facilities, retirement and nursing homes Weighted 20%	Senior citizens who are no longer able to drive may be reliant on walking as their primary mode of transport for short trips. They may also have a mobility impairment which affects their accessibility. Improving the pedestrian network in the vicinity of retirement and nursing homes will improve their accessibility to public transport and local shops.	• Works located within 400 metres walking distance of health institutions, retirement and nursing homes will receive a score of one. • Works located between 400 metres and 800 metres distance of health institutions, retirement and nursing homes will receive a score of 0.5.	Prioritising active transport infrastructure connecting to medical facilities based on distance is important for the community and should be incorporated.



Dubbo and Wellington PAMP and Bike Plan

7 Prioritisation and cost estimates

Priority criteria	Reason	Detail	Commentary
	Pedestrian improvement works located in the catchments for retirement and nursing homes received a higher score than those outside the catchments.	Works located beyond 800 metres distance of health institutions, retirement and nursing homes will receive a score of zero.	



Dubbo and Wellington PAMP and Bike Plan
7 Prioritisation and cost estimates

7.1.2 Wellington

The Wellington PAMP Study 2014 presents a high level prioritisation method based on the access audit. From the audit, a five to ten year priority works program could be developed by Council that builds on the urgency of attention required for non-compliance with Australian Standards, potential cost and possible future design. Priority 1 items were identified as those that:

- Require urgent attention because they pose a pedestrian hazard
- Do not comply with Australian Standards
- Are located on the Mitchell Highway
- Can be included in a community campaign in the short term eg the removal of gravel and 'cats eyes'
- Require attention by other authorities
- Require the development of a Plan
- Items that might be referred to the Traffic Committee.



Dubbo and Wellington PAMP and Bike Plan
7 Prioritisation and cost estimates

7.2 Updated prioritisation

The previous prioritisation methods are still relevant, however the new prioritisation method reflects the need to provide new infrastructure where it is needed most, benefitting the most people and promoting the safety outcomes.

The selected method of prioritisation is shown in **Table 7-2**.

The prioritisation criteria do not dictate timeframes for implementation, but rather indicate what projects to prioritise as funding for active transport becomes available. The Get NSW Active funding program is organised by Transport for NSW and provides local councils with funding for projects that create safe, easy and enjoyable walking and bike riding trips.

Table 7-2 Infrastructure recommendation prioritisation

Priority 1	Provide or upgrade pedestrian crossing at historic crash location or area of concern such as major roundabouts
Priority 2	Provide new infrastructure to improve access to an education facility or medical centre from within a 5 minute active transport catchment
Priority 3	Provide new infrastructure to improve connectivity to a local centre from within a 5 minute active transport catchment
Priority 4	Provide new infrastructure to improve connectivity across major active transport desire lines (see Figure 5-3)
Priority 5	Provide new infrastructure to improve connectivity to recreational area
Priority 6	Provide new infrastructure within the strategic walking and cycling network
Priority 7	Upgrade existing infrastructure to improve immediate access to an education facility or medical centre
Priority 8	Upgrade existing infrastructure within the strategic walking and cycling network to improve compliance to standards and guidelines
Priority 9	Provide infrastructure connecting to future development sites



Dubbo and Wellington PAMP and Bike Plan

7 Prioritisation and cost estimates

7.3 Priority summary

A summary of the length and number of infrastructure recommendations are summarised for each priority criteria in **Table 7-3** and **Table 7-4**.

