AGENDA
ORDINARY COUNCIL MEETING
28 SEPTEMBER 2023

MEMBERSHIP: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.

The meeting is scheduled to commence at 5.30pm.

PRAYER:
O God, Grant that by the knowledge of thy will, all we may resolve shall work together for good, we pray through Jesus Christ our Lord. Amen.

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, present and emerging of the Wiradjuri Nation and extend that respect to other Aboriginal peoples from other nations who are present".

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CCL23/237 **ELECTION OF MAYOR AND DEPUTY MAYOR FOR THE REMAINDER OF THE COUNCIL TERM (ID23/2270)** 7
The Council had before it the report dated 12 September 2023 from the Chief Executive Officer regarding Election of Mayor and Deputy Mayor for the Remainder of the Council Term.

CCL23/238 **METHOD OF VOTING (ID23/2348)**
The Council will determine the method of voting.

CCL23/239 **ELECTION OF MAYOR FOR THE MAYORAL TERM (ID23/2322)**
The Council will elect a Mayor for the remainer of the Mayoral term.

CCL23/240 **CREATION OF OFFICE OF DEPUTY MAYOR (ID23/2323)**
The council will determine the creation of an Office of the Deputy Mayor.

CCL23/241 **ELECTION OF DEPUTY MAYOR FOR THE MAYORAL TERM (ID23/2324)**
The Council will elect a Deputy Mayor for the remainder of the Mayoral term.

CCL23/242 **LEAVE OF ABSENCE (ID23/1098)**

CCL23/243 CONFLICTS OF INTEREST (ID23/1093)

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.

CCL23/244 PUBLIC FORUM (ID23/1088)

CCL23/245 CONFIRMATION OF MINUTES (ID23/1103) 12

Confirmation of the minutes of the proceedings of the Ordinary Council meeting held on 24 August 2023.

ELECTION REPORTS

CCL23/246 FORMATION OF STANDING COMMITTEES AND DETERMINATION OF ALL MEETING DATES, TIMES AND LOCATION (ID23/2017) 33

The Council had before it the report dated 8 August 2023 from the Governance Team Leader regarding Formation of Standing Committees and Determination of All Meeting Dates, Times and Location.

CCL23/247 DETERMINATION OF COUNCILLOR REPRESENTATION ON MANDATED COMMITTEES (ID23/2018) 41

The Council had before it the report dated 8 August 2023 from the Manager Corporate Governance regarding Determination of Councillor Representation on Mandated Committees.

CCL23/248 DETERMINATION OF NUMBER OF COUNCILLORS FOR 2028-2032 TERM OF OFFICE (ID23/2321) 45

The Council had before it the report dated 20 September 2023 from the Governance Team Leader regarding Determination of Number of Councillors for 2028-2032 Term of Office.

INFORMATION ONLY MATTERS:

CCL23/249 MAYORAL APPOINTMENTS AND MEETINGS (ID23/2213) 48

The Council had before it the report dated 4 September 2023 from the Chief Executive Officer regarding Mayoral Appointments and Meetings.

CCL23/250 MONTHLY REPORTING SNAPSHOT FOR COUNCILLORS - AUGUST 2023 (ID23/2241) 55
The Council had before it the report dated 11 September 2023 from the Director Strategy, Partnerships and Engagement regarding Monthly Reporting Snapshot for Councillors - August 2023.

MATTERS CONSIDERED BY COMMITTEES:

CCL23/251 REPORT OF THE INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE - MEETING 14 SEPTEMBER 2023 (ID23/2336) 63
The Council had before it the report of the Infrastructure, Planning and Environment Committee meeting held 14 September 2023.

CCL23/252 REPORT OF THE CULTURE AND COMMUNITY COMMITTEE - MEETING 14 SEPTEMBER 2023 (ID23/2337) 67
The Council had before it the report of the Culture and Community Committee meeting held 14 September 2023.

CCL23/253 REPORT OF THE CORPORATE SERVICES COMMITTEE - MEETING 14 SEPTEMBER 2023 (ID23/2338) 71
The Council had before it the report of the Corporate Services Committee meeting held 14 September 2023.

REPORTS FROM STAFF:

CCL23/254 CENTRAL WEST ORANA RENEWABLE ENERGY ZONE (CWO REZ) STEERING COMMITTEE (ID23/2288) 74
The Council had before it the report dated 18 September 2023 from the Chief Executive Officer regarding Central West Orana Renewable Energy Zone (CWO REZ) Steering Committee.

CCL23/255 RESCISSION OF LAND SWAP - DUBBO RSL MEMORIAL CLUB LTD (ID23/2293) 110
The Council had before it the report dated 19 September 2023 from the Chief Executive Officer regarding Rescission of Land Swap - Dubbo RSL Memorial Club Ltd.

CCL23/256 **DRAFT NORTH-WEST URBAN RELEASE AREA DEVELOPMENT CONTROL PLAN - RESULTS OF PUBLIC EXHIBITION (ID23/2040)** 119
The Council had before it the report dated 14 September 2023 from the Manager Growth Planning regarding Draft North-West Urban Release Area Development Control Plan - Results of Public Exhibition.

CCL23/257 **DRAFT BLUERIDGE PRECINCT DEVELOPMENT CONTROL PLAN (ID23/1781)** 280
The Council had before it the report dated 13 September 2023 from the Team Leader Growth Planning Projects regarding Draft Blueridge Precinct Development Control Plan.

CCL23/258 **DRAFT CLEARMONT RISE DEVELOPMENT CONTROL PLAN - RESULTS OF PUBLIC EXHIBITION (ID23/1295)** 307
The Council had before it the report dated 11 September 2023 from the Senior Growth Planner regarding Draft Clearmont Rise Development Control Plan - Results of Public Exhibition.

CCL23/259 **NAMING OF THOROUGHFARE ASSOCIATED WITH D2021/820 - 59 LOT RESIDENTIAL SUBDIVISION - LOT 10 DP1142232 JOIRA ROAD DUBBO (ID23/2245)** 380
The Council had before it the report dated 12 September 2023 from the LIS and E-Services Coordinator regarding Naming of Thoroughfare Associated with D2021/820 - 59 Lot Residential Subdivision - Lot 10 DP1142232 Joira Road Dubbo.

CCL23/260 **SUBMISSION TO PARLIMENTARY INQUIRY INTO ANIMAL POUNDS IN NSW (ID23/2171)** 385
The Council had before it the report dated 12 September 2023 from the Manager Environmental Compliance regarding Submission to Parlimentary Inquiry into Animal Pounds in NSW.

CCL23/261 **EXISTING AND FUTURE REST AREAS FOR FREIGHT TRAFFIC IN THE DUBBO LOCAL GOVERNMENT AREA - RESPONSE TO NOTICE OF MOTION (ID23/2192)** 397
The Council had before it the report dated 1 September 2023 from the Director Infrastructure regarding Existing and Future Rest Areas for Freight Traffic in the Dubbo Local Government Area - Response to Notice of Motion.

CCL23/262 **SAXA ROAD - COMOBELLA CROSSING, MITCHELL CREEK CAUSEWAY OPTIONS (ID23/2280)** 410
The Council had before it the report dated 13 September 2023 from the Manager Infrastructure Delivery regarding Saxa Road - Comobella Crossing, Mitchell Creek Causeway Options.

CCL23/263 **2024 WELLINGTON VINTAGE FAIR STREET PARADE (ID23/2215)** 414
The Council had before it the report dated 4 September 2023 from the Senior Traffic Engineer regarding 2024 Wellington Vintage Fair Street Parade.

CCL23/264 **CENTRAL WEST CYCLE TRAIL - PROPOSED DIRECTIONAL SIGNAGE (ID23/2216)** 434
The Council had before it the report dated 4 September 2023 from the Senior Traffic Engineer regarding Central West Cycle Trail - Proposed Directional Signage.

CCL23/265 **REGIONAL PRECINCTS AND PARTNERSHIPS PROGRAM (ID23/2285)** 459
The Council had before it the report dated 18 September 2023 from the Executive Officer Strategy Partnerships and Engagement regarding Regional Precincts and Partnerships Program.

CCL23/266 **QUESTIONS ON NOTICE - COUNCILLOR JESS GOUGH (ID23/1810)** 467
The Council had before it the report dated 19 July 2023 from the Councillor regarding Questions on Notice - Councillor Jess Gough.

CCL23/267 **COMMENTS AND MATTERS OF URGENCY (ID23/1153)**

CONFIDENTIAL

CCL23/268 UPDATE ON PROPOSED ACQUISITION FOR THE DUBBO NORTHERN BOREFIELD PROJECT (ID23/2287)

The Council had before it the report dated 18 September 2023 from the Manager Property and Land Development regarding Update on Proposed Acquisition for the Dubbo Northern Borefield Project.

In accordance with the provisions of Section 9 (2A) of the Local Government Act 1993 the Chief Executive Officer is of the opinion that consideration of this item is likely to take place when the meeting is closed to the public for the following reason: information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business (Section 10A(2)(c)).

REPORT: Election of Mayor and Deputy Mayor for the Remainder of the Council Term

DIVISION: Chief Executive Officer
REPORT DATE: 12 September 2023
TRIM REFERENCE: ID23/2270

EXECUTIVE SUMMARY

Purpose	Fulfil legislated requirement/Compliance	
Issue	• Outline the requirements for the election of Mayor • Outline option for the elections of Deputy Mayor	
Reasoning	• Local Government Act 1993 • Local Government (General) Regulation 2021	
Financial Implications	Budget Area	Corporate Governance
	Proposed Cost	This function of Corporate Governance is included within the adopted budget
Policy Implications	Policy Title Impact on Policy	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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 4 Leadership

CSP Objective: 4.1 Council provides transparent, fair and accountable leadership and governance

Delivery Program Strategy: 4.1.4 Statutory requirements are met and services are provided in a cost-effective and timely manner

MW
Chief Executive Officer

METHOD OF VOTING AND ELECTION OF MAYOR FOR THE MAYORAL TERM

The Mayor of Dubbo Regional Council is elected by the Councillors from among their number in accordance with Section 282(2) of the Local Government Act 1993 (the Act). The Act also provides that where the Mayor is elected by the Councillors, he/she holds the office for two years (Section 230(1)).

It is noted that the next Local Government Election will be held on 14 September 2024, and that due to the delayed Local Government Elections from September 2020 to December 2021 because of the COVID-19 pandemic, this Mayoral term will be for 11 months 14 days.

It is necessary to hold a Mayoral Election to determine the second term Mayor and (if any) Deputy Mayor for the remainder of the Council Term which will run from 28 September 2023 until the Local Government Elections on 14 September 2024.

Section 230 (3) also states that:
The Office of Mayor:

a. commences on the day the person elected to the office is declared to be so elected; and
b. becomes vacant when the person's successor is declared to be elected to the office, or on the occurrence of a casual vacancy in the office.

Schedule 7 of the Local Government (General) Regulation relating to the Election of Mayor by Councillors, provides:
Returning Officer
The Chief Executive Officer (or a person appointed by the Chief Executive Officer) is the returning officer.

Nomination

1. *A councillor may be nominated without notice for election as mayor or deputy mayor.*
2. *The nomination is to be made in writing by two (2) or more councillors (one of whom may be the nominee). The nomination is not valid unless the nominee has indicated consent to the nomination in writing.*
3. *The nomination is to be delivered or sent to the returning officer.*
4. *The returning officer is to announce the names of the nominees at the Council meeting at which the election is to be held.*

Election

1. *If only one councillor is nominated, that councillor is elected.*
2. *If more than one councillor is nominated, the Council is to resolve whether the election is to proceed by preferential ballot, by ordinary ballot or by open voting.*
3. *The election is to be held at the Council meeting at which the Council resolves on the method of voting.*
4. *In this clause:*
    a. "ballot" has its normal meaning of secret ballot; and
    b. "open voting" means voting by a show of hands or similar means.

Nomination papers are appended (**Appendix 1**) and may be delivered or sent to the Chief Executive Officer either prior to, or at the Council meeting.

CREATION OF OFFICE OF DEPUTY MAYOR AND ELECTION OF DEPUTY MAYOR FOR THE MAYORAL TERM

Section 231 of the Act provides that:

1. *The Councillors may elect a person from among their number to be the Deputy Mayor.*
2. *The person may be elected for the mayoral term or a shorter term.*

Should Councillors wish to elect a Deputy Mayor, to coincide with the mayoral term, nomination papers for the office have been prepared and are made available in (**Appendix 2**) and may be delivered or sent to the Chief Executive Officer either prior to, or at the Council meeting.

APPENDICES:

1⇩ Nomination and Acceptance Form - Office of Mayor - September 2023

2⇩ Nomination and Acceptance Form - Office of Deputy Mayor - September 2023

DUBBO REGIONAL COUNCIL

FILE12/752

Date: _____

The Chief Executive Officer
Dubbo Regional Council
DUBBO NSW 2830

Dear Mr Wood

OFFICE OF MAYOR - NOMINATION PAPER

I hereby nominate Councillor _____ for election to the Office of Mayor of Dubbo Regional Council for the ensuing term.

Signed: _____ Signed: _____

Councillor_____ Councillor _____

ACCEPTANCE OF NOMINATION

I hereby accept such nomination.

Signed: _____

Councillor _____

FILE12/752

Date: _____

The Chief Executive Officer
Dubbo Regional Council
DUBBO NSW 2830

Dear Mr Wood

OFFICE OF DEPUTY MAYOR - NOMINATION PAPER

I hereby nominate Councillor _____ for election to the Office of Deputy Mayor of Dubbo Regional Council for the ensuing term.

Signed: _____

Councillor_____

Signed: _____

Councillor _____

ACCEPTANCE OF NOMINATION

I hereby accept such nomination.

Signed: _____

Councillor _____

Confirmation Of Minutes

Confirmation of the minutes of the proceedings of the Ordinary Council meeting held on 24 August 2023.

RECOMMENDATION

That the minutes of the proceedings of the Dubbo Regional Council at the Ordinary Council meeting held on 24 August 2023 comprising pages 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and 32 of the series be taken as read, confirmed as correct minutes and signed by the Mayor and the Chief Executive Officer.

APPENDICES:

1⇩ Minutes - Ordinary Council Meeting - 24/08/2023

REPORT
ORDINARY COUNCIL MEETING
24 AUGUST 2023

PRESENT: Councillors J Black, L Burns, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.

ALSO IN ATTENDANCE: The Chief Executive Officer, the Director Organisational Performance, the Manager Corporate Governance, the Governance Team Leader, the Governance Officer Governance, the Director Strategy, Partnerships and Engagement, the Communications Partner, the IT Infrastructure Specialist, the Director Development and Environment, the Manager Growth Panning, the Director Infrastructure, the Manager Infrastructure Strategy and Design, Manager Infrastructure Delivery and the Director Community, Culture and Places.

Councillor M Dickerson assumed the Chair of the meeting.

The proceedings of the meeting commenced at 5.30pm at the Wellington Administration Building, Council Chamber, with a prayer for Divine Guidance to the Council in its deliberations and activities read by Councillor V Etheridge. The Acknowledgement Of Country was given by Councillor M Wright.

CCL23/207 LEAVE OF ABSENCE (ID23/1097)
A request for leave of absence was received from Councillor S Chowdhury who was absent from the meeting due to personal reasons.

Moved by Councillor P Wells and seconded by Councillor D Mahon

MOTION

That such request for Leave of Absence be accepted and Councillor S Chowdhury be granted leave of absence from this meeting.

CARRIED

Councillor's J Black, J Gough and L Burns attended via audio-visual link.
For: Councillors J Black, L Burns, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/208 CONFLICTS OF INTEREST (ID23/1092)
The following conflicts of interest were declared:

- Clr J Black – non-pecuniary – less than significant in CCL23/219,
- Clr J Black – non-pecuniary – significant in CCL23/229,
- Clr M Wright – non-pecuniary – less than significant in CCL23/229
- Clr M Dickerson – non-pecuniary – significant in CCL23/234

CCL23/209 PUBLIC FORUM (ID23/1087)
The Council reports having met with the following persons during Public Forum.

- Mark Griggs – Rubbish in John Oxley Reserve since November Flood
- Mark Conn regarding – item CCL23/213 (IPEC23/34) - Saxa Road – Comobella Crossing, Mitchell Creek Causeway options
- Ron Batten regarding – item CCL23/219 - Notice of Motion of Rescission
- David Ryan – current condition of Bodangora Road
- Helen Sweeting – item CCL23/219 - Notice of Motion of Rescission
- Rebecca Miller – item CCL23/219 - Notice of Motion of Rescission
- Ray Murray – Workers Accommodation

CCL23/210 CONFIRMATION OF MINUTES (ID23/1102)
Confirmation of the minutes of the proceedings of the Ordinary Council meeting held on 27 July 2023.

Moved by Councillor V Etheridge and seconded by Councillor P Wells

MOTION

That the minutes of the proceedings of the Dubbo Regional Council at the Ordinary Council meeting held on 27 July 2023 comprising pages 8, 9 ,10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29 and 30 of the series be taken as read, confirmed as correct minutes and signed by the Mayor and the Chief Executive Officer.

CARRIED

For: Councillors J Black, L Burns, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

INFORMATION ONLY MATTERS:

CCL23/211 MAYORAL APPOINTMENTS AND MEETINGS (ID23/1915)
The Council had before it the report dated 3 August 2023 from the Chief Executive Officer regarding Mayoral Appointments and Meetings.

Moved by Councillor V Etheridge and seconded by Councillor M Wright

MOTION

That the information contained in the report be noted.

CARRIED

For: Councillors L Burns, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Councillor J Black.

Councillor L Burns left the meeting (via video link) with the time being 06:06 pm.

CCL23/212 MONTHLY REPORTING SNAPSHOT FOR COUNCILLORS - JULY 2023 (ID23/1790)

The Council had before it the report dated 2 August 2023 from the Chief Executive Officer regarding Monthly Reporting Snapshot for Councillors - July 2023.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

1. **That the information contained within the report of the Chief Executive Officer dated 1 July 2023, be noted.**
2. **That the proposed changes to the presentation of Major Capital Projects dashboard, as outlined in the report, be endorsed.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

Councillor L Burns returned to the meeting (via video link) with the time being 06:08 pm.

MATTERS CONSIDERED BY COMMITTEES:

CCL23/213 REPORT OF THE INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE - MEETING 10 AUGUST 2023 (ID23/2035)

The Council had before it the report of the Infrastructure, Planning and Environment Committee meeting held 10 August 2023.

Moved by Councillor J Black and seconded by Councillor V Etheridge

MOTION

That the report of the Corporate Services Committee meeting, save and except item IPEC23/34, held on 10 August 2023, be adopted.

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Councillor L Burns.

IPEC23/34 SAXA ROAD - COMOBELLA CROSSING, MITCHELL CREEK CAUSEWAY OPTIONS (ID23/1750)

The Council had before it the report dated 10 July 2023 from the Operations Engineer (West) regarding Saxa Road - Comobella Crossing, Mitchell Creek Causeway Options.

Moved by Councillor J Black and seconded by Councillor P Wells

MOTION

1. **That Council seek tenders for a design and construction of either a box culvert crossing or a bridge to replace the damaged Comobella crossing culvert in line with Options 2 and 3 outlined within the business paper IPEC23/34.**
2. **That Council seek funding under the Bridge Replacement Program and Disaster Recovery Funding Arrangements program to supplement project costs.**
3. **That Council write to the Minister for Roads advising of the importance of this crossing to secure the necessary funding for the replacement crossing.**

CARRIED

For: Councillors L Burns, M Dickerson, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Councillors J Black and V Etheridge.

CCL23/214 REPORT OF THE CULTURE AND COMMUNITY COMMITTEE - MEETING 10 AUGUST 2023 (ID23/2036)

The Council had before it the report of the Culture and Community Committee meeting held 10 August 2023.

Moved by Councillor J Gough and seconded by Councillor P Wells

MOTION

That the report of the Culture and Community Committee meeting held on 10 August 2023, be adopted.

CARRIED

For: Councillors J Black, L Burns, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/215 REPORT OF THE CORPORATE SERVICES COMMITTEE - MEETING 10 AUGUST 2023 (ID23/2037)

The Council had before it the report of the Corporate Services Committee meeting held 10 August 2023.

Moved by Councillor D Mahon and seconded by Councillor R Ivey

MOTION

That the report of the Corporate Services Committee meeting, save and except item CSC23/47, held on 10 August 2023, be adopted.

CARRIED

For: Councillors J Black, L Burns, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CSC23/47 AUSTRALIA DAY - SURVEY RESULTS FOR 2023 CEREMONIES AND PLANNING FOR 2024 CEREMONIES (ID23/1899)

The Council had before it the report dated 31 July 2023 from the Manager Corporate Governance regarding Australia Day - Survey results for 2023 ceremonies and planning for 2024 ceremonies.

Moved by Councillor D Mahon and seconded by Councillor M Wright

MOTION

1. **That the report of the Manager Corporate Governance be noted.**
2. **That the Australia day Ceremonies for Wellington and Dubbo to be held similar to last year, with the Wellington ceremony to be held on the evening of Thursday 25 January 2024 at 6.30pm and the Dubbo ceremony to be held on the morning of Friday 26 January 2024 8.00am**
3. **That an Expression of Interest process be undertaken to form Australia Day Committees for Dubbo and Wellington.**
4. **That food and beverage options, along with activities are to be similar at both ceremonies.**

CARRIED

For: Councillors J Black, V Etheridge, J Gough, R Ivey, D Mahon and M Wright.
Against: Councillor L Burns, M Dickerson, and P Wells.

NOTICES OF MOTION:

CCL23/216 MOTION FOR THE LOCAL GOVERNMENT NSW ANNUAL CONFERENCE 2023 (ID23/2023)

Council had before it a Notice of Motion dated 17 August 2023 from Councillor J Gough regarding the Motion for the Local Government NSW Annual Conference 2023.

Moved by Councillor J Gough and seconded by Councillor M Wright

MOTION

1. **That Council resolves to submit the following motion for consideration by the delegates at the LGNSW Conference in November 2023.**

2. That LGNSW formally request the NSW Government to undertake comprehensive reform of the existing Code of Conduct complaint system with specific regard to:

a. Code of Conduct complaints about Councillors be lodged directly with the Office of Local Government to centralise the code of conduct complaint system, increasing efficiency, transparency and fairness.

b. The Office of Local Government assume full responsibility for the entire process of triaging complaints and managing or undertaking preliminary assessment and full investigation, to resolve complaints.

c. In the event that any individual complainant lodges three or more unsuccessful complaints in relation to any Councillors within a single term, such complainant shall be deemed a vexatious complainant. As a consequence, the said complainant will be barred from lodging any further complaints against that specific Council for the remaining term.

CARRIED

For: Councillors, L Burns, M Dickerson, J Gough, R Ivey and M Wright.
Against: Councillors J Black, V Etheridge, P Wells, D Mahon.

CCL23/217 CONCEPT DUBBO INDOOR AQUATIC CENTRE (ID23/2019)

Council had before it a Notice of Motion dated 14 August 2023 from Councillor S Chowdhury regarding the Concept Dubbo Indoor Aquatic Centre.

Under Section 10.4(b) of Council's Code of Meeting Practice the Chairperson deferred this item to the September Ordinary Meeting of Council.

CCL23/218 TREE PLANTING (ID23/2039)

Council had before it a Notice of Motion dated 14 August 2023 from Councillor S Chowdhury regarding the Tree Planting.

Under Section 10.4(b) of Council's Code of Meeting Practice the Chairperson deferred this item to the September Ordinary Meeting of Council.

NOTICE OF RESCISSION:

CCL23/219 NOTICE OF MOTION OF RESCISSION - CCL23/187 - MATTERS FOR CONSIDERATION AROUND PROVISION OF LAND TO NSW HEALTH FOR THE PURPOSES OF AN ALCOHOL AND OTHER DRUG REHABILITATION FACILITY (ID23/2061)

Council had before it a Notice of Motion of Rescission dated 17 August 2023 from Councillors R Ivey, M Wright and J Gough.

Moved by Councillor R Ivey and seconded by Councillor M Wright

MOTION

Councillor L Burns left the meeting time being 7.50pm due to audio visual technical issues.

Councillor S Chowdhury joined the meeting via audio visual link time being 7.51pm.

Councillor S Chowdhury left the meeting time being 7.52pm.

Moved by Councillor M Wright and seconded by Councillor D Mahon

MOTION

That at this juncture time being 7.59 council have a 5 minute adjournment to allow staff to contact Councillor L Burns to re-join the meeting.

CARRIED

For: Councillors J Black, M Dickerson, J Gough, D Mahon and M Wright.
Against: Councillors V Etheridge, R Ivey and P Wells.

The meeting resumed time being 8.04pm

That the Notice of Motion of Rescission be adopted.

CARRIED

For: Councillors M Dickerson, J Gough, R Ivey, D Mahon and M Wright.
Against: Councillors J Black, V Etheridge and P Wells.

Councillor J Black declared a non-pecuniary, less than significant interest in the matter now before the Council and remained in the room during the Council's consideration of this matter. The reason for such interest is that Councillor J Black is employed 3 days a week by Parliament of NSW and assigned to the Office of Stephen Lawrence MLC who has been actively involved for a long time in lobbying on the Rehab Centre for Dubbo issue and therefore will not affect his decision making on this item.

Moved by Councillor R Ivey and seconded by Councillor M Wright

MOTION

That the CEO undertake no further action as a result of the advice received from Western NSW LHD dated 3 August 2023 advising that "*both land parcels identified in the resolution have been previously assessed by the LHD and that the LHD has previously provided advice to both Officers and Councillors regarding both of them prior to the Council meeting on July 27th",* and that advice stated that Bunglegumbie Road and Greengrove sites are not considered suitable.

CARRIED

For: Councillors L Burns, M Dickerson, J Gough, R Ivey, D Mahon and M Wright.
Against: Councillors J Black, V Etheridge and P Wells.

REPORTS FROM STAFF:

CCL23/220 BUS SERVICE IMPROVEMENTS IN DUBBO - 16 CITIES PROGRAM 2 (ID23/1999)
The Council had before it the report dated 7 August 2023 from the Senior Traffic Engineer regarding Bus Service Improvements in Dubbo - 16 Cities Program 2.

Moved by Councillor V Etheridge and seconded by Councillor P Wells

MOTION

1. **That Council approval be granted for the implementation of the Transport for New South Wales 16 Regional Cities Bus Services Improvement Program to 17 locations in Dubbo in accordance with Appendix 1 – Proposed New and Modified Bus Zone Locations for 16 Cities Dubbo – Round 2 (excel spreadsheet) and Appendix 2 – Bus Zone Locations incorporating:**
   a. **Modification/Formalisation to existing Bus Zones.**
   b. **New Bus Zones.**
   c. **Time restricted bus zones changed to full time zones (24/7).**
   d. **New and expanded bus routes.**
   e. **Bus Services on Sundays.**
   f. **Increased bus services to selected bus routes.**
   g. **New J-pole signs and additional bus shelters throughout the City.**
   h. **Removal of time restricted and unrestricted car parking spaces to achieve bus access to kerbside.**
   i. **Relocation of an existing accessible parking space.**
   j. **Conversion of some existing No Parking Zones.**
   k. **Modifications to on street line marking at selected locations.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/221 2023 DUBBO STAMPEDE RUNNING FESTIVAL - TEMPORARY ROAD CLOSURE (ID23/2000)
The Council had before it the report dated 7 August 2023 from the Senior Traffic Engineer regarding 2023 Dubbo Stampede Running Festival - Temporary Road Closure.

Moved by Councillor V Etheridge and seconded by Councillor M Wright

MOTION

1. **That the application of the Dubbo Running Festival Committee Incorporated be approved for the undertaking of the Dubbo Stampede Running Event on Sunday 27 August 2023, between 6.15 am and 1.00 pm, on condition of the NSW Police, Transport for NSW (TfNSW) and subject to the following conditions of Dubbo Regional Council (Council):**

a. **A temporary road closure will be implemented between 6.00 am and 10.15 am on Obley Road, commencing on the southern side of Taronga Western Plains Zoo access south of the intersection on Camp Road, including the implementation of a Traffic Control Plan and detour via the Newell Highway and Camp Road intersection. 'Zoo Local Traffic' access only will be available at the intersection of the Newell Highway and Obley Road.**
b. **That temporary road closures be implemented between 6.00 am and 12.00 noon in Tamworth Street, west of the intersection of South Street, to its conclusion and changed traffic conditions for Macquarie Street between 6.00 am and 10.15 am and Huckel Street between 7.00 am and 11.45 am.**
c. **The submissions of a Traffic Management Plan (TMP) and Traffic Control Plan (TCP) for Council approval in accordance with Australian Standard 1742.3 and TfNSW's Guide to Traffic Control at Worksites, prepared by an accredited person. Council's TCP TM7052 is to be implemented for the event.**
d. **The concurrence of TfNSW, Special Events and Operational Planning - Transport Management Centre for the implementation of event and detour of Obley Road signage on the Newell Highway.**
e. **Traffic controllers and trained course marshals are to be provided at all road closure points, and other locations as identified in the Event Management Plan, with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specifically authorised for the event with current TfNSW certification.**
f. **Council's Executive Manager Governance and Internal Control must sight a copy of the current Public Liability Insurance Policy, for a minimum amount of $20 million, on which Dubbo Regional Council, TfNSW and NSW Police are specifically noted to be indemnified against any action resulting from the event.**
g. **The applicant is responsible for the provision of all traffic control required for the event in accordance with the TCP.**
h. **The applicant is responsible for all costs associated with the placement of a public notification and advice to the residents within the closed and affected roads, prior to the event advising of the 2023 Dubbo Stampede Running Festival.**
i. **All traffic advisory signs to be placed in accordance with the approved TCP and the Traffic and Event Management Plan.**
j. **The NSW Police consent and conditions for the running of the event as considered necessary.**
k. **The applicant is to provide Council with a signed and dated copy of the Traffic and Event Management Plan.**
l. **The applicant to submit to Council all the appropriate documentation required, accepting the above terms and conditions, before final approval will be granted.**
m. **All costs associated with implementing these event conditions are to be met by the event organiser.**
n. **That in the event of the Tamworth Street footbridge being closed due to flooding; the 'Contingency Plan' as detailed in the Event and Traffic Management Plan shall be invoked requiring the closure of Tamworth and South streets, and the use of Huckel Street in accordance with Appendices 7, 8 and 9 of the TMP and the TCP TM7052 (Appendix 1 - Sheet 2).**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/222 2023 STUART TOWN MULTICULTURAL FESTIVAL - ROAD CLOSURE (ID23/2001)

The Council had before it the report dated 7 August 2023 from the Senior Traffic Engineer regarding 2023 Stuart Town Multicultural Festival - Road Closure.

Moved by Councillor V Etheridge and seconded by Councillor M Wright

MOTION

1. **That Council approval be granted for a temporary road closure of Molong Street between Alexander Street and Bell Street on Sunday, 1 October 2023 for the 2023 Stuart Town Multicultural Festival between 6 am and 5 pm, subject to the following conditions:**
   a. **TfNSW consent for the event to utilise part of the Burrendong Way between Molong and Bell streets as a detour with TfNSW concurrence provided to Council. In the event that consent is not granted, the applicant is to advise Council if the event can proceed with a re-design that excludes the use of Burrendong Way.**
   b. **The submission of an Event and Traffic Management Plan and Traffic Control Plan to Council for approval in accordance with Australian Standard 1742.3, and the TfNSW Guide to Traffic Control at Worksites prepared by an accredited person. Dubbo Traffic Control Traffic Control Plan - Molong Street Road Closure 180222 (Appendix 2) is to be updated for the event.**
   c. **Traffic controllers and/or trained course marshals are to be provided at all road closure points, and other locations as identified in the Event and Traffic Management Plan with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specially authorised for the event with current TfNSW certification.**
   d. **Council's Executive Manager Governance and Internal Control must sight a copy the current Public Liability Insurance Policy for a minimum amount of $20 million on which Dubbo Regional Council, TfNSW and the NSW Police are specifically noted to be indemnified against any action resulting from the event.**
   e. **The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.**
   f. **The applicant is responsible for all costs associated with the placement of a public notification, a minimum of two weeks prior to the event, and advice to the residents within the closed roads advising of the 2023 Stuart Town Multicultural Festival and the road closure of Molong Street, Stuart Town.**
   g. **All traffic advisory signs shall be placed in accordance with the approved Traffic Control Plan and the Event and Traffic Management Plan.**
   h. **The NSW Police's consent and conditions for the running of the event as**

considered necessary.

i. **The applicant is to provide Council with a signed and dated copy of the Event and Traffic Management Plan.**
j. **The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions before final approval will be granted.**
k. **All costs associated with implementing these event conditions are to be met by the event organiser.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/223 DRAFT PLANNING AGREEMENT - HOLCIM AUSTRALIA PTY LTD (ID23/1419)
The Council had before it the report dated 9 August 2023 from the Team Leader Growth Planning Projects regarding Draft Planning Agreement - HOLCIM Australia Pty Ltd.

Moved by Councillor V Etheridge and seconded by Councillor P Wells

MOTION

1. **That Council adopt the draft Planning Agreement (attached in Appendix 1) for the purposes of public exhibition.**
2. **That the draft Planning Agreement be placed on public exhibition in accordance with the Environmental Planning and Assessment Act 1979.**
3. **That following conclusion of the public exhibition period, a further report be prepared for the consideration of Council, including any submissions received.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

At this juncture the Mayor advised that there were two items with Clause Number CCL23/225. Therefore the item The Voice: Education, Information and Participation will become CCL23/225A.

CCL23/225 DUBBO REGIONAL HOUSING ROADMAP - PROGRESS REPORT (ID23/2021)
The Council had before it the report dated 9 August 2023 from the Graduate Growth Planner regarding Dubbo Regional Housing Roadmap - Progress Report.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

1. **That progress in respect of the Dubbo Regional Housing Roadmap be noted.**
2. **That Council approach the Real Estate Institute NSW (Orana Division) to gauge their**

interest in undertaking joint promotion of residential development opportunities in Dubbo and Wellington, particularly in respect of secondary dwellings, residential subdivision opportunities and other initiatives.

3. **That a further progress report be provided to Council in March 2024, outlining progress of the actions included in the Housing Roadmap.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/225A THE VOICE: EDUCATION, INFORMATION AND PARTICIPATION (ID23/1903)
The Council had before it the report dated 1 August 2023 from the Director Community, Culture and Places regarding The Voice: Education, Information and Participation.

Moved by Councillor P Wells and seconded by Councillor V Etheridge

MOTION

1. **That the options provided for a Voice Information session be noted.**
2. **That Council proceed with Option 3, which includes a Panel of 4 and a Master of ceremonies, livestream, and both the Convention Centre or Dubbo Regional Theatre and Convention Centre as suitable venues as detailed on page 211 of the business papers.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, D Mahon, P Wells and M Wright.
Against: R Ivey.

CCL23/226 NSW LOCAL GOVERNMENT ELECTIONS 2024 - PRE POLL PERIOD (ID23/2062)
The Council had before it the report dated 17 August 2023 from the Manager Corporate Governance regarding NSW Local Government Elections 2024 - Pre Poll Period.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

1. **That Council provide advice to the NSW Electoral Commission on the length of the pre-poll period for the upcoming NSW Local Government Elections 2024;**
   a. **to keep the pre-poll period to the two weeks leading into the election.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/227 RECOMMENDED CHANGES TO THE AUDIT AND RISK MANAGEMENT

COMMITTEE (ID23/2029)

The Council had before it the report dated 10 August 2023 from the Manager Corporate Governance regarding Recommended Changes to the Audit and Risk Management Committee.

Moved by Councillor M Wright and seconded by Councillor R Ivey

MOTION

1. **That the name of the current Audit and Risk Management Committee be changed to Audit, Risk and Improvement Committee (ARIC) to align with legislation and reference material as stipulated by the Office of Local Government.**
2. **That the Audit, Risk and Improvement Committee Charter, as attached as Appendix 1 be adopted.**
3. **That the Audit, Risk and Improvement Committee Terms of Reference, as attached at Appendix 2 be adopted.**
4. **That expressions of interest be sought for the independent positions on Council's Audit, Risk and Improvement Committee, being the Chair and two independent Members.**
5. **That Council determine that the fees payable to the ARIC Independent Chair, and the two Independent Members, be increased by 10% for the next term of the Committee.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/228 2022/2023 DELIVERY PROGRAM AND OPERATIONAL PLAN - FINAL PROGRESS REPORT (ID23/2033)

The Council had before it the report dated 11 August 2023 from the Director Strategy, Partnerships and Engagement regarding 2022/2023 Delivery Program and Operational Plan - Final Progress Report.

Moved by Councillor M Wright and seconded by Councillor P Wells

MOTION

That the report of the Director Strategy, Partnerships and Engagement, dated 11 August 2023, be noted.

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/229 LOCAL SMALL COMMITMENTS ALLOCATION PROGRAM (ID23/2030)

The Council had before it the report dated 10 August 2023 from the Executive Officer Strategy Partnerships and Engagement regarding Local Small Commitments Allocation Program.

Moved by Councillor P Wells and seconded by Councillor V Etheridge

MOTION

1. **That the report of the Executive Officer Strategy, Partnerships and Engagement, dated 10 August 2023, be noted.**
2. **That the Chief Executive Officer submit the Project Details Form for the pre-determined nominated project, as outlined in the report, to the Local Small Commitments Allocation Program.**
3. **That in the instance that information contained in the Project Details Form does not meet the eligibility and assessment criteria of the Local Small Commitment Allocation Program, a report outlining alternative projects be brought to Council for consideration.**

CARRIED

For: Councillors M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

Councillor J Black declared a non-pecuniary, significant interest in the matter now before the Council and left the room during the Council's consideration of this matter. The reason for such interest is that Councillor J Black has been involved in participating for suggesting this project for funding.

Councillor M Wright declared a non-pecuniary, less than significant interest in the matter now before the Council and remained in the room during the Council's consideration of this matter. The reason for such interest is that Councillor M Wright owns property and resides in Regand Park however his property does not overlook or adjoin the land referenced in the item and this will not affect his decision making on this matter.

CCL23/230 COMMENTS AND MATTERS OF URGENCY (ID23/1152)
There were no matters recorded under this clause.

CONFIDENTIAL

In accordance with Section 9(2A) Local Government Act 1993, in the opinion of the Chief Executive Officer, the following business is of a kind as referred to in Section 10A(2) of the Act, and should be dealt with in a Confidential Session of the Council meeting closed to the press and public.

The items listed come within the following provisions of the Act:

- *CCL23/231 - People Culture and Safety Quarterly Metrics*
  (Section 10A(2)(a)) - is closed to the public for the following reason: personnel matters concerning particular individuals (other than Councillors)
- *CCL23/232- Quotation for the Supply and Delivery of Two Motor Graders*
  (Section 10A(2)(d)(i)) - information that would, if disclosed, prejudice the commercial position of the person who supplied it.
- *CCL23/233 - Acquisition of Land Through TAFE NSW for Road Corridors Connecting Central West Precinct to Mitchell Highway*
  (Section 10A(2)(a)) - is closed to the public for the following reason: personnel matters concerning particular individuals (other than Councillors)
- *CCL23/234 - Acquisition of Land from the Trustees of the Roman Catholic Church for the Diocese of Bathurst for Blueridge Link Road*
  (Section 10A(2)(c)) - information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposed to conduct) business.
- *CCL23/235 - Proposed EOI for the sale or lease of Council-owned land at 69 Church Street and 154 Talbragar Street*
  (Section 10A(2)(c)) - information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposed to conduct) business.
- *CCL23/236 - Proposed EOI for the sale or lease of Council-owned land at 69 Church Street and 154 Talbragar Street*
  Section 10A(2)(d)(ii)) – commercial information of a confidential nature that would, if disclosed, confer a commercial advantage on a competitor of the Council.

There were no submissions as to whether the meeting should be closed for this item.

At this juncture it was moved by Councillor M Wight and seconded by Councillor V Etheridge that the Council resolves into closed session, the time being 8.57pm.

The open session resumed at 9.21pm.

The Mayor read out the following resolutions made in the closed session in Council.

CCL23/231 PEOPLE CULTURE AND SAFETY QUARTERLY METRICS REPORT (ID23/2034)
The Council had before it the report dated 14 August 2023 from the Manager People Culture and Safety regarding People Culture and Safety Quarterly Metrics Report.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

The Council recommends that members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned personnel matters concerning particular individuals (other than Councillors) (Section 10A(2)(a)).

CARRIED

Moved by Councillor R Ivey and seconded by Councillor M Wight

MOTION

1. **That the information contained within the report of the Manager People Culture and Safety dated 14 August 2023, be noted.**
2. **That all documentation in relation to this matter remain confidential to Council.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/232 QUOTATION FOR THE SUPPLY AND DELIVERY OF TWO MOTOR GRADERS (ID23/1908)
The Council had before it the report dated 2 August 2023 from the Manager Fleet and Depot Services regarding Quotation for the Supply and Delivery of Two Motor Graders.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

The Council recommends that members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned information that would, if disclosed, prejudice the commercial position of the person who supplied it (Section 10A(2)(d)(i)).

CARRIED

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

MOTION

1. **That the quotation from WesTrac to supply two Caterpillar 140M Motor Graders for the purchase price of $1,116,943.94 be approved.**

2. **That plant number 282 and 284 be traded to WesTrac for $510,000.00 resulting in a changeover cost of $606,943.94.**
3. **That all documentation in relation to this matter remain confidential to Council.**
4. **That all documentation in relation to this matter be signed under the Common Seal of Council.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCL23/233 ACQUISITION OF LAND THROUGH TAFE NSW FOR ROAD CORRIDORS CONNECTING CENTRAL WEST PRECINCT TO MITCHELL HIGHWAY (ID23/2031)

The Council had before it the report dated 11 August 2023 from the Manager Infrastructure Strategy and Design regarding Acquisition of Land Through TAFE NSW for Road Corridors Connecting Central West Precinct to Mitchell Highway.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

The Council recommends that members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned personnel matters concerning particular individuals (other than Councillors) (Section 10A(2)(a)).

CARRIED

Moved by Councillor P Wells and seconded by Councillor V Etheridge

MOTION

1. **That Council approve the acquisition of approximately 17,633 m^2 from Lot 11 DP 810036, as well as approximately 2,547m^2 from Lot 51 DP 1028071, currently owned by TAFE NSW:**
   a. **by negotiation; or**
   b. **by compulsory acquisition pursuant to s177 and s178 of the Roads Act 1993 (NSW) if negotiation fails**
2. **If resolution 1(b) applies, that Council register an acquisition plan against Lot 11 DP 810036 and Lot 51 DP 1028071.**
3. **That Council delegate to the Chief Executive Officer the power to negotiate, finalise and execute any applications, notices, documents and compensation claims required to be executed as part of the process for Council to acquire part of Lot 11 DP 810036 and part of Lot 51 DP 1028071.**
4. **That any documents which may not be executed by the Chief Executive Officer under delegation be executed under the Common Seal of Council.**
5. **That Council delegate to the Chief Executive Officer the power to negotiate an agreement with relevant parties to acquire these road corridors through TAFE NSW land.**

6. **That a further report be provided to Council as to the next stage of the acquisition process.**
7. **That information in the body of this report remain confidential.**

CARRIED

For: Councillors J Black, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

At this juncture time being 9.03 the Deputy Mayor Councillor Ivey assumed the chair

CCL23/234 ACQUISITION OF LAND FROM THE TRUSTEES OF THE ROMAN CATHOLIC CHURCH FOR THE DIOCESE OF BATHURST FOR BLUERIDGE LINK ROAD (ID23/2002)

The Council had before it the report dated 7 August 2023 from the Manager Property and Land Development regarding Acquisition of Land from the Trustees of the Roman Catholic Church for the Diocese of Bathurst for Blueridge Link Road.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

The Council recommends that members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business (Section 10A(2)(c)).

CARRIED

Moved by Councillor M Wright and seconded by Councillor V Etheridge

RECOMMENDATION

1. **That Council approve the compulsory acquisition of approximately 3,455m2 from Lot 2508 on DP1093568 pursuant to s177 and s178 of the *Roads Act 1993* (NSW), and upon acquisition, classify the land as operational land.**
2. **That Council register an acquisition plan against Lot 2508 on DP1093568.**
3. **That Council approve the making of an application to the Minister for Local Government to issue a Proposed Acquisition Notice under the Land Acquisition (Just Terms Compensation) Act 1991 (NSW) for Council to compulsorily acquire part of Lot 2508 on DP1093568.**
4. **That Council approve the making of an application to the Governor of NSW for the publication of an Acquisition Notice in the NSW Government Gazette under the Land Acquisition (Just Terms Compensation) Act 1991 (NSW) for Council to compulsorily acquire part of Lot 2508 on DP1093568.**
5. **That Council delegate to the Chief Executive Officer the power to negotiate, finalise and execute any applications, notices, documents and compensation claims required to be executed as part of the process for Council to compulsorily acquire part of Lot 2508 on DP1093568.**

6. **That any documents which may not be executed by the Chief Executive Officer under delegation be executed under the Common Seal of Council.**
7. **That all documentation in relation to this matter remain confidential to Council.**

CARRIED

For: Councillors J Black, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

Councillor M Dickerson declared a non-pecuniary, significant interest in the matter now before the Council and left the room during the Council's consideration of this matter. The reason for such interest is that Councillor M Dickerson sits on an advisory board for the Diocese of Bathurst.

At this juncture the Mayor returned to the room and assumed the chair time being 9.06pm

CCL23/235 PROPOSED EOI FOR THE SALE OR LEASE OF COUNCIL-OWNED LAND AT 69 CHURCH STREET AND 154 TALBRAGAR STREET (ID23/1906)

The Council had before it the report dated 1 August 2023 from the Manager Property and Land Development regarding Proposed EOI for the sale or lease of Council-owned land at 69 Church Street and 154 Talbragar Street.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

The Council recommends that members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business (Section 10A(2)(c)).

CARRIED

Moved by Councillor V Etheridge and seconded by Councillor P Wells

RECOMMENDATION

1. **That Council undertakes an expression of interest process for:**
   - **(a) the lease of 69 Church Street, Dubbo; and**
   - **(b) the sale or lease of 154 Talbragar Street, Dubbo.**
2. **That a further report to Council be submitted outlining the results of the expression of interest process.**
3. **That all documentation in relation to this matter remain confidential to Council.**

CARRIED

For: Councillors M Dickerson, V Etheridge, J Gough, R Ivey, P Wells and M Wright.
Against: Councillors J Black and D Mahon.

CCL23/236 WELLINGTON AERODROME AND RECREATION PARK RUNWAY AND APRON RESEAL (ID23/2022)

The Council had before it the report dated 9 August 2023 from the Manager Dubbo Regional Airport regarding Wellington Aerodrome and Recreation Park Runway and Apron Reseal.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

The Council recommends that members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned commercial information of a confidential nature that would, if disclosed, confer a commercial advantage on a competitor of the Council (Section 10A(2)(d)(ii)).

CARRIED

Moved by Councillor V Etheridge and seconded by Councillor R Ivey

RECOMMENDATION

1. **That Council accept the proposal from Bitupave Ltd trading as Boral Asphalt for CD23/856 and enter into a contract for Wellington Aerodrome and Recreation Park Runway and Apron reseal for the sum of $596,619.10 inc GST.**
2. **That all documentation in relation to this matter remain confidential to Council.**
3. **That all documentation in relation to this matter be signed under the Common Seal of Council.**

CARRIED

For: Councillors M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, and M Wright.
Against: Councillors J Black and P Wells.

The meeting closed at 9.26pm.

.....
CHAIRPERSON

REPORT: Formation of Standing Committees and Determination of All Meeting Dates, Times and Location

DIVISION: Organisational Performance
REPORT DATE: 8 August 2023
TRIM REFERENCE: ID23/2017

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement/Compliance	
Issue	• Council is required to determine the dates, times and location of Ordinary Council meetings for the remainder of the Council term. **Appendix 1** • Council may determine to form Standing Committees	
Reasoning	• Section 3.1, Code of Meeting Practice • Part 20, Code of Meeting Practice • Section 365, Local Government Act 1993	
Financial Implications	Budget Area	Corporate Governance
	Proposed Cost	This function of Governance and Internal Control is included within the adopted budget
Policy Implications	Policy Title	Code of Meeting Practice
	Impact on Policy	Decisions must be in line with Council's Code of Meeting Practice.

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme:	4 Leadership
CSP Objective:	4.1 Council provides transparent, fair and accountable leadership and governance
Delivery Program Strategy:	4.1.4 Statutory requirements are met and services are provided in a cost-effective and timely manner

RECOMMENDATION

1. **That Council adopts a meeting structure including three standing committees, with meetings to be held once per month; and an Ordinary Council meeting to be held once per month.**

2. That the following Standing Committees be created:
   a. Infrastructure, Planning and Environment Committee, to deal with matters relating to Development and Environment and Infrastructure, as outlined in the report.
   b. Culture and Community Committee, to deal with matters relating to Culture and Economy and Liveability, as outlined in the report.
   c. Corporate Services Committee, to deal with matters relating to Organisational Performance and Strategy Partnerships and Engagement, as outlined in the report.

3. That the Standing Committee meetings be held on the second Thursday of each month commencing at 5.30 pm with the Infrastructure, Planning and Environment Committee, immediately followed by the Culture and Community Committee and the Corporate Services Committee; with the exception of December, January and August where no Standing Committee meetings will be held.

4. That the dates and times of meetings of the Standing Committees be as follows:
   a. Infrastructure, Development and Environment Committee on the second Thursday of each month, except January, commencing at 5.30pm, as required;
   b. Culture and Community Committee on the second Thursday of each month, except January, immediately following the completion of the Infrastructure, Development and Environment Committee noting that if there is no requirement to conduct an Infrastructure, Development and Environment Committee it will be scheduled for 5.30pm on that day;
   c. Corporate Services Committee on the second Thursday of each month, except January and December, immediately following the completion of the Culture and Community Committee.

5. That the Standing Committee meetings be held in Dubbo on the dates as provided in the report.

6. That Ordinary Council meetings be held on the fourth Thursday of each month commencing at 5.30 pm, on the dates as provided in the report, with the exception of December and January where no meetings be held and February where two Ordinary Council meetings be held.

7. That it be noted that, due to the Local Government Elections in September 2024, the Ordinary meeting of Council be held on 15 August 2024 as the Caretaker period as per the Local Government Regulations 2005 section 393B will commence from 16 August 2024 to 14 September 2024.

8. That the location of the Ordinary meeting of Council be Dubbo unless otherwise stated.

Jane Bassingthwaighte
Director Organisational Performance

SW
Governance Team Leader

BACKGROUND

According to Part 3.1 of Council's Code of Meeting Practice (see link below): https://www.dubbo.nsw.gov.au/ArticleDocuments/241/Council%20Policy%20-%20Code%20of%20Meeting%20Practice.pdf.aspx?Embed=Y:

The Council shall, by resolution, set the frequency, time, date and place of its ordinary meetings. Ordinary meetings will be usually held at 5.30 pm on the fourth Thursday of each month (excluding January). Ordinary Council meetings will be held in Dubbo unless otherwise specified.

MEETING DATES AND TIMES

Ordinary Meeting Date	Time	Location
Thursday - 26 October 2023	5.30 pm	
Thursday - 23 November 2023	5.30 pm	Wellington Chamber
Thursday - 14 December 2023* * due to Christmas period	5.30 pm	
January 2024* *due to Australia Day public holiday	No meeting	
Thursday - 8 February 2024* *due to no meeting in January	5.30 pm	
Thursday - 22 February 2024	5.30 pm	Wellington Chamber
Thursday - 28 March 2024	5.30 pm	
Wednesday - 24 April 2024* * due to ANZAC Day Public Holiday	5.30 pm	
Thursday -23 May 2024	5.30 pm	Wellington Chamber
Thursday – 27 June 2024	5.30 pm	
Thursday -25 July 2024	5.30 pm	
Thursday -15 August 2024* * due to Caretaker Period for NSW LG Elections	5.30 pm	

Standing Committee Meeting Date	Time	Location
Thursday – 12 October 2023	5.30 pm	
Thursday – 9 November 2023	5.30 pm	
No meeting* * due to Christmas period	5.30 pm	
January 2024 * *due to holiday period	No meeting	
February 2024* *Due to 2 Council meetings for February	No meeting	
Thursday – 14 March 2024	5.30 pm	
Thursday – 11 April 2024	5.30 pm	
Thursday – 9 May 2024	5.30 pm	
Thursday – 13 June 2024	5.30 pm	
Thursday – 11 July 2024	5.30 pm	
No meeting* * due to Caretaker Period for NSW LG Elections	5.30 pm	

COUNCIL'S COMMITTEES

Regulation 260(1) of the Local Government (General) Regulation 2005 makes provision for a council to appoint or elect such committees as it considers necessary. Regulation 260(2) states that such a committee is to consist of the Mayor and such other councillors of the Council as the Council decides. Regulation 260(3) provides for the quorum for a meeting of a committee to be:

(a) such number of members as the Council decides; or
(b) if the Council has not decided a number - a majority of the members of the Committee.

Regulation 261 further provides that a Council must specify the functions of each of its committees when the committee is established, but may from time to time amend those functions.

Under the provisions of the Local Government Act 1993 a committee of Council is one that is comprised solely of Councillors. It is proposed to form several "committees", and in this context are referred to as "Standing Committees", that will consider items and forward recommendations directly to Council for determination that represent the major functions of Council. It is proposed that Council form the following standing committees.

- Infrastructure, Planning and Environment Committee
- Culture and Community Committee
- Corporate Services Committee

It is proposed to form the following several committees for standing committees as indicated below:

Infrastructure, Planning and Environment Committee

To give consideration to and make recommendations to Council in relation to the following matters:

Infrastructure (partial)	Infrastructure Delivery Infrastructure Strategy and Design Water Supply and Sewerage Fleet and Depot Services Major Projects (BILT)
Development and Environment	Resource Recovery and Efficiency Environmental Compliance Building and Development Services Growth Planning

Comprising the 10 Councillors with a quorum of five members.

Culture and Community Committee

To give consideration to and make recommendations to Council in relation to the following matters:

Infrastructure (partial)	Green Space Operations (same Committee, new Division)
Community, Culture and Places	Regional Experiences (same Committee, new Division) Regional Events (same Committee, new Division) Recreation and Open Space (including Aquatic Leisure Centres) Community Services Macquarie Regional Library

Comprising the 10 Councillors with a quorum of five members.

Corporate Services Committee

To give consideration to and make recommendations to Council in relation to the following matters:

Strategy, Partnerships and Engagement (new Committee)	Economic Development and Marketing (new Committee, same Division) Corporate Image and Communications (new Committee and Division) Information Services (new Committee and Division) Customer Experience (new Committee and Division) Integrated Planning and Reporting (new Branch) Business Improvement (new Branch)
Organisational Performance	Financial Operations Procurement Property and Land Development Building Assets Governance and Internal Control (same Committee, new Division) People, Culture and Safety (same Committee, new Division) Commercial (Dubbo Regional Airport and Dubbo Regional Livestock Markets) (new Committee and Division)

Comprising the 10 Councillors with a quorum of five members.

ELECTION OF CHAIRPERSONS FOR COUNCIL'S STANDING COMMITTEES

The election of Chairperson for each of the standing committees is proposed to be determined as the first item of business in each of the standing committee meetings scheduled to occur on 12 October 2023. The chairperson shall be elected for the corresponding Mayoral term.

APPENDICES:

1⇩ Proposed Meeting Schedule for Dates, Times and Locations for Council and Standing Committee meetings 2023/2024

Proposed Meeting Schedule for Council and Standing Committee meetings

2023/2024 for the Mayoral Term

October 2023

Meeting	Meeting Date
Infrastructure, Planning and Environment Committee Culture and Community Committee Corporate Services Committee	5.30 pm – Thursday 12 October 2023
Ordinary Council	5.30 pm – Thursday 26 October 2023

November 2023

Wellington Chamber

Meeting	Meeting Date
Infrastructure, Planning and Environment Committee Culture and Community Committee Corporate Services Committee	5.30 pm – Thursday 9 November 2023
Ordinary Council	5.30 pm – Thursday 23 November 2023

December 2023

Meeting	Meeting Date
Ordinary Council	5.30 pm – Thursday 14 December 2023

January 2024

Meeting	Meeting Date
No Meetings	

February 2024

Dubbo Chamber – 8/2/2024

Wellington Chamber – 22/2/2024

Meeting	Meeting Date
Ordinary Council	5.30 pm – Thursday 8 February 2024
	5.30 pm – Thursday 22 February 2024

March 2024

Meeting	Meeting Date
Infrastructure, Planning and Environment Committee Culture and Community Committee Corporate Services Committee	5.30 pm – Thursday 14 March 2024
Ordinary Council	5.30 pm – Thursday 28 March 2024

April 2024

Meeting	Meeting Date
Infrastructure, Planning and Environment Committee Culture and Community Committee Corporate Services Committee	5.30 pm – Thursday 11 April 2024
Ordinary Council	5.30 pm – Wednesday 24 April 2024*

* Due to Public Holiday - ANZAC Day Thursday 25 April 2024.

May 2024

Wellington Chamber

Meeting	Meeting Date
Infrastructure, Planning and Environment Committee Culture and Community Committee Corporate Services Committee	5.30 pm – Thursday 9 May 2024
Ordinary Council	5.30 pm – Thursday 23 May 2024

June 2024

Meeting	Meeting Date
Infrastructure, Planning and Environment Committee Culture and Community Committee Corporate Services Committee	5.30 pm – Thursday 13 June 2024
Ordinary Council	5.30 pm – Thursday 27 June 2024

July 2024

Meeting	Meeting Date
Infrastructure, Planning and Environment Committee Culture and Community Committee Corporate Services Committee	5.30 pm – Thursday 11 July 2024
Ordinary Council	5.30 pm – Thursday 25 July 2024

August 2024

Caretaker period 16 August 2024 – 14 September 2024

Meeting	Meeting Date
Ordinary Council	5.30 pm – Thursday 15 August 2024

REPORT: Determination of Councillor Representation on Mandated Committees

DIVISION: Organisational Performance
REPORT DATE: 8 August 2023
TRIM REFERENCE: ID23/2018

EXECUTIVE SUMMARY

Purpose	• Seek direction or decision • Fulfil legislated requirement/Compliance	
Issue	Council representation to the following committees must be determined by resolution of Council prior to the first meetings of the committees: • Audit, Risk and Improvement Committee • Local Traffic Committee • Floodplain Management Committee	
Reasoning	• A Guide to the delegation to councils for the regulation of traffic 2009, Roads and Maritime Services, Traffic for NSW, (https://standards.transport.nsw.gov.au/) • Floodplain Development Manual2005, NSW Department of Planning, Industry and Environment, *(https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Water/Floodplains/floodplain-development-manual.pdf)* • Draft Guidelines for Risk Management and Internal Audit for Local Government in NSW 2022, Office of Local Government, (https://www.olg.nsw.gov.au/wp-content/uploads/2023/02/Draft-Guidelines-for-Risk-Management-and-Internal-Audit-for-Local-Government-in-NSW%E2%80%93-PDF.pdf)	
Financial Implications	Budget Area	Corporate Governance.
	Proposed Cost	This function of Corporate Governance and is included within the adopted budget.
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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 4 Leadership

CSP Objective:	4.1 Council provides transparent, fair and accountable leadership and governance
Delivery Program Strategy:	4.1.4 Statutory requirements are met and services are provided in a cost-effective and timely manner

RECOMMENDATION

1. **That Council determines one Councillor representative and one alternate Councillor representative for the Audit Risk and Improvement Committee.**
2. **That Council determines one Councillor representative and one alternate Councillor representative for the Local Traffic Committee.**
3. **That Council determines one Councillor representative and one alternate Councillor representative for the Floodplain Management Committee.**
4. **That the above representatives will serve on the committees for the duration of the Mayoral Term.**

Jane Bassingthwaighte	*AR*
Director Organisational Performance	Manager Corporate Governance

BACKGROUND

Previous Resolutions of Council

23 December 2021 CCL21/289	1. *That Councillor S Chowdhury be the Councillor representative, with Councillor R Ivey the alternate, for the Audit and Risk Management Committee.* 2. *That Councillor V Etheridge be the Councillor representative, with Councillor D Mahon the alternate, for the Local Traffic Committee.* 3. *That Councillor L Burns be the Councillor representative, with Councillor M Wright the alternate, for the Floodplain Management Committee.* 4. *That the above representatives will serve on the committees for the duration of the Mayoral Term.*

As per the previous resolution of Council at its meeting held 23 December 2021 the representation on the above mandated committees of council will expire at the end of the Mayoral term, and will need to be re-determined.

REPORT

Audit, Risk and Improvement Committee

Under section 428A of the Local Government Act all Councils are required to have an Audit, Risk and Improvement Committee (ARIC).

At Council's meeting held 24 August 2023, it was resolved to update the name of this committee from the Audit and Risk Management Committee to now be known as the Audit, Risk and Improvement Committee (ARIC) in line with amendments to the regulations around these committees that all Councils are expected to be fully compliant with by 1 July 2024.

This committee is to be independent and is to have an advisory and assurance role only which aims to assist Council to fulfil its governance and oversight responsibilities. The duties and responsibilities of the ARIC include the following primary areas:

- Compliance
- Risk Management
- Fraud Control
- Financial Management
- Governance
- Implementation of the strategic plan, delivery program and strategies
- Service Reviews
- Collection of performance measurement data by the Council, and
- Internal Audit

The new membership requirements for the ARIC has been updated in Council's newly adopted Terms of Reference. Accordingly the new membership calls for:

- One Independent Chair
- Two independent Members
- One Councillor as a non-voting Member

The ARIC meets quarterly and as required by Audit NSW timelines.

Local Traffic Committee

Traffic for New South Wales (TfNSW) is legislated as the organisation responsible for the control of traffic on all roads in NSW. However, the most effective means of dealing with matters which arise on regional and local roads is to deal with them at the local level. TfNSW, under its previous nomenclature, the Roads and Traffic Authority (RTA), has delegated certain aspects of the control of traffic on regional and local roads to the Councils of Local Government Areas.

The aim of the Local Traffic Committee (LTC) is to act as a technical review committee and provide advice to Council on matters referred to it by Council under the traffic functions delegated by TfNSW.

The LTC comprises four voting members: one Council representative, one NSW Police representative, one TfNSW representative, and the Local State Member of Parliament or their nominee. It should be noted that the Council representative may be either a Councillor, or a Council officer. The Council representative acts as the Chair of the committee.

Non-voting members include the Manager Infrastructure Strategy and Design, the Senior Traffic Engineer and the Traffic Engineer.

The LTC meets monthly as required, on the first Monday of each month at 10.00 am.

Floodplain Management Committee

The Floodplain Management Committee (FPM) acts in an advisory capacity for the discussion of technical, social, economic, environmental and cultural issues regarding the implementation of floodplain management plans. The primary objective is to assist the council in the development and implementation of a floodplain risk management plan for the area(s) under its jurisdiction.

The Floodplain Management Committee comprises of one Councillor representative; one alternative Councillor representative, The Director Infrastructure, the Director Development and Environment, the Manager Infrastructure Strategy and Design, the Senior Design Engineer, the Design Engineer, one external representation from State Emergency Services and Department of Environment and Climate Change.

The FPM meet as required.

REPORT: Determination of Number of Councillors for 2028-2032 Term of Office

DIVISION: Organisational Performance
REPORT DATE: 20 September 2023
TRIM REFERENCE: ID23/2321

EXECUTIVE SUMMARY

Purpose	• Seek direction or decision. • Fulfil legislated requirement.	
Issue	For Council to determine the number of Councillors for the 2028-2032 term of office.	
Reasoning	In accordance with section 224(2) of the *Local Government Act 1993*, Council must determine the number, in accordance with subsection (1), of its councillors for the following term of office.	
Financial Implications	Budget Area	Corporate Governance
	Funding Source	Election Expenses
	Proposed Cost	An additional 10% on the cost of running the election.

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 4 Leadership

CSP Objective: 4.1 Council provides transparent, fair and accountable leadership and governance

Delivery Program Strategy: 4.1.1 Council encourages and facilitates two-way communication with and between stakeholders and the community

Theme: 4 Leadership

CSP Objective: 4.1 Council provides transparent, fair and accountable leadership and governance

Delivery Program Strategy: 4.1.4 Statutory requirements are met and services are provided in a cost-effective and timely manner

RECOMMENDATION

That in accordance with section 224(2) of the *Local Government Act, 1993* Council determine the number of Councillors for the 2028-20232 term of office.

Jane Bassingthwaighte
Director Organisational Performance

SW
Governance Team Leader

BACKGROUND

Previous Resolutions of Council

27 September 2021 CCL21/212	1. *That the following question be put to the Dubbo Regional Council electors as a referendum:* *Currently Dubbo Regional Council is divided into five wards that elect 10 councillors in total; do you favour abolishing this ward system in favour of a single area consisting of all voters that elects 11 councillors?* 2. *That the Chief Executive Officer be requested to take the necessary action to engage the NSW Electoral Commission to conduct a constitutional referendum on behalf of Council at the December 2021 Ordinary Local Government election addressing the above mentioned question.*

Section 224 of the *Local Government Act 1993* (the Act) stipulates how many councillors a council can have and as per section 224(2) Council must determine, not less than 12 months prior to the next ordinary election, if they wish to decrease, increase or keep the same number of councillors for the next term of office (as per excerpt below). Noting that the next term of office will be the 2028-2032 term.

224 How many councillors does a council have?

- A council must have at least 5 and not more than 15 councillors (one of whom is the mayor).
- Not less than 12 months before the next ordinary election, the council must determine the number, in accordance with subsection (1), of its councillors for the following term of office.
- If the council proposes to change the number of councillors, it must, before determining the number, obtain approval for the change at a constitutional referendum.

REPORT

Currently council has 10 Councillors, including the Mayor. As per the council resolution above from September 2021, Council resolved to hold a referendum at the 2021 Local Government Election to abolish the wards and increase the Councillor numbers to 11.

The result of this referendum was successful and will come in to force at the 2024 Local Government Elections to be held on 14 September 2024.

If council determine to request a change the number from 11 there would be a requirement to have a constitutional referendum at the next Local Government Election to seek approval for such a change.

A constitutional referendum is a poll initiated by a council in order to give effect to a matter, such as to increase or decrease the number of councillors in accordance with the limits under section 224 of the Act.

REPORT: Mayoral Appointments and Meetings

DIVISION: Chief Executive Officer
REPORT DATE: 4 September 2023
TRIM REFERENCE: ID23/2213

EXECUTIVE SUMMARY

Purpose	Provide review or update	
Issue	Details of Mayoral appointments and meetings for the period 7 August 2023 through to 10 September 2023.	
Reasoning	To ensure transparency of Mayoral appointments and meetings.	
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 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principle themes and a number of strategies and outcomes. This report is aligned to:

Theme:	4 Leadership
CSP Objective:	4.1 Council provides transparent, fair and accountable leadership and governance
Delivery Program Strategy:	4.1.2 Council's decision-making processes are open, transparent and accountable

RECOMMENDATION

That the information contained in the report be noted.

Murray Wood
Chief Executive Officer

MW
Chief Executive Officer

REPORT

Consultation

Details follow in the body of the report regarding all meetings and appointments of the Mayor for the given period. These meetings and appointments are representative of community, business, political and Council consultation.

Resourcing Implications

Nil

For the information of Councillors, the following details of mayoral appointments and attendances are provided:

Monday, 7 August 2023

- Attended radio interview with Zoo FM.
- Attended along with Councillor Lewis Burns and Council's Chief Executive Officer, Murray Wood a meeting with Katrina Radburn.
- Attended along with Councillor Matt Wright a Rhino Design Panel Meeting.
- Attended a meeting with Councillor Vicki Etheridge.

Tuesday, 8 August 2023

- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.
- Attended the NSW Weeds Conference to perform a welcome to Dubbo.
- Attended along with Council's Chief Executive Officer, Murray Wood the Regional Capital Australia Board Meeting in Canberra.

Wednesday, 9 August 2023

- Attended along with Council's Chief Executive Officer, Murray Wood the Regional Capitals Australia Canberra Delegation meetings.
    - The meeting included the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government.
    - The meeting included Senator the Hon. Jenny McAllister, Assistant Minister for Climate Change and Energy.
    - The meeting included representatives from the Department of Climate Change, Energy, the Environment and Water.
    - The meeting included Mr Henry Sherrell, Advisor to The Hon. Andrew Giles MP, Minister for Immigration, Citizenship and Multicultural Affairs.

Thursday, 10 August 2023

- Attended interview with 2BS Live and Local.
- Attended along with Council's Chief Executive Officer, Murray Wood a meeting with Mark Stacey, Max Lowe and Luke Trudgett.
- Attended Briefing for Standing Committee Meetings.
- Attended Standing Committee Meetings.
- Recorded Mayoral Memo with Mark Barnes.

Friday, 11 August 2023

- Attended radio interview with 2DU.
- Attended radio interview with Binjang.
- Attended radio interview with DC FM.

Monday, 14 August 2023

- Attended radio interview with 2BS.
- Attended radio interview with 2WEB.
- *Deputy Mayor, Councillor Richard Ivey attended the Official Launch of the International Nursing Degree at Charles Sturt University in lieu of the Mayor.*

Tuesday, 15 August 2023

- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.
- Attended a meeting with Errin Williamson and Mick McKenna from the Dubbo Chamber of Commerce.

Wednesday, 16 August 2023

- Attended radio interview with Triple M.
- Attended along with Dugald Saunders, MP Member for Dubbo the Orana Mid-Western Police District Awards Presentation Ceremony.

Thursday, 17 August 2023

- Attended a meeting with Councillor Jess Gough.
- Attended a meeting with Councillor Richard Ivey.
- Attended a meeting for Charles Sturt University Portfolio Plan and Campus Master Plan Project.
- Attended a meeting regarding State Lawn Bowls Championships.
- Attended along with Councillors Josh Black; Jess Gough; Richard Ivey; Pam Wells and Matt Wright a Councillor Workshop - Code of Conduct Training and Duke of Wellington Bridge – Flood Damage Treatment Options.

Friday, 18 August 2023

- Attended radio interview with 2DU.
- Attended a meeting with Councillor Matt Wright.

Saturday, 19 August 2023

- Recorded Mayoral Memo with Mark Barnes.
- Attended a meeting with Councillor Shibli Chowdhury.
- Attended along with Dugald Saunders, MP Member for Dubbo the NSW Rural Fire Service Burrabadine Brigade's 75th Anniversary and Medals Presentation.

Monday, 21 August 2023

- Attended radio interview with Zoo FM.
- Attended and read to Dubbo West Public School.
- Attended along with Council's Chief Executive Officer, Murray Wood; Director Organisational Performance, Jane Bassingthwaighte; Director Strategy, Partnerships and Engagement, Natasha Comber and Chief Financial Officer, Michael Howlett a briefing on the SRV project.

Tuesday, 22 August 2023

- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.
- Attended along with Council's Chief Executive Officer, Murray Wood a meeting with Tim Chinn from the Orana Mid-Western Police District.
- Attended along with Councillor Shibli Chowdhury and Council's Chief Executive Officer, Murray Wood the Legacy Shared Pathway Project sod turning.
- Attended a photo opportunity for the NSW Women's Open Golf Qualifier.

Wednesday, 23 August 2023

- Attended interview with Dave Stanley from Racing HQ on Sky Sports Radio.
- Attended Ken Pocknall's 95th Birthday celebration at the Wellington Men's shed.
- Attended a meeting with Commonwealth Bank Area Manager Retail, Brendan and Wellington Branch Manager Maddison.
- Attended a meeting with Councillor Damien Mahon.

Thursday, 24 August 2023

- Attended Council Briefing in Wellington.
- Attended Ordinary Council Meeting in Wellington.

Friday, 25 August 2023

- Attended radio interview with ABC Radio.
- Attended radio interview with 2DU.
- Attended radio interview with Binjang.
- Attended radio interview with DC FM.
- Attended interview with ABC Western Plains News.
- Attended along with Councillor Matt Wright and Council's Chief Executive Officer, Murray Wood the Vinnies Community Sleepout event.

Saturday, 26 August 2023

- Recorded Mayoral Memo with Mark Barnes.

Sunday, 27 August 2023

- Attended the Dubbo Stampede.

Monday, 28 August 2023

- *Deputy Mayor Councillor Richard Ivey attended the Wellington NAIDOC Flag Raising Ceremony in lieu of the Mayor.*
- Attended radio interview with 2BS.
- Attended radio interview with 2WEB.

Tuesday, 29 August 2023

- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.

Wednesday, 30 August 2023

- Attended radio interview with Triple M.

Thursday, 31 August 2023

- Attended along with Councillors Jess Gough; Richard Ivey and Pam Wells the DRC 2023 Staff Excellence Awards.
- Attended along with Councillors Josh Black; Shibli Chowdhury; Vicki Etheridge; Jess Gough; Richard Ivey; Damien Mahon; Pam Wells and Matt Wright a Councillor Workshop – Financial Sustainability Review and Special Rate Variation Process.

Friday, 1 September 2023

- Attended radio interview with 2DU.
- Attended interview with Triple M News.

Saturday, 2 September 2023

- Recorded Mayoral Memo with Mark Barnes.
- Attended a meet and greet with Marcia Hines.

Monday, 4 September 2023

- Attended radio interview with Zoo FM.
- Attended a meeting with Councillor Richard Ivey.
- Attended a meeting with Jess Gough.

Tuesday, 5 September 2023

- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.
- Attended a meeting Council's Chief Executive Officer, Murray Wood.
- Attended Orana Heights Public School to talk to students regarding three levels of Government.
- Attended along with Councillors Shibli Chowdhury; Jess Gough; Vicki Etheridge and Dugald Saunders, MP Member for Dubbo a Citizenship Ceremony.

Wednesday, 6 September 2023

- Attended National Local Roads, Transport and Infrastructure Congress in Canberra.

Thursday, 7 September 2023

- Attended National Local Roads, Transport and Infrastructure Congress in Canberra.
- Attended a dinner with the Alliance of Western Councils Board.

Friday, 8 September 2023

- Attended along with Council's Chief Executive Officer, Murray Wood the Alliance of Western Councils Board Meeting.
- Attended along with Council's Chief Executive Officer, Murray Wood a meeting with the Hon. Jenny Aitchison, MP Minister for Regional Transport and Roads.
- Attended the 2023 Dubbo Writers' Festival Launch.

Saturday, 9 September 2023

- Recorded Mayoral Memo with Mark Barnes.
- Attended along with Councillors Shibli Chowdhury; Jess Gough; Pam Wells and Matt Wright the official launch of the DREAM Festival.
- Attended along with Councillors Josh Black; Shibli Chowdhury; Jess Gough; Pam Wells and Matt Wright and Council's Chief Executive Officer, Murray Wood the DREAM Lantern Parade.

Sunday, 10 September 2023

- Attended the Dubbo Turf Club Gold Cup Directors Luncheon.
- Attended phone interview with Alison Hore from the Daily Liberal.

REPORT: Monthly Reporting Snapshot for Councillors - August 2023

DIVISION: Strategy, Partnerships and Engagement
REPORT DATE: 11 September 2023
TRIM REFERENCE: ID23/2241

EXECUTIVE SUMMARY

Purpose	Provide review or update	
Issue	Provide high level report snapshots for Councillors regarding Council's Financial Performance, Facility Performance and Major Capital Projects.	
Reasoning	Councillors are provided high level data and reporting on a monthly basis for visibility and oversight on performance trends.	
Financial Implications	Budget Area	Various
	Funding Source	Various
	Proposed Cost	Nil
	Ongoing Costs	Nil
Policy Implications	Policy Title	There are no policy implications arising from this report
	Impact on Policy	Nil

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme:	4 Leadership
CSP Objective:	4.1 Council provides transparent, fair and accountable leadership and governance
Delivery Program Strategy:	4.1.2 Council's decision-making processes are open, transparent and accountable

RECOMMENDATION

That the information contained within the report of the Director Strategy, Partnerships and Engagement dated 11 September 2023, be noted.

Natasha Comber
Director Strategy, Partnerships and Engagement

NC
Director Strategy, Partnerships and Engagement

BACKGROUND

Previous Resolutions of Council

11 May 2023 CSC23/19	1. *That the report from the Chief Executive Officer dated 11 April 2023, be noted.* 2. *That the report in the current format continue to be produced monthly until the end of the current Council term.* 3. *That upon election of a new Council in September 2024, a review of the Monthly Report for Councillors be undertaken in consideration of the new Councillor's priorities.*
24 August 2023 CCL23/212	1. *That the information contained within the report of the Chief Executive Officer dated 1 July 2023, be noted.* 2. *That the proposed changes to the presentation of Major Capital Projects dashboard, as outlined in the report, be endorsed.*

REPORT

This report is a standing monthly report for Councillors and provides high level data, statistics and commentary for Councillors from the Financial Performance and Services and Facility Performance dashboards. It should be noted that select data is public facing, data that is not public facing is not provided within the monthly report and is provided to Councillors via other methods.

Data collected at the time of the reporting may not have been validated/audited and numbers are subject to change pending published annual reports.

Highlights and commentary

Financial Performance Dashboard - Overdue Debts: The debtor increase that was attributed to the River Street property sale between DRC and Transport for NSW has since been paid and will be reflected in the September 2023 debtor balances.

Major Projects: As at the end of August, Council's YourSay platform was showcasing 35 Community consultation or engagement projects, with 11 of these being active capital works projects.

The Customer Experience Charter Metrics Dashboard remains on track to be developed and the highlights of that dashboard will be included in the September 2023 Monthly Reporting Snapshot to be presented to the October meeting of Council.

APPENDICES:

1⇩ Monthly Reporting Snapshot - August 2023

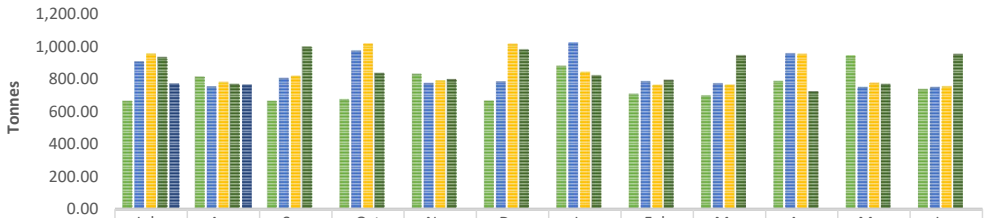
DUBBO REGIONAL COUNCIL

FACILITY AND SERVICE PERFORMANCE DASHBOARD

REPORT PRINT DATE: 11/09/2023

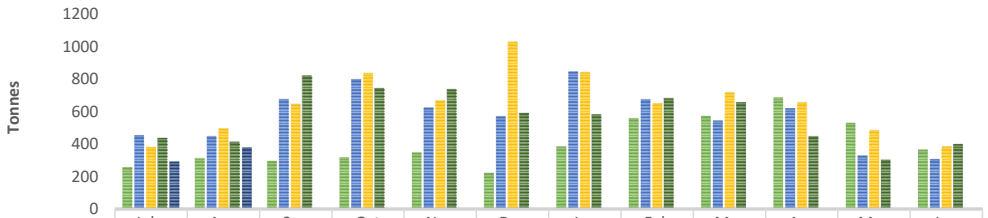
SERVICES PERFORMANCE

DOMESTIC WASTE - MIXED WASTE TONNES PER MONTH



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	664.42	813.32	664.34	675.08	831.04	665.86	880.30	708.40	698.70	787.06	943.14	736.94
2020/2021	907.14	754.34	805.58	973.60	773.94	783.76	1,024.46	786.42	773.20	956.14	751.04	750.36
2021/2022	954.66	781.34	817.98	1,016.76	789.94	1,014.80	842.92	762.78	763.54	954.33	775.18	753.22
2022/2023	933.06	768.30	998.00	835.16	797.56	980.60	820.44	793.18	943.50	722.97	768.50	951.62
2023/2024	770.24	762.70										

DOMESTIC WASTE - FOGO TONNES PER MONTH



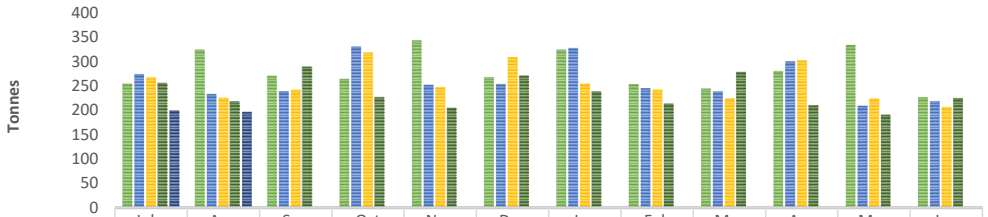
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	257.04	312.54	295.64	317.02	347.08	222.8	385.2	559.54	572.46	686.49	529.6	365.48
2020/2021	453.32	446.38	674.46	799.47	623.24	569.54	844.82	672.6	543.14	619.04	328.54	306.78
2021/2022	379.7	494.12	644.04	833.15	666.22	1026.8	840.08	649.12	715.32	654.42	483.1	384
2022/2023	437.48	412.7	819.94	743.92	736.14	590.04	581.12	682.44	655.74	447.58	302.34	399.04
2023/2024	290.38	376.8										

DUBBO REGIONAL COUNCIL

FACILITY AND SERVICE PERFORMANCE DASHBOARD

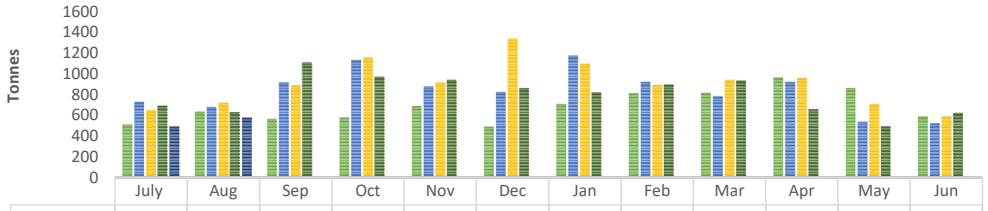
REPORT PRINT DATE: 11/09/2023

DOMESTIC WASTE - RECYCLING TONNES PER MONTH



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	254.47	323.93	270.48	264.01	342.97	267.48	324.15	253.5	244.35	280.09	333.65	226.39
2020/2021	273.39	232.91	238.54	329.94	251.32	252.98	326.52	244.91	238.09	299.48	208.94	217.71
2021/2022	267.02	225.41	241.87	317.98	247.37	308.32	253.95	242.34	224.33	302.3	223.97	206.22
2022/2023	255.49	217.89	288.74	226.02	204.29	270.52	238.02	213.23	277.62	209.77	190.66	224.38
2023/2024	198.83	195.94										

DOMESTIC WASTE - DIVERTED FROM LANDFILL TONNES PER MONTH



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	511.51	636.47	566.12	581.03	690.05	490.28	709.35	813.04	816.81	966.58	863.25	591.87
2020/2021	726.71	679.29	913	1129.41	874.56	822.52	1171.34	917.51	781.23	918.52	537.48	524.49
2021/2022	646.72	719.53	885.91	1151.13	913.59	1335.12	1094.03	891.46	939.65	956.72	707.07	590.22
2022/2023	692.97	630.59	1108.68	969.94	940.43	860.56	819.14	895.67	933.36	657.35	493.00	623.42
2023/2024	489.21	572.74										

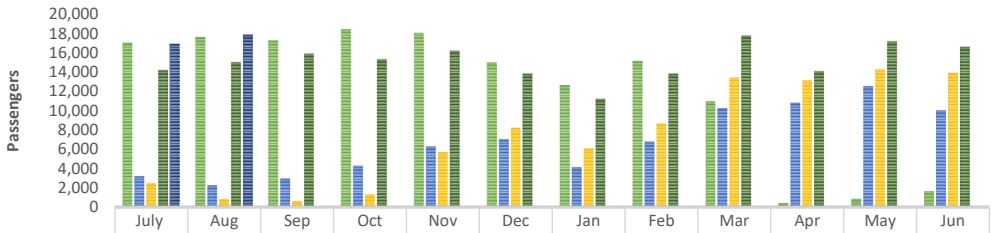
DUBBO REGIONAL COUNCIL

FACILITY AND SERVICE PERFORMANCE DASHBOARD

REPORT PRINT DATE: 11/09/2023

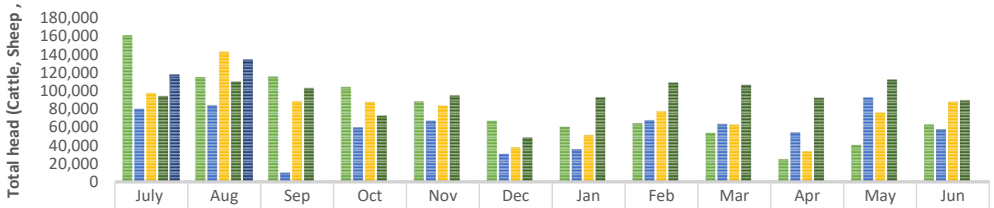
VISITORS & VOLUME – COMMERCIAL

DUBBO REGIONAL AIRPORT - PASSENGERS PER MONTH



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	17,064	17,656	17,281	18,439	18,063	14,988	12,651	15,162	10,953	389	832	1,634
2020/2021	3,167	2,242	2,950	4,285	6,276	7,036	4,114	6,797	10,252	10,841	12,531	10,028
2021/2022	2,476	814	620	1,290	5,677	8,218	6,058	8,665	13,420	13,113	14,273	13,917
2022/2023	14,149	14,975	15,840	15,252	16,150	13,773	11,183	13,782	17,729	14,023	17,131	16,563
2023/2024	16,901	17,871										

DUBBO REGIONAL LIVESTOCK MARKETS - TOTAL HEAD SOLD PER MONTH



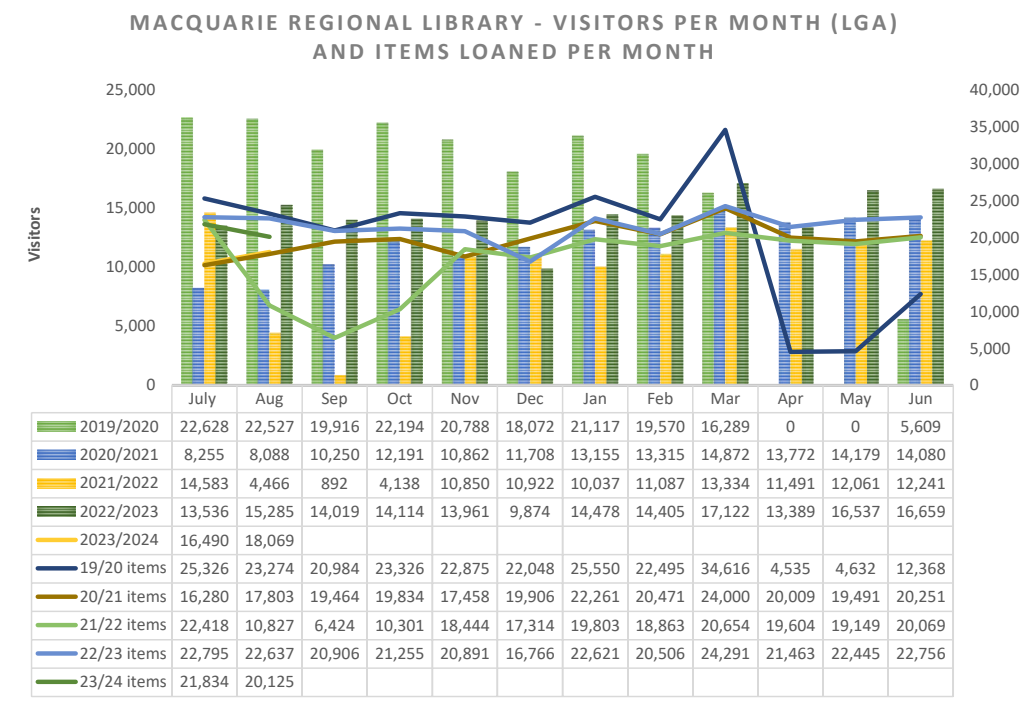
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	160,956	115,145	115,804	104,263	88,227	67,237	60,395	64,606	53,802	24,887	40,659	63,311
2020/2021	79,786	83,863	9,941	59,622	66,906	30,264	35,625	67,491	63,551	53,991	92,304	57,554
2021/2022	96,850	142,354	88,070	87,145	83,357	37,586	51,239	76,980	62,771	33,204	75,638	87,615
2022/2023	93,651	109,531	102,521	72,351	94,355	48,242	92,352	108,658	105,826	91,868	111,912	89,256
2023/2024	117,567	133,971										