Table 7-3 Dubbo recommendations summary

Recommendation	P1	P2	P3	P4	P5	P6	P7	P8	P9	Total
Footpaths and shared paths (metres)										
Designate as quietway/ mixed traffic route		408		2,866	347	2,485				6,106
Provide footpath - 2m		4,698		1,633	1,114	6,613			890	14,949
Provide footpath - 3m		263								263
Provide on-road bicycle lane in each direction			3,979	2,239						6,218
Provide shared path - 3m		3,484	1,820	2,165	13,370	6,869			7,281	34,989
Provide transition ramp between on-road bicycle lane and off-road path			31	6						37
Upgrade existing footpath to shared path - 3m							2,438	5,198	267	7,903
Upgrade existing shared path to 3m wide							1,349	197		1,546
Provide potential future shared path - 3m									14,010	14,010
Designate footpath as shared path							211	2,202		2,414
Crossings and signage (#)										
Investigate opportunity for signalised pedestrian crossing	1	1			1			2		5
Provide audio-tactile pedestrian facilities at signalised crossing							6			6
Provide pedestrian crossing warning signage	25									25
Provide pedestrian refuge crossing		6	6	3	7	2			1	25
Upgrade existing pedestrian refuge crossing							69	40		109
Investigate opportunity for pedestrian refuge crossing	1		2	1	2					6
Provide wombat crossing					2					2
Repaint zebra/ wombat crossing linemarking							9			9
Provide kerb ramps to facilitate crossing					1					1
Repaint line markings on signalised pedestrian crossing							12	1		13
Kerb ramps (#)										
Construct kerb ramp		114				135	6			255



Dubbo and Wellington PAMP and Bike Plan
7 Prioritisation and cost estimates

Recommendation	P1	P2	P3	P4	P5	P6	P7	P8	P9	Total
Reconstruct kerb ramp						3	261	61		325
Provide TGSi							53	8		61

Table 7-4 Wellington recommendations summary

Recommendation	P1	P2	P3	P4	P5	P6	P7	P8	P9	Total
Footpaths and shared paths (metres)										
Provide footpath - 2m		763	395			483				1,640
Provide shared path - 3m		1,400	275	633	8,778	202				11,288
Upgrade existing footpath to shared path - 3m		205			210	340	823	2,464		4,041
Crossings and signage (#)										
Provide pedestrian crossing warning signage	5									5
Provide pedestrian refuge crossing		4		2		1				7



Dubbo and Wellington PAMP and Bike Plan
7 Prioritisation and cost estimates

7.4 Cost estimates

7.4.1 Unit rates

Unit rates for infrastructure recommendations are outlined in **Table 7-5**. Unit cost rates are high level only and are subject to change.

Table 7-5 Infrastructure unit cost rates

Recommendation type	Unit	\$
Pathways		
Designate as quietway/ mixed traffic route	each	\$830
Provide footpath - 2m	m	\$420
Provide footpath - 3m	m	\$630
Provide on-road bicycle lane in each direction	m (two sides)	\$4
Provide shared path - 3m	m	\$650
Upgrade existing footpath to shared path - 3m	m	\$700
Upgrade existing shared path to 3m wide	m	\$700
Provide potential future shared path - 3m	m	\$650
Designate footpath as shared path	each	\$500
Crossings		
Investigate opportunity for signalised pedestrian crossing	each	\$15,000
Provide audio-tactile pedestrian facilities at signalised crossing	each	\$1,000
Provide pedestrian crossing warning signage	each	\$500
Provide pedestrian refuge crossing	each	\$12,000
Upgrade existing pedestrian refuge crossing	each	\$15,000
Investigate opportunity for pedestrian refuge crossing	each	\$15,000
Provide wombat crossing	each	\$15,000
Repaint zebra/ wombat crossing linemarking	each	\$10,000
Repaint line markings on signalised pedestrian crossing	each	\$400
Kerb ramps		
Construct kerb ramp	each	\$2,000
Reconstruct kerb ramp	each	\$2,000
Provide TGSi markings on ground	each	\$1,000



Dubbo and Wellington PAMP and Bike Plan
7 Prioritisation and cost estimates

7.4.2 Cost summary

A summary of the high level cost estimate for each priority is shown in **Table 7-6** and **Table 7-7**. The cost estimation is **\$48,449,625** for Dubbo and **\$10,941,738** for Wellington. The total cost estimate is **\$59,391,364**.