DUBBO REGIONAL COUNCIL

FACILITY AND SERVICE PERFORMANCE DASHBOARD

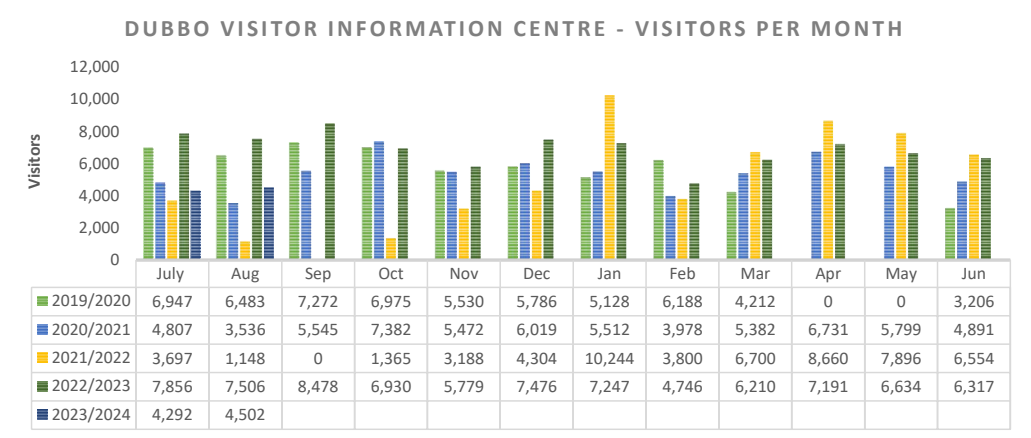
REPORT PRINT DATE: 11/09/2023

VISITORS & CUSTOMERS – COMMUNITY



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	22,628	22,527	19,916	22,194	20,788	18,072	21,117	19,570	16,289	0	0	5,609
2020/2021	8,255	8,088	10,250	12,191	10,862	11,708	13,155	13,315	14,872	13,772	14,179	14,080
2021/2022	14,583	4,466	892	4,138	10,850	10,922	10,037	11,087	13,334	11,491	12,061	12,241
2022/2023	13,536	15,285	14,019	14,114	13,961	9,874	14,478	14,405	17,122	13,389	16,537	16,659
2023/2024	16,490	18,069										
19/20 items	25,326	23,274	20,984	23,326	22,875	22,048	25,550	22,495	34,616	4,535	4,632	12,368
20/21 items	16,280	17,803	19,464	19,834	17,458	19,906	22,261	20,471	24,000	20,009	19,491	20,251
21/22 items	22,418	10,827	6,424	10,301	18,444	17,314	19,803	18,863	20,654	19,604	19,149	20,069
22/23 items	22,795	22,637	20,906	21,255	20,891	16,766	22,621	20,506	24,291	21,463	22,445	22,756
23/24 items	21,834	20,125										

VISITORS & CUSTOMERS – TOURISM & CULTURAL



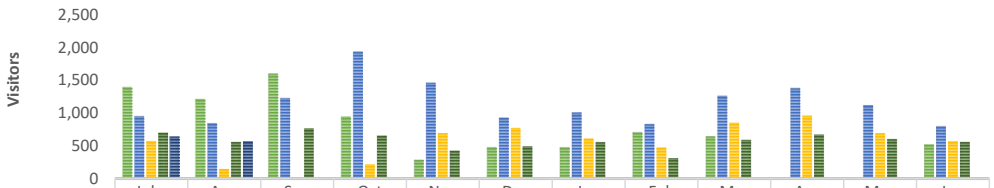
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	6,947	6,483	7,272	6,975	5,530	5,786	5,128	6,188	4,212	0	0	3,206
2020/2021	4,807	3,536	5,545	7,382	5,472	6,019	5,512	3,978	5,382	6,731	5,799	4,891
2021/2022	3,697	1,148	0	1,365	3,188	4,304	10,244	3,800	6,700	8,660	7,896	6,554
2022/2023	7,856	7,506	8,478	6,930	5,779	7,476	7,247	4,746	6,210	7,191	6,634	6,317
2023/2024	4,292	4,502										

DUBBO REGIONAL COUNCIL

FACILITY AND SERVICE PERFORMANCE DASHBOARD

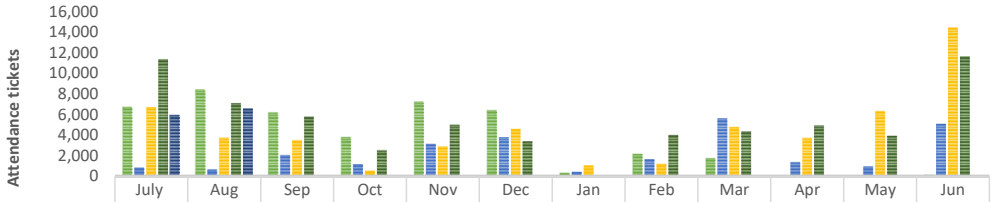
REPORT PRINT DATE: 11/09/2023

WELLINGTON VISITOR INFORMATION CENTRE - VISITORS PER MONTH



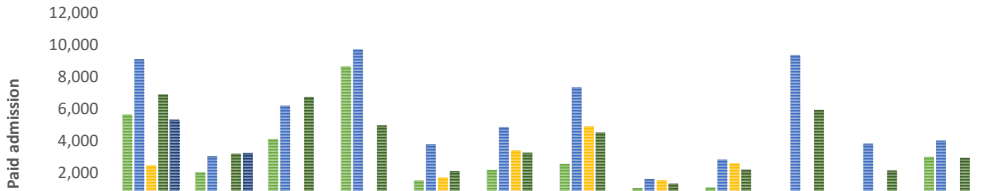
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	1,392	1,211	1,598	945	290	482	482	710	644	0	0	524
2020/2021	946	841	1,224	1,928	1,459	926	1,005	828	1,258	1,376	1,116	795
2021/2022	571	146	0	218	691	767	607	473	847	956	691	569
2022/2023	696	558	763	655	426	492	553	312	589	668	599	556
2023/2024	640	567										

DUBBO REGIONAL THEATRE AND CONVENTION CENTRE - ATTENDANCE/TICKETS PER MONTH



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	6,722	8,392	6,169	3,784	7,231	6,393	321	2,153	1,748	0	33	99
2020/2021	824	629	2,040	1,162	3,122	3,785	408	1,638	5,620	1,369	936	5,074
2021/2022	6,705	3,718	3,462	523	2,878	4,581	1,015	1,181	4,765	3,702	6,297	14,386
2022/2023	11,345	7,097	5,779	2,516	4,994	3,380	3	3,992	4,349	4,929	3,914	11,638
2023/2024	5,923	6,563										

OLD DUBBO GAOL - PAID ADMISSION PER MONTH



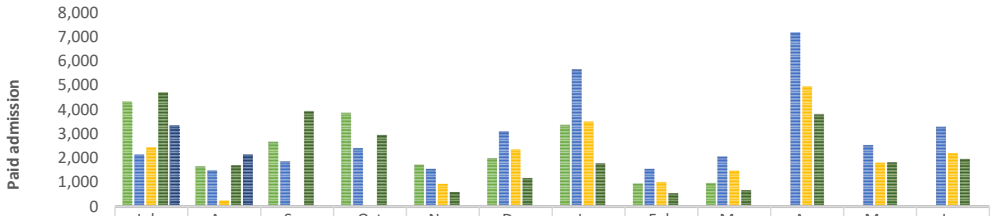
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	5,646	2,068	4,128	8,618	1,562	2,213	2,588	1,092	1,131	0	0	3,018
2020/2021	9,088	3,075	6,204	9,694	3,811	4,882	7,332	1,650	2,861	9,333	3,836	4,038
2021/2022	2,482	233	0	176	1,742	3,413	4,908	1,579	2,619	0	0	0
2022/2023	6,910	3,223	6,753	4,977	2,147	3,278	4,529	1,370	2,241	5,934	2,173	2,977
2023/2024	5,308	3,252										

DUBBO REGIONAL COUNCIL

FACILITY AND SERVICE PERFORMANCE DASHBOARD

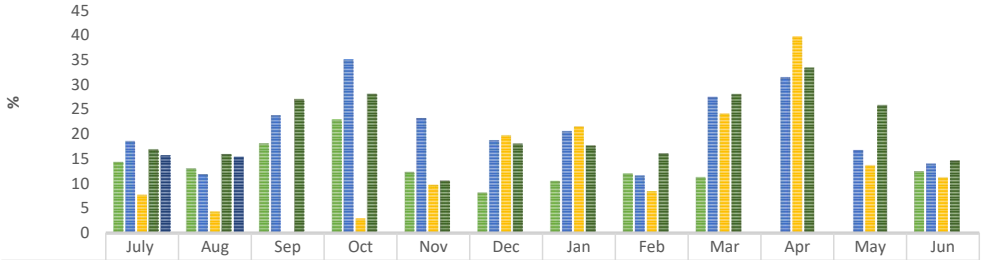
REPORT PRINT DATE: 11/09/2023

WELLINGTON CAVES - PAID ADMISSION PER MONTH



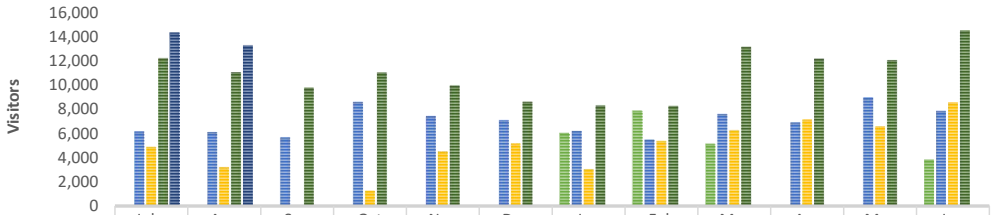
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	4,307	1,651	2,662	3,851	1,718	1,993	3,362	949	967	0	0	0
2020/2021	2,144	1,499	1,869	2,409	1,559	3,108	5,663	1,552	2,070	7,175	2,531	3,303
2021/2022	2,444	256	0	0	935	2,356	3,506	1,016	1,488	4,966	1,818	2,202
2022/2023	4,697	1,706	3,924	2,954	609	1,171	1,785	552	674	3,804	1,838	1,968
2023/2024	3,351	2,145										

WELLINGTON CAVES CARAVAN PARK - OCCUPANCY % PER MONTH



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	14	13	18	23	12	8	11	12	11	0	0	12
2020/2021	19	12	24	35	23	19	21	12	28	31	17	14
2021/2022	8	4	0	3	10	20	22	8	24	40	14	11
2022/2023	17	16	27	28	11	18	18	16	28	33	26	15
2023/2024	16	15										

WESTERN PLAINS CULTURAL CENTRE - VISITORS PER MONTH



	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2019/2020	0	0	0	0	0	0	5,994	7,837	5,103	0	0	3,805
2020/2021	6,152	6,119	5,653	8,596	7,431	7,100	6,181	5,476	7,608	6,902	8,981	7,866
2021/2022	4,885	3,201	0	1,248	4,499	5,157	3,042	5,368	6,251	7,137	6,558	8,543
2022/2023	12,195	11,033	9,750	11,019	9,930	8,605	8,294	8,254	13,131	12,153	12,038	14,475
2023/2024	14,318	13,244										

CCL23/251

Report of the Infrastructure, Planning and Environment Committee - meeting 14 September 2023

AUTHOR: Governance Officer
REPORT DATE: 21 September 2023

The Council had before it the report of the Infrastructure, Planning and Environment Committee meeting held 14 September 2023.

RECOMMENDATION

That the report of the Infrastructure, Planning and Environment Committee meeting held on 14 September 2023, be adopted.

REPORT INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE 14 SEPTEMBER 2023

PRESENT: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.

ALSO IN ATTENDANCE: The Chief Executive Officer, the Director Organisational Performance, the Manager Corporate Governance, the Executive Assistant Mayor, the Director Strategy Partnership and Engagement, the Communications Partner, the IT Infrastructure Specialist, the Director Development and Environment, the Director Infrastructure, the Director Community Culture and Places, the Manager Infrastructure Delivery, the Manager Strategy Water Supply and Sewerage and the Manager Infrastructure Strategy and Design.

Councillor M Dickerson assumed the chair of the meeting.

The proceedings of the meeting commenced at 5.30 pm.

IPEC23/36 ACKNOWLEDGEMENT OF COUNTRY (ID23/1221)
Councillor L Burns delivered an Acknowledgment to Country.

IPEC23/37 LEAVE OF ABSENCE (ID23/1237)
There were no requests for Leave of Absence received for this meeting.

Councillors J Black and L Burns attended via audio visual link.

IPEC23/38 CONFLICTS OF INTEREST (ID23/1225)
There were no Conflicts of Interest declared.

IPEC23/39 REPORT OF THE CLIMATE CHANGE AND RESILIENCE COMMITTEE - MEETING 29 AUGUST 2023 (ID23/2154)
The Committee had before it the report of the Climate Change and Resilience Committee meeting held 29 August 2023.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

That the report of the Climate Change and Resilience Committee meeting held on 29 August 2023, be adopted.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

It is noted that the projected 2023/2024 figures provided in Graph 2 in the above Council report for 'Other Residential Dwellings' and 'Total Dwellings Approved' were incorrect. The correct figures are as follows:

- Other Residential Dwellings - 336
- Total Dwellings Approved - 576

IPEC23/40 BUILDING SUMMARY - AUGUST 2023 (ID23/2047)

The Committee had before it the report dated 31 August 2023 from the Director Development and Environment regarding Building Summary - August 2023.

Moved by Councillor R Ivey and seconded by Councillor M Wright

MOTION

That the report of the Director Development and Environment, dated 31 August 2023, be noted.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

IPEC23/41 RESPONSE TO NOTICE OF MOTION - DROUGHT SECURITY PROJECTS (ID23/1902)

The Committee had before it the report dated 28 August 2023 from the Manager Strategy Water Supply and Sewerage regarding Response to Notice of Motion - Drought Security Projects.

Moved by Councillor R Ivey and seconded by Councillor V Etheridge

MOTION

That the Manager Strategy Water Supply and Sewerage report be noted.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

IPEC23/42 DUKE OF WELLINGTON BRIDGE - FLOOD DAMAGE TREATMENT OPTIONS (ID23/1751)

The Committee had before it the report dated 10 July 2023 from the Manager Infrastructure Delivery regarding Duke of Wellington Bridge - Flood Damage Treatment Options.

Moved by Councillor J Gough and seconded by Councillor D Mahon

MOTION

That Council target natural disaster funding to undertake reinstatement works on the Bell River riverbank, Duke of Wellington Bridge, Gobolion Street pavement and stormwater drainage.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

IPEC23/43 SOUTH BRIDGE STRATEGIC CONCEPTS - UPDATE AND NEXT STEPS (ID23/2204)

The Committee had before it the report dated 1 September 2023 from the Manager Infrastructure Strategy and Design regarding South Bridge Strategic Concepts - Update and Next Steps.

Moved by Councillor M Wright and seconded by Councillor S Chowdhury

MOTION

1. **That Option 4, the alignment of which has a curved bridge and severs the Lady Cutler Sporting Ovals, not be given further consideration as an option for the alignment of the South Bridge.**
2. **That a detailed business case be prepared for South Bridge alignment Option 2 and 3.**

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

The meeting closed at 6.09 pm.

.....
CHAIRPERSON

CCL23/252

Report of the Culture and Community Committee - meeting 14 September 2023

AUTHOR: Governance Officer
REPORT DATE: 21 September 2023

The Council had before it the report of the Culture and Community Committee meeting held 14 September 2023.

RECOMMENDATION

That the report of the Culture and Community Committee meeting held on 14 September 2023, be adopted.

REPORT
CULTURE AND COMMUNITY COMMITTEE
14 SEPTEMBER 2023

PRESENT: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.

ALSO IN ATTENDANCE: The Chief Executive Officer, the Director Organisational Performance, the Manager Corporate Governance, the Executive Assistant Mayor, the Director Strategy Partnership and Engagement, the Communications Partner, the IT Infrastructure Specialist, the Director Development and Environment, the Director Infrastructure, the Director Community Culture and Places, the Manager Infrastructure Delivery, the Manager Strategy Water Supply and Sewerage and the Manager Infrastructure Strategy and Design.

Councillor J Gough assumed the chair of the meeting.

The proceedings of the meeting commenced at 6.10 pm.

CCC23/71 LEAVE OF ABSENCE (ID23/1241)
There were no requests for Leave of Absence received for this meeting.

Councillors J Black and L Burns attended via audio visual link.

CCC23/72 CONFLICTS OF INTEREST (ID23/1229)
There were no Conflicts of Interest declared.

CCC23/73 REPORT OF THE MULTICULTURAL ADVISORY COMMITTEE - MEETING 14 AUGUST 2023 (ID23/2160)
The Committee had before it the report of the Multicultural Advisory Committee meeting held 14 August 2023.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

That the report of the Multicultural Advisory Committee meeting held on 14 August 2023, be adopted.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCC23/74 REPORT OF THE SPARC COMMITTEE - MEETING 14 AUGUST 2023 (ID23/2058)

The Committee had before it the report of the SPARC Committee meeting held 14 August 2023.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

That the report of the SPARC Committee meeting held on 14 August 2023, be adopted.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCC23/75 REPORT OF THE DISABILITY ACCESS AND INCLUSION ADVISORY COMMITTEE - MEETING 21 AUGUST 2023 (ID23/2155)

The Committee had before it the report of the Disability Access and Inclusion Advisory Committee meeting held 21 August 2023.

Moved by Councillor P Wells and seconded by Councillor V Etheridge

MOTION

That the report of the Disability Access and Inclusion Advisory Committee meeting held on 21 August 2023, be adopted.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCC23/76 REPORT OF THE SOCIAL JUSTICE ADVISORY COMMITTEE AND YOUTH COUNCIL - MEETING 5 SEPTEMBER 2023 (ID23/2162)

The Committee had before it the report of the Social Justice Advisory Committee and Youth Council meeting held 5 September 2023.

MOTION

That the report of the Social Justice Advisory Committee and Youth Council meeting held on 5 September 2023, be adopted.

Moved by Councillor P Wells and seconded by Councillor S Chowdhury

ALTERNATIVE MOTION

That it be noted that there was no quorum for the Social Justice Advisory Committee and Youth Council meeting held on 5 September 2023.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCC23/77 REPORT OF THE VILLAGES COMMITTEE - MEETING 16 AUGUST 2023 (ID23/2163)

The Committee had before it the report of the Villages Committee meeting held 16 August 2023.

Moved by Councillor R Ivey and seconded by Councillor S Chowdhury

MOTION

That the report of the Villages Committee meeting held on 16 August 2023, be adopted.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CCC23/78 DUBBO REGIONAL COUNCIL PUBLIC ART STRATEGY PUBLIC EXHIBITION (ID23/2032)

The Committee had before it the report dated 11 August 2023 from the Cultural Development Coordinator regarding Dubbo Regional Council Public Art Strategy Public Exhibition.

Moved by Councillor M Wright and seconded by Councillor P Wells

MOTION

That the Draft Public Art Strategy be endorsed by Council to be placed on Public Exhibition.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

The meeting closed at 6.28 pm.

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CHAIRPERSON

CCL23/253

Report of the Corporate Services Committee - meeting 14 September 2023

AUTHOR: Governance Officer
REPORT DATE: 21 September 2023

The Council had before it the report of the Corporate Services Committee meeting held 14 September 2023.

RECOMMENDATION

That the report of the Corporate Services Committee meeting held on 14 September 2023, be adopted.

REPORT
CORPORATE SERVICES COMMITTEE
14 SEPTEMBER 2023

PRESENT: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.

ALSO IN ATTENDANCE: The Chief Executive Officer, the Director Organisational Performance, the Corporate Governance Manager, the Executive Assistant Mayor, the Director Strategy Partnership and Engagement, the Communications Partner, the IT Infrastructure Specialist, the Director Development and Environment, the Director Infrastructure, the Director Community Culture and Places, the Manager Infrastructure Delivery, the Manager Strategy Water Supply and Sewerage and the Manager Infrastructure Strategy and Design.

Councillor D Mahon assumed the chair of the meeting.

The proceedings of the meeting commenced at 6.29 pm.

CSC23/48 LEAVE OF ABSENCE (ID23/1245)
There were no requests for Leave of Absence received for this meeting.

Councillors J Black and L Burns attended via audio visual link.

CSC23/49 CONFLICT OF INTEREST (ID23/1233)
There were no Conflicts of Interest declared.

CSC23/50 INVESTMENT UNDER SECTION 625 OF THE LOCAL GOVERNMENT ACT - AUGUST 2023 (ID23/1985)
The Committee had before it the report dated 1 September 2023 from the Graduate Accountant regarding Investment Under Section 625 of the Local Government Act - August 2023.

Moved by Councillor R Ivey and seconded by Councillor M Wright

MOTION

That the information contained within the Investment under Section 625 of the Local Government Act Report, dated 1 September 2023, be noted.

CARRIED
For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CSC23/51 AUDIT OF SIGNS ACROSS THE URBAN AREAS OF THE LGA (ID23/2089)

The Committee had before it the report dated 24 August 2023 from the Executive Officer Strategy Partnerships and Engagement regarding Audit of Signs across the Urban Areas of the LGA.

Moved by Councillor R Ivey and seconded by Councillor V Etheridge

MOTION

1. **That the report of the Executive Officer Strategy, Partnerships and Engagement, dated 24 August 2023, be noted.**
2. **That a further detailed report be brought to Council in February 2024.**

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

CSC23/52 DRAFT MEDIA POLICY - RESULTS FROM PUBLIC EXHIBITION (ID23/2161)

The Committee had before it the report dated 29 August 2023 from the Manager Strategic Partnership and Investment regarding Draft Media Policy - Results from Public Exhibition.

Moved by Councillor V Etheridge and seconded by Councillor S Chowdhury

MOTION

That the draft Media Policy (attached in Appendix 1) be adopted and replace the existing Media Policy.

CARRIED

For: Councillors J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil.

The meeting closed at 6.38 pm.

.....
CHAIRPERSON

REPORT: Central West Orana Renewable Energy Zone (CWO REZ) Steering Committee

DIVISION: Chief Executive Officer
REPORT DATE: 18 September 2023
TRIM REFERENCE: ID23/2288

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Provide review or update	
Issue	The need for coordination of actions regarding both the opportunities and challenges presented by the Central West Orana REZ has led to the formation of the Central West Orana Renewable Energy Zone (CWO REZ) Steering Committee, and associated Project Groups.	
Reasoning	• An action oriented Steering Committee will allow for a coordinated approach to working together with other levels of Government and other Councils to deliver and drive action in respect of the CWO REZ, with the intent to achieve a wide range of challenges and benefits for our community. • Dubbo regional Council is co-chair and providing administrative support.	
Financial Implications	Budget Area	Not applicable to this report.
	Funding Source	N/A
	Proposed Cost	N/A
	Ongoing Costs	N/A
Policy Implications	Policy Title	Towards 2040 Community Strategic Plan and associated strategies (e.g. Net Zero, Short term Accommodation, Housing, Economic Development).
	Impact on Policy	Council is fulfilling commitments.

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 1 Housing

CSP Objective: 1.3 Short-term and emergency accommodation is available

Delivery Program Strategy: 1.3.1 Short-term accommodation is available for the workforce associated with significant infrastructure, major projects and employment generators

Theme:	2 Infrastructure
CSP Objective:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.2 The road network meets the needs of users in terms of traffic capacity, functionality and economic and social connectivity
	2.1.5 Council works collaboratively with government and stakeholders on transport-related issues
Theme:	3 Economy
CSP Objective:	3.2 Employment opportunities are available in all sectors of our economy
Delivery Program Strategy:	3.2.1 Employment and investment opportunities for all sectors of the community are fostered
Theme:	3 Economy
CSP Objective:	3.3 A strategic framework is in place to maximise the realisation of economic development opportunities for the region
Delivery Program Strategy:	3.3.3 Major investment is proactively attracted and supported in line with regional opportunities
Theme:	6 Environmental Sustainability
CSP Objective:	6.1 We achieve net zero emissions
Delivery Program Strategy:	6.1.1 Investment in renewable energy opportunities is encouraged and supported
Theme:	6 Environmental Sustainability
CSP Objective:	6.2 We recognise, plan for and respond to the impacts of climate change
Delivery Program Strategy:	6.2.1 The impacts of climate change are identified and addressed through collaboration with our community and government

RECOMMENDATION

1. **That the information contained within the report of the Chief Executive Officer dated 18 September 2023, be noted.**
2. **That the operational nature of the Steering Committee and associated Project Working Groups be noted, having a focus on enacting the policies of Council and driving action to deliver outcomes for the community.**

Murray Wood
Chief Executive Officer

MW
Chief Executive Officer

BACKGROUND

At the Coalition of Regional Energy Mayors (CoREM) meeting held on 26 May 2023, the Dubbo Regional Council Chief Executive Officer was assigned an action to hold a form of coordination group for the main work streams required to deliver outcomes the community needs in regards to the CWO REZ. This was to be focused on action delivery and building on regular meetings already held between EnergyCo and the Mayors of relevant Councils to discuss the CWO REZ.

Since that meeting, Dubbo Regional Council has resolved not to be a member of CoREM but collaboration with Councils continues.

REPORT

On 22 June 2023, a focus session was held with CWO REZ affected Council General Managers, EnergyCo and other relevant government agencies. The purpose of the focus session was the creation of a Steering Group of senior leaders to allow for a coordinated approach to working together to deliver in respect of the REZ, particularly with regard to the wide range of challenges and benefits for our community.

Accordingly, the CWO REZ Steering Committee was formed, with membership as follows:

- EnergyCo (Co-Chair)
- Dubbo Regional Council (Co-Chair)
- Mid-Western Regional Council
- Warrumbungle Shire Council
- Department of Planning and Environment
- Department of Regional NSW

The first meeting of the CWO REZ Steering Committee was held on 18 July 2023 and focussed on operational matters including Governance, Terms of Reference and agreement on the formation of essential Project Groups, being:

- Housing and Accommodation
- Environmental Delivery (waste, water use, waste water etc)
- Transport and Logistics
- Social Services (e.g. health, emergency services tec).
- Economic Participation and Development

On 23 August 2023, the second meeting of the Steering Committee was held (minutes attached as **Appendix 1**) where the Terms of Reference (**Appendix 2**) were endorsed and details on Project Groups finalised. Attached as **Appendix 3** is information on the Committee Objectives and structure, and details on each of the Project Groups.

Consultation

- Attendance at CoREM meetings.
- Council has been consulting with EnergyCo for a significant period of time prior to the formation of the Steering Committee.
- Councillors were previously advised in weekly Hot Topics correspondence of the formation of the Steering Committee.
- Staff who will participate in Project Groups have been briefed and participation is based on technical expertise and responsibility for relevant service areas within Council.

Resourcing Implications

- At this stage, the main resource will be staff time to participate in the meetings and carry out any related actions.
- Dubbo Regional Council is sharing administration support for the Steering Committee with Energy Co.

Next Steps

As the meetings of the CWO REZ Steering Committee are held, the minutes of such meetings will be reported to Council.

APPENDICES:

1⇩ Minutes - CWO REZ Steering Committee Meeting - 23 August 2023

2⇩ Terms of Reference - CWO REZ Steering Committee

3⇩ Details on Steering Committee Objectives and Project Groups

EnergyCo

Meeting Minutes

Central-West Orana Renewable Energy Zone Steering Committee No.2

Wednesday, 23 August 2023
Meeting commenced at 8.04am and concluded at 10.39am
Microsoft Teams

Attendance

Name	Organisation	Position
Local Government SteerCo		
Murray Wood	Dubbo Regional Council (DRC)	Chief Executive Officer
Brad Cam	Mid-Western Regional Council (MWRC)	General Manager
Roger Bailey	Warrumbungle Shire Council (WSC)	General Manager
NSW Government SteerCo		
Mike Young	EnergyCo	Executive Director Planning and Communities
Emily Ball	EnergyCo	Deputy Project Director, CWO REZ
David Gainsford	Department of Planning and Environment (DPE)	Deputy Secretary Development and Assessment
Harriet Whyte	Department of Regional NSW (DRNSW)	Executive Director, Regional Development
Other		
James Hay	EnergyCo	Chief Executive
Lisa Grisinger	DRC	Executive Assistant
Cara Inia	EnergyCo	Director, Community and Place CWO REZ
Kate Hunter	EnergyCo	Project Manager, CWO REZ
Geena Molloy	DRNSW	Economic Development Manager
Emily Bell	EnergyCo	Deputy Project Director
Project Group Chairs		
Adam Clarke	EnergyCo	Manager, Planning and Policy + Chair Transport and logistics
Thomas Watt	EnergyCo	Director, Planning and Policy + Chair Economic participation and development
Dan Cutler	DPE	Director, Housing supply policy + Co-Chair Housing and accommodation
Garry Hopkins	DPE	Director Western + Co-Chair Housing and accommodation
Julian Geddes	MWRC	Director Operations + Chair Environmental delivery coordination
Gerry Collins	DRNSW	Director Orana Far West + Chair Social services
Geena Molloy	DRNSW	Economic Development Manager

Apologies

Name	Organisation	Position
Local Government		
Chris Swann	EnergyCo	Project Director, CWO REZ
Felicity Greenway	DPE	A/ Deputy Secretary Planning Policy

EnergyCo

Actions

Item	Action	Update	Responsibility	Status
1.	**Project Groups** - Nominees for project groups to be advised if they haven't been already	Details requested	Lisa Grisinger	Closed
2.	**Project Groups** – Project Group chairs to arrange first meeting	• Chairs in progress of setting up first meeting	Project Group Chairs	Open
3.	**Project Group: Housing and Accommodation** (DPE to chair) • Update objectives and outline urgency • Update to have no quorum • Update membership – Treasury/CFG CWO team • Update reference level including Reconstruction Authority • Template for action plan/project plan • Update roles – DPE chair • First meeting of housing to be arranged asap	• Details updated in slides • Template for action plan/project plan to be developed • Contact list updated except for Treasury membership	Cara Inia Lisa Grisinger Project Group Chair/s	Closed
4.	**Project Group: Environmental Delivery Coordination** (Council to chair) • Update to have no quorum. • Update Roles: Chair Mid Western Regional Council. Alternate will be Warrumbungles. • Template for action plan/project plan • First meeting - asap	• Details updated in slides • Contact list updated except for DPE Water/Heritage, ECS and Public Works • Template for action plan/project plan to be developed	Cara Inia Lisa Grisinger Project Group Chair/s	Closed

Item	Action	Update	Responsibility	Status
5.	**Project Group: Transport and Logistics Local Roads Group** (EnergyCo to chair) • Update objectives – do not specify local roads. • Update to have no quorum • Update reference level membership - Muswellbrook, singleton, upper hunter • Template for action plan/project plan • Update roles – EnergyCo Chair	• Details updated in slides • Template for action plan/project plan to be developed • Contact list updated	Cara Inia Lisa Grisinger Project Group Chair/s	Closed
6.	**Project Group: Economic Participation and Development Group** (EnergyCo to chair) • Update and crystalise Objectives – meet legal regulatory obligations • Update to have no quorum. • Update Project Group membership – ORED to replace Invest NSW • Update reference level membership – JSiP, TAFE • Template for action plan/project plan	• Details updated in slides • Template for action plan/project plan to be developed • Contact list updated except for ECCS and Department of Education	Cara Inia Lisa Grisinger Project Group Chair/s	Closed
7.	**Project Group: Social Services** (DRNSW to chair) • Update to have no quorum. • Update Project Group membership – NSW Police to be listed separately • Template for action plan/project plan	• Details updated in slides • Template for action plan/project plan to be developed • Contact list updated except for Department of Education.	Cara Inia Lisa Grisinger Project Group Chair/s	Closed
8.	**Resourcing** DRNSW and EnergyCo to have a discussion about resourcing for the project groups	• EnergyCo and DRNSW have had conversations and other conversations are ongoing	EnergyCo /DRNSW	Closed

Item	Action	Update	Responsibility	Status
9.	**Data sharing** EnergyCo set up Share point access	• Once membership is confirmed of project groups, share point access will be set up	EnergyCo (Lara)	In progress
10.	**Other Business** DPE (Felicity) to distribute information to the Group with regard to on Policy updates	• Felicity has moved to Cabinet Office. David will be responsible for this matter	DPE (David Gainsford)	In progress
11.	**Other business** Joint council briefing for TAF loan facility and Investment Program	• TAF loan facility is on-going	EnergyCo (Planning and Communities)	In progress
New actions 23/8/23				
12.	**EnergyCo update:** Provide slide decks on timelines on EnergyCo key milestones proposed for 23/24, noting this information will be commercial in confidence.		EnergyCo (James Hay/Gloria Hill)	Open
13.	**SteerCo:** issue final Terms of Reference	• Issued with minutes package 25/8/23	EnergyCo (Cara Inia)	Closed
14.	**SteerCo:** add 'funding' as a standing agenda item to each meeting	• Agenda updated for SteerCo 3	EnergyCo (Cara Inia)	Closed
15.	**SteerCo:** develop public facing minutes for each SteerCo meeting For noting: minutes to be presented to the relevant Council meetings for notation.		EnergyCo (Cara Inia) DRC (Lisa Grisinger)	In progress
16.	**SteerCo:** Next SteerCo to be set for four weeks' time	• Note, this was decided post the meeting with the Co-Chairs	DRC (Lisa Grisinger)	Open

Item	Action	Update	Responsibility	Status
17.	**Project Groups (General):** Chairs to set first meeting within three weeks and present at the next SteerCo	• Issued with minutes package 25/8/23	DRC (Lisa Grisinger)	Closed
18.	**Project Groups (General):** Provide a package to the Project Groups including: 1. Agenda/minutes template (complete) 2. Updated project group slides (complete) 3. Final ToR (complete) 4. Proposed first agenda (complete) 5. Proposed Action Plan 6. Expectations for the next SteerCo –short and long list of initiatives (complete) 7. Draft Action Plan due by end of October (complete)	• Most items issued with minutes package 25/8/23 • Project Action Plan still outstanding	EnergyCo (Cara Inia)	In progress
19.	**Project Groups (General):** EnergyCo to issue baseline documents from cumulative studies		EnergyCo (Cara Inia)	Open
20.	**Project Groups (General):** Department of Regional NSW to advise of any representatives from Regional Leadership Executives on Project Groups.		DRNSW (Harriet Whyte)	Open
21.	**Project Group - Housing and Accommodation:** Inform chairs that they are responsible for the overall data for workforce.	• DPE and EnergyCo met on 25/8/23 to discuss	EnergyCo (Cara Inia) DPE (Garry and Dan)	Closed
22.	**Project Group - Environmental Delivery Coordination:** • Add Natural Resources Access Regulator (NRAR) to be included in reference level membership in respect of legislative requirements around water licencing. • Add construction water to the objectives	• Both items added to the master slides for project groups • Construction water added to the master slides for project groups as well as the ToR	EnergyCo (Cara Inia)	Closed

Item	Action	Update	Responsibility	Status
23.	**Project Group -Transport and Logistics Local Roads: Group:** Brad Cam to introduce Adam Clarke to sit on the Regional Development Australia (RDA) Orana Transport Group.		MWRC (Brad Cam)	Open
24.	**Project Group -Transport and Logistics Local Roads: Group:** Adam Clarke to invite the appropriate representative from RDA Orana to be a member of the Project Group.		EnergyCo (Adam Clarke)	Open
25.	**Project Group – Economic Participation and Development Group:** Inform the Chair of the Economic Participation and Development Project Group that they are responsible for the jobs component of the workforce data	• CI informed TW on 25/8/23	EnergyCo (Cara Inia) EnergyCo (Thomas Watt)	Closed
26.	**Community investment program:** Tom Watt to distribute the Community Investment Framework for comments from SteerCo.		EnergyCo (Thomas Watt)	Open
27.	**Other business:** Felicity Greenway to be removed as the DPE representative on the SteerCo.		EnergyCo (Cara Inia)	Closed
28.	**Other business:** Following discussions between David Gainsford, Mike Young and Felicity Greenway, David to advise of Felicity's future involvement with the SteerCo.		DPE (David Gainsford)	Open
29.	**Other business:** Slide deck shared during the meeting to be provided to SteerCo.	• Issued with minutes package 24/8/23	EnergyCo (Cara Inia)	Closed

EnergyCo

Central-West Orana Renewable Energy Zone Steering Committee

Terms of Reference

August 2023

Energy Co is part of the **Treasury Cluster**

NSW GOVERNMENT

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1 SteerCo

1.1 Introduction

The Central-West Orana (CWO) Renewable Energy Zone (REZ) Steering Committee (**SteerCo**) is established to ensure whole of government REZ coordination and accountability for delivery of actions to mitigate cumulative impacts and provide community benefits in the CWO REZ. Please see Appendix A for the SteerCo framework

1.2 Purpose

The purpose of SteerCo is to:

- coordinate the delivery of actions to mitigate cumulative impacts and provide community benefits in the CWO REZ across local and state government agencies;
- confirm data and alignment on local priorities (baseline, incremental and cumulative);
- provide advice on investment opportunities and principles within the REZ;
- coordinate funding to deliver value stacking of investment programs;
- coordinate policy and regulatory reform;
- consider, manage and resolve cumulative impacts associated with the REZ; and
- identify delivery responsibility and accountability, and to ensure the SteerCo and Project Groups are adequately resourced.

1.3 Objective

The key objectives of SteerCo are to:

- endorse Action Plans that are developed and recommended by SteerCo Project Groups (refer below);
- ensure all Government agencies are being held accountable to help deliver the purpose of the SteerCo.

SteerCo will provide advice on relevant matters within the geographic area of the CWO REZ. To note, there may be occasions where the scope may be required to consider issues that extend beyond the CWO REZ geographic boundary to achieve the objectives of the SteerCo. In these instances, approval from SteerCo must be agreed.

1.4 In scope

- Any matters relating to the above purpose and objectives.
- Provide advice on relevant matters within the whole geographical area of the CWO REZ.
- On occasions, there may be matters that extend beyond the geographical boundaries of CWO REZ e.g. just outside of the REZ of New England REZ. In these instances, approval from SteerCo must be agreed
- Ensuring these Terms of Reference are kept up to date (see Governance section).

1.5 Out of scope

The following are out of scope:

- Although SteerCo will endeavour to seek a whole-of-government approach it cannot limit the statutory responsibilities or independence of local government or agencies;
- SteerCo is an advisory body only
- SteerCo is not an approval body for Community and Employment access fees. This is managed via the Community Investment Program.
- Statutory planning and approval processes for CWO REZ infrastructure and energy projects.

1.6 Members

SteerCo will comprise of senior officers (Deputy Secretaries and or Executive Directors (or equivalent) of agencies and General Managers or Chief Executive Officers of councils from the member groups listed below. Members must be able to advise on behalf of their organisations. The member groups of SteerCo are:

- Dubbo Regional Council
- Mid-Western Regional Council
- Warrumbungle Shire Council
- EnergyCo
- NSW Department of Planning and Environment and;
- Department of Regional NSW.

Members may delegate their SteerCo role to other officers of their organisation in the event a member cannot attend. See membership list in Appendix B.

SteerCo may review its members and propose changes to these Terms of Reference to ensure continued effectiveness. New members must be approved by SteerCo at a meeting, and have unanimous agreement.

1.7 Code of Conduct

All SteerCo members and others involved in SteerCo business are expected to abide by the codes of conduct and ethics relevant to their organisations and roles. Good ethical practices are expected, including acting with integrity, trust, accountability, fairness, courtesy, honesty and respect.

1.8 Roles

SteerCo will comprise of the following formal roles:

- Co-chair - the Chief Executive Officer (or equivalent) of Dubbo Regional Council and
- Co – chair - the Executive Director, Planning and Communities (or equivalent) of EnergyCo
- Secretariat – administrative support from Dubbo Council and EnergyCo.

1.9 Meeting governance

1.9.1 Quorum

A representative of each SteerCo member organisation must be present to establish a quorum unless otherwise agreed by other SteerCo members.

1.9.2 Meeting documentation

SteerCo will have a rolling agenda to consider:

- Project Group Action Plans – monitoring, direction, and implementation
- SteerCo updates
- New business
- Emerging issues and potential solutions.
- Items that the project group chairs raise
- Items that other SteerCo members raise.

The meeting documentation will:

- Be issued by the SteerCo Secretary
- Be distributed electronically via email at least two business days before the meeting
- Be stored on sharepoint.

1.9.3 Meeting Frequency

SteerCo meetings will be held at least monthly, with the meeting dates and times to be agreed upon by SteerCo core members.

1.9.4 Venue

Meetings for both SteerCo will be held face-to-face in the Central-West Orana region where practical. Face-to-face meetings can be held in council offices and/or at a location nominated by core members on a rotating basis.

Videoconferencing facilities will be provided to allow members to attend meetings remotely.

1.9.5 Guest attendees

Subject to approval from the co-chairs / members, guests may be invited to join a SteerCo meeting either as observers or to provide advice. This may include other relevant Government agencies, Project Group members, developers of renewable energy generation projects, the future Network Operator, subject matter experts or stakeholder organisations with specific remits and expertise.

1.9.6 Extraordinary meetings

If there are important and urgent matters requiring consideration, any member may ask the co-chairs convene an extraordinary meeting. The co-chairs will decide whether the extraordinary meeting is warranted, or whether the matters can be addressed in other ways.

1.9.7 Notice period

Members of SteerCo will be given at least two weeks' notice before a regular meeting and one week's notice before an extraordinary meeting.

2 Project Groups

2.1 Introduction

As outlined in Appendix A, the SteerCo will be responsible for five project groups:

- Housing and accommodation;
- Environmental delivery coordination;
- Transport and logistics;
- Social services;
- Economic participation and development.

2.2 Purpose, objectives and membership

The purpose of the Project Groups is to:

- Understand their specific subject matter, identify constraints and opportunities;
- Ensure SteerCo is informed of the specific Project Group.

The objective of the Project Groups is to:

- Achieve the objectives as set out below;
- Develop and manage Action Plans.

Further details of each project group including membership is outlined below.

2.3 Housing and accommodation project group

The key objectives of the Housing and accommodation project group are:

1. Minimise adverse impacts on permanent housing
2. Leave a legacy
3. Agreed approach for Temporary Workforce Accommodation
4. Identify common actions and initiatives across the REZ
5. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.

Membership:

- DPE - Chair
- Councils – DRC, MWRC and WSC
- EnergyCo (P&C and CWO)

- DPE – Regional, Policy and Assessment teams
- Department of Regional NSW
- Treasury
- Department of Health – Western NSW Local Health District

2.4 Environmental delivery coordination project group

The key objectives of the Environmental delivery coordination project group are:

1. Mitigate and coordinating cumulative construction impacts including:
    - water
    - construction water
    - waste
    - sewer
    - circular economy
    - public infrastructure (other than housing).
2. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.

Membership

- Councils - Chair
- Councils - DRC, MWRC and WSC
- EnergyCo (P&C and CWO)
- Energy, Climate Change and Sustainability (ECCS) – Circular Economy branch
- Investment NSW
- DPE – Regional, assessment, water and heritage
- Public Works

2.5 Transport and logistics group

The key objectives of the Transport and logistics group are:

Roads

1. Development of Action Plan for local roads including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.
2. Facilitate communication and information sharing between parties in relation to state (including Port to REZ) and local roads (eg. Program updates)
3. Resolve issues and identify opportunities that can be managed at a project group level.