Table 7-6 Cost estimate summary – Dubbo

Recommendation	P1	P2	P3	P4	P5	P6	P7	P8	P9	Total
Footpaths and shared paths (metres)										
Designate as quietway/ mixed traffic route		\$1,660		\$1,660	\$1,660	\$7,470				\$12,450
Provide footpath - 2m		\$1,973,232		\$686,001	\$468,085	\$2,777,516			\$373,935	\$6,278,768
Provide footpath - 3m		\$165,848								\$165,848
Provide on-road bicycle lane in each direction			\$15,915	\$8,958						\$24,873
Provide shared path - 3m		\$2,264,386	\$1,182,978	\$1,407,261	\$8,690,382	\$4,465,046			\$4,732,497	\$22,742,550
Provide transition ramp between on-road bicycle lane and off-road path			\$20,931	\$6,712						\$27,643
Upgrade existing footpath to shared path - 3m							\$1,706,553	\$3,638,660	\$187,005	\$5,532,218
Upgrade existing shared path to 3m wide							\$944,152	\$138,035		\$1,082,187
Provide potential future shared path - 3m									\$9,106,388	\$9,106,388
Designate footpath as shared path							\$500	\$7,500		\$8,000
Crossings and signage (#)										
Investigate opportunity for signalised pedestrian crossing	\$15,000	\$15,000			\$15,000			\$30,000		\$75,000
Provide audio-tactile pedestrian facilities at signalised crossing							\$6,000			\$6,000
Provide pedestrian crossing warning signage	\$12,500									\$12,500
Provide pedestrian refuge crossing		\$72,000	\$72,000	\$36,000	\$84,000	\$24,000			\$12,000	\$300,000
Upgrade existing pedestrian refuge crossing							\$1,035,000	\$600,000		\$1,635,000



Dubbo and Wellington PAMP and Bike Plan

7 Prioritisation and cost estimates

Recommendation	P1	P2	P3	P4	P5	P6	P7	P8	P9	Total
Investigate opportunity for pedestrian refuge crossing	\$15,000		\$30,000	\$15,000	\$30,000					\$90,000
Provide wombat crossing					\$30,000					\$30,000
Repaint zebra/ wombat crossing linemarking							\$90,000			\$90,000
Provide kerb ramps to facilitate crossing					\$4,000					\$4,000
Repaint line markings on signalised pedestrian crossing							\$4,800	\$400		\$5,200
Kerb ramps (#)										
Construct kerb ramp		\$228,000				\$270,000	\$12,000			\$510,000
Reconstruct kerb ramp						\$6,000	\$522,000	\$122,000		\$650,000
Provide TGSi							\$53,000	\$8,000		\$61,000
TOTAL										\$48,449,625

Table 7-7 Cost estimate summary – Wellington

Recommendation	P1	P2	P3	P4	P5	P6	P7	P8	P9	Total
Footpaths and shared paths (metres)										
Provide footpath – 2m		\$320,331	\$165,931			\$202,715				\$688,977
Provide shared path – 3m		\$910,180	\$178,665	\$411,669	\$5,705,438	\$131,307				\$7,337,259
Upgrade existing footpath to shared path – 3m		\$143,247			\$147,260	\$237,859	\$575,779	\$1,724,858		\$2,829,002
Crossings and signage (#)										
Provide pedestrian crossing warning signage	\$2,500									\$2,500
Provide pedestrian refuge crossing		\$48,000		\$24,000		\$12,000				\$84,000
TOTAL										\$10,941,738



Dubbo PAMP and Bike Plan

Appendices



Project Number: 300305545

Appendix A Cycleway Design Toolbox Principles



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Dubbo PAMP and Bike Plan

The following design considerations have been taken from the Cycleway Design Toolbox and should be considered for shared paths in NSW. Further information can be found in the Cycleway Design Toolbox between pg.48 and 51.

Shared Path Design Considerations

Consideration	Recommendations
Widths	- The desired minimum width of a shared path is 4.0m, allowing for safe overtaking and pedestrian interactions. - Minimum widths of 3.0m are recommended in the Get NSW Active program FY2024/25 Funding Guidelines
Separation	- The absence of a clear delineation between space for people walking or cycling is a key feature of a shared path. - A buffer between the shared path and traffic/ parked cars should be incorporated. The amount require is dependent on the surrounding road environment (speeds, volumes, freight etc). - The buffer can take the form of a median, kerb, verge or planting, with a minimum buffer width of 1.0m. - Where a path crosses a property access driveway, the path should have a continuous grade across the driveway and preferably, the same crossfall as the path

The following design considerations have been provided within the Cycleway Design Toolbox and should be considered for one-way and two-way bicycle path design in NSW: Further information can be found in the cycleway design toolbox between pg.20 and 39.