Logistics

1. Facilitate communication and information sharing between parties regarding local road impacts
2. Resolve issues and identify opportunities that can be managed at a project group level

Out of scope

1. Accountability for transport and logistics matters specific to individual projects – these are managed by the projects as part of the planning process
2. Recommendations for works or logistics on the state road network

Membership

- **EnergyCo - Chair**
- Councils - DRC, MWRC and WSC
- EnergyCo (P&C and CWO)

2.6 Social services group

The key objectives of the Social services group are:

1. Minimise adverse impacts of use of social infrastructure by non-resident incoming workforces associated with project development/construction and operation in the region, including on:
   - health care services including mental health
   - education (including schools, childcare and tertiary education)
   - justice and emergency services (including SES, police and fire services)
   - recreational facilities, hospitality and food supply.
2. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.

Membership

- DRNSW – Chair
- Councils - DRC, MWRC and WSC
- EnergyCo (P&C and CWO)
- Department of Regional NSW
- Department of Health - Western NSW Local Health District
- Department of Education
- Department of Communities and Justice

2.7 Economic participation and development group

The key objectives of the Economic participation and development group are:

1. Development of optimal solutions to address cumulative impacts and provide community benefits in the areas of:
    - First Nations
    - training and skills
    - workforce planning
    - local content – industry participation, opportunities for small and medium businesses
    - regional economic development.
2. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.

Membership

- EnergyCo – Chair
- Councils - DRC, MWRC and WSC
- EnergyCo (P&C and CWO)
- Department of Regional NSW
- Energy climate change and sustainability (ECCS) – Energy Strategy and Implementation branch
- Department of Education
- Office of Regional Economic Development (ORED)

2.8 Roles and responsibilities

The Project Groups will comprise of the following formal roles:

- Chairs – as outlined in the above sections
- Secretariat – the Chairs organisation is to appoint and facilitate the secretariat role

The Chairs will be responsible for:

- Facilitating Project Group meetings
- The membership of the Project Group
- The Project Action Plan
- Reporting to the SteerCo

The Secretary of the Project Group is responsible for:

- All communication with the Project Group members including issuing meeting invites
- Agendas and minutes and ensuring the SteerCo secretary is kept informed
- Ensuring the membership list is kept up to date and the SteerCo secretary is kept informed.

3 Issue Resolution

All members recognise and accept the need to act in good faith and use their best endeavours to achieve the SteerCo objectives.

In the event that, despite the best efforts of members, circumstances arise where agreement cannot be reached, the matter in question is to be referred to the SteerCo Chair and its resolution deferred until a process to reach agreement is confirmed by the SteerCo members.

4 Governance

4.1 Conflicts of Interest

If a member of SteerCo or a member of a Project Group has a direct or indirect pecuniary or non-pecuniary interest in a matter being considered or about to be considered at a meeting and this interest appears to raise a conflict with the proper performance of the member's duties in relation to the consideration of the matter, the member must, as soon as possible, disclose the nature of the interest at the meeting.

Details of any disclosure will be recorded in the meeting minutes. The SteerCo Chair will determine if the member must leave the meeting for the duration of that agenda item. If the declared interest results in ongoing conflict, or may appear to result in ongoing conflict, the SteerCo may determine that the advice of a Probity Advisor is required and arrange for their engagement.

4.2 Confidentiality

Confidentiality is to be maintained by all participants in SteerCo and Project Group business.

This does not apply to information which is in the public domain (other than through a breach of confidentiality) nor does it apply to disclosure of confidential information if required by law.

If SteerCo core members or Project Group members need to discuss issues and share project information in order to progress the objectives of SteerCo, appropriate confidentiality/commercial in confidence requirements must be in place.

4.3 Media and public comment

SteerCo may release statements or other information to the media if all members provide agreement. However, only the co-chairs may speak publicly or release statements or other information on behalf of SteerCo. Individual SteerCo members may provide public comments on behalf of themselves or their stakeholder groups, but not on behalf of SteerCo. Any public comment is subject to the confidentiality requirements described above, and subject to the requirements of the relevant representative organisations. When making any public comment, members should:

- Attribute comments, questions or answers to questions to themselves only
- Not claim to represent SteerCo, EnergyCo or the CWO REZ project
- Inform the co-chairs of any engagement with the media in relation to SteerCo matters.

4.4 Terms of Reference Review

SteerCo may review its performance and propose changes to these Terms of Reference to ensure continued effectiveness. Updates must be approved by SteerCo at a meeting, and version control maintained (refer below).

5 Reporting

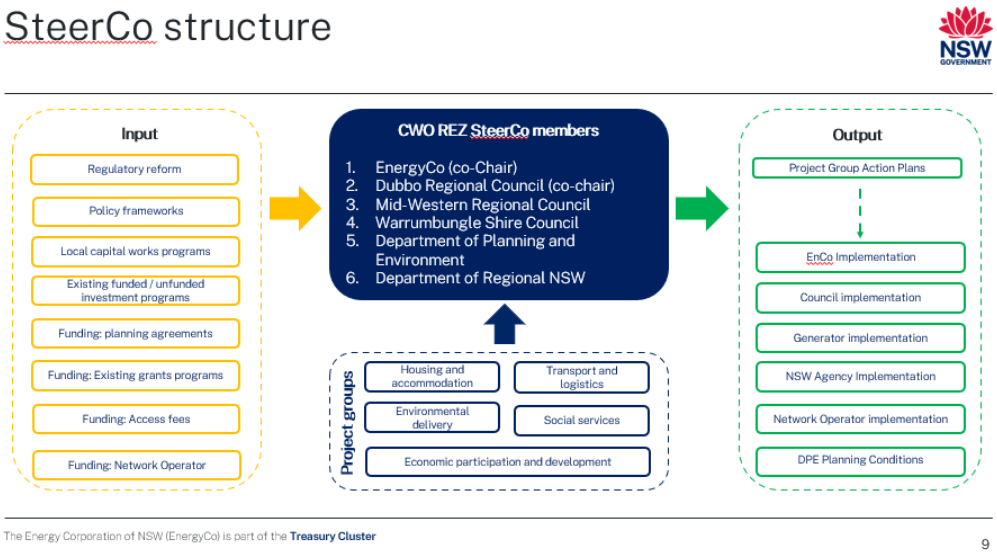
Members of SteerCo must report through their individual organisations reporting structure on the outputs and actions of SteerCo.

6 Version Control

Revision	Author	Description	Date
0.1	Cara Inia	Draft for SteerCo review	17 July 2023
0.2	Cara Inia	Draft for SteerCo review	17 August 2023
1	Cara Inia	Issued to SteerCo	23 August 2023

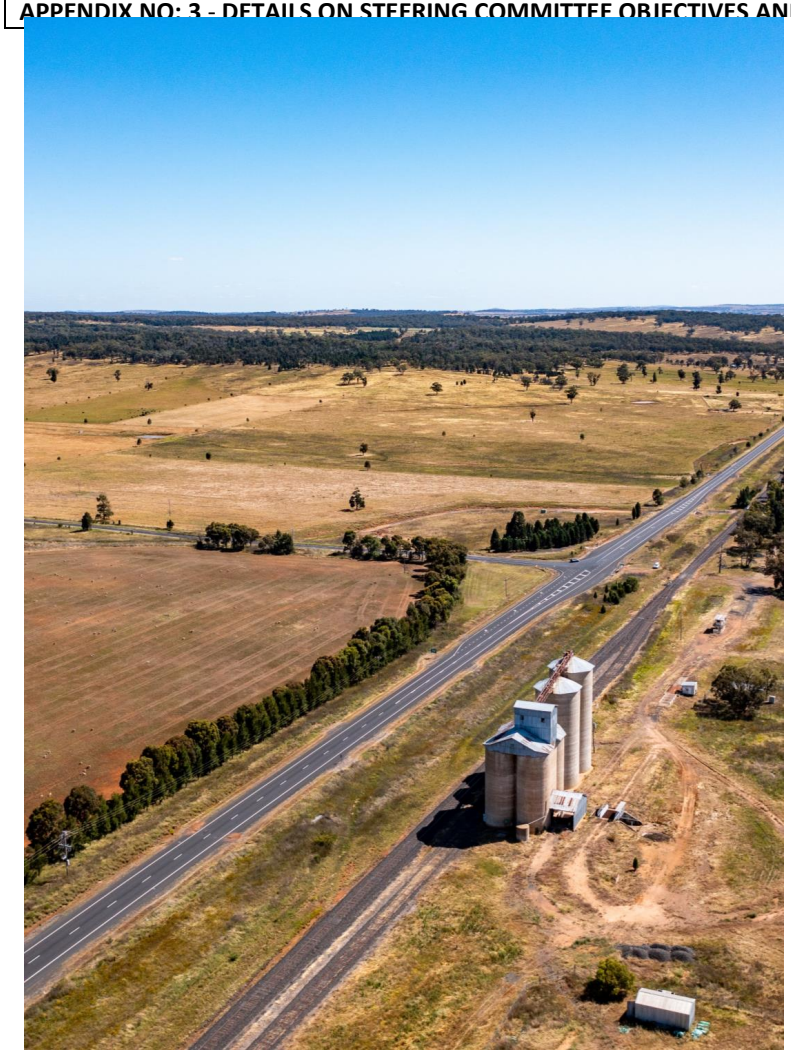
Appendices

Appendix A – SteerCo framework



Appendix B - SteerCo membership

NAME	ORGANISATION	POSITION
Local Government		
Murray Wood	Dubbo Regional Council (DRC)	Chief Executive Officer
Brad Cam	Mid-Western Regional Council (MWRC)	General Manager
Roger Bailey	Warrumbungle Shire Council (WSC)	General Manager
NSW Government		
Mike Young	EnergyCo	Executive Director Planning and Communities
Chris Swann	EnergyCo	Project Director, CWO REZ
David Gainsford	Department of Planning and Environment	Deputy Secretary Development and Assessment
Harriet Whyte	Department of Regional NSW	Executive Director, Regional Development
SteerCo support		
Lisa Grisinger	DRC	Executive Assistant
Lara Djurovic	EnergyCo	Senior Executive Coordinator
Cara Inia	EnergyCo	Director, Community and Place CWO REZ



CWO REZ SteerCo objectives

Mission statement

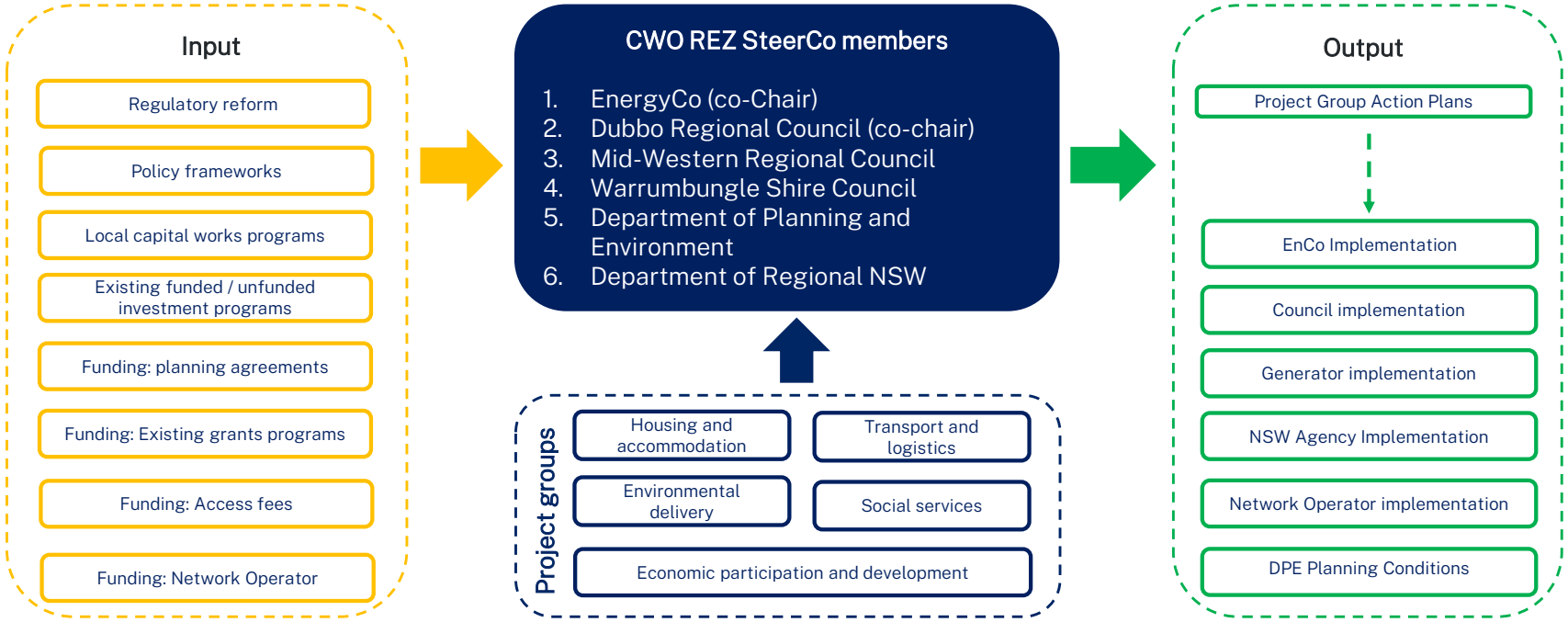
A whole of Government approach to maximise **community legacy opportunities** and coordinate impacts to successfully deliver the CWO REZ.

Objectives

- Confirmation of data and alignment on local priorities (baseline, incremental and cumulative)
- Advice on investment opportunities and principles within the REZ
- Coordination of funding to deliver value stacking of investment programs
- Coordination of policy and regulatory reform
- Consider, manage and resolve cumulative impacts associated with the REZ
- Identify delivery responsibility and accountability framework.

Image: Golden Highway at Muronbung Road.

SteerCo structure



Housing and accommodation project group

Chair: DPE – Garry Hopkins and Dan Cutler

	Membership	Objectives
Project group level	• Councils – DRC, MWRC and WSC • DPE – Regional, Policy and Assessment teams • EnergyCo (P&C and CWO) • Department of Regional NSW • Treasury • NSW Health	1. Minimise adverse impacts on permanent housing 2. Leave a legacy 3. Agreed approach for Temporary Workforce Accommodation 4. Identify common actions and initiatives across the REZ 5. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.
Reference level	• Network Operator • Generators • Aboriginal Housing Office • Real Estate Institute • Land & Housing Corporation • CWO REZ Temporary Workforce Accommodation Working Group (CFGs) • community housing providers • tourism providers • other major projects e.g. mining, infrastructure • Reconstruction authority	1. Input and consultation as required 2. Planning approvals 3. Industry proposals and recommendations

Environmental delivery coordination project group

Chair: MWRC – Julian Geddes/ Brad Cam

	Membership	Objectives
Project group level	• Councils - DRC, MWRC and WSC • EnergyCo (P&C and CWO) • Energy, Climate Change and Sustainability (ECCS) – Circular Economy branch • DPE – Regional, assessment, water and heritage • Public Works	1. Mitigate and coordinating cumulative construction impacts including: • water • construction water • waste • sewer • circular economy • public infrastructure (other than housing). 2. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.
Reference level	• Network Operator • Generators • Water NSW • farming representative groups • other major projects e.g. mining, infrastructure • Environmental Protection Agency • Office of Regional Economic Development	1. Input and consultation as required 2. Implementation of existing processes 3. Planning approvals

Transport and logistics group

Chair: EnergyCo – Adam Clarke

	Membership	Objectives
Project group level	• Councils - DRC, MWRC and WSC • EnergyCo (P&C and CWO)	**Roads** 1. Development of **Action Plan** including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability. 2. Facilitate communication and information sharing between parties in relation to state (including Port to REZ) and local roads (eg. Program updates) 3. Resolve issues and identify opportunities that can be managed at a project group level. **Logistics** 1. Facilitate communication and information sharing between parties regarding local road impacts 2. Resolve issues and identify opportunities that can be managed at a project group level **Out of scope** • Accountability for transport and logistics matters specific to individual projects – these are managed by the projects as part of the planning process • Recommendations for works or logistics on the state road network
Reference level	• Councils – MSC, SC and UHSC • Generators and Network Operator • DPE • DRNSW • New England REZ • Port of Newcastle • other major road users e.g. trucking companies • other major projects e.g. mining, infrastructure • Transport for NSW • National Heavy Vehicle Regulator • NSW Police • Contractors & Suppliers • MEGs	1. Input and consultation as required 2. Implementation of existing processes (permits, ROLs) 3. Planning approvals

The Energy Corporation of NSW (EnergyCo) is part of the **Treasury Cluster**

Social services group

Chair: Department of Regional NSW – Gerry Collins

	Membership	Objectives
Project group level	• Councils - DRC, MWRC and WSC • EnergyCo (P&C and CWO) • Department of Regional NSW • Department of Health - Western NSW Local Health District • Department of Education • Department of Communities and Justice	1. Minimise adverse impacts of use of social infrastructure by non-resident incoming workforces associated with project development/construction and operation in the region, including on: • health care services including mental health • education (including schools, childcare and tertiary education) • justice and emergency services (including SES, police and fire services) • recreational facilities, hospitality and food supply. 2. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.
Reference level	• Network Operator • Generators • Regional Leadership Executive • childcare providers • School of Rural Health • First Nations groups • emergency services • other major projects e.g. mining, infrastructure	1. Input and consultation as required

Economic participation and development group

Chair: EnergyCo – Thomas Watt

	Membership	Objectives
Project group level	• Councils - DRC, MWRC and WSC • EnergyCo (P&C and CWO) • Energy climate change and sustainability (ECCS) – Energy Strategy and Implementation branch • Department of Regional NSW • Office of Regional Economic Development • Department of Education	1. Optimal solutions to address cumulative impacts and provide community benefits in the areas of: • First Nations engagement • training and skills • workforce planning • local content – industry participation, opportunities for small and medium businesses • regional economic development. 2. Development of Action Plan including problem identification, agreed data, options, scope of initiatives and/or policy changes, funding and delivery mechanisms, priority and staging, delivery responsibility, resourcing and accountability.
Reference level	• Network Operator • Generators • First Nations engagement • CWO REZ Temporary Workforce Accommodation Working Group • training providers e.g. TAFE • Jobs advocate • Department of Primary Industries • tourism providers • other major projects e.g. mining, infrastructure • DPE • **TAFE NSW** • **Business Chambers**	1. Input and consultation as required

The Energy Corporation of NSW (EnergyCo) is part of the **Treasury Cluster**

15

REPORT: Rescission of Land Swap - Dubbo RSL Memorial Club Ltd

DIVISION: Chief Executive Officer
REPORT DATE: 19 September 2023
TRIM REFERENCE: ID23/2293

EXECUTIVE SUMMARY

Purpose	Provide review or update	
Issue	On 19 September 2023, Council was Served a Notice of Rescission of the Land Swap Deed with the Dubbo RSL Memorial Club Ltd, which also rescinds the contract for sale of the two parcels of land.	
Reasoning	Following Council Resolution dated 23 February 2023 regarding construction of a four-lane road, as opposed to a temporary road as included in the Deed, Council requested an amendment to the Deed due to the extended timeframes for construction. With no response/acceptance, Council ultimately did not satisfy the conditions of the Deed as required.	
Financial Implications	Budget Area	Property and Land Development
	Funding Source	N/A
	Proposed Cost	N/A
	Ongoing Costs	N/A
Policy Implications	Policy Title	There are no Policy Implications.
	Impact on Policy	N/A

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 4 Leadership

CSP Objective: 4.1 Council provides transparent, fair and accountable leadership and governance

Delivery Program Strategy: 4.1.2 Council's decision-making processes are open, transparent and accountable

RECOMMENDATION

That it be noted that the Dubbo RSL Memorial Club has exercised their right of rescission of the Land Swap Deed, further noting that this relates to the Dubbo RSL property that is the site of the former Dubbo City Bowling Club and a 3.3 hectare portion of Council's Keswick Estate.

Murray Wood
Chief Executive Officer

MW
Chief Executive Officer

BACKGROUND

Previous Resolutions of Council

28 September 2020 CW20/25	1. *That Council proceed with the land swap with Dubbo RSL of the Council owned 3.3 ha vacant land parcel at Keswick Estate, for the RSL owned Dubbo City Bowling Club.* 2. *That the land swap be undertaken by way of exchange of contracts for sale.* 3. *That following contract settlement, Council permit Dubbo RSL to continue to operate the Dubbo Bowling Club under a licence agreement until the RSL have an alternative location in which to operate a bowling club, noting that the licence agreement would have a maximum term of two years.* 4. *That the Dubbo City Bowling Club site is to be classified as operational land upon its acquisition by Council.* 5. *That all documentation in relation to this matter be executed under Power of Attorney.*
23 February 2023 CCL23/54	1. *That Council does not proceed with a temporary road, and undertakes the construction of a four-lane road as detailed in the report, from the roundabout at the intersection of Boundary Road and Stream Avenue, along the entire eastern frontage of the proposed lot the subject of the land-swap deed dated 15 September 2020 between Council and Dubbo RSL Memorial Club Ltd.* 2. *That works for the construction of the road are not commenced until the land swap is confirmed.* 3. *That all documentation in relation to this matter remain confidential to Council.* 4. *That any documents arising from this report are signed under the common seal of Council.*

On 15 September 2020, Council entered into a deed to effect a land-swap arrangement (Deed) with Dubbo RSL Memorial Club Ltd (RSL), which transfers:

(a) from RSL to Council – the property situated at 74 Wingewarra Street, Dubbo, more properly described as Lot 415 on DP754308 (the former Dubbo City Bowling Club known as the Greens); and

(b) from Council to the RSL – approximately 3.3ha of land within the southern portion of Keswick Estate, as depicted in blue in Figure 1 below (Proposed Lot).

On 28 September 2020, Council resolved to proceed with the above transactions.



Figure 1: Approximate area of the Proposed Lot within Keswick Estate

Amongst other things, the Deed:

(a) required Council to subdivide the Proposed Lot from the Keswick Estate master lot, at Council's cost, on or before 14 September 2023 (Subdivision Condition);

(b) required the RSL, at its own cost, to re-zone the Proposed Lot to permit the construction and operation of a licenced club, on or before 14 September 2023 (Re-zoning Condition); and

(c) obligated Council to construct a temporary two-lane bitumen sealed access road (Temporary Road) from the roundabout at the intersection of Boundary Road and Stream Avenue, along the entire eastern frontage of the Proposed Lot (Relevant Road Area), on or before the date which is 18 months from when the RSL satisfies the Re-zoning Condition (Road Construction Condition).

Figure 2 outlines the approximate Relevant Road Area in red.



Figure 2: Approximation of the Relevant Road Area

The RSL satisfied the Re-zoning Condition on 15 October 2021, when the (then) *Dubbo Local Environmental Plan 2011* was amended to allow a development over the Proposed Lot for the purposes of "recreation facilities (outdoor) and registered clubs".

As such, Council was required to satisfy the Road Construction Condition on or before 15 April 2023. In this regard, a confidential report was presented to the Ordinary Council meeting held on 23 February 2023 where it was resolved not to proceed with the temporary road but undertake the construction of a four-lane road, and that works for construction of the road are not commenced until the land swap is confirmed.

On 9 March 2023, Council met with the RSL advising there would be delays in the construction of the road and that Council may need to seek an extension. Council's solicitor provided formal correspondence to the solicitor for the RSL requesting the Deed be amended as follows:

- the date for completion of road to be extended to 31 January 2024;
- Plan to be then registered after signing by the relevant bodies;
- the Sunset Date is to be extended to 31 July 2024 to allow for this; and
- the reference in clause 4 to a "temporary road" to be amended to read "road."

REPORT

On 19 September 2023, a Notice of Rescission of the Land Swap Deed with the RSL was Served upon Council (**Appendix 1**). The letter advises that, as a consequence, the contract for sale of the two parcels of land are also rescinded.

On 14 April 2023, the RSL requested a meeting regarding issues on site with an area of legacy landfill noting this has been advised to the RSL by relevant staff when entering into the Land Swap Deed. The agreed course of action was that the RSL would undertake more studies to define the issue of concern as such matters can typically be managed through appropriate design. The Police Training Facility at the Dubbo Regional Airport being designed to manage soil based PFAS as a recent example.

On 15 September 2023 the RSL provided a Site Remediation Assessment Report. It was planned to hold a follow up meeting with the RSL to address the report findings in coming weeks. However on the 19 September 2023 Council was Served Notice whereby a letter from the RSL's legal advisors advised that the Club exercises their right of rescission of the Land Swap Deed. The Clause of the Land Swap Deed utilised by the RSL to rescind the Land Swap related to the sunset conditions not being met by 15 September 2023. That is despite Council staff seeking an extension via legal advisors for a number of months prior to the Served Notice with no reply.

APPENDICES:

1⇩ Letter - Notice of Rescission of Land Swap Deed by Dubbo RSL Memorial Club Ltd

PEACOCKES
Solicitors
Business and Family Solutions

DIRECTORS:
Tim CULLENWARD, LL.B, B.A
Jeremy TOOTH, LL.B, B.Bus
Kathleen CLARK, LL.B, M.App.L (Fam)

SOLICITORS:
Geoffrey YEO, LL.B (Canowindra)
Andrew CANNON, LL.B, B.A., GDLP
Cameron AMOS, BURP, LL.B

Website: www.peacockes.com
Email: admin@peacockes.com

LICENSED CONVEYANCER:
Georgia KNIGHT, B.Bus

OUR REF: GMK:48280

Please reply to: DUBBO

19 September 2023

Dubbo Regional Council
Civic Administration Building
Church Street
Dubbo NSW 2830

AND:

Matthews Folbigg Lawyers
Level 10
10 – 14 Smith Street
Parramatta NSW 2150

HAND DELIVERED TO: Dubbo Regional Council

SERVICE BY EMAIL TO: Matthews Folbigg Lawyers via TerryD@matthewsfolbigg.com.au

Dear Sir/Madam

RE:DUBBO RSL MEMORIAL CLUB LTD - LAND SWAP WITH DUBBO REGIONAL COUNCIL
PROPERTY: LOT 415 DP 754308 BEING 74 WINGEWARRA STREET, DUBBO NSW 2830 AND PART LOT 502 DP 1255115 VOLTA AVENUE DUBBO NSW 2830

We refer to the above matter and the Land Swap Deed dated 15 September 2020.

We enclose by way of service, a Notice of Rescission of the Land Swap Deed.

As a consequence, the contract for sale of the two parcels of land are also rescinded.

Yours faithfully
PEACOCKES SOLICITORS



JEREMY TOOTH
Email: jrt@peacockes.com

NOTICE OF RESCISSION OF LAND SWAP DEED

To the Vendor: Dubbo Regional Council
Civic Administration Building
Church Street
Dubo NSW 2830

And to the
Vendor's solicitor: Matthews Folbigg Pty Ltd
Level 10, 10-14 Smith Street
Parramatta NSW 2150

Re: Dubbo RSL Memorial Club and Dubbo Regional Council Land Swap

Property: Lot 415 DP 754308 being 74 Wingewarra Street, Dubbo NSW 2830 ("the Club's Land") and Part Lot 502 DP 1255115 Volta Avenue Dubbo NSW 2830 ("the Council's Land")

1. By Land Swap Deed dated 15 September 2020 ("the Land Swap Deed") the Dubbo RSL Memorial Club Ltd (ABN 18 000 965 355) of Cnr Brisbane Street & Wingewarra Street, Dubbo, NSW 2830 ("the Club") and the Dubbo Regional Council (ABN 53 539 070 928) of Civic Administration Building, Church Street, Dubbo NSW 2830 ("the Council") agreed to swap the Council's Land for the Club's Land.
2. Completion of the Land Swap Deed was conditional upon satisfaction of the Conditions Precedent set out in clause 2.2 of the Land Swap Deed ("the Conditions Precedent").
3. Pursuant to clause 4.5(a) of the Land Swap Deed, in the event the Conditions Precedent have not been satisfied by 15 September 2023 ("the Sunset Date"), then either party may give notice in writing to the other party and rescind the Land Swap Deed.
4. Clause 2.2 (b) of the Land Swap Deed provides that the Club must carry out the rezoning of the Land to permit the construction and operation of a Licenced Club. The rezoning was completed in October 2021 in satisfaction of this clause.
5. Clause 2.2(a) of the Land Swap Deed provides that the Council must register a plan of subdivision to create the Council's Land. Council has not registered the plan of subdivision, nor has Council's legal representative notified our office that the plan of subdivision has been registered.
6. Accordingly, the Purchaser has a right to rescind the Land Swap Deed by notice in writing to the other party pursuant to clause 4.5(a).

As solicitors for the Club, we hereby give notice that the Club exercises their right of rescission of the Land Swap Deed.

Dated: 19 September 2023

Jeremy Robert Tooth

Peacockes Solicitors
Solicitors for the purchaser

REPORT: Draft North-West Urban Release Area Development Control Plan - Results of Public Exhibition

DIVISION: Development and Environment
REPORT DATE: 14 September 2023
TRIM REFERENCE: ID23/2040

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement	
Issue	• A proponent-initiated draft Development Control Plan (DCP) was received to provide detailed planning and design guidance for future development in the North-West Urban Release Area under the provisions of the Dubbo Regional Local Environmental Plan 2022. • The draft DCP includes a Master Plan and Stage 1 area, and incorporates objectives, performance measures and acceptable solutions to define how the Precinct will develop in relation to road locations and design, open space provision and design, development typologies, and guidance for the community and the development industry. • The draft DCP and Master Plan were placed on public exhibition from 5 July 2023 until 7 August 2023. Council received 17 public submissions and two State Agency submissions during the public exhibition period. • The draft DCP and Master Plan have been updated in response to these submissions. • Subject to adoption, any future development applications on the land will need to take the DCP into consideration.	
Reasoning	• Environmental Planning and Assessment Act 1979. • Clause 6.3 of the Dubbo Regional LEP 2022 requires a DCP to be prepared before development consent can be granted on land in an Urban Release Area.	
Financial Implications	Budget Area	Growth Planning
	Funding Source	Grant from the State Government Department of Planning and Environment.
	Proposed Cost	Council received a grant for strategic planning work of $155,000 from the State Government Department of Planning and Environment.
	Ongoing Costs	Nil
Policy Implications	Policy Title	Dubbo Development Control Plan 2013
	Impact on Policy	Upon adoption the DCP will provide development guidance for the land.

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes six principle themes and a number of objectives and strategies. This report is aligned to:

Theme:	1 Housing
CSP Objective:	1.1 Housing meets the current and future needs of our community
Delivery Program Strategy:	1.1.1 A variety of housing types and densities are located close to appropriate services and facilities
Theme:	1 Housing
CSP Objective:	1.2 An adequate supply of land is located close to community services and facilities
Delivery Program Strategy:	1.2.1 Land is suitably zoned, sized and located to facilitate a variety of housing types and densities

RECOMMENDATION

1. **That Council adopt the draft North-West Development Control Plan - Master Plan (attached in Appendix 1).**
2. **That Council adopt the draft North-West Urban Release Area - Development Control Plan – Stage 1 (attached in Appendix 2).**
3. **That the Development Control Plans come into effect on 2 October 2023.**
4. **That Council note the submissions received during the public exhibition period (attached in Appendix 3).**
5. **That Council note that the draft North-West Development Control Plan – Master Plan (Appendix 1) and the draft North-West Urban Release Area – Development Control Plan – Stage 1 (Appendix 2) have been suitably amended to remove the potential for direct vehicle access from the Precinct to Chifley Drive and to include the proposed Chifley Drive connection as a pedestrian and cyclist connection only.**

Stephen Wallace
Director Development and Environment

SJ
Manager Growth Planning

BACKGROUND

1. Previous Resolutions of Council

23 March 2023 CCL23/77	*In part* *3. That the updated draft North-West Urban Release Area draft Precinct Plan be adopted for the purposes of consultation with land owners and persons who provided a submission.* *4. That Council undertake targeted consultation with landowners in the North-West Urban Release Area.*
22 June 2023 CCL23/160	*In part* *1. That the draft North-West Urban Release Area Development Control Plan be adopted for the purpose of public exhibition only.* *3. That consultation be undertaken with Precinct landowners and those persons who have previously made submissions to Council during development of the North-West Urban Release Area Precinct Plan.*

2. What is a Development Control Plan (DCP)?

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

REPORT

1 Details of the DCP – Master Plan

The DCP – Master Plan (attached in **Appendix 1**) identifies the vision and desired future character for the North-West Urban Release Area. It includes a structure plan and will apply to land identified in **Figure 1**. It identifies the following elements:

(a) The establishment of the urban framework through the delivery of key precincts and their associated activities, infrastructure, roads, open spaces and transport linkages.
(b) The provision of new open space areas and green linear corridors to maximise pedestrian and cycle access.
(c) The preservation of existing trees and introduction of tree planting in streets, open spaces and linear parks to maximise the urban tree canopy cover and mitigate urban heat-island effects.
(d) Stormwater drainage and stormwater quality control measures to protect the water quality in the Macquarie River.
(e) Buffers or controls for future development at the interfaces to other land uses and noise producing activities on adjoining land.
(f) The promotion of high quality urban design outcomes delivering environmental, social and economic sustainability.
(g) Provision of greater housing diversity and choice.
(h) Inclusive public spaces and access to amenities and services.
(i) Embedding a positive legacy for Dubbo.



Figure 1 – North-West Precinct Master Plan

2. Development Control Plan – Stage 1

The DCP – Stage 1 (attached in **Appendix 2**) provides detailed planning and design guidance for future development on 6R and 9R Bunglegumbie Road, Dubbo, and will apply to land identified in **Figure 2**.



Figure 2 – Initial Stage 1 Development Area

(a) Pedestrian and Cyclist Connectivity

The draft DCP and the Master Plan include a proposal for a park that will also provide pedestrian and bicycle connections through Chifley Drive and Thompson Street to the Serisier Bridge and the Dubbo Central Business District. This park and connection point is proposed at 33 Chifley Drive, which is owned by the developer of the Stage 1 area within the North-West Precinct.

It should be noted that this connection point was originally proposed by the developer as a road. However, Staff raised concerns with this proposal and ultimately the report considered by Council at its June 2023 meeting included this connection point being for the purposes of pedestrians and cyclists.

This is considered to be an integral connection point for:

- future residents to access the Dubbo Central Business District, especially in respect of the limited access opportunities along the Newell Highway/River Street Bridge; and
- residents in the Chifley Drive area to access new facilities, including open space areas, shopping facilities and a potential new school in the Precinct.

Figure 3 shows a concept for the Chifley Drive connection and its relationship to Stage 1 of the North-West Precinct.



Figure 3 – Chifley Drive Concept

Public submissions raised a number of concerns with the Chifley Drive pedestrian and cyclist connection point. In addition, submissions also raised a proposal for a pedestrian walkway along the Newell Highway Bypass (River Street Bridge), which would connect the Stage 1 residential development area to a new pedestrian and cycle path. This was proposed in submissions as an alternative to the Chifley Drive connection point.

Figure 4 shows the location of the two connection points as above:



Figure 4 – Stage 1 Development Area Connectivity

Council Staff have undertaken a review of this proposal and have consulted with Transport for NSW. This included meeting with Transport for NSW staff on 29 August 2023 to both discuss stormwater management across the Precinct, its relationship with the Stage 1 development area and the pedestrian and cycle connection along the Newell Highway.

It is understood that Transport for NSW staff are generally supportive of such a proposal. However, a level of analysis had to be undertaken to understand whether a pedestrian walkway could physically fit adjacent to the batter slopes of the Highway.

Council Staff have undertaken an initial analysis of the proposal. The summary of this position is that a pedestrian and cyclist walkway could potentially be provided, however, further technical analysis would need to be undertaken and Transport for NSW will have the ultimate approval role for this aspect of the project.

In addition, Transport for NSW provided the following information as below:

"TfNSW will continue to work with Council to explore options for future active transport connectivity as the North West Urban Release Area (NW URA) takes shape. TfNSW will work with Council to develop active transport infrastructure connecting the proposed NW URA to the existing pedestrian paths on Thompson Street and the Emile Serisier Bridge. TfNSW is also supportive of future connectivity via the proposed River Street West intersection to existing or future pedestrian river crossings."

It is considered that this statement means that Transport for NSW will continue to work with Council in consideration of the Newell Highway pedestrian and cycleway connectivity and general active transport across the North-West Precinct and its relationship with the Newell Highway (River Street Bridge) project.

In addition to the above, Council has received advice from the NSW Government Architect through the NSW Department of Planning and Environment in respect of the importance of connectivity. This includes recognising the benefits of a connected and walkable community that allows increased active travel through walking and cycling, thereby improving overall community health and wellbeing.

Better pedestrian and cycling connections also mean decreased car dependency, which reduces traffic congestion and car parking demand. More active streets and spaces also feel safer, with increased passive surveillance due to pedestrian and cyclist activity.

Advice from the NSW Government Architect also confirms that connectivity and walkability on greenfield development sites like the North-West Urban Release Area can be promoted through various urban design strategies, including:

- *delivery of a variety of street types within a legible hierarchy, including major and minor cycle paths, and pedestrian links*
- *connection between new development areas and existing areas through streets and pathways that wherever possible, align with existing streets and paths, improving integration and urban mobility*
- *increased permeability of urban blocks by introducing laneways and mid-block connections*
- *provision of direct walking and cycling routes between new neighbourhoods and town centres, targeting an optimum catchment of 400m (a 5 minute walk) between low-medium density housing, shops and public transport*
- *provision of a diversity of transport modes that enable flexibility and choice, and prioritise active and public transport.*

The planned connection at Chifley Drive and the potential future connection along the Newell Highway (River Street Bridge) are consistent with the advice presented above.

Ultimately, prioritising connectivity, walkability, and cycling opportunities through effective urban design has many benefits. Such alternative forms of transport provide health benefits by encouraging people to be active. They also help to make places feel safer through passive surveillance, due to pedestrians and cyclists using streets and public spaces. Connecting existing neighbourhoods to open space areas in new urban areas makes it easier to move around by foot and bicycle and will provide additional recreation opportunities for existing residents.

Whilst the Newell Highway pedestrian and cycleway proposal is considered to have a level of merit, the draft DCP has been amended to include retention of the Chifley Drive pedestrian and cycleway proposal and for further investigation of the Newell Highway pedestrian and cycleway proposal.

3. Public Exhibition

The draft DCP and Master Plan were placed on public exhibition from 5 July 2023 to 7 August 2023. Council received 17 public and two State Agency submissions during the public exhibition period (attached in **Appendix 3**). They were publicly notified in the following ways:

Channel	Date
Council Website	5 July 2023 – 7 August 2023
Dubbo Customer Experience Centre	5 July 2023 – 7 August 2023
Daily Liberal Council Column	5, 12, 19 and 26 July 2023 and 2 August 2023
Email to previous submitters of Precinct Plan	5 July 2023
Letter to adjoining owners	3 July 2023
Letter to owners within Chifley Drive Precinct	12 July 2023

4. Public Submissions

(a) Density, scale and urban design outcomes

Comments	Council Response
DCP Stage 1 should expand planning controls to increase housing diversity.	Stage 1 is currently zoned R2 Low density residential, and a separate planning proposal will be required to provide more diverse housing options across all areas of the Precinct.
The car parking requirements and human-scale streetscape outcomes should be reviewed.	The total parking demand generated by both residents and visitors is relevant to all forms of development. This demand may be met by either on-street parking or by on-site parking. The 2021 ABS Census indicated the average number of motor vehicles per dwelling for the region was 1.9, up from 1.8 in 2016. It is important to ensure adequate on-site parking is available so as not to interfere with the surrounding pedestrian and street network. The DCP contains acceptable solutions to ensure street networks incorporate wide footpaths and shady environments to provide a comfortable environment for pedestrians, and reduce the urban heat effect.
The DCP should include additional controls to encourage a town square surrounded by small retail shops, rather than a typical shopping centre, and more corner shops.	The DCP Master Plan identifies the vision and desired future character for the village centre, including smaller retailers that reinforce a sense of place and support the local. Amendments to the DCP – Stage 1 will be required for other stages of the Precinct, and these will incorporate appropriate acceptable solutions to manage the village centre. A planning proposal will also be required to rezone part of the site to E1 Local centre.

(b) Connectivity

Comments	Council Response
The internal road network will need to properly consider connections with the existing and future road network, and different land ownership issues.	The DCP has been updated to show potential connections through other lands, which will be subject to a separate DCP.
It is vital that development has pedestrian connectivity with the CBD.	Connecting existing neighbourhoods to open space areas in new urban areas makes it easier to move around by foot and bicycle, and will provide additional recreational opportunities for existing neighbourhoods. This connection is considered integral for both existing and future residents. These are discussed earlier in the report.

(c) Stormwater Management

Comments	Council Response
The DCP must ensure: • stormwater does not flow off the site in an inappropriate manner. • Consolidation of stormwater detention basins, rather than basins being provided within each site.	The DCP contains acceptable solutions to appropriately manage stormwater across multiple sites. In addition, a stormwater strategy is being prepared for the Precinct.

(d) Site-specific matters

Comments	Council Response
Lot 6 DP250606 should not be included in the DCP.	The DCP has been amended to remove this lot, but has been updated to show potential road connections. Council is currently assessing a separate DCP for this site, and will ensure appropriate access is provided to adjoining sites.
Property owners with frontage to Macquarie River have clarified that they intend to continue occupying their properties despite it being zoned for Open Space.	The owners will still be able to occupy their properties. These sites are currently zoned part R2 Low density residential and part RE1 Public recreation, and a future planning proposal will be required to rezone these properties. Further consultation will occur at this stage. These sites will also have existing use rights under the Environmental Planning and Assessment Act 1979.

(e) Chifley Drive Pedestrian and Cyclist Connection

Comments	Council Response
There is no need for a connection to Chifley Drive.	Connecting existing neighbourhoods to open space areas in new urban areas makes it easier to move around by foot and bicycle, and will provide additional recreational opportunities for existing neighbourhoods. This connection is considered integral for both existing and future residents. These are discussed earlier in the report.
There are no footpaths in Chifley Drive to accommodate pedestrians and cyclists.	The DCP has been updated to ensure footpaths will be constructed in combination with the Chifley Drive pedestrian and cyclist connection.
The pedestrian and cycle connection will: • encourage crime, vandalism and illegal drug use • reduce the privacy of existing residents • increase traffic and noise • reduce safety for children playing in the street • reduce properties values.	Residents should contact the police to report any crime. The DCP includes acceptable solutions to ensure the connection point is designed in accordance with Safer by Design Principles. It is anticipated future growth and development in the Precinct will increase passive surveillance opportunities. The proposal will provide a vital connection to new open space areas within the Precinct, and will reduce walking distances. This will improve recreational opportunities for both existing and future residents.
The DCP may permit the construction of a road instead of a pedestrian and cycle connection point.	The DCP has been updated to ensure the Chifley Drive Connection will only be for pedestrian and cyclist use only. Roads can be constructed without development consent in both the R2 Low density residential and RE1 Public recreation zones. However, connection onto a road ultimately requires approval under the Roads Act 1993 from Council prior to any roads connecting to the wider public road network.
The pedestrian and cycle connection point will be hard to maintain.	The connection point will be maintained to the same standard as other Council-owned parks.
Demolishing a house will impact the current housing crisis in the region.	The Precinct aims to provide an additional 5,500 lots with a variety of dwelling types and densities.

6. State Agency Submissions

Biodiversity Conservation and Science (BCS) Division Comments	**Council Response**
BCS recommends assessing the entire development proposal against the Biodiversity Offset Scheme (BOS) triggers and preparation of a Biodiversity Development Assessment Report (BDAR).	A preliminary Stage 1 Biodiversity Development Assessment Report will be prepared with a future planning proposal for the entire Precinct. Any development applications for subdivision will be required to be accompanied by a Stage 2 Biodiversity Development Assessment Report.
The DCP does not include a requirement to retain existing native vegetation or require future plantings to be consistent with the existing plant community type.	The DCPs have been updated to address this matter.
Council should further consider impacts of development in the flood planning area.	Council has noted these comments.

School Infrastructure NSW Comments	**Council Response**
The DCP should be updated to reflect the school site being subject to further review in accordance with SINSW's *School Site Selection and Development Guidelines.*	The DCPs have been updated to address this matter.

NSW Health Comments	**Council Response**
The Precinct Plan included land owned by NSW Health without consultation.	Properties owned by NSW Health were included in the Precinct Plan, but are not included in the DCP.
The DCP shows stormwater "catchment" lines running through land owned by NSW Health.	These dashed lines indicate stormwater catchment boundaries and are used to identify potential stormwater requirements for the entire Precinct. These lines do not represent physical stormwater infrastructure.

7. Post-exhibition changes

The DCP has been updated following the public exhibition period to further clarity that the Chifley Drive connection is for pedestrians and cyclists only, clarify various matters identified in submissions, improve its legibility, and include additional advisory notes for future development.

8. Options Considered

Council has a number of options available in consideration of the draft Development Control Plan for the North-West Precinct as provided below:

(a) To adopt the draft Development Control Plan (included in **Appendix 2**) and the draft Master Plan (included in **Appendix 1)** without any further amendments.

(b) To adopt the draft Development Control Plan (included in **Appendix 2**) and the draft Master Plan (included in **Appendix 1**), however, with the Chifley Drive pedestrian and cycleway connection being removed.

(c) If further time is required to consider the report, including the draft Development Control Plan, draft Master Plan and public submissions, that consideration of the item be deferred to the October 2023 Infrastructure, Planning and Environment Committee, with a recommendation that the Committee be delegated the power to make a determination.

9. Resourcing Implications:

Council secured $155,000 in funding from the NSW Department of Planning and Environment to help undertake strategic planning activities for the North-West Precinct.

Ongoing strategic planning activities for the North-West Precinct will be sourced from the Growth Planning Branch budget. This will include staff time and resources.

Total Financial Implications	Current year ($)	Current year + 1 ($)	Current year + 2 ($)	Current year + 3 ($)	Current year + 4 ($)	Ongoing ($)
a. Operating revenue	$155,000	0	0	0	0	0
b. Operating expenses	$155,000	0	0	0	0	0
c. Operating budget impact (a – b)	0	0	0	0	0	0
d. Capital Expenditure	0	0	0	0	0	0
e. Total net impact (c – d)	0	0	0	0	0	0
Does the proposal require ongoing funding?	No					
What is the source of this funding?	Not applicable					

Table 1. Ongoing Financial Implications

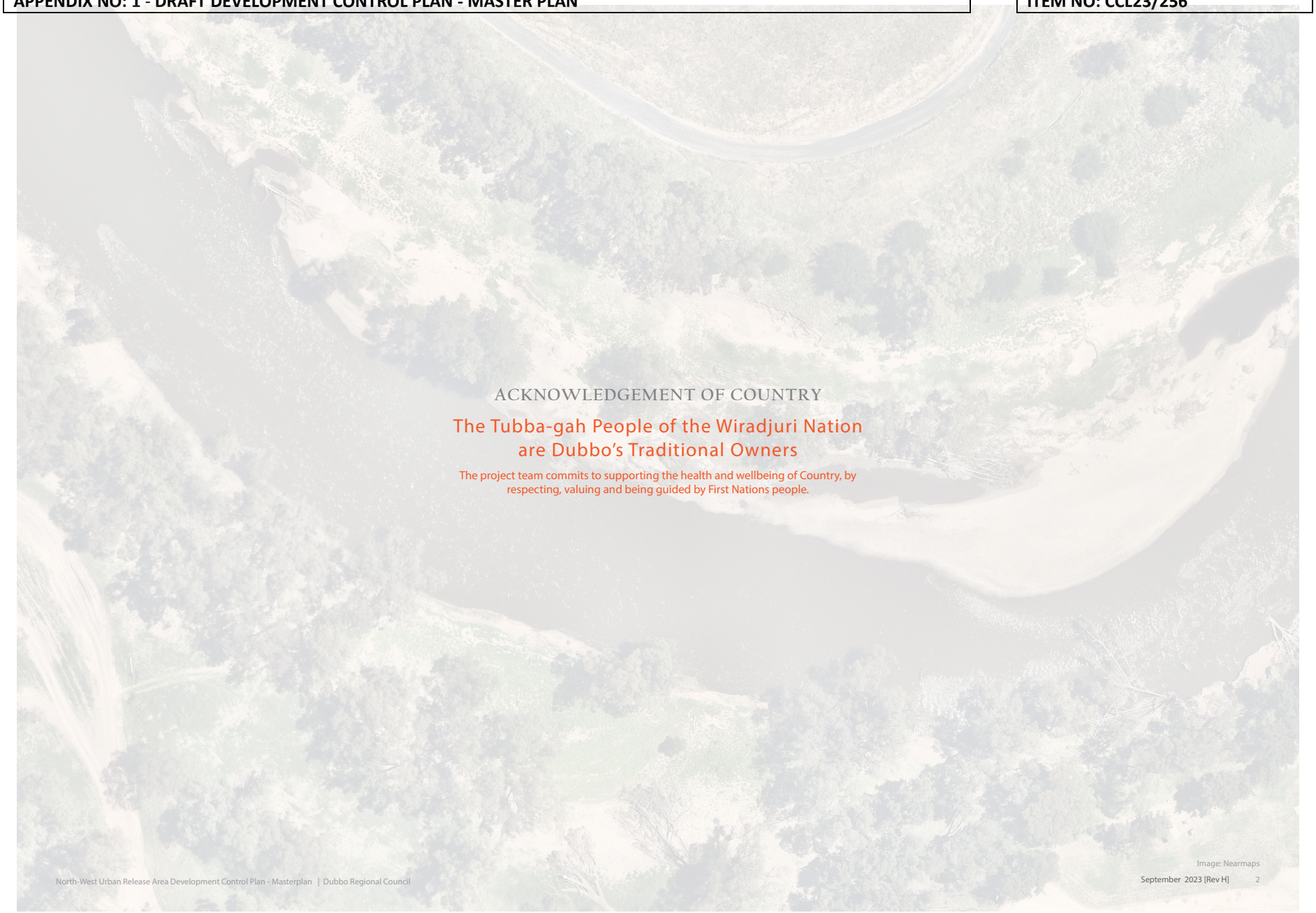
APPENDICES:

1⇩ Draft Development Control Plan - Master Plan

2⇩ Draft North-West Urban Release Area - Development Control Plan - Stage 1

3⇩ Submissions


DUBBO REGIONAL COUNCIL
NORTH-WEST URBAN RELEASE AREA
DEVELOPMENT CONTROL PLAN - MASTERPLAN
SEPTEMBER 2023
REVISION H
Image: Helena Lopez



ACKNOWLEDGEMENT OF COUNTRY

The Tubba-gah People of the Wiradjuri Nation are Dubbo's Traditional Owners

The project team commits to supporting the health and wellbeing of Country, by respecting, valuing and being guided by First Nations people.

Image: Nearmaps

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Image: Nearmaps

1 PROJECT METHODOLOGY

1.1 PLANNING FOR REGIONAL GROWTH

This Development Control Plan - Masterplan presents a long-term vision for the Urban Release Area, identified as an urban growth area in Dubbo, central New South Wales (refer Figure 01).

Whilst the Dubbo Regional Council Local Government Area (LGA) has a population of approximately 54,000 people (ABS, 2021), it is the main economic centre of the Central Orana region and a major inland regional growth centre. The town of Dubbo provides healthcare, cultural and retail services for up to 120,000 people from the surrounding towns and rural areas, including the nearby town of Wellington, and is experiencing ongoing pressure to provide additional housing in a sustainable and forward-thinking manner.

Developed by LatStudios in collaboration with Dubbo Regional Council (Council), Marra+Yeh Architects, private landowners and a supporting design group, the Masterplan seeks to deliver a best-practice and world-class development and provides a framework to guide future development within the Urban Release Area. The Urban Release Area will deliver new housing for approximately 13,800 people, while seeking to address pressures associated with projected growth in the region.

The development of the Masterplan has been informed by a six-month design process, which has included:

- A review of key policy and local planning documents to identify the relevant regional and local planning outcomes for the area
- A site visit undertaken on the 17th and 18th of October, 2022, to assess the existing site conditions and identify opportunities and challenges presented by the site.
- A review of the current Urban Release Area plan, including how it achieves the strategic vision for Dubbo and the identification of opportunities of how this vision may be achieved through the design and delivery of the Urban Release Area.
- Multiple rounds of stakeholder engagement; and
- Regular design workshops.



Figure 01: National Context

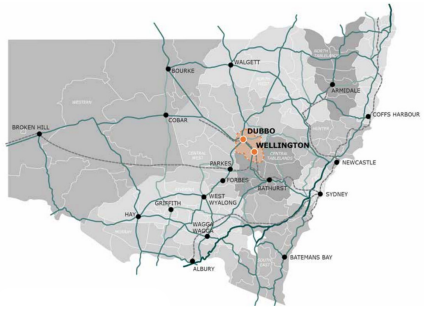


Figure 02: State Context



1.2 THE VISION

The North-West Dubbo Urban Release Area is a unique new residential Urban Release Area that differs from current regional expectations.

Promoting a range of housing forms and welcoming streetscapes, the Urban Release Area is ecologically and economically sustainable, supports walkability, diversity and the protection of the natural landscape.

It is a place that respects the culture of the Traditional Owners of the land and that acts as a 'Village' to the CBD, connected across the River.

The Urban Release Area sets the standard for an inclusive, sustainable, culturally respectful, unique and connected village.

The following aspirations are for Dubbo city, and highlight areas of focus across the region. These were adopted for the purposes of the Urban Release Area masterplanning process, as they are both important in delivering good design outcomes, and in delivering a design that ties into the surrounding city and its future.



Figure 03: Aspirations for the North-West Residential Urban Release Area



Image: NWPC

1.3 A SUSTAINABLE DESIGN APPROACH

Guiding the design process are the United Nation's 17 Sustainable Development Goals (refer Figure 03), which seek to achieve a better future for all.

These goals drive design at a local scale, through a push for sustainable, equitable and innovative alternatives to typical residential subdivision.

To support the development of the Masterplan, these goals were broken down into four principles:

- Designing for People
- Designing for Place
- Designing for Nature
- Designing for Community.

These four principles guided collaborative discussions, workshops and community conversations around the development of the Masterplan, to ensure that the development of the Urban Release Area delivers sustainable development that meets the needs of the existing and future Dubbo community.



Figure 04: The United Nations 17 Sustainable Development Guidelines

2 THE SITE

2.1 REGIONAL CONTEXT

The Dubbo Regional Council Local Government Area (LGA) is located in central New South Wales, approximately 400km inland from Sydney and at the intersection of significant road, air and rail transport infrastructure. The Newell Highway, which runs directly through the Dubbo LGA, provides a highly valuable road corridor that connects to both Melbourne and Brisbane, and the Dubbo Regional Airport acting as a valuable gateway for this inland region.

The town of Wellington (approximately 45km south-east from the Dubbo CBD) is the second most populous town within the Dubbo LGA, and along with neighbouring towns relies on Dubbo for healthcare, cultural and retail services.

From a regional context, there is pressure on Dubbo as a major inland regional growth centre (with more than 7,500km² in land) to provide adequate housing for a growing region in a sustainable and forward-thinking manner.



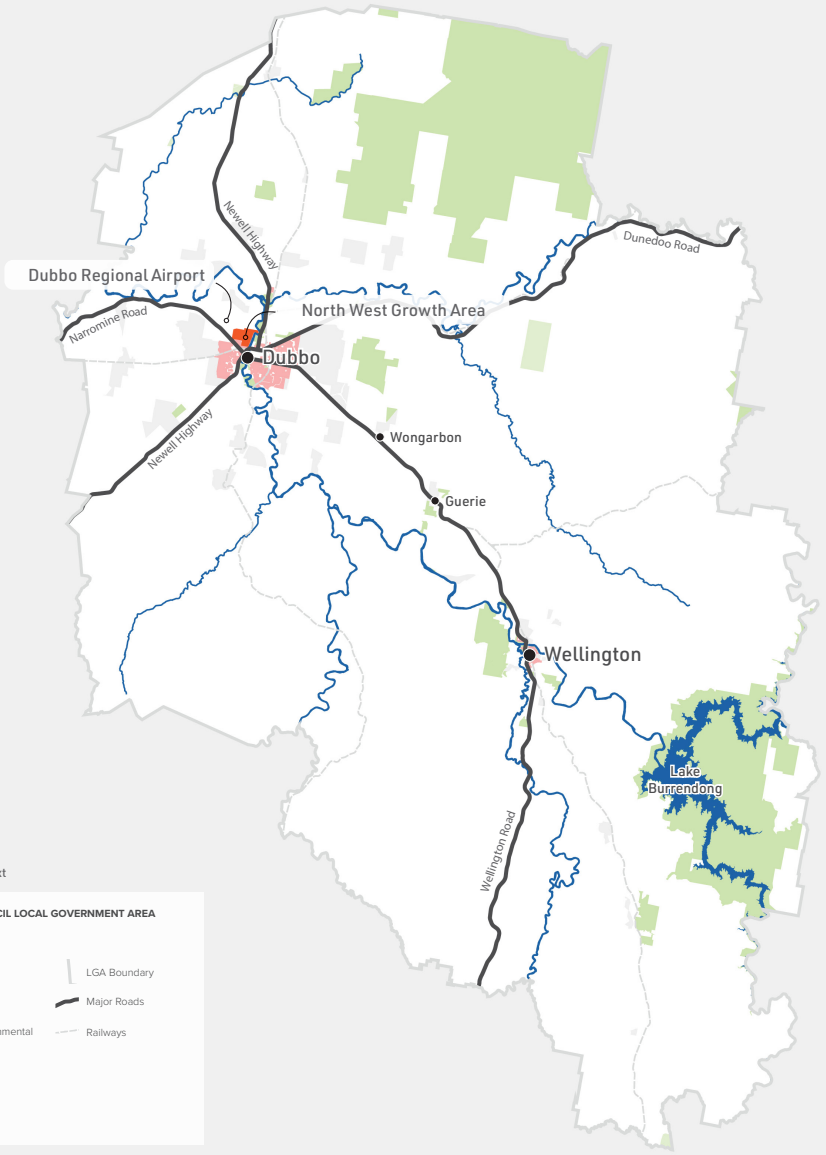


Figure 05: Regional Context

2.2 LOCAL CONTEXT

The Urban Release Area occupies currently underdeveloped land between the Dubbo Regional Airport and the Macquarie River, with Bunglegumbie Road running north-south through the centre of the site. It is located within close proximity to Dubbo central business district (CBD), the education and health precinct, and the natural amenity associated with the Macquarie River and Devil's Hole Reserve. It is also ideally located to take advantage of several key areas of interest flagged for future development. The proposed River Street bridge will provide direct vehicular access from west Dubbo into the established Dubbo urban area, and further masterplanning to the immediate east south-east of the site identifies significant investment in public recreation, environmental and open space.

An existing low density residential development exists to southern site boundary, which adjoins the Mitchell Highway and takes advantage of this existing road corridor to provide access into the CBD. Agricultural and rural industrial land expands north from the northern site boundary with industrial land uses benefiting from the Newell Highway towards the west.

The Emile Senisier Bridge and LH Ford Bridge (both to the south of the project site) provide pedestrian connection over the Macquarie River, though there are no current pedestrian connections north of these.


Image: MarraYeh Architects


Image: LatStudios


Image: Google Street Maps

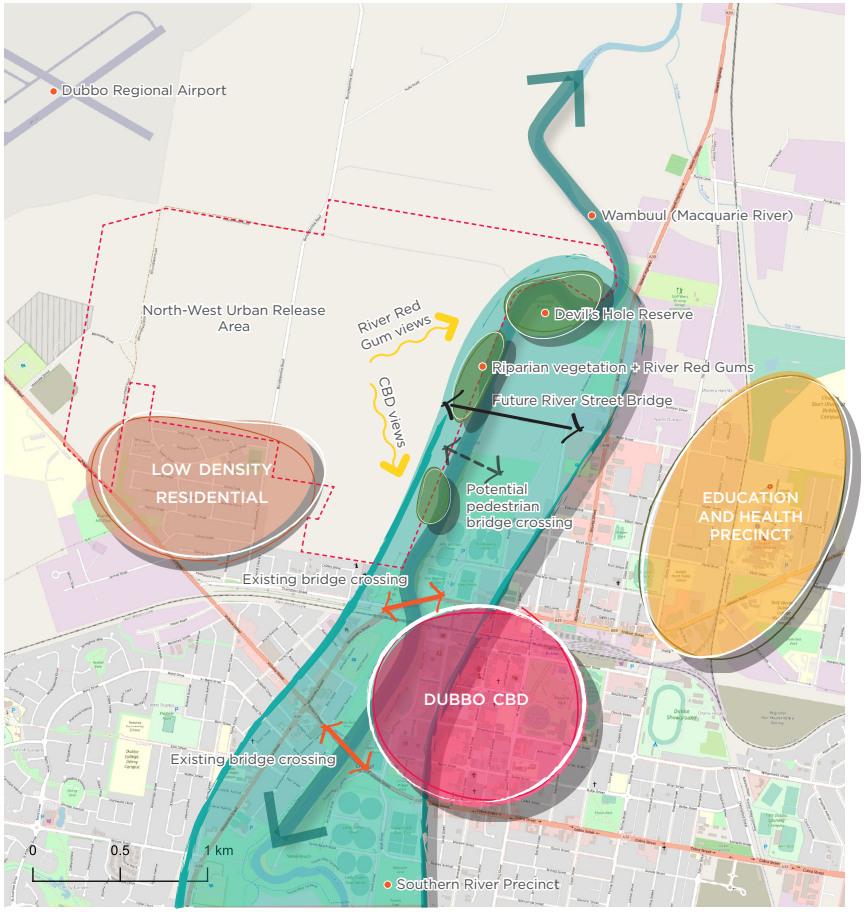


Figure 06: Local context

2.3 SITE ANALYSIS

FLOOD OVERLAY

While the site benefits from being a riverfront location with high levels of natural amenity, there are associated risks concerning flooding.

The site slopes towards the Macquarie River, with areas of land particularly towards the north-east of the site susceptible to inundation.

It will be imperative to ensure appropriate land use planning within these areas, also taking into consideration effects of climate change and the possibility of increasing flood events. The proposed riverfront parklands by Dubbo Regional Council on the eastern banks of the river make the most of the river front amenity, while removing sensitive development from the flood extent – an approach which is both relevant and desirable in the Urban Release Area.

TOPOGRAPHIC WETNESS INDEX (TWI)

The topographic wetness index provides insight into likely overland flow paths and areas that area likely to experience higher levels of water retention.

The index shows overland flows running east-west across the site, and drain towards the river. It is important to consider the site in this regard, and while acknowledging likely change as a result of the implementation of urban stormwater infrastructure, they show an underlying trend that can help guide the design process.

EXISTING OPEN SPACE

There is a significant amount of existing public open space to the east and south of the site, particularly concentrated around the River.

The Macquarie River Masterplan highlights an upgrade in green and public infrastructure predominately concentrated along the eastern banks of the river, with a significant upgrade earmarked directly opposite the site.

Given that the majority of land to the north is associated with agriculture or airport use, and to the south land is heavily associated with residential, it will be imperative to provide adequate open space for the future residents of the Urban Release Area locally.



Figure 07: Flood overlay

Legend
Flood Extent

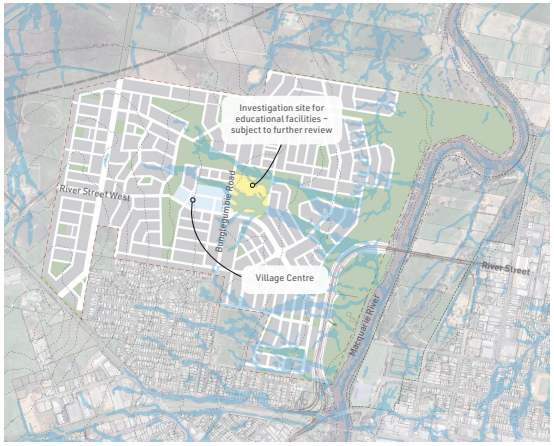


Figure 08: Topographic Wetness Index

Legend
TWI Extent



Figure 09: Existing open space

Legend
Public Open Space
Environmental Management

HERITAGE

High-level site analysis has identified 22 sensitive Aboriginal sites within the Urban Release Area. These include artefacts such as culturally modified trees which require special consideration and protection. Additionally, on-site conversations with indigenous stakeholders identified cultural heritage where it is linked to the River Red Gums that line the river, and the need to protect and retain this landscape element. While local elders believed the landscape to be in relatively good health, it is stressed that the caring for the land and water to ensure its longevity is of utmost importance.

A stone cottage of considerable historic and archaeological significance known as Mount Olive sits close to the river. In relatively good condition, this dwelling was constructed in approximately 1870. While the land has been subdivided and forms part of this masterplan, the structure will be protected and is an integral part of the modified landscape.



Figure 10: Existing heritage values

Legend

- Aboriginal Heritage Markers for further investigation
- Mt Olive

EXISTING ROADS NETWORK

The site, currently predominantly used for agricultural purposes, has minimal internal road infrastructure. The primary vehicular connection is the north-south Bunglegumbie Road, which intersects with the unsealed Blizzardfield Road to the north of the Urban Release Area.

External to the site, the Mitchell Highway runs to the south, providing connection to the Dubbo CBD over the LH Ford Bridge. The Newell Highway, also south of the site, provides vehicular connection over the Emile Senisier Bridge. A localised road network within the residential estate to the south of the site has the potential to be integrated within the site in the future.

Providing a critical connection, the planned and funded River Street West upgrade will provide a flood-free vehicular connection over the Macquarie River to the northern end of the CBD, and will create a strong east-west connection through the site to Westview Street and to the Mitchell Highway at the south-west of the site.

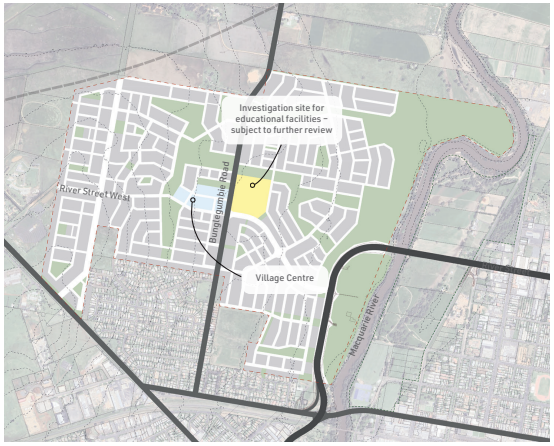


Figure 11: Existing key road connections

Legend

- Existing Key Roads

EXISTING PEDESTRIAN CONNECTIVITY

There is currently minimal pedestrian prioritised connectivity throughout or surrounding the site. While the Emile Senisier and LH Ford Bridges do permit pedestrians, the connections are dominated by heavy streams of vehicular traffic.

The residential estate to the south of the site does not provide footpaths in most instances, with Bunglegumbie Road also not currently providing pedestrian access.



Figure 12: Pedestrian connectivity

Legend

- Existing Pedestrian Connection

2.4 UNDERSTANDING THE SITE

SITE TOPOGRAPHY AS A DESIGN DRIVER

The natural landscape and landform was a key design driver throughout the entirety of the masterplanning process.

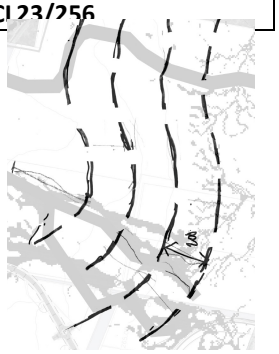
With the site sloping from the west towards the River, and with areas more likely to experience flooding or overland flow, it was important to acknowledge the importance of these portions of land for their part in natural processes and systems.

The layout of the site has been dictated by contours, with roads and blocks aligned with the undulation of the site, minimising the need for extensive earthworks. This also avoids significant and adverse impacts on floodplains and respects the need for occasional flooding of the River Red Gums environment for ongoing health.

By responding to the site, we are able to fully utilise natural filtration processes and create a site responsive stormwater management and open space network.

The Urban Release Area will proudly respond to the site instead of fighting against it.















3 COMMUNITY ENGAGEMENT

3.1 OUR COLLABORATIVE ENGAGEMENT PROCESS

The Urban Release Area has been subject to a number of strategic design and consultation processes. This included but was not limited to Public Exhibition of the Precinct Plan for the North West Dubbo Urban Release Area and community feedback.

This feedback was provided to the NWURA team as the background or pre-work to the visioning process for the Masterplan and Development Control Planning for the Urban Release Area, as this consultation identified a number of key challenges to be addressed, namely:

- The need for a signalised intersection with the Newell Highway
- Ensuring existing native vegetation areas are incorporated into the Urban Release Area
- The need for housing choice and housing affordability
- The need for well-designed and placed public open space to ensure future residents have fair and equitable access. This also includes the importance of the Macquarie River Precinct
- The need for a neighbourhood shopping precinct to service the needs of residents
- The importance of passive and active transport lines, especially to Dubbo CBD

To supplement strategic design workshops with Council, a series of more personalised conversations were undertaken with broader community stakeholders to garner thoughts and aspirations prior to developing the masterplan. The following notes show the groups and individuals consulted and their summarised feedback.

It is appreciated that engagement with the community is a continual process to ensure that community aspiration is matched with delivery intent.

3.2 WALK ON COUNTRY

A walk on Country with local Indigenous stakeholders provided cultural insight to the land, water and surrounds.

Several key considerations were posed, which considered multiple aspects of culture, land and processes. These included:

- Find ways to showcase the Wiradjuri language within the Urban Release Area.
- Consider indigenous land management practices to help restore the land and seek out ways to have local people involved throughout the life of the project.
- The importance of being guided by First Nations peoples when considering planting and materials on the project.
- Allow importance of being guided by First Nations peoples in respect to the protection and care of significant vegetation, landscapes, or artefacts.
- Commit to collectively seek out ways for the local Indigenous peoples to see themselves within the project.

The design team considers this feedback invaluable, and will endeavour to ensure it is embedded into both the design outcome and process.



3.3 OPPORTUNITIES AND CHALLENGES IDENTIFIED BY THE COMMUNITY



ENVIRONMENT

OPPORTUNITIES

- Consider frequent buses to reduce reliance on cars
- Consider car charging stations in the Urban Release Area
- Consider covenants to include solar panels, tree requirements etc.
- Love the open space and pocket park
- Consider indigenous land management practices to help restore the land
- Orienting buildings to respond to our local climatic conditions
- Native planting palettes should be adopted
- The SDG goals are important and should be promoted to future residents

CHALLENGES

- Balance of open space and development
- Retain existing trees & vegetation incorporated into the Urban Release Area
- Ensure river is appropriately cared for
- Concerned about the amount of open space on the Eastern side of the proposed highway
- Water sensitive aspirations are great, but need to be balanced with costs



PEOPLE

OPPORTUNITIES

- Importance of including school/kids in the project
- Dubbo needs houses. Access to housing is critical
- Loved idea of a learning facility/community property
- The narrative is important - different entry levels for buyers etc.
- Commit to collectively seek ways for local Indigenous people to see themselves within the project
- A community kitchen will be people together
- LOVED idea of community garden and Bunglegumbie shed
- The need for a neighbourhood shopping precinct to service the needs of residents

CHALLENGES

- Consider the alignment for a potential Walkway/pedestrian bridge to be in public land
- Concerned about vandalism & precinct security
- Loved the idea of free Wi-Fi but concerned when it is cloudy
- The importance of passive and active transport lines, especially to Dubbo CBD
- Strong need for housing choice and housing affordability
- Management of social housing is important to ensure the place is cared for
- Loved art movement but needs a curator

PLACE

OPPORTUNITIES

- The salt & pepper approach of housing types promotes a sense of community
- Loved walkability piece and connecting to the existing art in CBD/walking tour
- Liked the idea incorporating art into the Urban Release Area
- Find ways to showcase the Wiradjuri language
- Cycleways may have lost their impact in Dubbo. Ensure they are done well
- A local village for convenience is a good thing
- Deliver a diverse mix of homes from the beginning



CHALLENGES

- Ensure that the project does not compete with CBD/existing shops in West.
- The need for well-designed and placed public open space to ensure future residents have fair and equitable access.
- Community infrastructure should be delivered in parallel with housing
- Housing for key workers is good for diversity
- Quality is important & shouldn't be comprised
- Ensure adequate car parking for workers accommodation
- Consider a transition between he NWDRURAP and the existing and planned developments

Image: Marra Yeh Architects

3.4 KEY OUTCOMES

PEOPLE

- Designing for people matters to you, so we need to ensure development is human scale and considers people of all ages and abilities.
- It's important to you that we embed Traditional Owner principles

NATURE

- Use the site's topography as a design driver
- Protecting the River Red Gums is a top priority
- It's important to us all the masterplan celebrates a connection with the River
- Work to protect the natural values of the areas and re-establish the valued local landscape. including both flora and fauna
- Provide consistent tree canopy coverage to shade our streets and make walking and riding comfortable.

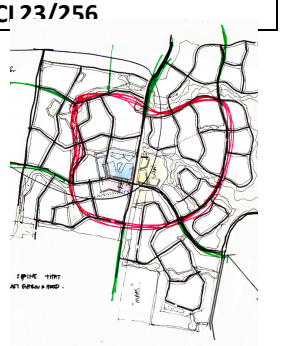
PLACES

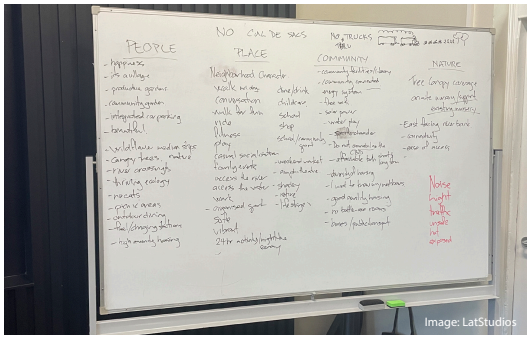
- Incorporating shade and greenery matters to everybody
- Having a walkable neighbourhood that connects pedestrians and cyclists through natural areas is important to you
- We need to retain the primacy of the CBD
- We want to create a strong sense of neighbourhood character within the Urban Release Area
- We need to plan for a diverse population, with options for housing at all stages of life.

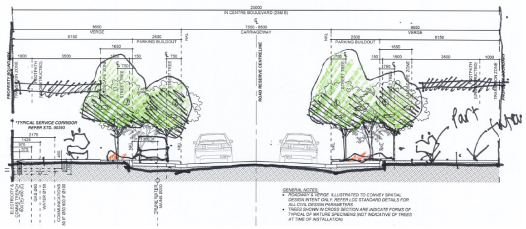
COMMUNITY

- Housing choice and affordability are crucial to Dubbo residents
- Creating a 'Village' feel is important to you
- The opportunity for casual socialisation is important to you, so we need to plan for quality public and open space that affords this
- You want to know your neighbours

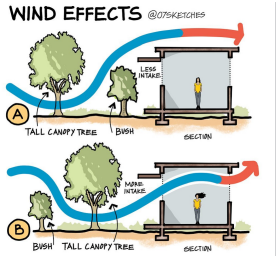


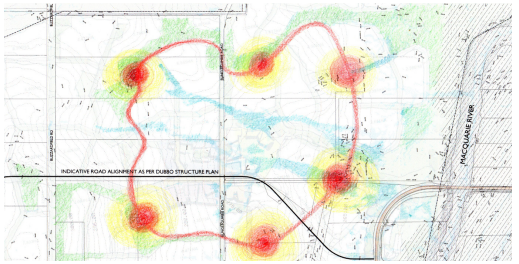












4 APPLYING THE VISION: THE MASTERPLAN

4.1 THE GREEN LOOP

At a city-wide level, the Urban Release Area will provide connections to several key precincts in and around Dubbo.

A 30km green loop will connect residents of the Urban Release Area to Dubbo's airport, education precinct, CBD, Macquarie River open spaces, zoo, and residential areas in between.

This green loop will enable residents and visitors to move around the city independent of major road networks, creating a safe, green and enjoyable journey.



Image: Landscapology

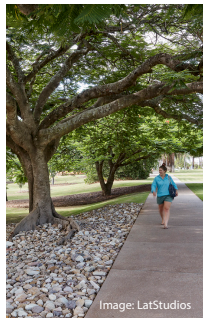
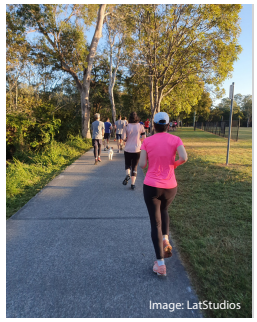


Image: LatStudios



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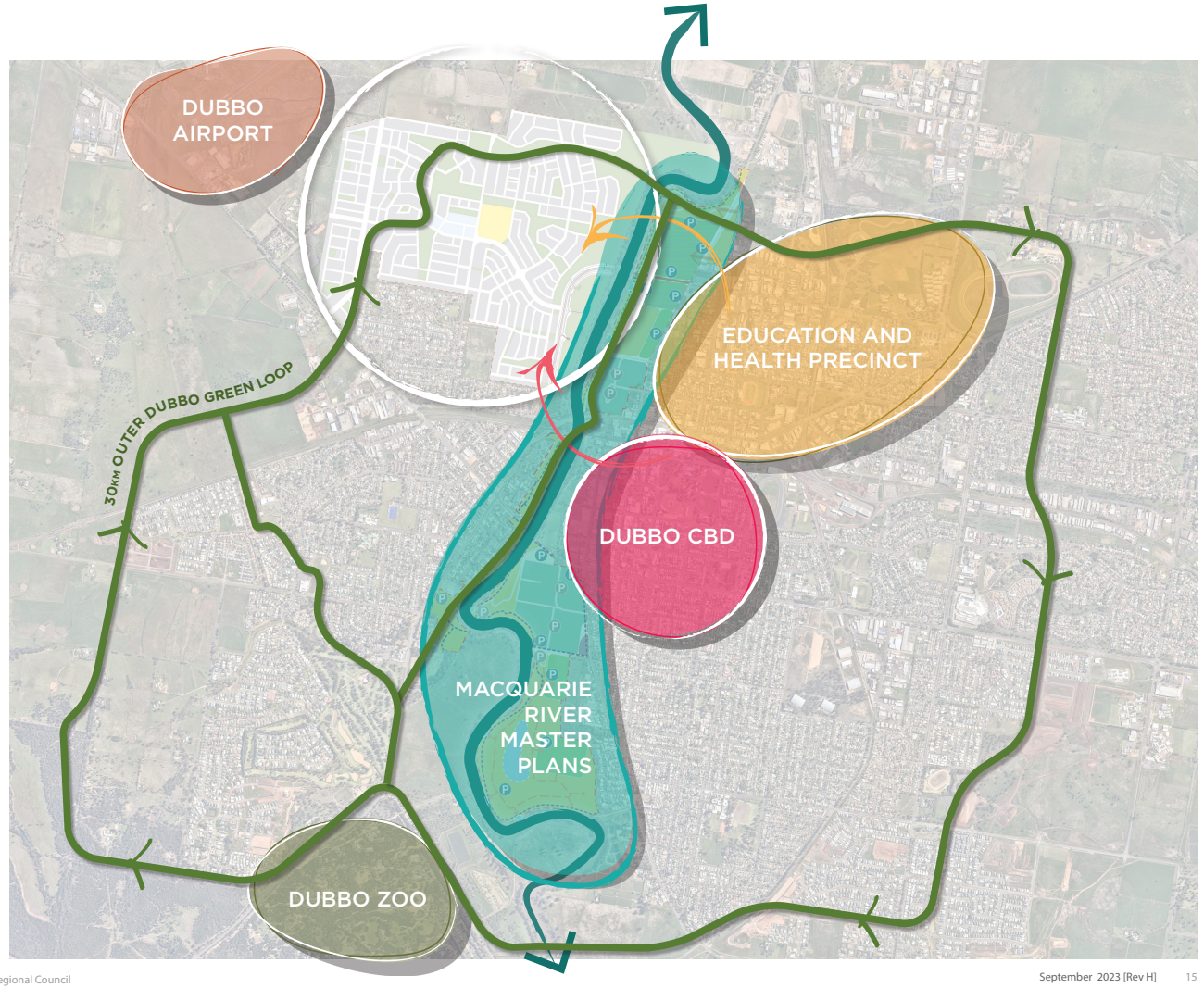


4.2 A GREEN HEART

20% of the Urban Release Area will be dedicated to open and green spaces, co-located with areas likely to experience inundation/overland flows and with areas containing existing significant vegetation.

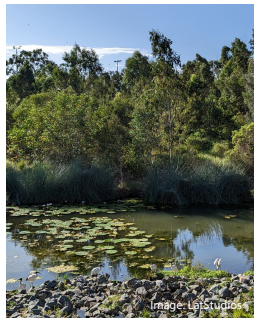
Informed by the sites hydrology, the greenspace network celebrates the relationship of the Urban Release Area to the river's edge.

It creates internal connectivity, allowing access to natural amenity for residents from all corners of the Urban Release Area while connecting to broader green networks of the city.

The green space network that runs the eastern border of the site will focus on the long-term and ongoing restoration and rehabilitation of the river corridor and its riparian landscape.









4.3 THE VILLAGE HEART

With a potential population of 13,800 people over a 20 year period, **the Village Heart will be a place of diversity, scale and resilience.**

The masterplan seeks to promote diversity and choice through a mix of compatible development types and land uses that work together to create thriving places that respond to local need, aspect, and topography.

This is achieved through:

- Establishing a network of streets and public spaces that will vary in scale, character, experience, detail and materiality
- The gathering of compatible uses such as education, age care, health, and commerce within a village centre to promote intergenerational learning and care within the community.
- Considering commercial and retail uses including smaller retailers that reinforce a sense of place and support the 'local'
- Ensure each development precinct has its own specific character to avoid homogeneous development.



Image: Melbourne Food and Wine Festival



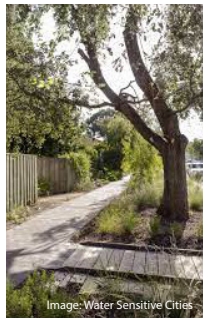
4.4 STORMWATER MANAGEMENT

Overland flow paths overlap with green corridors to create integrated and innovative green infrastructure.

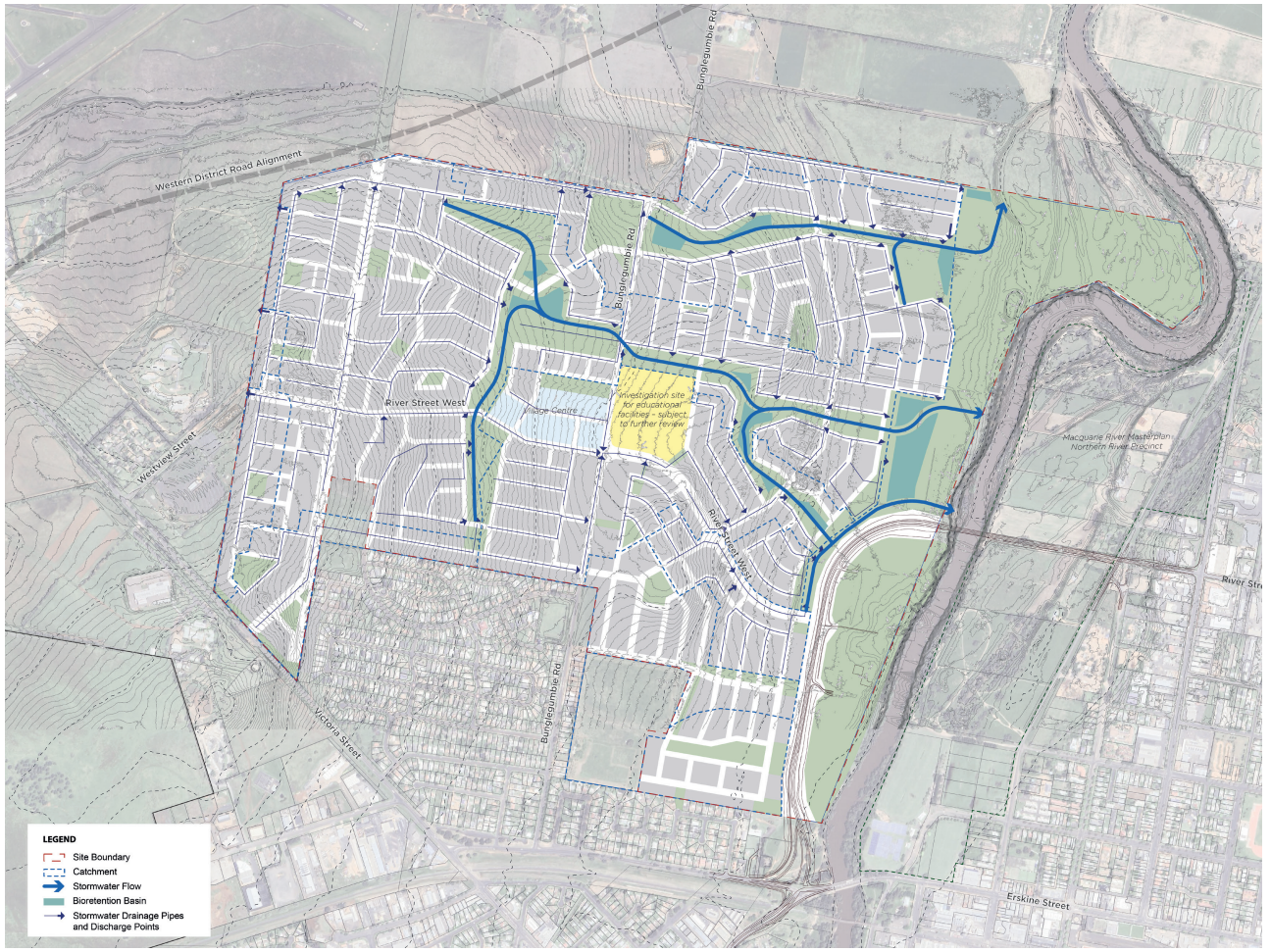
Where possible, typical pit and pipe stormwater solutions are avoided, using the network of green spaces to filter, retain and direct stormwater catchments before reaching the River.

The blue and green corridors overlap will create an effective network of space that is both beautiful and resilient.









4.5 ROAD HIERARCHY AND CONNECTIVITY

Bunglegumbie Road provides the primary vehicular north-south connection through the site, with River Street West providing east-west connection towards Mitchell Highway and the Dubbo CBD. The new River Street bridge provides an efficient and flood free connection across the Macquarie River directly into the CBD and to the education and health precincts.