Bicycle Path Considerations

Consideration	Recommendations
Width	- One-way bicycle path should maintain a preferred width of 3.0m - A suitable width may be 2.0m in locations for up to 150 riders per hour (Austroads minimum 1.5m) - Where higher bicycle traffic volumes are expected and steeper gradients occur, a wider design should be considered. - In highly constrained areas where insufficient usable space is available, a narrower bicycle path can be considered. As a minimum, the bicycle path should be 1.5m wide to align with Austroads, but 2.0m at isolated locations is preferred in constrained conditions.
Separation	- An ideal buffer of 1.0m should be provided between cyclists and parked cars - In the absence of kerbside car parking, or in instances when traffic is travelling in the same direction, a narrower buffer of at least 0.4m could be considered. - A slanted edge (less than 45-degree angle) is preferred, for these types of kerb treatments to protect cyclists - Vertical edges (90-degree standard kerbs) pose a safety risk to people cycling
Continuous bicycle path, bent-out intersection treatments	- Provide a raised intersection and clear road marking to indicate to all road users that the pedestrians and bicycle riders have priority over turning vehicles - Smooth bend out to avoid uncomfortable manoeuvring for people cycling - No high objects(>1.0m) between the bicycle path and the road, to allow for reciprocal visibility - Kerb build outs to narrow intersection to reduce vehicle turning speeds and increase reciprocal visibility
Continuous bicycle path,	- Raised intersection and clear road marking to indicate to all road users that pedestrians and bicycle riders have priority over turning vehicles - No high objects (>1.0m) between the bicycle path and the road, to allow for reciprocal visibility



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Consideration	Recommendations
raised intersections	• Surface treatments providing texture and visual cues • Kerb build outs to narrow intersection (to reduce vehicles turning speeds and increase reciprocal visibility) and enable waiting motor vehicles to store outside carriageway
Roundabout	• Prioritised and continuous bicycle paths around the roundabout and pedestrian crossings on all legs • Provide raised crossing platforms and clear road markings • Narrow all branches of the roundabout and apply deflection angles for motorised traffic to reduce speeds • Provide a raised island in the centre for use by wide-turning vehicles (i.e. trucks and buses)
Signalised Intersection	• Provide crossing facilities for people walking and cycling on all legs • Provide signal lead phase and dedicated green time for bicycle movements to remove signal conflicts • Install automatic loop detectors for bicycles, to reduce wait times • Ensure there are buffer areas for right turning riders (hook turn waiting area)

The following design considerations have been taken from the Cycleway Design Toolbox and should be considered for quietway design in NSW. Further information can be found within the Cycleway Design Toolbox between pg.40 and 47.

Quietway Design Recommendations

Consideration	Recommendations
Key design elements	• Differing pavement texture and colour designed to increase awareness and adjust behaviour of all road users, with consideration given to green pavement to indicate priority to people cycling • Inclusion of a median strip, where appropriate, making it difficult for motor vehicles to overtake • Narrow traffic lanes designed to reduce speed and discourage overtaking • Modal filters to reduce volume of traffic while • Bicycle insignias painted on the roadway to indicate priority for people cycling, ideally accompanied by sharrows markings (shared lane marking) • Traffic calming features, such as flat top speed humps, raised road platforms with gentle ramp gradients, and kerb blisters / kerb extensions to narrow the roadway • Priority over side streets and driveways, using raised threshold and continuous footpath treatments at entry and exit points to the quietway
Experience	• Minimise or eliminate through-traffic by applying filtered permeability, closing streets to motor vehicles, or incorporating pinch points at the entry and exit • Reduce speed limits to <30km/h • Reduce road width to <3.0m per lane, but preferably less • Apply traffic calming measures such as raised/tactile centre medians • Impede sight lines through carefully located landscape features or street furniture • Parking and loading zones should be provided outside the main carriageway to prevent dooring
Entrance and exit points	• Prominent features such as signs, architectural or landscape features must be provided to indicate a change in the street environment • Continuous footpath treatments should be considered at entry and exit points to assist in traffic calming • Changed surface treatments (colour, texture, materials etc) can be used to provide visual cues to road users that they are entering a quietway