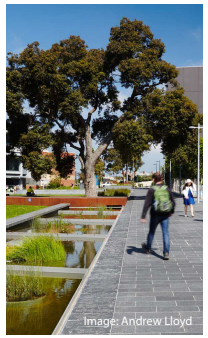


Image: Andrew Lloyd

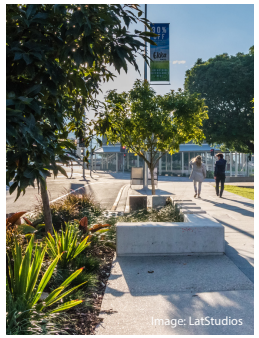
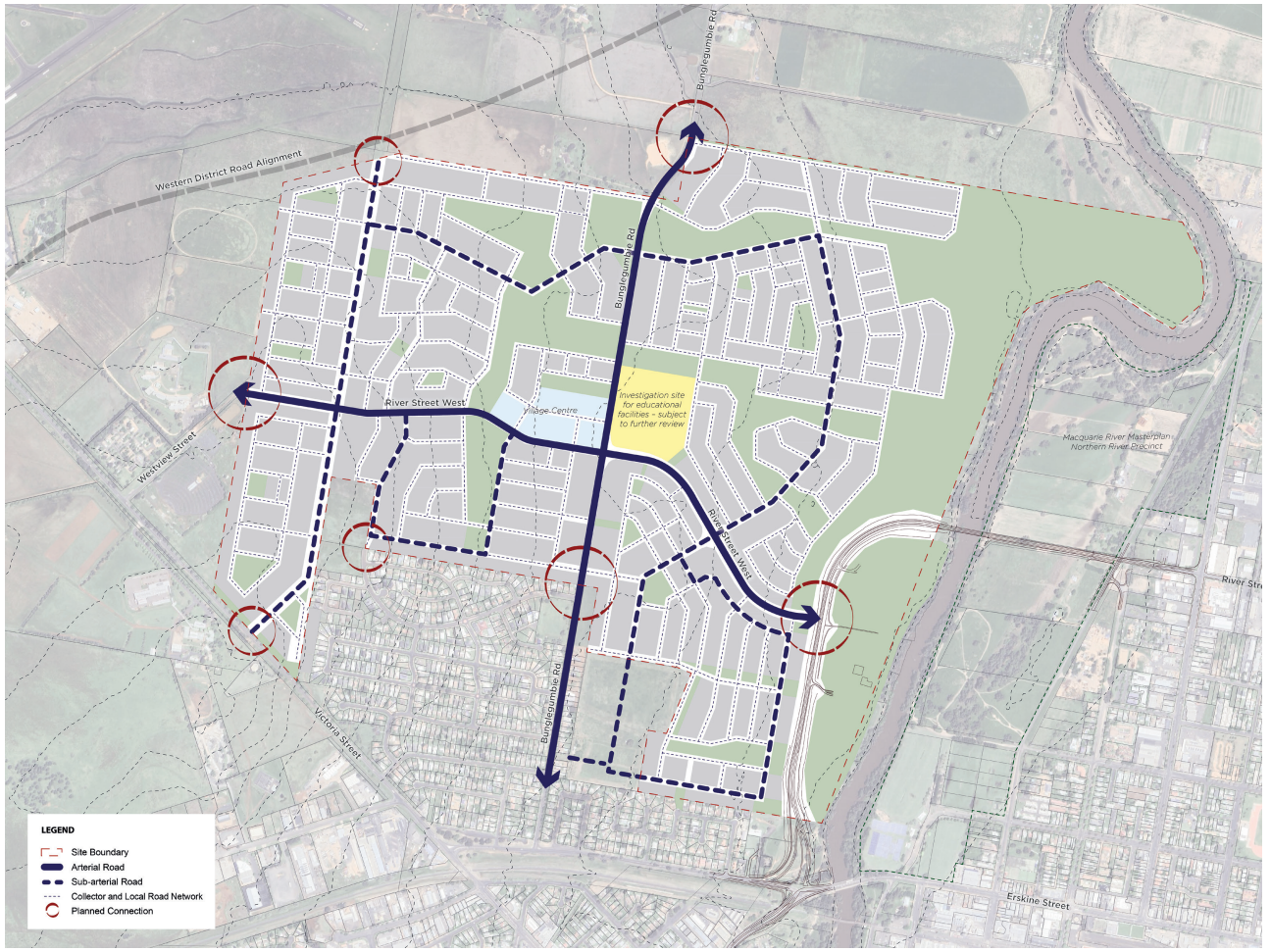


Image: LatStudios



Image: LatStudios

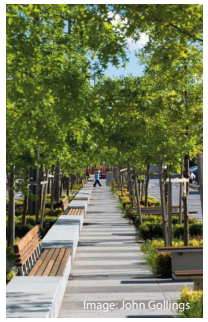


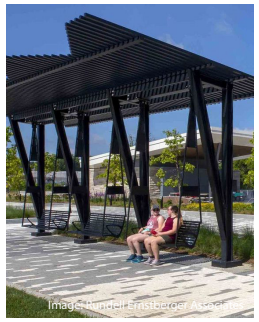
4.6 BUS NETWORK

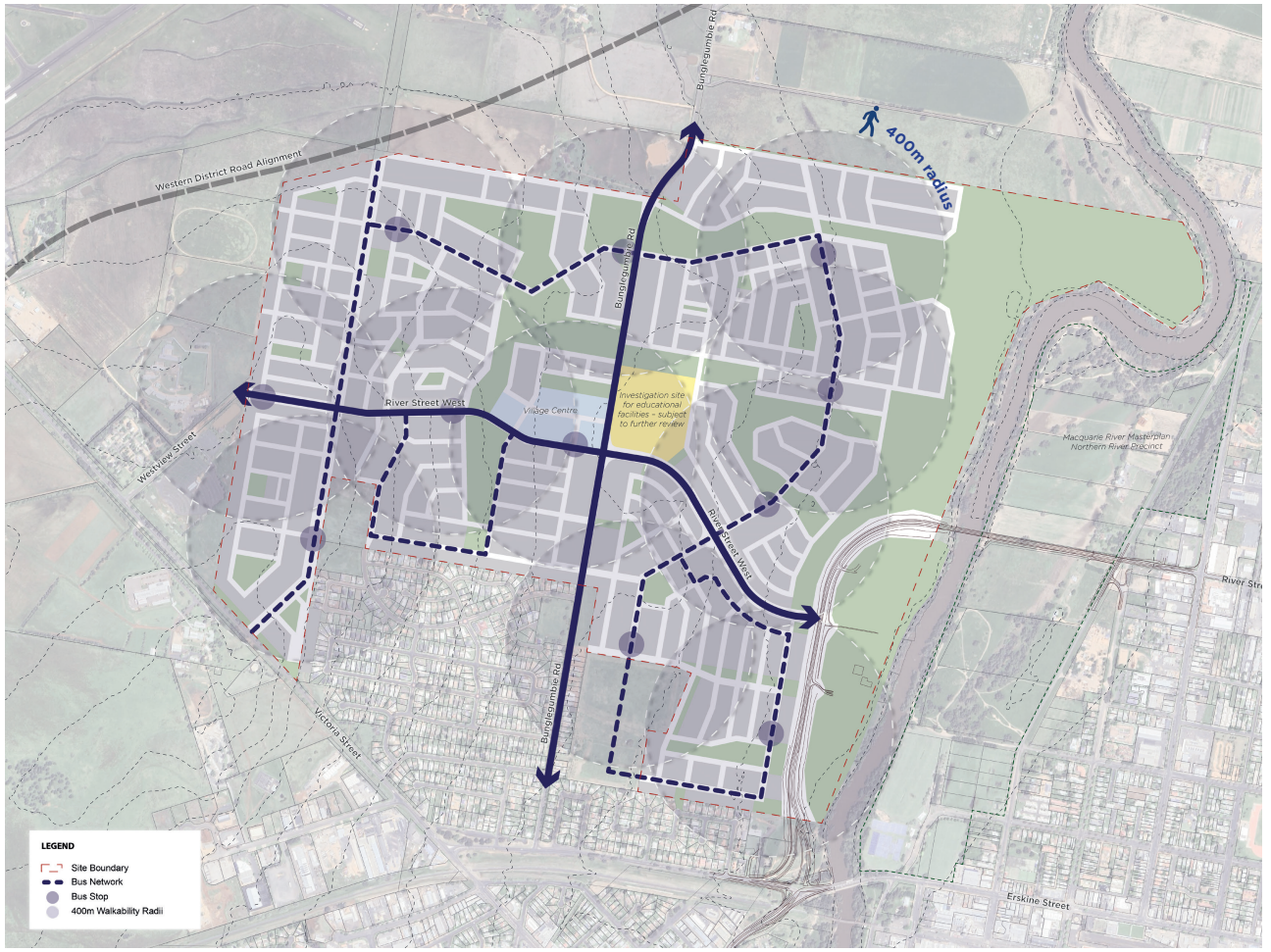
An internal bus loop provides a public transport route within walkable distance for all residents. It promotes sustainable travel modes and access to the village centre, the Dubbo CBD and the broader region.

The bus loop and infrastructure will prioritise clean energy and autonomous public transport vehicles, highlighting the potential of regional areas to participate in technologically and sustainably advanced transport modes.







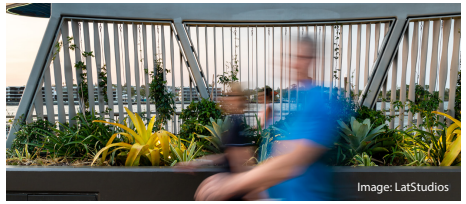


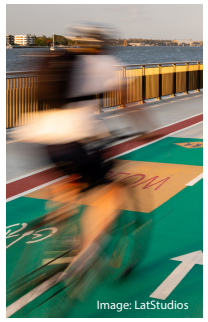
4.7 PEDESTRIAN AND CYCLE NETWORK

The pedestrian and cycle network creates primary circulation routes that integrate high quality landscaping and amenity.

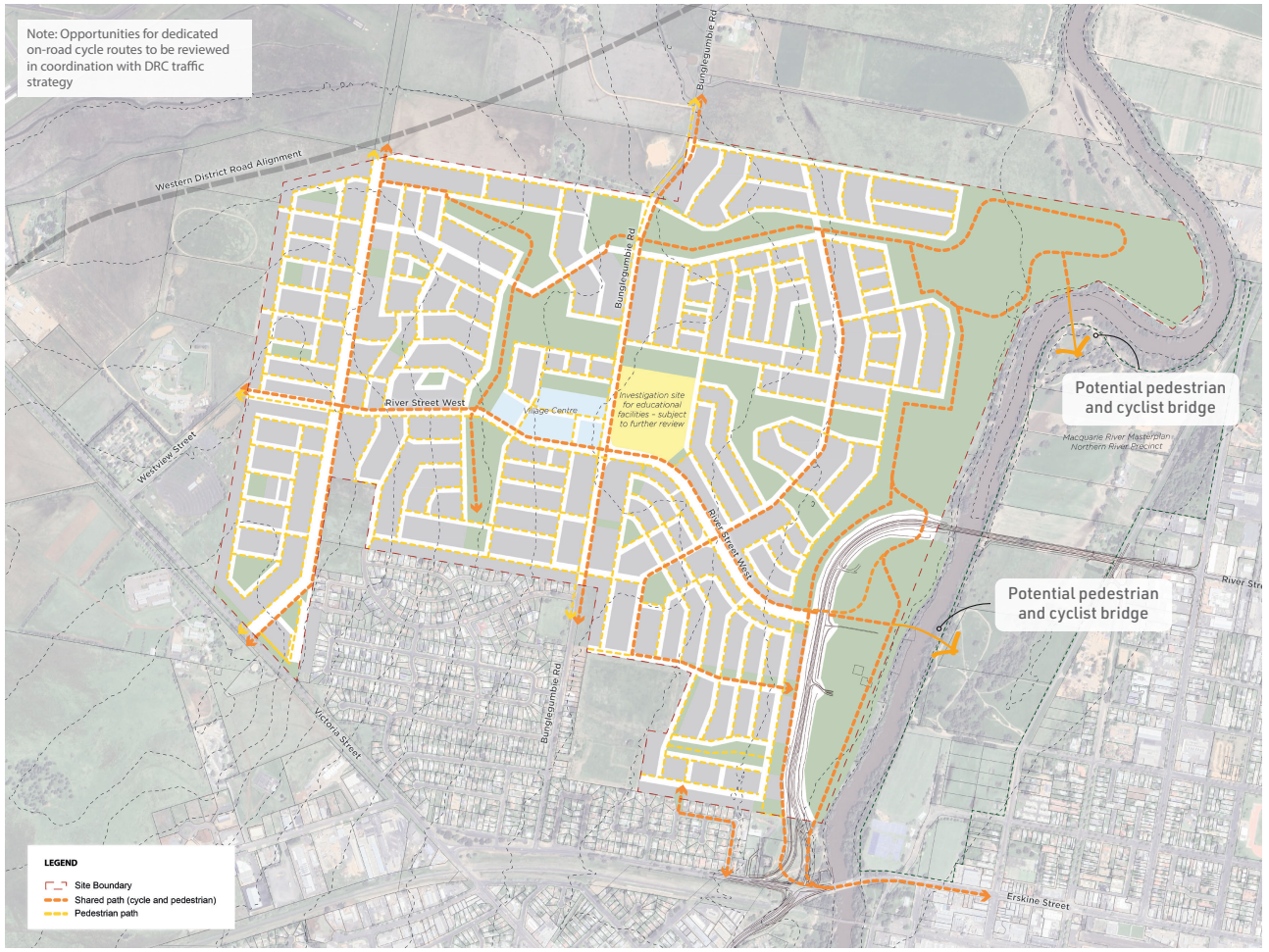
Key north-south and east-west corridors enable access through the site, while an internal loop uses the open space to create safe, green and cool pedestrian and cycle links.

In time, a new pedestrian bridge will create a safe connection over the River from near Mt Olive to the Macquarie River Northern River Precinct and onwards to the CBD, utilising open space connections and separating pedestrians from vehicular movement. This piece of people-first infrastructure also has the potential to showcase local artistic talent and highlight an important entry into the Urban Release Area.





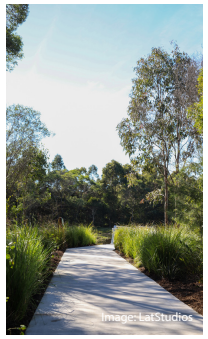




4.8 WALKABILITY AND OPEN SPACE

It is important to the community and to the project's core sustainability principles that the Urban Release Area is walkable, cyclable and accessible.

The dispersal of natural and built form amenity throughout the site means that residents are able to access green space and key neighbourhood elements within 400m of their front door, enabling accessibility and walkability.









4.9 ART STRATEGY

Embedded artwork - a connected local story.

ARTWORK AND IDENTITY

The Masterplan seeks to promote character, life, identity, and culture. To engender positive memories connected to place.

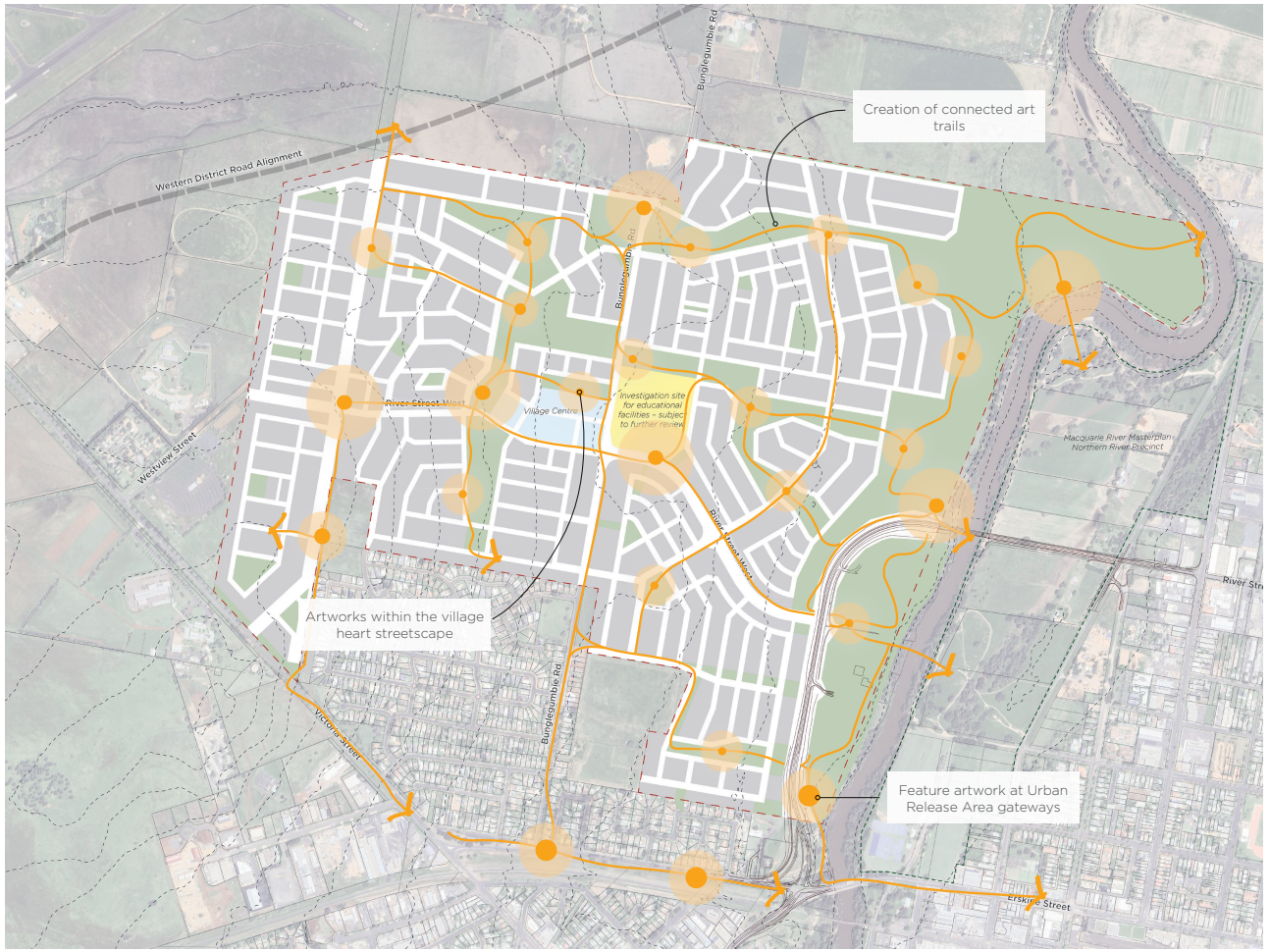
This may include investment into a curated Art Strategy that:

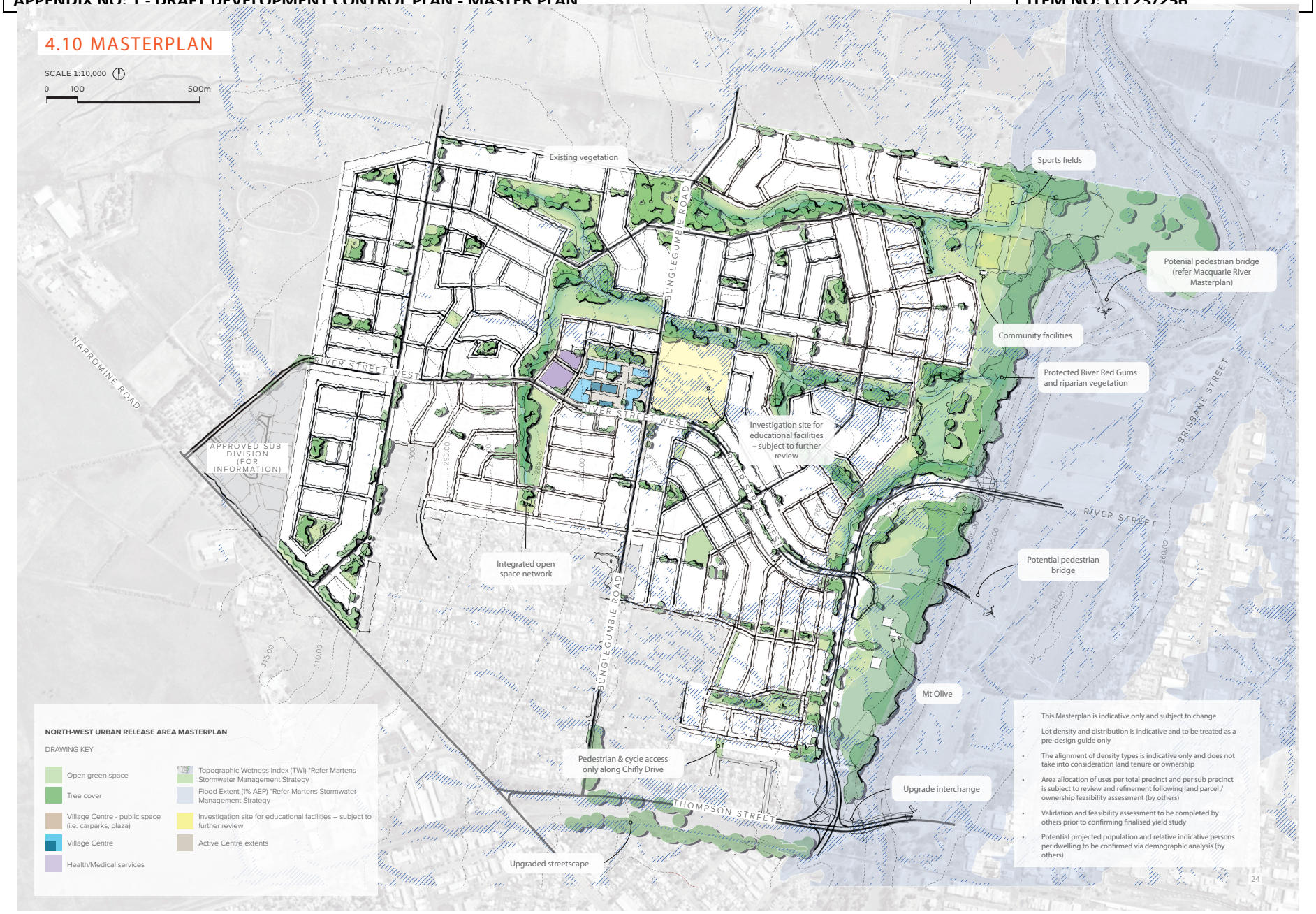
- Considers the little touches, the big surprises, and the unexpected delights.
- Incorporates opportunities for art, projections, lighting, movable furniture, playscapes performance, and other programs to enliven the Urban Release Area long into the future.

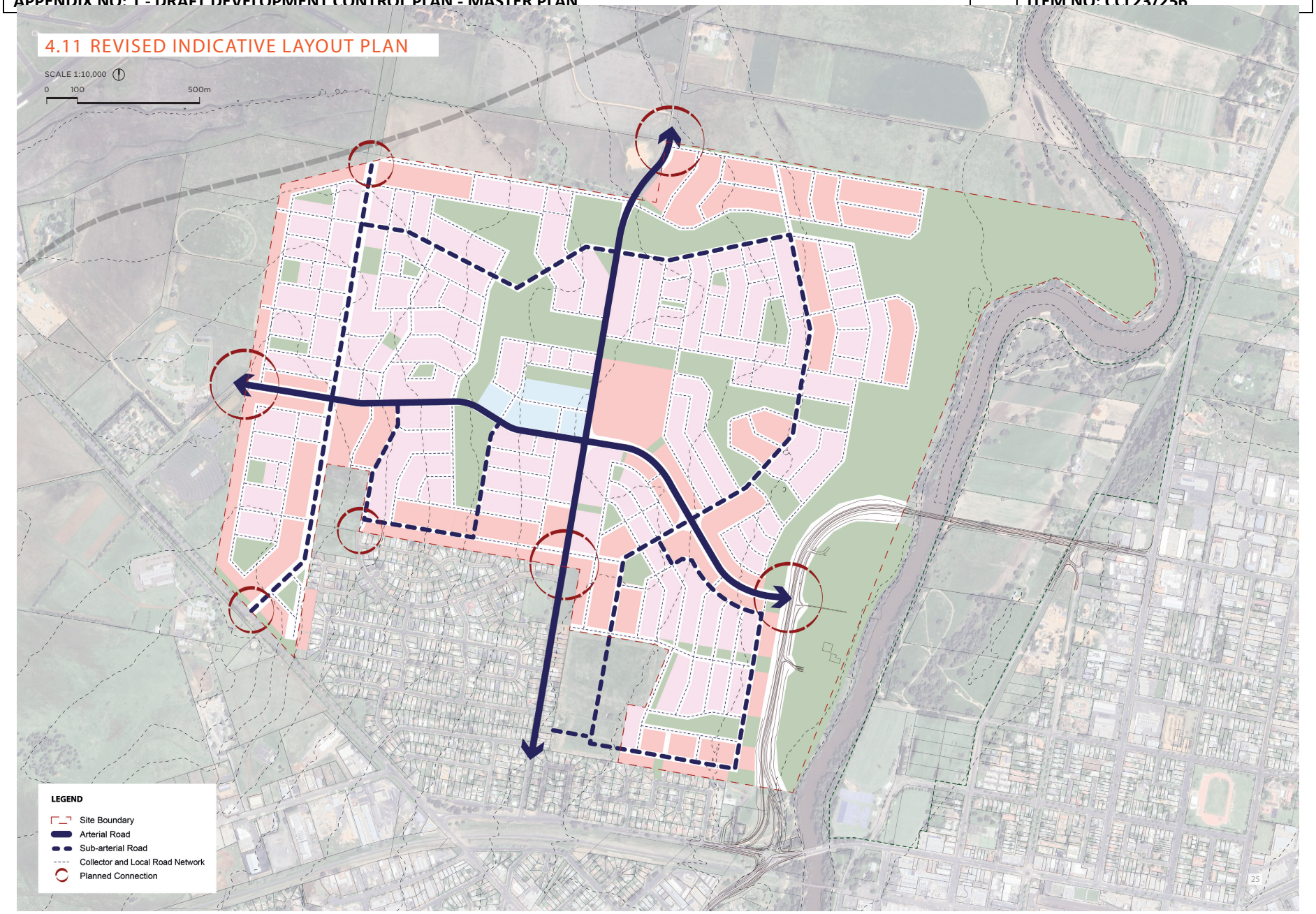









4.10 MASTERPLAN
SCALE 1:10,000
0
100
500m
Existing vegetation
Sports fields
Potenial pedestrian bridge (refer Macquarie River Masterplan)
Community facilities
Protected River Red Gums and riparian vegetation
Investigation site for educational facilities – subject to further review
Integrated open space network
Potential pedestrian bridge
Mt Olive
Pedestrian & cycle access only along Chifly Drive
Upgrade interchange
Upgraded streetscape
APPROVED SUB-DIVISION (FOR INFORMATION)
NARROMINE ROAD
RIVER STREET WEST
RIVER STREET
BUNGLEGUMBIE ROAD
BRISBANE STREET
THOMPSON STREET
NORTH-WEST URBAN RELEASE AREA MASTERPLAN
DRAWING KEY
Open green space
Tree cover
Village Centre - public space (i.e. carparks, plaza)
Village Centre
Health/Medical services
Topographic Wetness Index (TWI) *Refer Martens Stormwater Management Strategy
Flood Extent (1% AEP) *Refer Martens Stormwater Management Strategy
Investigation site for educational facilities – subject to further review
Active Centre extents
This Masterplan is indicative only and subject to change
Lot density and distribution is indicative and to be treated as a pre-design guide only
The alignment of density types is indicative only and does not take into consideration land tenure or ownership
Area allocation of uses per total precinct and per sub precinct is subject to review and refinement following land parcel / ownership feasibility assessment (by others)
Validation and feasibility assessment to be completed by others prior to confirming finalised yield study
Potential projected population and relative indicative persons per dwelling to be confirmed via demographic analysis (by others)
24


4.11 REVISED INDICATIVE LAYOUT PLAN
SCALE 1:10,000
0
100
500m
LEGEND
Site Boundary
Arterial Road
Sub-arterial Road
Collector and Local Road Network
Planned Connection

5 HOUSING DIVERSITY AND CHOICE

5.1 UNDERSTANDING THE HOUSING CHALLENGE

The Housing Crisis can be understood through a summary of key points:

- House prices have more than doubled in real terms over the past 20 years and wage increases have not kept up with the property market
- Dwelling completions per quarter have barely increased over the last five decades, creating a shortage of housing and not keeping up with population growth
- A lack of diversity has created a lack of housing at different price points and has restricted choice and affordability
- An excess of low-rise development catering to single dwellings located in areas that rely on private vehicle ownership.

5.2 DELIVERING HOUSING DIVERSITY AND CHOICE

Dubbo Regional Council's strategic plan for the Urban Release Area sets out the ambition for this area. In conjunction with Council's Community Strategic Plan, the key principles and desirable outcomes are:

- Reference to the UN Sustainable Development Goals
- A well-designed region that includes a variety of housing types, densities, locations and price points
- A range of lot sizes and frontages to allow variation in the size and style of residential housing
- Residential development that promotes active neighbourhoods
- Zoning that enables the delivery of housing diversity and choice, including dwelling houses, semi-detached, attached, dual occupancies, shop top housing and residential flat buildings of appropriate scale
- The delivery of sustainable house designs that remain low rise but higher density
- The provision of high-quality housing that leaves no-one behind, catering for market-rate housing but also social, affordable and universal-design housing.

5.3 BENEFITS OF HOUSING DIVERSITY

- Enables flexibility for future planning to accommodate families expanding or downsizing, intergenerational living, extended families and changing ownership patterns
- Enables a mix of life stages and ageing in place
- It is context specific, aligned with demographics and the desired future character of Dubbo as a regional centre
- Increases housing supply, choice, tenure mix, price point mix and affordability.

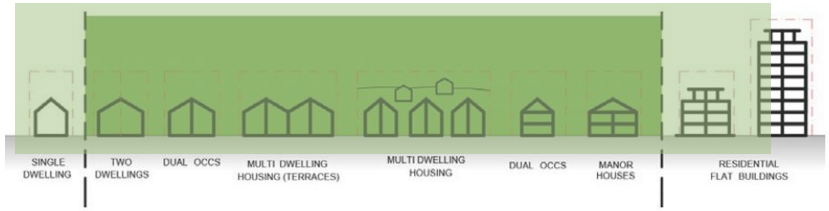
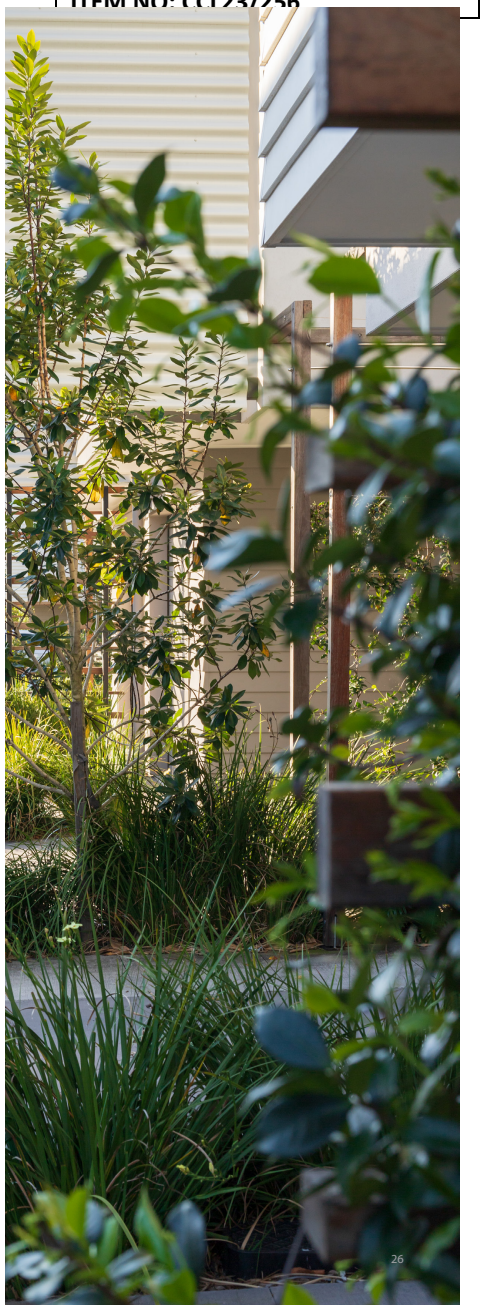


Figure 13: The housing diversity spectrum envisioned for the North-West Dubbo Urban Release Area



5.4 DWELLING TYPOLOGIES


Image: Brett Boardman

DETACHED DWELLING

- Detached dwellings create a transition zone and integrate the Urban Release Area with existing neighbourhoods
- Traditional product well understood in the marketplace
- Appeals to large families
- Can be delivered within a range of lot sizes.

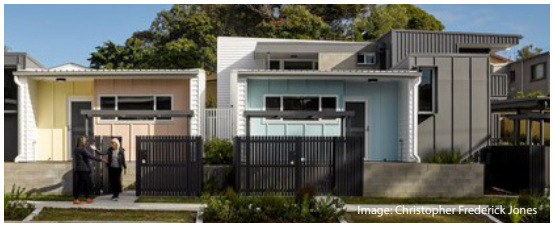


Image: Christopher Frederick Jones

DUAL OCCUPANCY

- Dual occupancies enable smaller dwellings to be delivered on smaller lots, increasing density without streetscape impacts
- Price point diversity enabled through size reduction
- Appeals to small households, first-home buyers, key workers, independent seniors.


Image: Emma Cross

ATTACHED DWELLING

- Attached dwellings enable construction efficiencies through shared party walls, increasing the density of dwellings per land area but resulting in a streetscape compatible with other residential typologies
- Parking can be provided per dwelling or in shared configurations, enabling innovation in designs
- Price point diversity enabled through size reduction
- Appeals to singles, small households, first-home buyers, key workers, independent seniors.

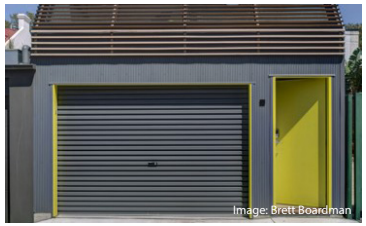
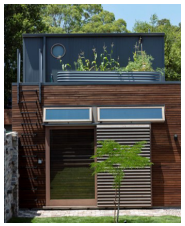


Image: Brett Boardman



SECONDARY DWELLINGS

- Secondary dwellings are delivered in conjunction with a primary detached dwelling, enabling increase in density within a single lot
- Secondary dwellings may face laneways and provide eyes on the street, activation and safety, removing blank rear fences
- Appeals to home owners seeking rental income or additional space for adult children or elderly family members
- Small units, usually 1-bedroom, provide a self-contained form of housing rarely available.

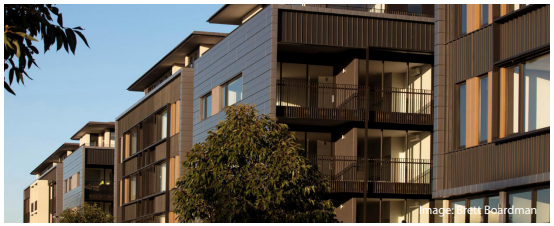


Image: Brett Boardman

SENIORS HOUSING AND CO-LIVING

- Seniors housing is key to providing opportunities for residents to age in place and downsize from the family home within the Urban Release Area
- Seniors housing can range in accommodation from independent to assisted living to fully supported residential aged care units
- Co-locating seniors housing with the village centre enables residents to walk to services and shops and retain independence
- Co-living housing can cater for students as well as supported housing.


Image: Peter Clarke

SHOPTOP HOUSING, APARTMENTS AND VILLAGE CENTRE

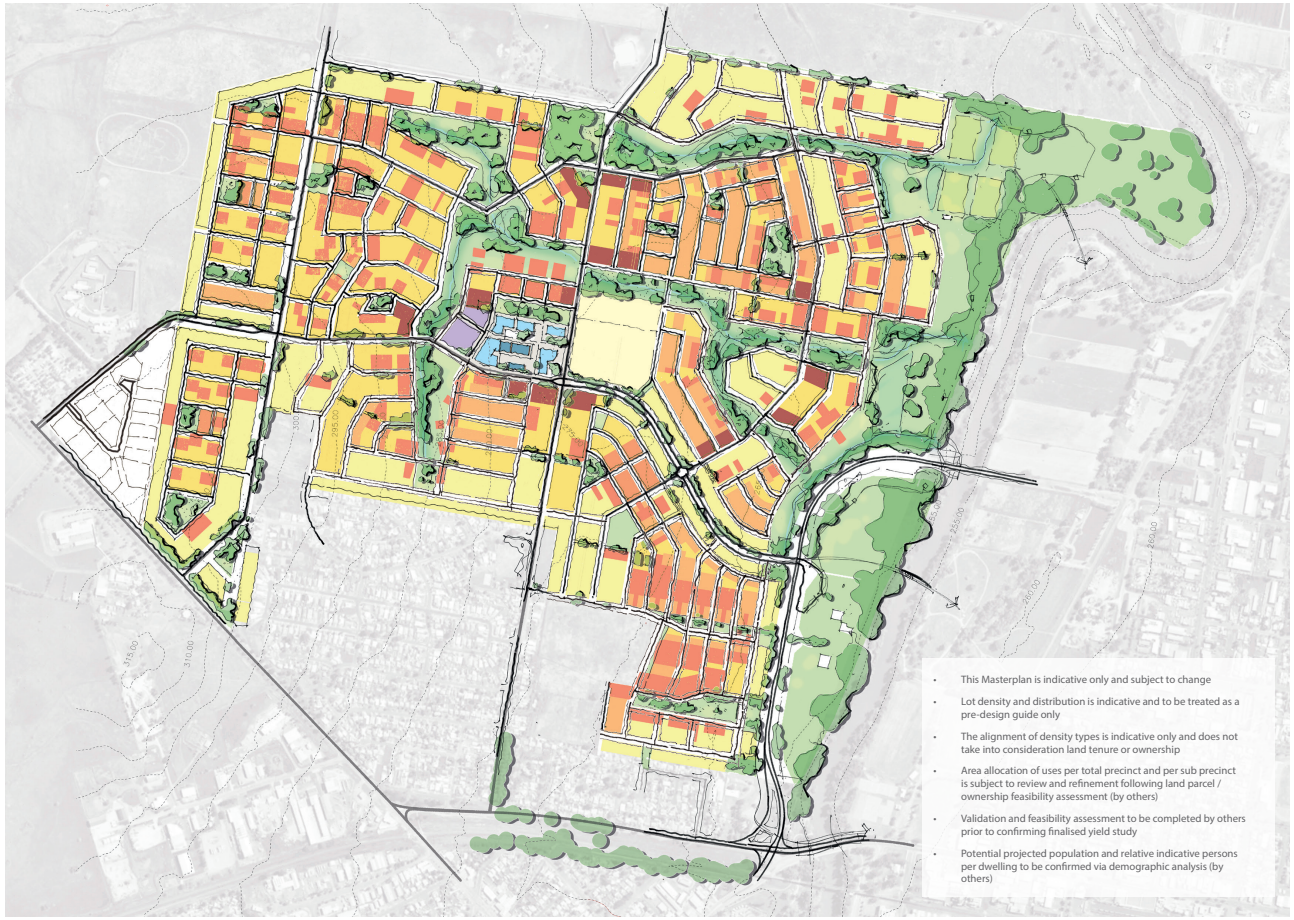
- Shoptop housing co-locates residents within the village centre and enables incidental patronage of shops and retail which is directly linked to their viability
- Shoptop housing and apartments offer opportunities for innovative models of living such as live/work offerings that can attract creative businesses and artists.

5.5 HOUSING DIVERSITY

The Urban Release Area will leverage the abundance of high-quality open space and natural amenity to support diverse housing typologies. With potential for approximately 5,500 new dwellings, the Urban Release Area has the ability to act as a truly integrated and diverse village.

A diversity of housing typologies means the Urban Release Area is able to support homes of differing typologies and price ranges, including a focus on affordability.

Ageing in place is made possible due to the range of homes on offer and their proximity to open space, retail, employment, and connections to the CBD.



Legend

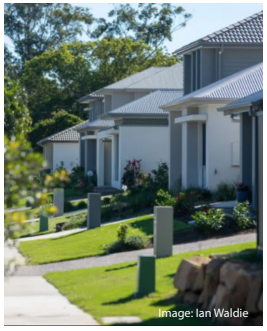
- Open space
- Low rise/low density
- Low rise/medium density
- Medium density (15x23.5m)
- Medium density (8.5x35m)
- Medium density (7.5x25m)
- Apartments

1:15,000 at A3

HOUSING DIVERSITY



LOW RISE / LOW DENSITY HOUSING







LOW RISE/MEDIUM DENSITY HOUSING TYPOLOGIES







MEDIUM DENSITY - 15 X 23.5M LOTS





HOUSING DIVERSITY



MEDIUM DENSITY - 8.5 X 35M LOTS



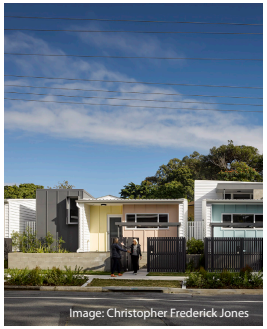
MEDIUM DENSITY - 7.5 X 25.0M LOTS



APARTMENTS AND VILLAGE CENTRE













6 PUBLIC REALM AND OPEN SPACE

6.1 STREETSCAPES

GREEN STREETS AND SHADE WAYS

The masterplan proposes shaded streets that are accessible and welcoming throughout the Urban Release Area.

The incorporation of 'Shade-ways' into main streets underpins the vision, whereby mature street trees provide shelter and respite for pedestrians, with high quality landscaping acting as a buffer between pedestrian and vehicular traffic.

Wayfinding and signage elements are to be incorporated to ensure access is legible and residents and visitors alike can enjoy a safe, comfortable, and engaging journey.

The concept of humanizing streets sees the prioritisation of pedestrians over vehicles. Promoting legibility and high levels of visual connectivity through the development, coupled with distinctive well shaded streetscapes provides recognisable routes, intersections and landscapes to help people find their way throughout the Urban Release Area.



A WELCOMING ADDRESS

This aspiration of green and shaded streets for Dubbo provides an opportunity to re-imagine the existing street network for the outer periphery of the Urban Release Area. By introducing additional tree coverage into the broader Street system of Bunglegumbie Road, Thompson Street and Blizzardfield Road there is a natural opportunity for a green grid of shade and amenity to be achieved. This positive transformation to the streetscape is also a cooling element reducing the impacts of urban heat effect, by reducing the exposed heat-conducting surfaces of roadways and pavements.

The green vista for those traveling nearby this western growth community via routes between the airport and Dubbo CBD will be a highly improved welcoming gesture.

Council will investigate the delivery and beautification of these external streetscapes.




EXISTING CONDITION
CONCEPT VISION FOR THOMPSON STREET
Consider a shared user path or trail to weave through the space and bring active transport into Dubbo
Consider shade tree planting (small trees) to provide part shade to the trail
Re-establish a eucalypt forest in key locations to showcase the local landscape
Commemorative Plaque illustrating the historic railway crossing
Opportunity for a 'welcome' sign
NOTE: Ensure standard street furniture is incorporated into design, including public seating, drinking fountains, wayfinding, etc. Refer DRC park network requirements.
Seek out ways to reduce the extent of road pavement when it may not always be required to be sealed.
Reduce heat island and improve ground water infiltration
Introduce an local endemic planting or 'wild' meadow palette
Consider a turf / low maintenance grass to area under the power lines to enable access to maintenance of the infrastructure .. this may meander between 7.5 and 12m wide
Introduce a 3-5m height planting to screen the rail corridor fencing


EXISTING CONDITION
CONCEPT VISION FOR BUNGLEGUMBIE ROAD
Consider shade tree planting (small trees) to provide part shade to streetscape
NOTE: Ensure standard street furniture is incorporated into design, including public seating, drinking fountains, wayfinding, etc. Refer DRC park network requirements.
Seek out ways to reduce the expanse of road
Introduce street tree 'build outs' to improve urban greening.
Protect and enhance existing street trees
Maintain on road cycle paths


EXISTING CONDITION
CONCEPT VISION FOR
BUNGLEGUMBIE ROAD
Significant tree planting to street scape promotes cool and well shaded streets - a welcoming address to the Urban Release Area.
Relocate elevated services underground to allow for substantial tree planting of the streetscape
NOTE: Ensure standard street furniture is incorporated into design, including public seating, drinking fountains, wayfinding, etc. Refer DRC park network requirements.
Seek out ways to reduce the extent of road pavement when it may not always be required to be sealed.
Reduce heat island and improve ground water infiltration with tree planting build outs
Consider formalised parking between where required for direct access to local parks
Consider formalised on-road cycle lanes
Introduce a local endemic planting palette



6.2 REGIONAL PARKS

The design intent for the Macquarie River Parklands North-western Precinct is an expansive extension of the planned regional open space network. The longer-term vision sees the enhancement, restoration and rehabilitation of the River Red Gum forest occupying the riparian flood plain integrated with other passive and active recreation uses.