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Consideration	Recommendations
	Bicycle insignias painted on the roadway should be incorporated in the design to indicate priority for people cycling, ideally accompanied by sharrow markings
Raised intersection	- Reduces traffic speeds, and raise awareness of potential conflict points - Flat top speed humps (i.e. raised road platforms) with gentle ramp gradients - Narrow roadway designed to reduce speed of motorised traffic - Design features that provide visual cues to road users including changed surface pavement, clearly distinguishable by colour, texture and/or materials
Modal filter	- Reduces motorised traffic volumes and maintains connectivity for people walking and cycling, reducing travel time - Requires a full road closure for motorised traffic with a turning loop - Landscaping elements can be used to help slow traffic speeds
Mid-block treatments	- Provide flat top speed humps with gentle ramp gradients that incorporate either a pedestrian crossing or kerb build-out - Use a narrow roadway designed to reduce speed of motorised traffic

The following design considerations have been taken from the Cycleway Design Toolbox and should be considered for shared zone design in NSW. Further information can be found within the Cycleway Design Toolbox between pg.52.

Shared Zone Design Recommendations

Consideration	Recommendations
Design elements and experience	- Removal of kerbs to facilitate ease of movement and indicate priority for pedestrians - Reduction of speed limits to <10km/h - Traffic calming measures to provide visual and physical cues of appropriate travelling speed - Impeding sight lines for drivers through strategically positioned landscape features or street furniture - Incorporating changed surface treatments at entry and exit points and consistent surface treatments across the entire roadway within the shared zone
Entrance and exit points	- Prominent features such as road signs, architectural or landscape features must be provided to indicate a change in the street environment. - Continuous footpath treatments should be considered at entry and exit points to assist in traffic calming - Changed surface treatments can be used to provide visual cues to road users that they are entering a shared zone. - Consideration must be given at intersections where the shared zone may connect to a different type of cycle facility. If necessary, some on-street parking could be removed on the approach to intersections to enable a formal kerbside bike lane to be established.
Parking	Where parking is provided in a shared zone, it is only allowed in marked bays.



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Bicycle Path (one-way)

High-priority cycling routes are best served by bicycle paths, especially where on-road speeds exceed 30 km/h. These paths are off-road, physically separated from motor vehicles and pedestrians, and are provided exclusively for bicycles and other micromobility devices. They minimise conflicts, enhance safety, and improve the cycling experience. One-way bicycle paths, aligned with adjacent traffic, are preferred due to reduced delay, better road safety, and improved operations at intersections. To accommodate growth and ensure safety, paths should be wide and straight.



Typical Bicycle Path (One-Way) Cross Section

Bicycle Path (two-way)

Two-way bicycle paths are similar to one-way bicycle paths but have the cycleway condensed into one multi-directional cycleway. Two-way bicycle paths are typically preferred as they contain cyclists travelling in both directions together. This improves directiveness and connectivity, whilst also protecting the rider. A typical cross section of a two-way bicycle path is shown in to the right.



Typical Bicycle Path (Two-Way) Cross Section



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The following design considerations have been provided within the Cycleway Design Toolbox and should be considered for one-way and two-way bicycle path design in Dubbo:

Consideration	Recommendations
Width	- One-way bicycle path should maintain a preferred width of 3.0m - A suitable width may be 2.0m in locations for up to 150 riders per hour (Austroads minimum 1.5m) - Where higher bicycle traffic volumes are expected and steeper gradients occur, a wider design should be considered.
Separation	- An ideal buffer of 1.0m should be provided between cyclists and parked cars - In the absence of kerbside car parking, or in instances when traffic is travelling in the same direction, a narrower buffer of at least 0.4m could be considered. - A slanted edge (less than 45-degree angle) is preferred, for these types of kerb treatments to protect cyclists - Vertical edges (90-degree standard kerbs) pose a safety risk to people cycling
Continuous bicycle path, bent-out intersection treatments	- Provide a raised intersection and clear road marking to indicate to all road users that the pedestrians and bicycle riders have priority over turning vehicles - Smooth bend out to avoid uncomfortable manoeuvring for people cycling - No high objects(>1.0m) between the bicycle path and the road, to allow for reciprocal visibility - Kerb build outs to narrow intersection to reduce vehicle turning speeds and increase reciprocal visibility
Continuous bicycle path, raised intersections	- Raised intersection and clear road marking to indicate to all road users that pedestrians and bicycle riders have priority over turning vehicles - No high objects (>1.0m) between the bicycle path and the road, to allow for reciprocal visibility - Surface treatments providing texture and visual cues - Kerb build outs to narrow intersection (to reduce vehicles turning speeds and increase reciprocal visibility) and enable waiting motor vehicles to store outside carriageway
Roundabout	- Prioritised and continuous bicycle paths around the roundabout and pedestrian crossings on all legs - Provide raised crossing platforms and clear road markings - Narrow all branches of the roundabout and apply deflection angles for motorised traffic to reduce speeds - Provide a raised island in the centre for use by wide-turning vehicles (ie. trucks and buses)
Signalised Intersection	- Provide crossing facilities for people walking and cycling on all legs - Provide signal lead phase and dedicated green time for bicycle movements to remove signal conflicts - Install automatic loop detectors for bicycles, to reduce wait times - Ensure there are buffer areas for right turning riders (hook turn waiting area)



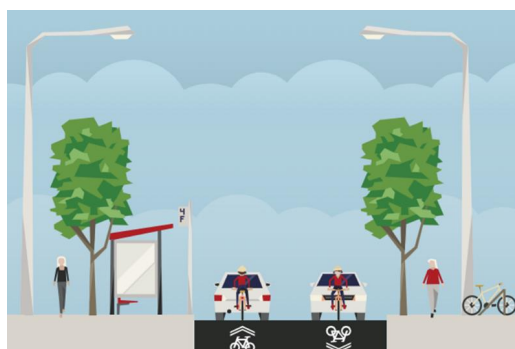
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Dubbo PAMP and Bike Plan

Quietway

A quietway is a high-quality mixed traffic treatment where cyclists share the road with vehicles, positioned in the centre of the traffic lane. The design emphasises equal road use for cyclists and vehicles, treating motor vehicles as guests. Drivers are encouraged to reduce speeds to 30 km/h or lower, which discourages overtaking through effective cues such as median strips, narrow lanes, modal filters and differing pavement textures and colours.

Quietways are not suitable for roads with trucks or buses. They work best on quiet local streets and laneways with low traffic volumes.



Typical Quietway Cross Section

The following design considerations have been taken from the cycleway design toolbox and should be considered quietway design. Further information can be found in the cycleway design toolbox pg.40 – 47.

Consideration	Recommendations
Key design elements	• Differing pavement texture and colour designed to increase awareness and adjust behaviour of all road users, with consideration given to green pavement to indicate priority to people cycling • Inclusion of a median strip, where appropriate, making it difficult for motor vehicles to overtake • Narrow traffic lanes designed to reduce speed and discourage overtaking • Modal filters to reduce volume of traffic while • Bicycle insignias painted on the roadway to indicate priority for people cycling, ideally accompanied by sharrow markings • Traffic calming features, such as flat top speed humps, raised road platforms with gentle ramp gradients, and kerb blisters / kerb extensions to narrow the roadway • Priority over side streets and driveways, using raised threshold and continuous footpath treatments at entry and exit points to the quietway
Experience	• Minimise or eliminate through-traffic by applying filtered permeability, closing streets to motor vehicles, or incorporating pinch points at the entry and exit • Reduce speed limits to <30km/h • Reduce road width to <3.0m per lane, but preferably less • Apply traffic calming measures such as raised/tactile centre medians • Impede sight lines through carefully located landscape features or street furniture • Parking and loading zones should be provided outside the main carriageway to prevent dooring
Entrance and exit points	• Prominent features such as signs, architectural or landscape features must be provided to indicate a change in the street environment • Continuous footpath treatments should be considered at entry and exit points to assist in traffic calming • Changed surface treatments (colour, texture, materials etc) can be used to provide visual cues to road users that they are entering a quietway