The landscape response includes:

- A robust materials palette and ground surface finishes that will age gracefully in the local climate.
- Substantial investment into replanting and enhancing the corridor to improve bank stability, improve water quality objectives and manage weed growth
- Car parking in proximity to a trail head cycling and walking experience throughout.
- Understated day user facilities nearby for picnic, BBQ and informal play
- Planned locations for future sports fields and amenities infrastructure to facilitate organised sporting use when community need arises.
- The identification of potential water access locations and or river crossings (subject to further refinement, consultation and review)
- Cluster / group vegetation to reflect the ecological characteristics on site.





















6.3 DISTRICT PARKS

District Parks provide central facilities that are of a good standard, and that cater to group or community uses.

These facilities can be used for local sporting competitions and act as a meeting point for social events or community meet-ups, and provide a mixture of community assets.

These spaces typically contain shade trees, native vegetation, wayfinding signage (as well as bins, water fountains and fixed furniture), and amenities. They may also include spectator spaces, playgrounds, food and beverage opportunities, and sports lighting.


Image: LatStudios


Image: LatStudios


Image: Christopher Frederick Jones


Image: LatStudios


Image: LatStudios


Image: LatStudios


Image: Christopher Frederick Jones


Image: Vivienne Pearson


Image: LatStudios

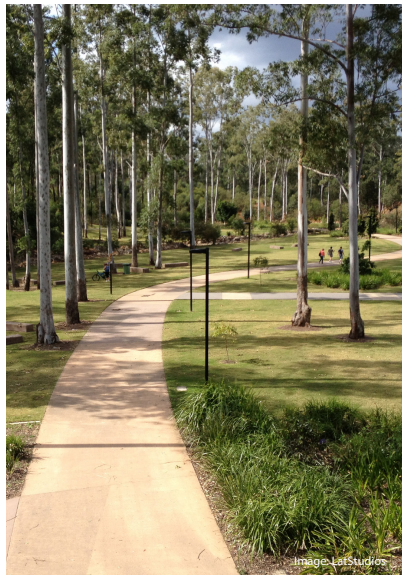


6.4 LOCAL PARKS

Local parks are typically within walking distance of all residents. They are small sites, but are convenient and provide accessible community spaces.

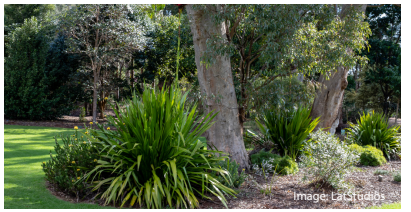
These parks are typically associated with small sporting facilities such as half-court basketball courts, natural playing surfaces, and shade trees.

They provide a local shared space that meets the needs of small community groups and provides opportunity for outdoor play for local residents close to home.



















6.5 STREETSCAPE PLANTING PALETTE

Proposed species

The proposed planting palette incorporates native and locally occurring species that offer a range of flowering periods, colour contribution and cultural significance.

There will be a bias towards endemic species, supplemented with native species that will thrive in the micro-climates created in response to the Urban Release Area development.

The palette will provide shade where necessary, aesthetic value, and familiar colours and forms within the local context.

Detailed species list to be negotiated with DRC during future detailed design stages.

TREES



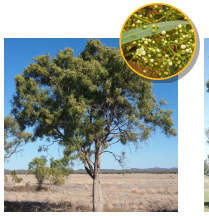
Acacia pendula
WEEPING MYALL



Alectryon oleifolius
BULLOCK BUSH TREE



Angophora floribunda
ROUGH BARKED APPLE



Atalaya hemiglauca
WHITEWOOD



Brachychiton populenus
KURRAJONG



Allocasuarina verticillata
DROOPING SHEOAK



Acacia salina
COOBA



Corymbia maculata
SPOTTED GUM



Eucalyptus camaldulensis
RIVER RED GUM



Eucalyptus conica
FUZZY BOX



Eucalyptus pulverulenta
SILVER LEAVED IRONBARK



Eucalyptus melliodora
YELLOW BOX



Eucalyptus microcarpa
INLAND GREY BOX



Eucalyptus sideroxylon
RED IRONBARK



Eucalyptus leucoxylon
YELLOW GUM



Ficus microcarpa hillii
HILLS WEEPING FIG



Acacia cognata 'Lime Magik'
LIME MAGIK



Hymenosporum flavum
NATIVE FRANGIPANI

SHRUBS



Acacia decora
SHOWY WATTLE



Dianella revoluta
BLUE FLAX-LILY



Eremophila longifolia
EMU BUSH



Hardenbergia violacea
FALSE SARSAPARILLA



Correa reflexa
NATIVE FUCHSIA



Micromyrtus ciliata
FRINGED HEATH MYRTLE

GRASSES



Lomandra hystrix
MAT RUSH



Lomandra longifolia
BASKET RUSH



Lomandra tanika
'TANIKA' MAT RUSH



Lomandra confertifolia
'LITTLE CON' MAT RUSH

GROUNDCOVERS



Senna artemisoides
SILVER CASSIA



Eremophila debilis
AMULLA



Atriplex semibaccata
AUSTRALIAN SALTBUSH



Einadia nutans
NODDING SALTBUSH



Acacia pendula
WEEPING MYALL



Alectryon oleifolius
BULLOCK BUSH TREE



Angophora floribunda
ROUGH BARKED APPLE



Atalaya hemiglauca
WHITEWOOD

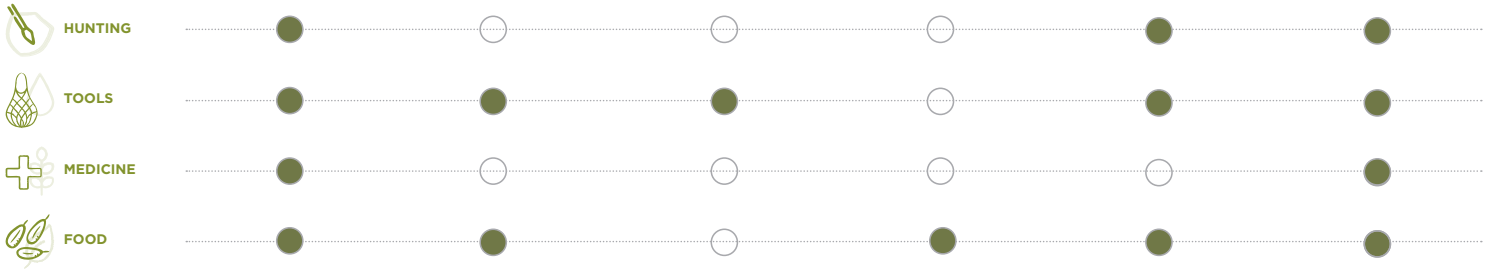


Brachychiton populenus
KURRAJONG



Allocasuarina verticillata
DROOPING SHEOAK

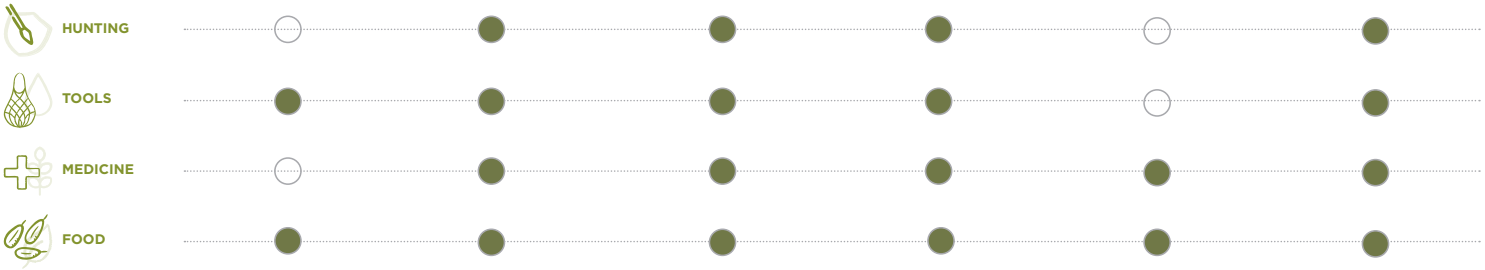
INDIGENOUS NAME	Myall	Bunbarr	unknown	Birra	Kurrajong	Worgnal
FLOWERING	Dec - May	Sep - Feb	Sept - Nov	May - Oct	Sept - Nov	March - Sept
DESCRIPTION	Wattle tree with an erect, pendulous to spreading habitat with weeping, blue-grey foliage and small yellow flowers	Small tree with new silky growth and drooping branches	Medium sized to large tree that has a fibrous, rough-barked trunk.	Medium sized drought tolerant tree with clusters of soft white flowers and papery textured fruits	Small to medium tree is low maintenance and drought tolerant	Evergreen tree endemic to eastern Australia
USES	• Wattles produce edible seeds and nutritious flour can be made from the crushed seeds • Shields, digging sticks, spears, fuel, gum and medicines	• When the seed is ripe, its red aril swells and bursts the capsule open. The fruit can be eaten fresh or dried. • The heartwood of this plant is soft and easy to work with.	• The timber was used to create tools and shelter • A gum is harvested from the trunk and can be used to preserve ropes in water	• Tree gum is harvested and kneaded until soft and then eaten	• Traditionally used as a food source and for making rope and twine suitable for the making of fishing lines and nets. • It is also used to make baskets and woven goods	• Traditionally used as a food source, medicine and for making adhesive (canoe sealant) • The wood is used for shields, boomerangs
FAUNA	Bees, nectar eating birds, butterflies, other insects	• Branches provide shelter for larger animals, • Bird attracting red aril	Ideal habitat tree for its hollows. Attracts native fauna for the nectar, seed and insect feeders. Yellow-bellied glider favours it for its sap	Seed eating birds, butterflies, other insects	Bees, nectar eating birds, butterflies, other insects	Attract many native birds such as the black cockatoo



Information sourced from:

- Aboriginal Plant use in south-eastern, Australian Government / Australian National Botanic Gardens Australia
- World wide wattle.com - Wurrundjeri wattles
- Cunninghamia - A journey of plant ecology for eastern Australia
- James Cook University
- Plants - Bush Tucker Medicinal and Other Uses of Minjerribah - Iselin & Shipway
- Aboriginal Plants in the grounds of Monash University
- Warndu.com - First Nations food guide
- Atlas of Living Australia

	Acacia salina COOBA	Corymbia maculata SPOTTED GUM	Eucalyptus camaldulensis RIVER RED GUM	Eucalyptus conica FUZZY BOX	Eucalyptus pulverulenta SILVER LEAVED IRONBARK	Eucalyptus melliodora YELLOW BOX
						
INDIGENOUS NAME	Cooba	unknown	Carrickalinga or Yarraan	unknown	unknown	uknown
FLOWERING	Feb - June	Mar - Sept	Jul - Feb	Jul - Feb	Sept - Feb	Aug - Dec
DESCRIPTION	A medium to tall shrubby native tree woften found in semi-arid creekbeds and floodplains.	A medium to tall tree endemic to eastern Australia. Smooth bark with lance shaped leaves.	Large sized tree with smooth stripy bark. Foliage is relatively short and narrow	Large tree with rough, flaky bark on the trunk and smoother bark above.	Large flowering tree known for its juvenile silver foliage	A medium to large tree, with brown fibrous bark at the base graduating to smooth-barked branches
USES	• Traditionally used as a Toxin for fishing • The leaves may be burnt for medicinal/ narcotizing effect • Seeds eaten in some areas	• Bark was used to make shelters and canoes • The wood and bark is used to make dishes, bowls, weapons & tools • The gum is used an anti-inflammatory, with the leaves used as an antibacterial	• Canoes made from the bark. Inner bark fibre used to create rope • The wood and bark is used to make dishes, bowls, • Leaves were crushed and used for medicinal purposes	• Canoes made from the bark. Inner bark fibre used to create rope • The wood and bark is used to make dishes, bowls, • Leaves were crushed and used for medicinal purposes	• Leaves are used as a herbal remedies and mosquito repellent The essential oil is a powerful antiseptic	• The flowers produce abundant nectar • Eucalypts provide food, medicine, vessels and tools
FAUNA	Attract many native birds & insects	Bees, nectar eating birds, butterflies, other insects	Bees, nectar eating birds, butterflies, other insects	Seed eating birds, butterflies, other insects	Bees, nectar eating birds, butterflies,	Bees, nectar eating birds, butterflies, other insects. Hollows are nesting and refuge site for an array of native birds



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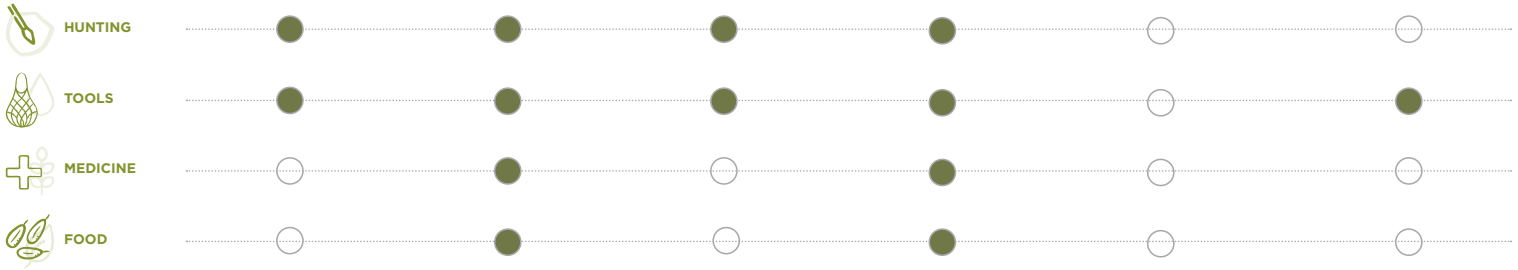
- Aboriginal Plants in the grounds of Monash University
- Warndu.com - First Nations food guide
- Atlas of Living Australia

						
	Eucalyptus microcarpa INLAND GREY BOX	*Eucalyptus sideroxylon* RED IRONBARK	*Eucalyptus leucoxylon* YELLOW GUM	*Ficus microcarpa hillii* HILLS WEEPING FIG	*Acacia cognata 'Lime Magik'* LIME MAGIK	*Hymenosporum flavum* NATIVE FRANGIPANI
INDIGENOUS NAME	unknown	Mugga	unknown	unknown	unknown	unknown
FLOWERING	Mar - May	Apr - Dec	Mar - Sep	Dec - Feb	Sep - Dec	Sept - Feb
DESCRIPTION	A larger tree growing to 25m tall, with narrow dull-grey foliage	Large sized tree with a distinctive dark brown coloured bark	A medium to large tree with large, stiff leaves. Flowering over the winter months	A compact growing tree with emerald green foliage. A great shade tree or hedge	A small to medium tree with soft, lime green foliage.	Native evergreen tree with highly fragrant flowers
USES	• Wood is used to make fighting sticks and shields • Bowls and dishes can also be made from the heavy bark	• The flowers produce nectar used for eating and medicine • Indigenous Australians used the bark or the creation of canoes, shelters, shields and containers such as coolamon	• The wood and bark is used to make shields and fighting/hunting tools	• The root, bark and leaf latex are used medicinally to treat wounds, headaches and toothache • Fibre is made into cloth. • Bark is used for tool making and fuel	• Can be used for erosion control	• Bark fibres are used to make cords to binds things
FAUNA	Flowers are a food source for sugar gliders, squirrel gliders, native birds and insects	Bees, nectar eating birds, butterflies, other insects. The nectar rich flowers sustain the endangered regent honey eater	Bees, nectar eating birds, butterflies, other insects	Important food host to a wide range of native fauna including; Wasps, bees, birds, butterflies	Bees, butterflies and other insects	Bees, nectar eating birds, butterflies, other insects



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- Aboriginal Plants in the grounds of Monash University
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6.6 TYPICAL STREETSCAPE SECTIONS

Street Typologies

These street typologies have been designed to adhere to typical council and engineering documentation guidelines, while also prioritising safe and efficient pedestrian and cyclist movement wherever possible.

Several typologies have been developed to reflect the proposed road hierarchy and identify the notional arrangements for planting, pavements, driveway locations and servicing.

Street tree planting details including structural soil zone and offsets as per DRC typical street planting details will be included.

TYPE B: COLLECTOR STREET
22m - DRIVEWAY ACCESS



TYPE C: COLLECTOR STREET
22m - NO DRIVEWAY ACCESS



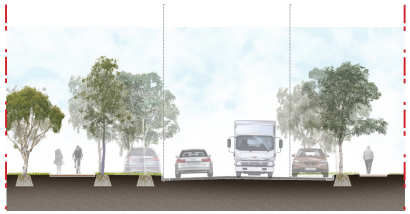
TYPE E: VILLAGE CENTRE BOULEVARD
WIDTH VARIES - BUILDOUTS, SHARED PATHS



TYPE A: TYPICAL LOCAL STREET
17.5m - DRIVEWAY ACCESS



TYPE D: COLLECTOR STREET
22Mm - BUILDOUTS, NO DRIVEWAY ACCESS



TYPE F: RIVER STREET WEST
WIDTH VARIES - BUILDOUTS, SHARED PATHS, CENTRE MEDIAN

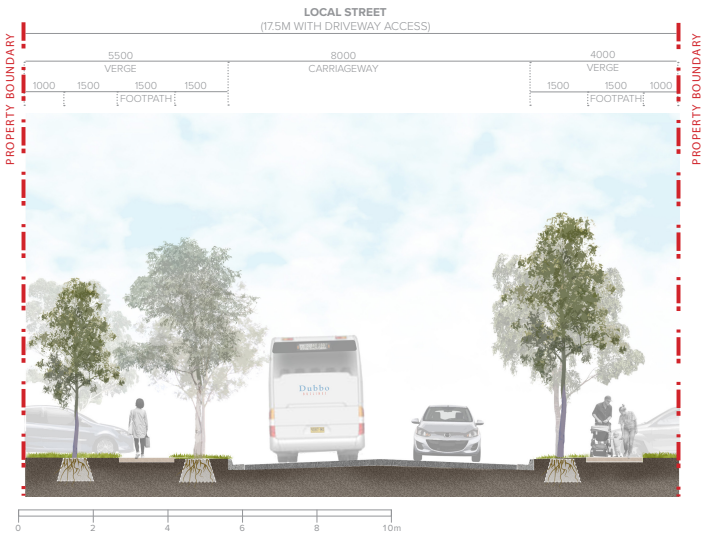


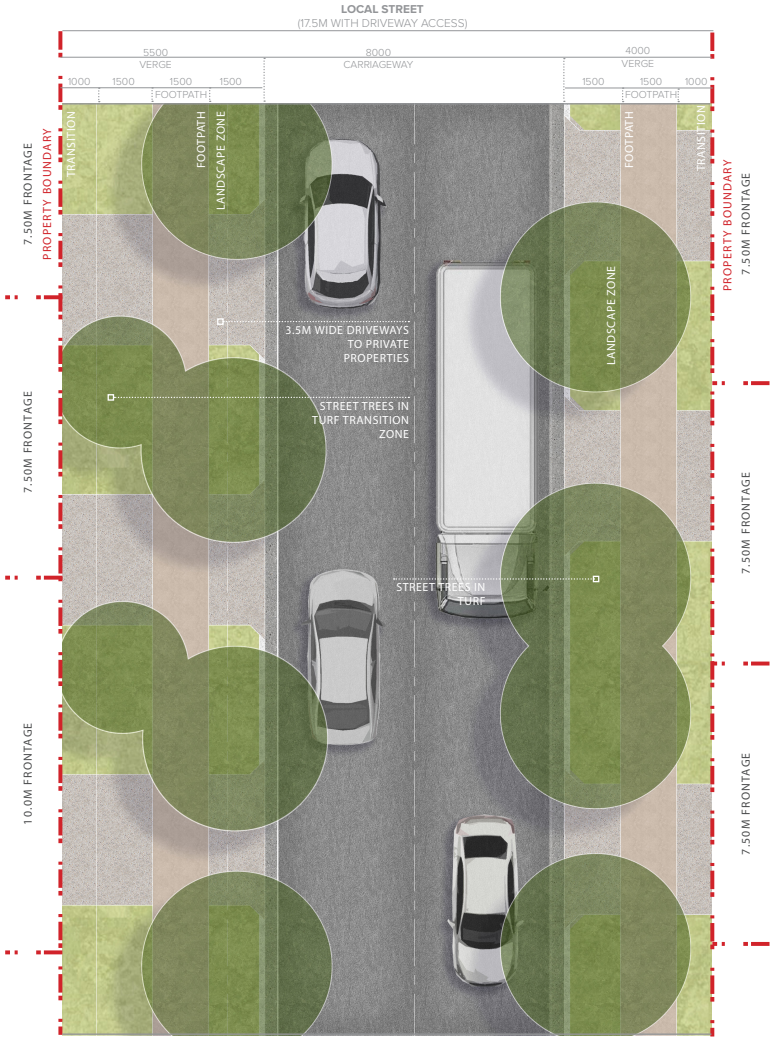
Street Sections

TYPE A: LOCAL STREET

17.5M WITH DRIVEWAY ACCESS

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

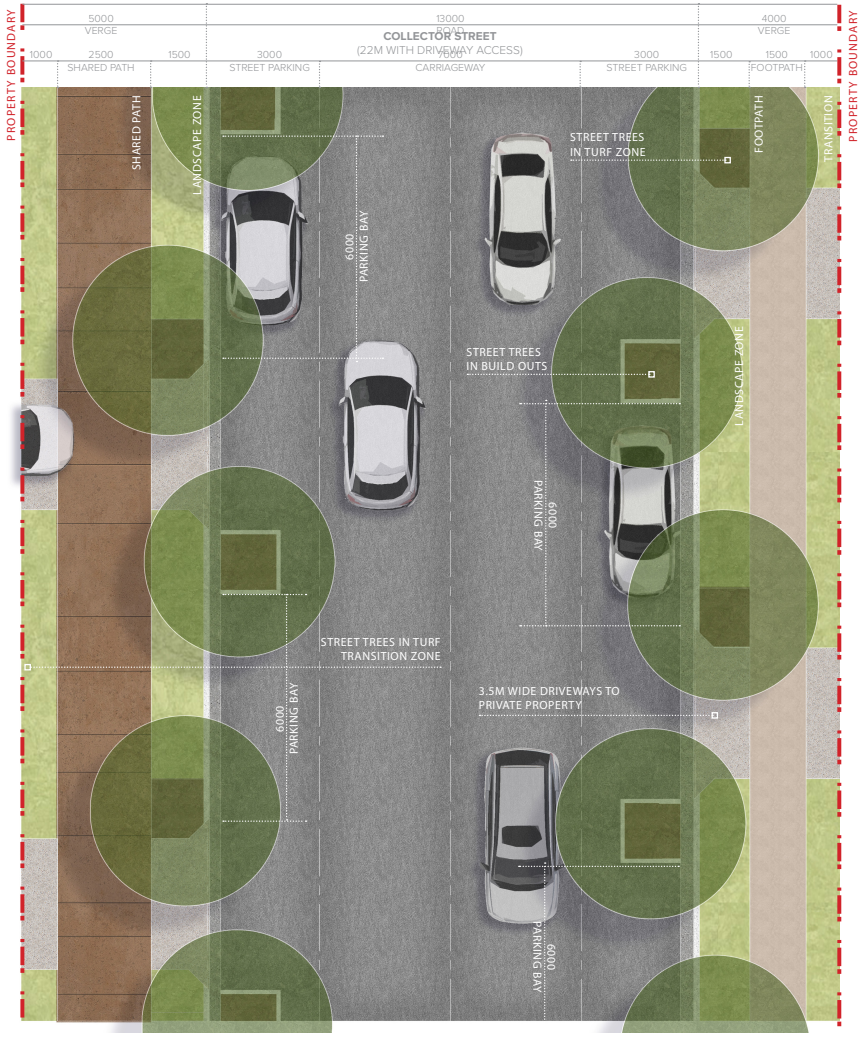
Street Sections

TYPE B: TYPICAL COLLECTOR STREET

22m WITH DRIVEWAY ACCESS

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





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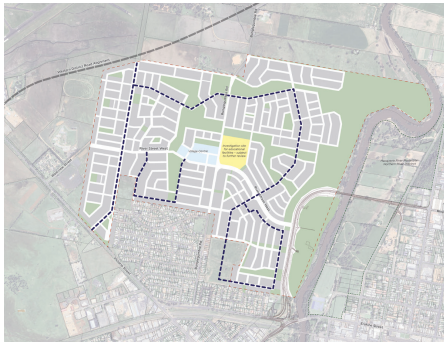
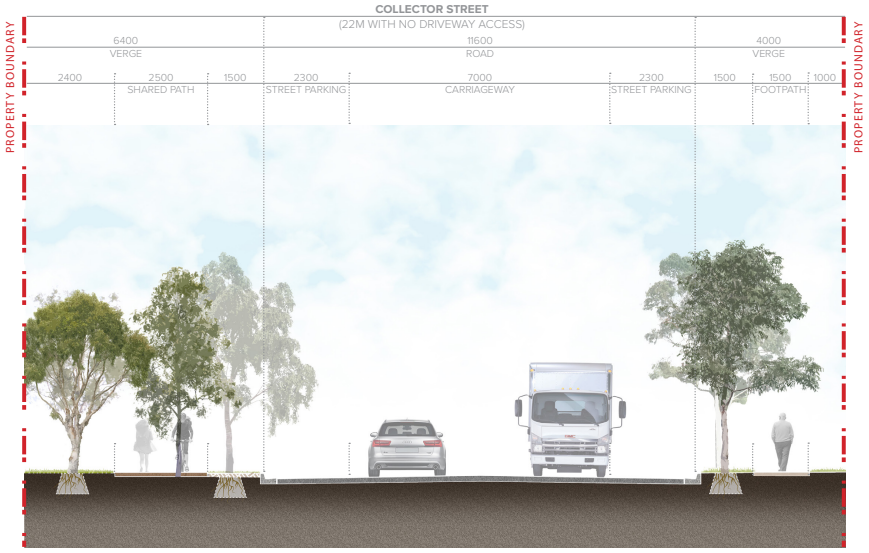


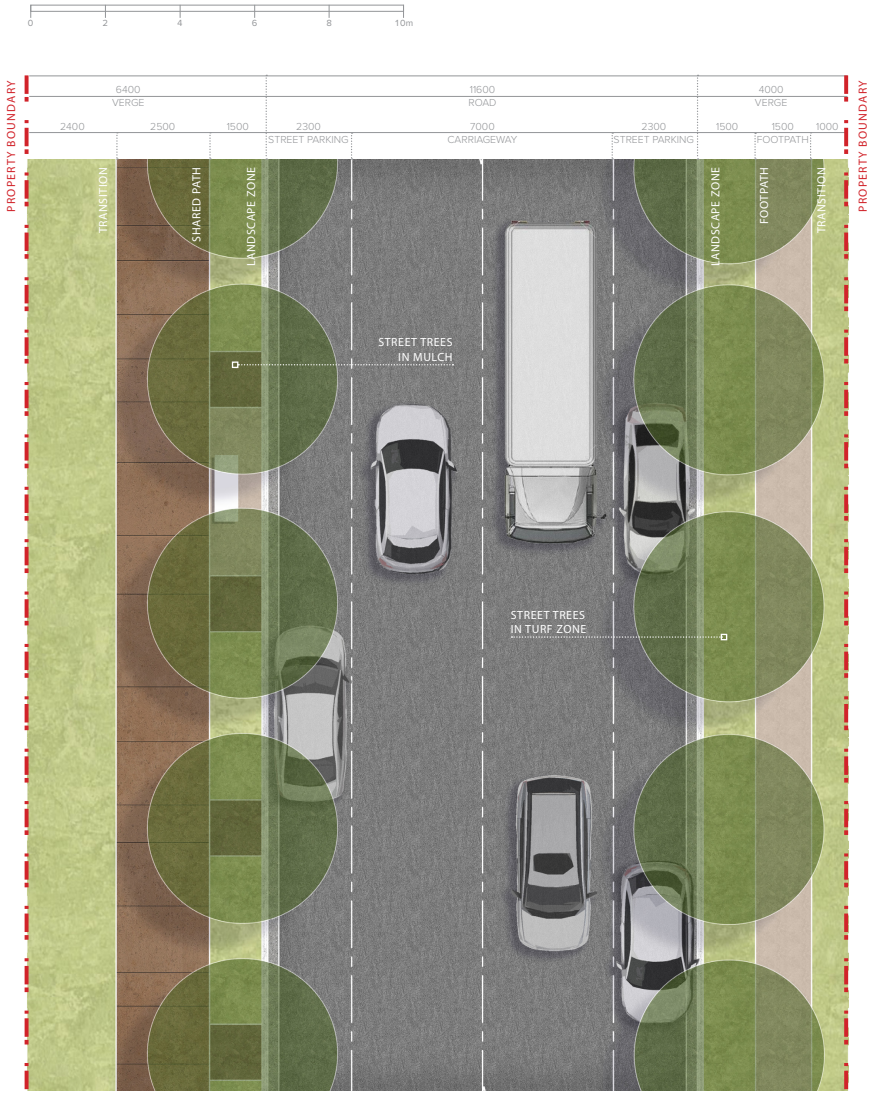
TYPE C: COLLECTOR STREET

22m WITH NO DRIVEWAY ACCESS

If a 22m street has driveway access, Type A applies. If a 22m street does NOT have driveway access, Type B or C applies.

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





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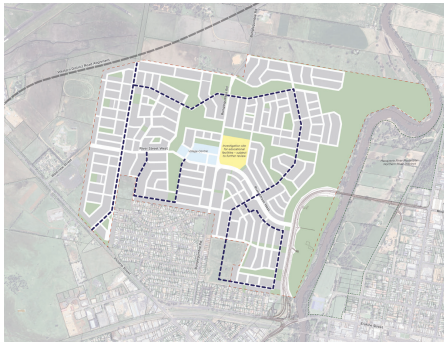
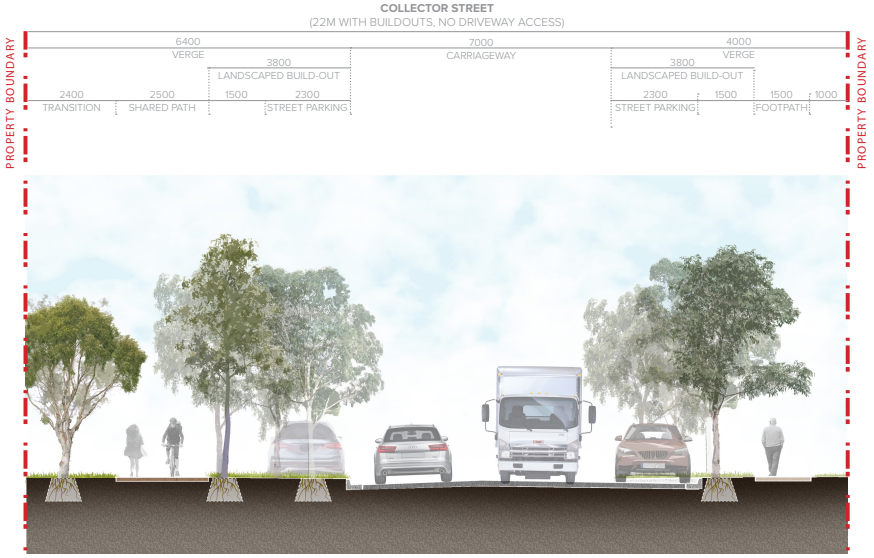


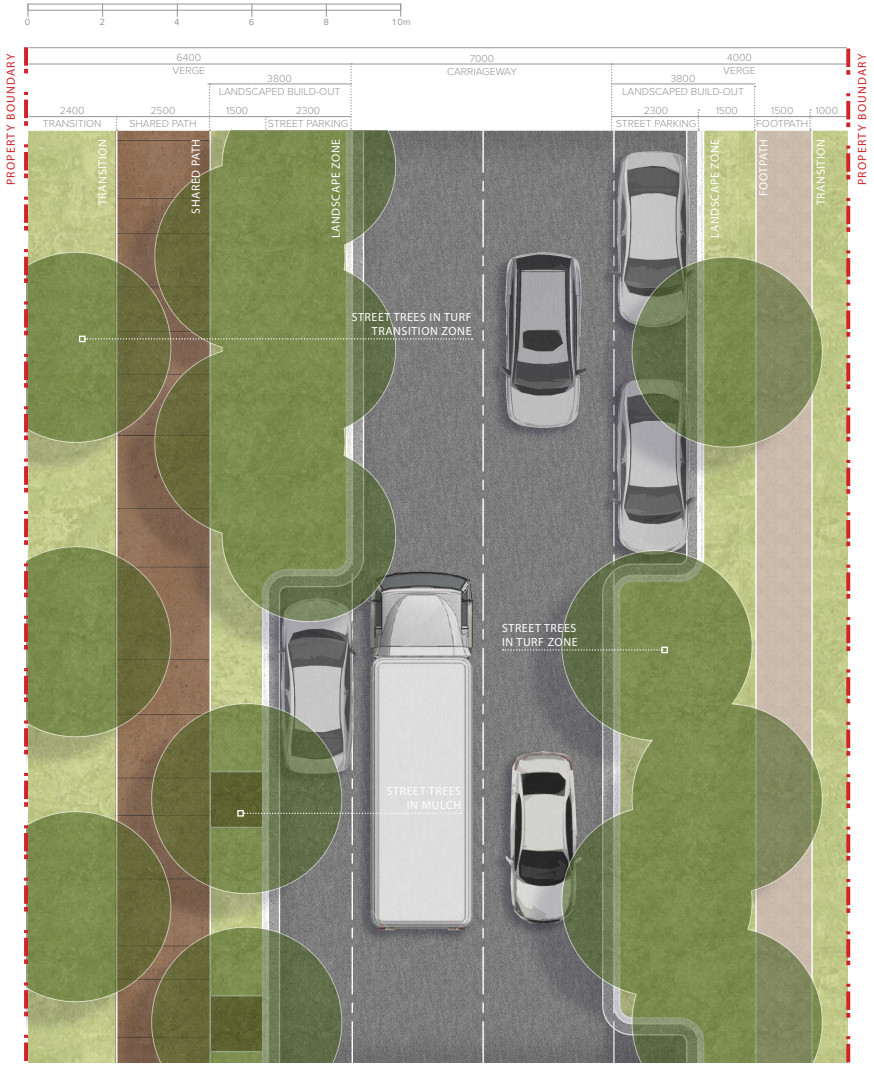
TYPE D: COLLECTOR STREET

22M WITH BUILD OUTS, NO DRIVEWAY ACCESS

If a 22m street has driveway access, Type A applies. If a 22m street does NOT have driveway access, Type B or C applies.

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





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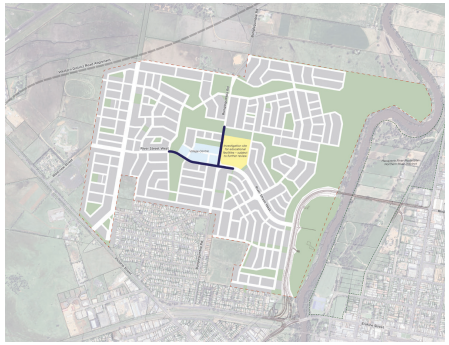
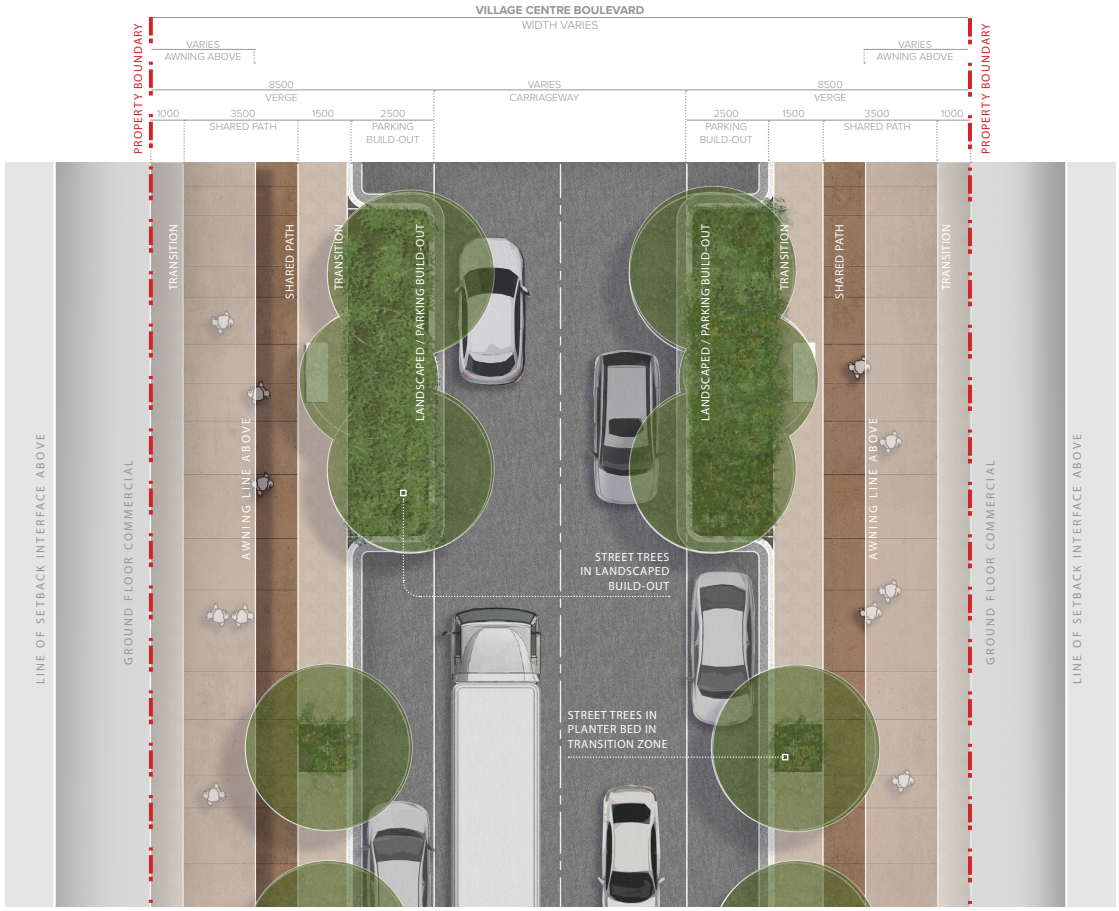


TYPE E: VILLAGE CENTRE BOULEVARD PLAN

WIDTH VARIES, COMMERCIAL DEVELOPMENT INTERFACES

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





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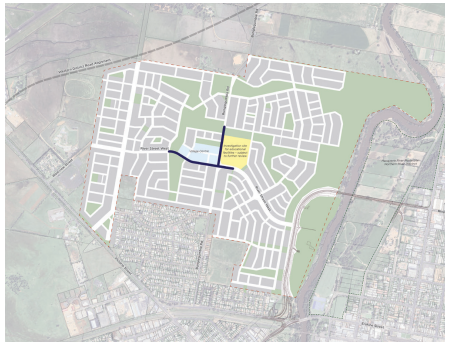
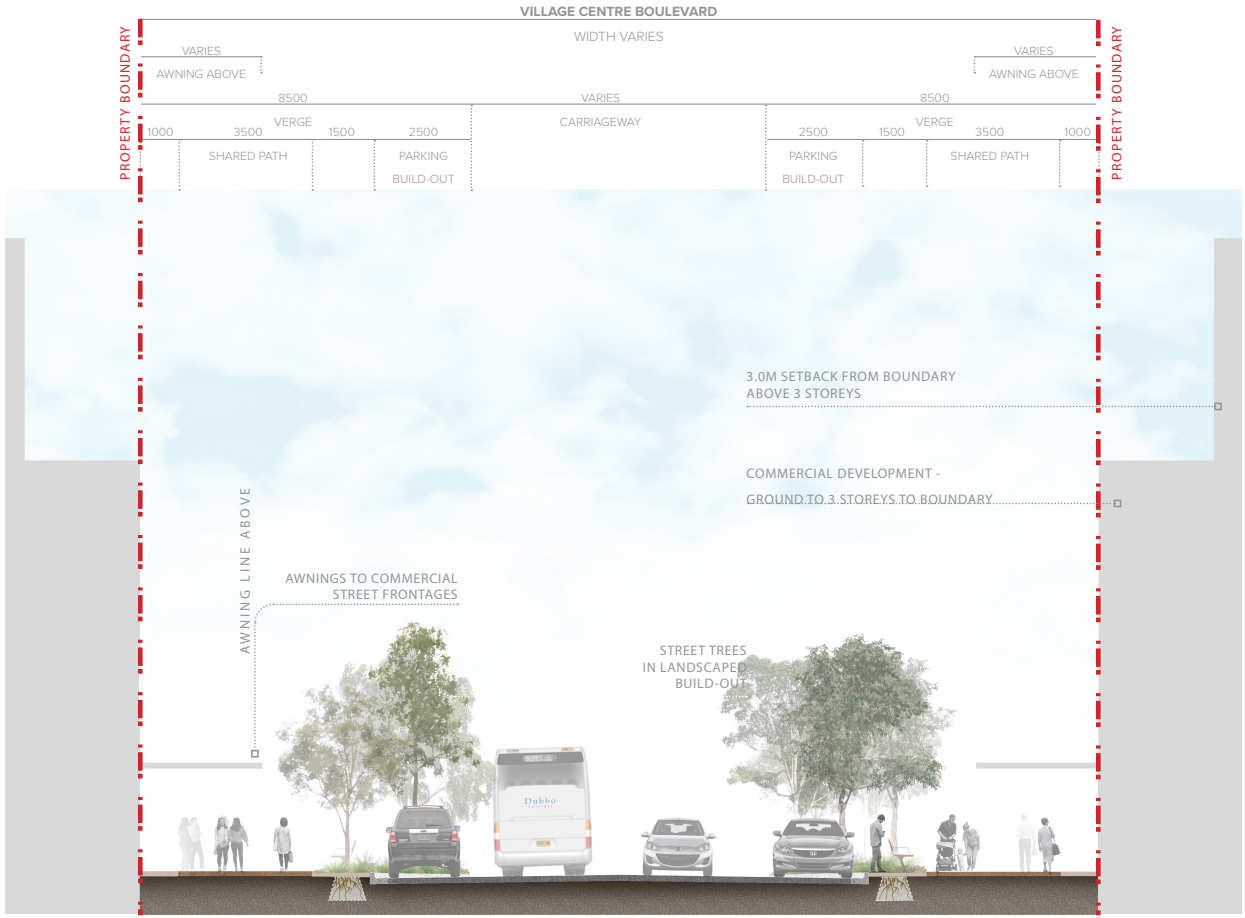


TYPE E: VILLAGE CENTRE BOULEVARD SECTION

WIDTH VARIES, COMMERCIAL DEVELOPMENT INTERFACES

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.



TYPE G: RIVER STREET WEST

TYPICAL SECTION

The proposed streetscape works of the River Street West Boulevard sees the significant green corridor flanking the road carriageways.

A 3.5m wide shared path meanders under tree canopy to the Northern verge facilitating active transport between the village centre and the open space network beyond. The route is animated with streetscape furniture and pedestrian lighting.



Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.