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Consideration	Recommendations
	Bicycle insignias painted on the roadway should be incorporated in the design to indicate priority for people cycling, ideally accompanied by sharrow markings
Raised intersection	- Reduces traffic speeds, and raise awareness of potential conflict points - Flat top speed humps (ie. raised road platforms) with gentle ramp gradients - Narrow roadway designed to reduce speed of motorised traffic - Design features that provide visual cues to road users including changed surface pavement, clearly distinguishable by colour, texture and/or materials
Modal filter	- Reduces motorised traffic volumes and maintains connectivity for people walking and cycling, reducing travel time - Requires a full road closure for motorised traffic with a turning loop - Landscaping elements can be used to help slow traffic speeds
Mid-block treatments	- Provide flat top speed humps with gentle ramp gradients that incorporate either a pedestrian crossing or kerb build-out - Use a narrow roadway designed to reduce speed of motorised traffic

Shared Path

A shared path accommodates both two-way bicycle and pedestrian traffic along footpaths or off-road environments. These paths are suitable where demand exists for both pedestrian and bicycle facilities, but predicted walking and cycling volumes are low, making separate facilities unnecessary.

Shared paths offer lower service levels to both walkers and cyclists due to potential conflicts. They are appropriate for local links, connections between separated cycleways, new estates, and parklands. Shared paths are not suitable near schools, rail interchanges, busy pedestrian crossings, or areas with high pedestrian or bicycle activity and should be avoided in sections with high cycling speeds, and routes intersecting driveways or side streets.



Typical Shared Path Cross Section

The following design considerations have been taken from the cycleway design toolbox and should be considered for shared paths. Further information can be found in the cycleway design toolbox pg.48 – 51.



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Consideration	Recommendations
Widths	- The desired minimum width of a shared path is 4.0m, allowing for safe overtaking and pedestrian interactions. - Minimum widths of 3.0m are recommended in the Get NSW Active program FY2024/25 Funding Guidelines
Separation	- The absence of a clear delineation between space for people walking or cycling is a key feature of a shared path. - A buffer between the shared path and traffic/ parked cars should be incorporated. The amount require is dependant on the surrounding road environment (speeds, volumes, freight etc). - The buffer can take the form of a median, kerb, verge or planting, with a minimum buffer width of 1.0m. - Where a path crosses a property access driveway, the path should have a continuous grade across the driveway and preferably, the same crossfall as the path



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Cycleway Design Toolbox Principles

Shared Zones

A shared zone is a segment or network of roads where pedestrians, bicycles, and motorised traffic coexist safely. Pedestrians are given priority, and safety is maintained through close interaction among all road users.

Shared zones are suitable for areas with high place intensity, like civic spaces. However, shared zones should not be part of high-quality, high-priority routes designed primarily for riders. They can be considered in road segments and intersections with high pedestrian activity and low traffic volume and speed, such as school zones, commercial districts, and transport interchanges.

Shared zones are not suitable for busy roads with significant traffic volumes, commercial vehicles, or bus routes. To ensure safety, awareness and behaviour programs should accompany shared zone treatments.



Typical Shared Zone Cross Section

The following design considerations have been taken from the cycleway design toolbox and should be considered for shared zone. Further information can be found in the Cycleway Design Toolbox pg.52.

Consideration	Recommendations
Experience	- Remove kerbs to facilitate ease of movement and indicate priority for pedestrians - Reduce speed limits to <10km/h - Provide traffic calming measures to provide visual and physical cues of appropriate travelling speeds and change in environment - Impede sight lines for drivers through strategically positioned landscape features or street furniture - Incorporate changed surface treatments at entry and exit points and consistent surface treatments across the entire roadway within the shared zone
Entrance and exit points	- Prominent features such as road signs, architectural or landscape features must be provided to indicate a change in the street environment - Continuous footpath treatments should be considered at entry and exit points to assist in traffic calming - Consideration must be given at intersections where the shared zone may connect to a different type of cycle facility



Dubbo PAMP and Bike Plan
Active transport recommendations maps

Appendix B Active transport recommendations maps



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A-2

Dubbo PAMP and Bike Plan
Recommendations catalogue

Appendix C Recommendations catalogue



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