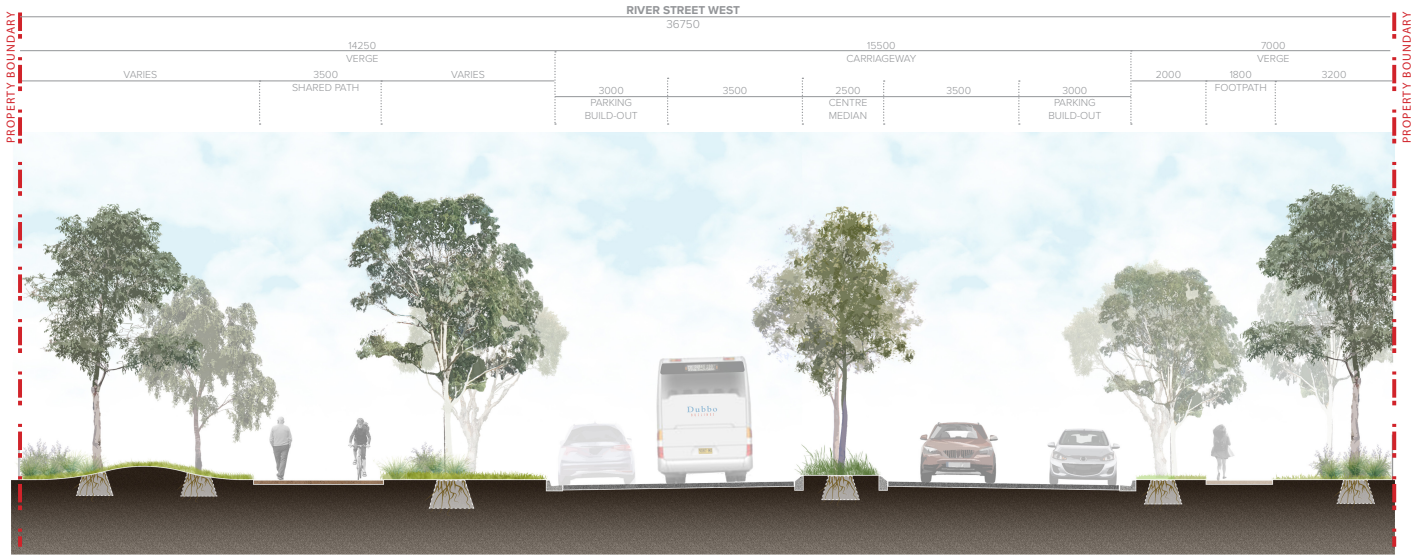
TYPE G: RIVER STREET WEST

TYPICAL SECTION

The proposed streetscape works of the River Street West Boulevard sees the significant green corridor flanking the road carriageways.

A 3.5m wide shared path meanders under tree canopy to the Northern verge facilitating active transport between the village centre and the open space network beyond. The route is animated with streetscape furniture and pedestrian lighting.





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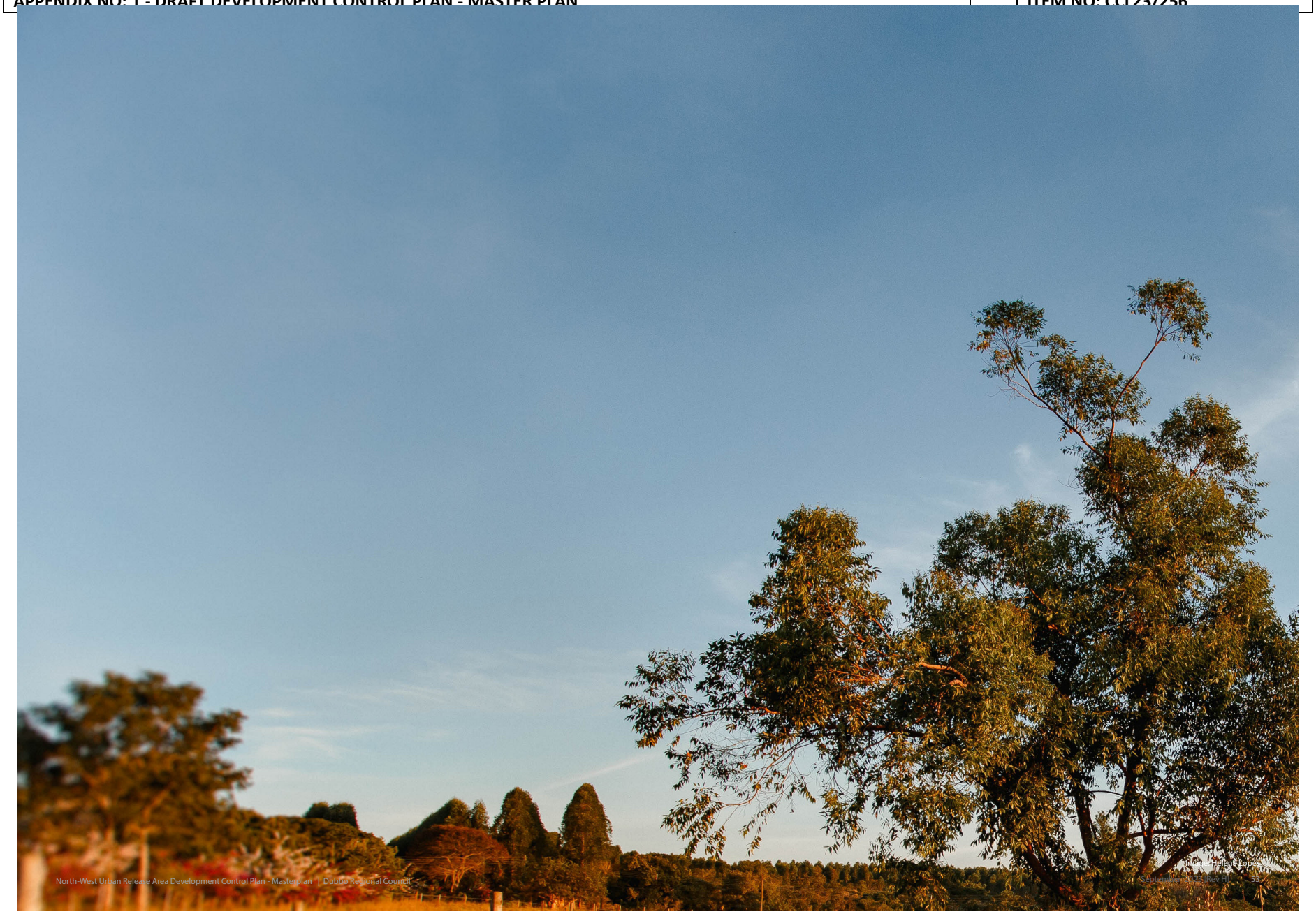
North-West Urban Release Area Development Control Plan - Masterplan | Dubbo Regional Council

North-West Urban Release Area

Development Control Plan – Stage 1

DRAFT DRAFT

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DRAFT

1.0 Introduction

1.1 Name and application of this Plan

This Development Control Plan is known as North-West Urban Release Area (NWURA) Development Control Plan 2023.

1.2 Land to which this Plan applies

This Plan applies to land within the North-West Urban Release Area as outlined in red.



***Figure 1**: Site Location Plan (area to which this plan applies bordered in red)*

1.3 The Vision and Desired Future Character

The NWURA vision and desired character embeds the provision of high-quality and innovative housing alongside retail and commercial services, a hierarchy of new roads and active transport connections, and well-connected open spaces. The North-West Urban Release Area will support diverse housing opportunities leveraged off quality green spaces such as the riverfront linear park network and will integrate and connect to the Dubbo Regional Airport, the CBD, the Macquarie River, and surrounding residential suburbs. The connections to and integration with surrounding land uses will encourage various and sustainable travel modes, a strong community character, and social interaction.

The NWURA will ultimately feature a village centre offering a range of commercial, mixed use, and potential educational (primary and secondary school) development opportunities designed to provide for the needs of local residents within walking and cycling distance from home. The mixed-use development located within the village centre will also incorporate seniors housing opportunities and associated medical support services.

Employing the principles of the United Nations Sustainable Development Goals, the NWURA seeks to integrate built form with environmental outcomes and considerations. The urban framework responds to the environmental characteristics of the site, including open space, existing significant vegetation, site surface hydrological features and the underlying groundwater flows. The framework will seek to maximise opportunities for open spaces and vegetation to ensure the effects of local environmental extremes and climate change impacts are mitigated on streets, dwellings and future populations.

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

(a) The establishment of the urban framework through the delivery of key roads, open spaces and transport linkages.

(b) The provision of new open space areas and green linear corridors to maximise pedestrian and cycle access as well as incorporate infrastructure, where appropriate, including stormwater drainage and stormwater quality control measures to protect the water quality in the Macquarie River.

(c) Buffers or controls for future development at the interfaces to other land uses and noise producing activities on adjoining land.

(d) The preservation of existing trees and introduction of tree planting in streets, open spaces and linear parks to maximise the urban tree canopy cover and

mitigate urban heat-island effects.

(e) The promotion of high quality urban design outcomes delivering environmental, social and economic sustainability.

(f) Provision of greater housing diversity and choice.

(g) Inclusive public spaces and access to amenities and services.

(h) Embedding of a positive legacy for Dubbo.

These outcomes will be possible once the detailed planning of the Precinct has been completed in accordance with the North-West Dubbo Master Plan. This DCP seeks to facilitate initial residential development in accordance with the existing provisions of the Dubbo Regional LEP 2022.

Initial development of the NWURA will commence in the south eastern area of the Precinct and will be within easy walking and cycling distance to the Dubbo CBD and integrate with the existing Dubbo urban footprint. The proximity to the CBD provides ready access to services and facilities for incoming residents and maintains the primacy of the CBD.

1.4 Statutory context

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

The Plan was adopted by Council and commenced on XXXXXXX.

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

This DCP will be reviewed and will be amended to respond to the on-going planning for the NWURA. The urban framework has been designed to accommodate and cater for evolving housing trends and advances, climate change and technological advances.

1.5 Relationship to other plans and documents

Under the Act, Council is required to take into consideration the relevant provisions of this Plan in determining Development Applications on land to which this Plan applies.

In addition to the provisions of the Dubbo Regional LEP 2022, the DCP must be read in conjunction with:

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

1.6 How to use and navigate this DCP

This DCP is divided into two sections:

A. Staging and Implementing the Urban Structure
This section seeks to create an urban landscape that includes the embellishment of land to preserve and manage natural systems, create active and passive open spaces, and implement an accessible road and open space network.

B. Subdivision and Built Form
This section provides subdivision controls and to create lots consistent with the end use, as well as final building form on the lots, including setbacks, built form principles, landscaping and lot sustainability initiatives.

Each part identifies the key planning issues that the Council will consider when assessing development applications for that stage of the development.

The DCP provides a clear understanding of Council's expectations for the proposed development as shown in the table below:

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

1.7 Monitoring and Review

This DCP responds to the staged development process of the North-West Urban Release Area and will be revised over a period of time through an iterative process, as the planning and development of the Precinct evolves.

Future revisions of this DCP will be prepared to support the implementation by Council of the land use zoning, densities and infrastructure outcomes identified in the North-West Urban Release Area Precinct Plan.

1.8 Supporting Studies

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

- Draft North-West Urban Release Area Master Plan 2023
- North-West Urban Release Area Precinct Plan 2023
- Dubbo Regional Council Open Space Masterplan 2018
- Dubbo Transportation Strategy 2020
- Dubbo Regional Airport Master Plan 2019
- Martens water cycle management
- Traffic impact assessment by STC Consulting

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2.0 Staging and Implementing the Urban Structure

The urban structure for the area will be created through the delivery of roads and open spaces. The character will evolve and guides how these spaces are embellished. The envisioned urban landscape will support both the future and surrounding community.

Development will include initial earthworks as well as subdivision to dedicate and/or embellish environmental corridors and parks as well as the creation of roads and pedestrian/cycleway connections and stormwater corridors.

To facilitate the delivery of the urban framework there are a number of unformed road reserves within the NWURA that may be required to be closed by Council and replaced with the transport network envisioned in the overall Master Plan.

2.1 Staging

An important consideration for the NWURA is the staging of release which is shown in **Figure 2**. Stage 1 only is identified for initial release but shown in the context of the urban framework intended to be achieved for the entire Precinct as Council's planning for the area progresses. As planning progresses further stages for release will be identified, and each Stage should implement the works required to build on the urban structure, and extend important infrastructure to those stages.



Figure 2: *Stage Identification Plan*

It is anticipated that Stage 1 in the south- east area of the NWURA will address the extension of key utility services to the site. Stage 1 and the broader NWURA will benefit from and ultimately utilise the access created by the delivery of River Street West (Sub Arterial Road) connecting to the Newell Highway and the new River Street Bridge.

After Stage 1, the roll out of stages will relate to infrastructure sequencing. However, the likely delivery will be generally in accordance with the overall Staging Plan.

Variations to the staging order can occur if it is demonstrated that the delivery will not adversely impact the efficiency of the release, or undermine the overall implementation of the urban structure.

2.2 Initial Earthworks

Objectives

2.2.1 To create an appropriate landform across the site which allows for a high quality and accessible living environment; tied seamlessly into local and district open space

areas within the development and adjoining natural and urban areas.

2.2.2 To facilitate the initial delivery of necessary servicing infrastructure.

Performance Measures

These objectives may be achieved where:

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

(b) Earthworks allow for the creation of adequate grades to facilitate the provision of drainage, access and other services.

2.3 Urban Infrastructure for Stage 1

Development of Stage 1 will be generally consistent with and deliver the roads and open spaces as shown in **Figure 2.** Delivery of this layout in Stage 1 will align with, and connect to the anticipated future vision for the area through future stages to deliver the overall vision for the area as shown in **Figure 3**.

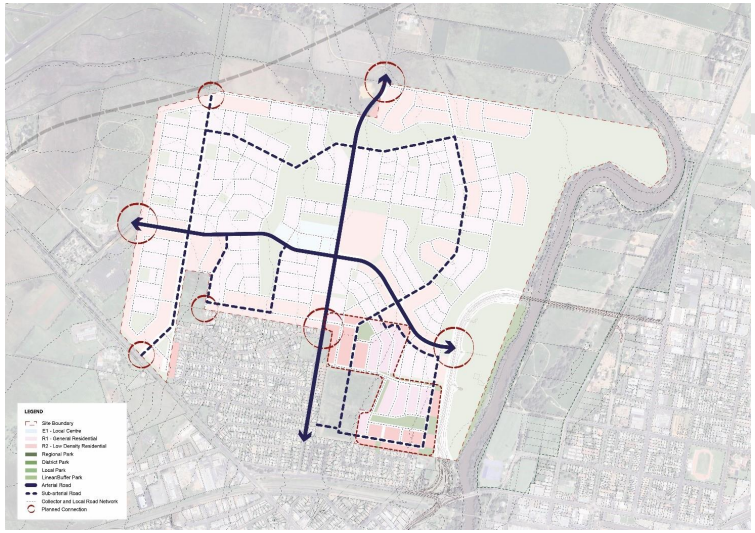

***Figure 3**: Stage 1 in context*

Development of Stage 1 will be delivering the urban infrastructure (roads and open space identified within Stage 1 at **Figure 2**).

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

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

As part of Stage 1 urban infrastructure, a planned connection will be provided at 33 Chifley Drive through an open space, as shown in **Figure 3** and **4**. This connection will be for pedestrian and bicycle connectivity only. This is considered to be an integral connection point for future residents to access the Dubbo Central Business District.

Council will undertake further investigations and consultation with Transport for NSW in respect of a pedestrian and cycle link from the Stage 1 development area along the Western side of the Newell Highway (River Street Bridge).

2.4 Streets, Movement and Accessibility

Objectives

2.4.1 To incorporate a legible road hierarchy for residential development recognising the broader strategic road proposals through and external to the site.

2.4.2 To provide a high degree of connectivity within the development area and to adjoining areas for pedestrians, cyclists, and bus users to reduce reliance on private vehicles.

2.4.3 Traffic assessments must consider key pieces of infrastructure in the broader traffic network, as identified in the Dubbo Transportation Strategy 2020 that will relieve traffic congestion on the Mitchell Highway, Newell Highway, and Erskine Street.

2.4.4 A traffic assessment will be required to identify impacts and required infrastructure upgrades to the existing local road network and state highways, as well as the timing of these upgrades to support the additional traffic generated by the development.

2.4.5 Road and public infrastructure is to consider future demand and requirements for

electric vehicles and autonomous vehicles.

2.4.6 Where relevant, development must adhere to the *Development near Rail Corridors and Busy Roads– Interim Guideline.*

Performance Measures

These objectives may be achieved where:

(a) The hierarchy of streets is to give effect to Council's strategic road proposals and provide access to the residential lots reflecting the function and traffic load on each.

(b) The road reserve widths are designed to accommodate the required urban services as well as capacity for generous street tree planting within the road reserves so as to provide shading to the road pavements.

(c) The street network is to be a modified grid system to promote pedestrian and cycle movements, modified only where necessary to respond to environmental constraints or opportunities.

(d) Cul-de-sac streets are to be avoided and will not be approved.

(e) The street network considers the needs of pedestrians and cyclists by ensuring routes provide good connectivity and are suitable for these modes. Active transport links, pedestrian paths and cycleways are to be included generally in accordance with **Figure 4**.

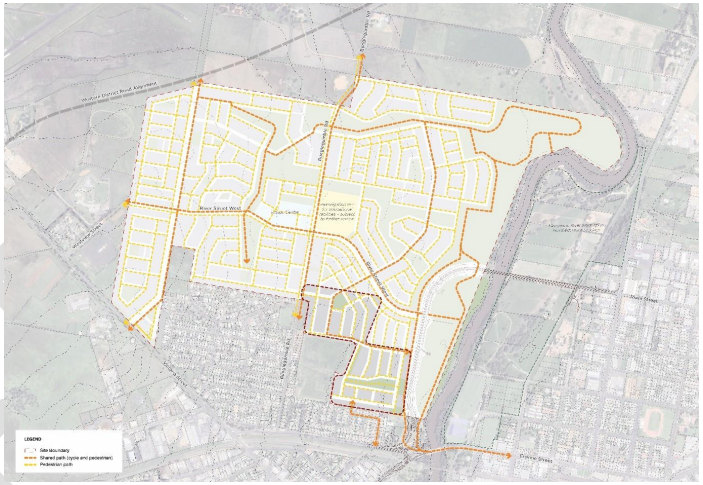

***Figure 4**: Indicative Pedestrian and Cycle Network within Stage 1*

(f) Streets provide a logical hierarchy to maximise accessibility to all parts of the community and provide an appropriate response to address key interfaces.

(g) Footpaths and cycle ways are to be provided on at least one verge, and footpaths on both verges and are to be well-lit and located where there is casual surveillance.

(h) Safe street crossings are to be provided for all street users with safe sight distances and adequate pavement markings, warning signs, regulatory signs (where applicable) and safety rails (where appropriate for cyclists).

(i) Any traffic assessment is to clearly indicate traffic volumes on key arterial and sub-arterial roads, as well as key intersections.

(j) Road hierarchy, cross sections and corridors within the development are to be implemented generally in accordance with the Dubbo Transportation Strategy 2020, and the requirements of with Council's Infrastructure Division.

(k) The sub-arterial east/west road (River Street West) is to be delivered generally in accordance with the structure plan at **Figure 3** and Road Hierarchy Plan at **Figure 5** and typical sections as shown in Master Plan.

(l) Connection is to be provided to the roundabout located centrally on the east/west

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sub-arterial road (River Street West), ensuring traffic can take advantage of the Newell Highway upgrade and connection to River Street West. No other intersections are to be provided on River Street West, unless approved by Council's Manager Infrastructure Strategy and Design.

(m) The road connecting with Bunglegumbie Road at the northern boundary of 168A Bunglegumbie Road is to be provided as a collector road eastbound through the subdivision and to the eastern boundary of the site.

Development Controls

(1) Street blocks are to be generally consistent with the layout in the structure plan in **Figure 2**.

(2) The roads within the site are to be generally consistent with **Figure 4** and the corresponding street section at **Appendix A**, the Master Plan and the requirements of Council's Infrastructure Division.

(3) Verge widths may vary to accommodate water cycle management measures, paths and landscaping. Shared paths should be set back 1000mm from the property boundary and footpaths should be setback 1000mm to the property boundary.

(4) A bus route generally consistent with **Figure 6**, with opportunities for bus stops within 400 metres walking distance of most residents to be provided. The bus stop routes are indicative only and the final stop provision will be determined at the development application stage.

(5) Landscaping design must ensure the provision of clear zones and adequate sight lines in accordance with Austroads and be reflective of the road hierarchy.

(6) Tree planting is to be in accordance with Council's Tree Planting Standards (as adopted). Landscaping plans including street tree planting is to be approved by Council.

(7) Trees are to have clearance of minimum 5 metres from street lights and 3 metres from stormwater entry pits.

(8) One street tree is to be provided per allotment. On corner allotments, one (1) street tree is to be provided on each street frontage. Each lot is to accommodate a location for at least one (1) canopy tree to the rear of future development.

(9) The pedestrian and cyclist connection at 33 Chifley Drive serves as a local park and must be constructed to include the open space area immediately to its north, i.e. as shown in **Figure 4**.

(10) The pedestrian and cyclist connection at 33 Chifley Drive as shown in **Figure 4** must only provide pedestrian and cycle connectivity. No vehicular access will be permitted at this connection.

(11) The pedestrian and cycle connection at 33 Chifley Drive as shown in **Figure 4** must be designed in accordance with Crime Prevention Through Environmental Design Principles and in consultation with NSW Police.

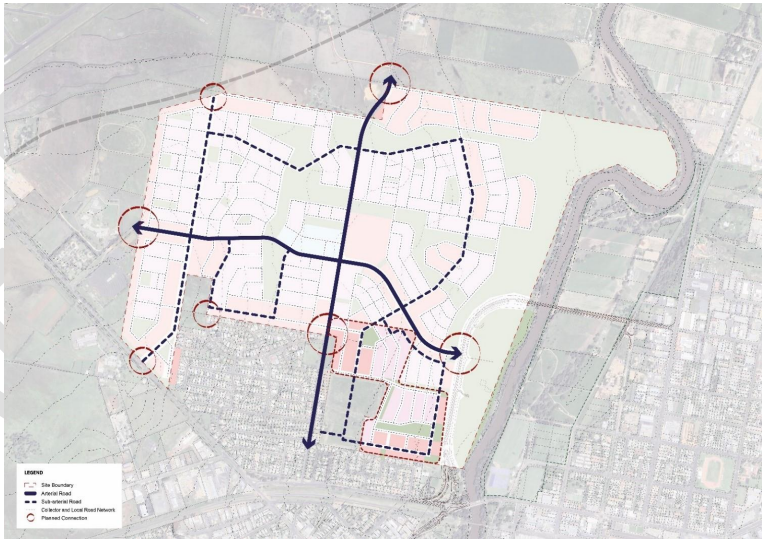

***Figure 5**: Indicative Road Hierarchy*

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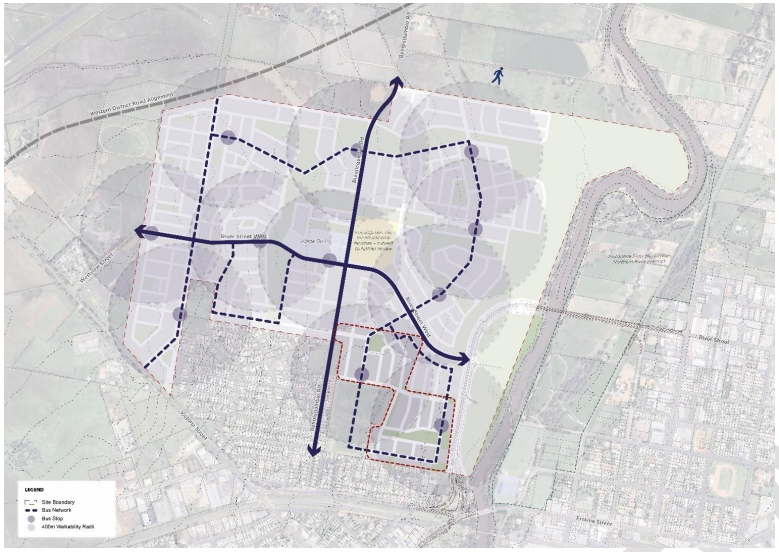

***Figure 6**: Indicative future Bus Network within Stage 1*

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2.5 Preserving Natural Elements and Open Space Network

Objectives

2.5.1 Provide a hierarchy of open spaces and connections that will contribute to the overall character and environmental sustainability of the development. Access and views to nature within and beyond the site will enhance the quality of the urban environment.

2.5.2 To create open spaces that provide a wide variety of public amenities supporting passive, informal and formal recreation uses.

2.5.3 To provide for linear drainage infrastructure and the recreational needs of the community including active recreation, local open spaces and green connections within easy access to residents.

2.5.4 To conserve natural features and vegetation on land identified for open spaces and environmental corridors to support and enhance biodiversity.

2.5.5 Design of open spaces to balance open areas for recreation and areas for increased tree canopy.

Performance Measures

These objectives may be achieved where:

(a) Open space areas, linear corridors and green links are provided in each stage consistent with the Open Space Network Map at **Figure 7**.

(b) Linear parks including drainage corridors are to include active transport links, including cycle and pedestrian paths, and other embellishments such as seating, public art and landscaping to increase the use and enjoyment of residents.

(c) Open spaces are to be bordered by streets. Buildings on the adjoining streets provide passive surveillance of parks or sports field areas.



***Figure 7**: Open Space Network Map*

Development Controls

(1) Embellishments must not impact on native vegetation.

(2) Planting species must be endemic to the area and include largely low mass planting and canopy trees with clear trunks to maintain passive surveillance of open space areas.

(3) Development proposals are to be assessed against the Biodiversity Offset Scheme (BOS) triggers under the Biodiversity Conservation Act 2016, and preparation of any necessary BDAR must be based on the total footprint.

(4) Existing native vegetation must be retained where possible.

(5) Future plantings within and adjacent to remnant native vegetation must be consistent with the existing plant community types. Avoid using invasive native scrub species such as *Callitris glaucophylla*. Species are to be approved by the Council's Community, Culture and Places Division.

(6) Any embellishment and public art is to address relevant Council requirements and

standards as set out by Council's Community, Culture and Places Division.

(7) Open space for sporting fields and local open spaces are to be embellished in accordance with Council's requirements.

(8) Local parks are to be a minimum area of 0.5ha. Local parks should be suitable for playgrounds, passive recreation, seating and shade.

(9) Linear parks are intended to function as the green spine through the development and may include stormwater open channels, sporting fields, and cycle pedestrian paths with appropriate landscaping.

(10) Regional parks and sporting fields may be either irrigated turf, hard surfaces, or a combination of both, in consultation with Council. Regional parks are to be embellished with playing fields and courts.

(11) Desired Level of Service areas are to be as per below:

Open Space	Desired Level of Service (Ha/1000 residents)
Local Parks	1.5
District Parks	3
Regional	0.5

Table 1: Desired Standard of Service (Source: Dubbo Regional Council Open Space Masterplan 2018)

2.6 Stormwater Drainage Systems

Objectives

2.6.1 To provide major and minor drainage systems which:

- Adequately protect people and the natural and built environments to an acceptable level of risk and in a cost-effective manner in terms of initial and ongoing maintenance costs, and
- Contribute positively to environmental enhancement of the Macquarie River catchment.

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

2.6.3 To provide for the legal discharge of stormwater.

2.6.4 To enable stormwater discharge from adjacent properties and its management within the development.

Performance Measures

These objectives may be achieved where:

(a) The stormwater management regime includes a treatment train incorporating piped drainage, open channels and basins within open spaces to achieve a minimum percentage reduction of stormwater pollutants.

(b) The increased peak flows from the site as a result of development do not cause harm to the environment or nuisance to adjoining land owners.

(c) Open channels to convey stormwater are to be located within minimum 20 metre wide drainage reserves. Where located next to linear parks, the parks will also have a width of no less than 20 metres that also accommodate cycleway/pedestrian paths and landscaping.

(d) The continuous base flows within the open channel system are managed with a low flow system.

(e) The stormwater drainage system has the capacity to convey stormwater flows resulting from the relevant design storm event under normal operating conditions, taking partial minor system blockage into account.

(f) Development does not alter the site's stormwater drainage characteristics in a manner that may cause nuisance or damage to downstream property.

(g) The stormwater management system is to manage any frequent base flows discharging at the outlet of the site to ensure that these flows do not exacerbate any existing downstream drainage issues.

(h) Stormwater infrastructure is designed and placed in a manner to ensure the safe operations of the Dubbo Regional Airport are not impacted. This includes ensuring drainage infrastructure is well maintained and does not collect waste over time.

(i) Stormwater discharge from the development is to be conveyed through existing pipe systems or culverts provided under the Newell Highway/River Street Bridge. A drainage strategy is to be provided.

Development Controls

(1) A Water Cycle Management Strategy is to be prepared and provided to Council prior to Stage 1 and is to manage stormwater discharges and pollutants by including, but not being limited to, one or more of the following elements:

- Rainwater tanks on each lot.
- Gross pollutant removal prior to discharging to basins.
- Bio-retention areas.

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- Detention basins.

(2) The Water Cycle Management Strategy should achieve the following reductions:

- Total Suspended Solids (TSS) – 85% reduction.
- Total Phosphorus (TP) – 65% reduction.
- Total Nitrogen (TN) – 45% reduction.
- Litter - 90% Reduction.

(3) The Water Cycle Management Strategy must demonstrate that the increased peak flows from the site as a result of development do not cause harm to the environment or nuisance to adjoining land owners.

(4) The Water Cycle Management Strategy should demonstrate:

- That stormwater can be discharged to a lawful point of discharge.
- That stormwater from any adjoining land is appropriately accommodated.
- Where appropriate, an allowance is made to plant within the water area of retention basins for increased canopy coverage and reducing heat-island effects.
- Cost and energy efficient stormwater management.
- Achievement of the performance measures of this strategy.
- Include opportunities for irrigation of open space areas.

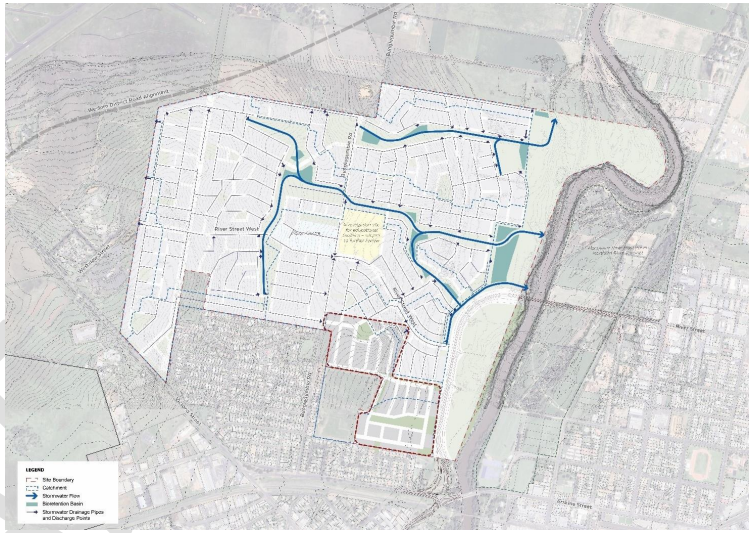

***Figure 8**: Indicative Water Management Plan*

(5) The design and construction of the stormwater drainage system is to be in accordance with the following documents:

- Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019
- Dubbo Regional Council's adopted AUS-SPEC #1 NSW 1999 Development Specification Series – Design and Construction
- Austroad Guidelines - Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface.

(6) A Sediment and Erosion Control Plan must be prepared for any earthworks and implemented in accordance with 'Blue Book – Managing Urban Stormwater: Soils and Construction'.

(7) The provision of stormwater infrastructure on the land shall be compliant with the National Airports Safeguarding Framework guidelines.

(8) Linear parks with drainage infrastructure are to achieve the minimum width of 40 metres including a 20 metres wide linear park, and minimum 20 metres wide

drainage area to convey 1% AEP flows. The linear park will provide areas for seating nodes and active transport links.

2.7 Services and Utilities

Objectives

2.7.1 To ensure residential areas are serviced with essential public service utilities including water, sewer and electricity in a cost-effective and timely manner.

2.7.2 To ensure water and sewer servicing considers the broader servicing strategy of West Dubbo and how it may impact downstream infrastructure.

Performance Measures

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

Development Controls

(1) The design and provision of utility services should conform to the requirements of relevant service authorities, to each allotment, at the full cost of the developer.

(2) Services are to be located next to each other in accordance with Council's Policy for trenching allocation in footways.

(3) Servicing for water must consider Dubbo Regional Council Integrated Water Cycle Management Plan (IWCM) and confirm there is sufficient capacity to service the Precinct.

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3.0 Subdivision, Design and Built Form

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

The development within Stage 1 will predominantly be detached dwellings with opportunities for dual occupancies.

3.1 Subdivision Controls

Objectives

3.1.1 To ensure the efficient use of zoned land and required infrastructure is achieved.

3.1.2 To ensure appropriate restrictions are included to address acoustic and drainage where required.

3.1.3 To provide a range of lot sizes to suit a variety of household types and forms of development.

3.1.4 To promote better walkability, improve access to amenities and enhance overall connectivity in the Precinct.

Performance Measures

(a) Lots are designed to optimise outlook and proximity to public and community facilities, parks and public transport with increased residential activity.

(b) Lots are created to enable the permissible development including opportunities for dual occupancies.

(c) Lots should be provided on street corners that allow development to address both street frontages.

(d) Lots should front streets and overlook open spaces to provide passive surveillance of those areas.

(e) Stormwater should be gravity drained to Council's stormwater system which may require inter-allotment drainage.

(f) Lots in locations near noise sources should include restrictions requiring acoustic fencing or acoustic treatments to facades of dwellings.

Development Controls

(1) Lots are to have a minimum frontage of 15 metres where the minimum lot size area is 600m^2 or larger.

(2) Street blocks are to be generally between 160 to 220 metres maximum in length for residential and mixed use developments.

(3) Battle-axe lots will not be supported as the Structure Plan layout has been designed to avoid the need to provide cul-de-sacs and battle axe allotments

(4) Corner lots can be larger to allow residential accommodation to positively address both street frontages.

(5) Where a development application for a subdivision triggers the Biodiversity Offset Scheme a Biodiversity Development Assessment Report (BDAR) is required.

(6) Noise impacts on land adjoining the arterial or sub-arterial roads within the Precinct, and land adjoining the Dubbo Regional Airport to the north-west of the Precinct are to be mitigated and comply with the NSW Noise Guide for Local Government. A noise impact assessment is required to identify the acoustic impacts and alleviation treatments at the development application stage if deemed required by Council. The report must identify receivers, determine background noise levels, establish noise criteria, provide predicted noise levels and assumptions, assess potential impacts.

(7) Should the acoustic assessment identify that mitigation measures are required to achieve the recommended noise levels, the acoustic impact assessment is to include the details of recommended mitigation measures and how they are to be implemented, including if necessary appropriate restrictions on title. Mitigation measures could include the incorporation of acoustic barriers into the subdivision design and/or minimum construction standards addressing as window glazing and seals.

(8) Dwellings within close proximity to arterial, sub-arterial or collector roads and rail corridors locate non-habitable rooms on the noise affected side, and enable doors to be sealed off from living areas and bedrooms.

(9) Lots proposed in Stage 1 within 100 metres of the Newell Highway bypass alignment and River Street West are to be supported by acoustic impact assessment to confirm that future dwellings on these lots will be capable of meeting the recommended design levels of 35 dB(A) Leq(9 hour) for sleeping areas (between 10pm and 7am) and 40 dB(A) Leq(15 hour) for living areas. This may be able to be achieved by constructing a solid 2.1 metre high barrier.

(10) Table 2 provides the required constructions within Noise Affected Areas with or

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without the 2.1 metre high barrier.

Noise Affected Area	Barrier Height	Level	Deemed-to-Satisfy Constructions
Noise Affected Area	2.1m High, Solid and Imperforate Fencing	Ground Floor	No Acoustic Requirement
		First Floor or above	Appendix B
	No Barrier	All levels	Appendix B

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

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

(a) Constructed at least 2.1 metres high.

(b) Constructed of a solid and imperforate material, such as 75mm thick autoclaved aerated concrete (e.g. Hebel), lapped and capped timber fencing, sheetmetal, or other material which provides a minimum acoustic performance of Rw35.

(c) Alternatively, any lot within the Noise Affected Areas may conduct a supplementary detailed acoustic assessment at the development application stage to demonstrate internal noise requirements will be satisfied with an alternative construction type.

(12) Where a landscape buffer is proposed as part of acoustic treatments, it is designed, constructed and maintained in accordance with the following:

- Earth mounding is provided where necessary to achieve satisfactory acoustic attenuation and visual screening;
- Selected plant species meet the buffer's functional requirements and require minimal ongoing maintenance;
- Selected plant species are appropriate to the location, drainage and soil type;
- Plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the buffer.

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3.2 Development near the Dubbo Regional Airport

Objectives

3.2.1 Development does not impact the safety and ongoing efficiency of the Dubbo Regional Airport.

Performance measures

(a) Development addresses the National Airports Safeguarding Framework (NASF).

(b) Developments considers a range of factors that could affect the operation of the Airport, including light glare, plumes and bird attractants.

(c) Development does not increase wind shear impacts on aircraft.

Development Controls

1) Development applications include information detailing compliance with the National Airports Safeguarding Framework.

2) Development does not impact PANS-OPS for the Dubbo Regional Airport.

3) Development in the vicinity of the airport does not protrude into the obstacle limitation surface (OLS):

- cranes do not penetrate into the OLS.
- development complies with specifications provided by the Civil Aviation Safety Authority (CASA). The OLS protects the immediate airspace in the vicinity of the airport for visual operation.

4) Any lighting associated with development in vicinity of the airport may be subject to lighting limitations as advised by CASA.

5) Development must take into consideration any amenity impacts resulting from the airport operations, including but not limited to noise and vibration. Noise sensitive development near the vicinity of the airport may be required to demonstrate that noise impacts from aircrafts and airspace operations are minimized, including via building noise attenuation.

6) Development minimises the hazard to aircraft operations created by the presence of birds and or animals resulting from the development, and does not attract wildlife.

7) Development does not release emissions that could cause air turbulence or reduce the visibility or operation of aircraft engines.

8) Development does not create a physical line-of-sight obstruction between transmitting or receiving devices that:

- transmits an electromagnetic field that will interfere with the functioning of the airport;
- contains a reflective surface that will interfere with the functioning of the airport.

3.3 Lot and Site Controls

Objectives

3.3.1 Residential housing is sited to contribute to the desired streetscape appearance and neighbourhood character.

3.3.2 To ensure habitable rooms of dwellings and private open space within the development and in adjacent development can receive adequate sunlight, ventilation and amenity.

3.3.3 To ensure that there is no conflict with existing services such as power, water, sewer and stormwater.

Performance Measures

(a) Dwellings must comply with the standards outlined in the Dwelling Controls Table.

(b) Development applications are to demonstrate how the dwelling design and site planning responds to passive energy conservation principles including solar access, prevailing weather and cross ventilation.

(c) Dwellings are to be sited to face the street, with visible front entries and habitable rooms fronting the street, particularly at ground level.

(d) Dwellings are to achieve at least 3 hours of sunlight to a main living area between 9am and 5pm, in mid-winter (21st June).

Development Controls

(1) Dwellings must comply with the development standards outlined in Dwelling Controls at Table 3.

(2) Where a dual occupancy is located on a corner block, the development is designed to face each street frontage.

(3) Driveways are to be located clear of obstacles such as power poles, trees, and stormwater pits.

(4) Garages and carports for a single dwelling on a secondary frontage of a corner allotment may extend beyond the alignment of the secondary façade of the dwelling but shall achieve a minimum 5.5 metre setback from the secondary property boundary.

Note: The controls listed below are specific to North-West Urban Release Area (Table 3) and must be read in conjunction with other controls in Part 3 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

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	Dwelling House		***Dual Occupancy***	***CDC***
Lot Range	***>600sqm <900sqm***	***>900sqm***	***>600sqm***	***>600sqm***
Minimum lot width	15 metres	25 metres	15 metres	15 metres (12 metres if parking accessed from a secondary street)
Landscaped Area (Min)	15%	35%	20%	Minimum 50% of the parent lot area minus 100m^2.
	A minimum of 25% of the lot forward of the building line is to be landscaped. *A minimum of 50%of the lot located behind the building line is to be landscaped.*			*A minimum of 25% of the lot forward of the building line is to be landscaped.* *A minimum of 50%of the lot located behind the building line is to be landscaped.*
Principal Private Open Space (Min)	25sqm with a minimum dimension of 5 metres	25sqm with a minimum dimension of 5 metres	256sqm with a minimum dimension of 5 metres	16sqm with a minimum dimension of 3 metres
	50% of the area of the required PPOS (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)			
Setbacks	***>600sqm <900sqm***	***>900sqm***	***>600sqm***	
Front setback (Min)	4.5 metres to building façade line 3 metres to articulation zone*	6 metres to building façade line 4.5 metres to articulation zone*	4.5 metres to building façade line 3 metres to articulation zone*	4.5 metres to building façade line 3 metres to articulation zone*
Secondary Street Setback (Min)	3 metres	3 metres	3 metres	2 metres
Side Setback (Min)- Ground floor**	0.9 metres	1.5 metres**	0.9 metres	Min 0.9metres increasing by 25% for any wall height above 4.5 metres
Side Setback (Min) – First Floor**	1.5 metres	2 metres**	1.5 metres	Min 0.9 metres increasing by 25% for any wall height above 4.5 metres
Rear Setback (Mn)	3 metres	3 metres	3 metres	3 metres for wall less than 4.5 metres in height. 8 metres for wall height 4.5 metres to 8.5 metres
Classified Road Setback (Min)	9 metres	9 metres	9 metres	9 metres
Public Reserve Setbacks (Min)	3 metres	3 metres	3 metres	30 metres
Garage and Outbuilding Setbacks	***>600sqm <900sqm***	***>900sqm***	***>600sqm***	
Front Setback (Min)	5.5 metres to façade of garage 1 metres behind building façade line Third garage to be setback 2m behind building façade line	7 metres to façade of garage 1 metres behind building façade line Third garage to be setback 2 metres behind building facade line	5.5 metres to façade of garage 1 metres behind building façade line	4.5 metres
Secondary Front Setback	5.5 metres to façade of garage 1 metres behind building facade line Third garage to be setback 2 metres behind building façade line	5.5 metes to façade of garage 1 metres behind building facade line Third garage to be setback 2 metres behind building façade line	5.5 metres to façade of garage 1 metres behind building façade line	2 metres
Percentage of dwelling frontage(max)	The width of a garage shall not be greater than 50% of the total width of the lot measured at the building façade line.			
Car Parking	Maximum garage width 3 metres (single) and 6 metres (double) 1 bedroom dwelling – minimum 1 garaged car space 2+ bedroom dwelling – minimum 2 parking spaces, with at least 1 garaged space			Minimum of 1 car parking space per dwelling

Table 3: Summary of residential controls - North-West Urban Release Area

**Open verandah's, bay windows, balconies, and pergolas, if appropriately designed, are permitted within the articulation zone.*
***Lots greater than 600sqm should have greater side setbacks.*

3.4 Built Form and Streetscape Controls

Objectives

3.4.1 Residential housing is in keeping with the desired future streetscape and neighbourhood character of well landscaped public domain areas and front setback areas.

3.4.2 To ensure landscaping is appropriate in nature and scale for the site and the local environment.

3.4.3 To provide street tree planting that creates a pleasant environment and contributes to street character.

Performance Measures

(a) Built form should display a variety of materials, colours and shading structures, with garages integrated into the overall architectural form and design.

(b) Avoid bland façade presentation to the street through the inclusion in designs of façade and roof articulation, variable materials and finishes selection.

(c) The frontage of buildings and their entries are readily apparent from the street.

(d) Encourage the use of materials in the construction of new dwellings that are compatible with adjoining dwellings, and the streetscape in terms of material, colour and form.

(e) Fencing on corner allotments does not impede motorists' visibility at the intersection.

(f) Verandahs and balconies are encouraged.

(g) Landscaping is provided at a scale and density which is appropriate for the development.

Development Controls

Design

(1) The primary street façade of a dwelling must incorporate at least two (2) of the following design elements as part of the articulation zone:

(a) Entry feature or porch

(b) Awnings or other features over windows

(c) Verandahs, pergolas or similar features above ground level door entries

(d) Bay windows; or

(e) Window box treatments.

(2) Dwellings on corner lots:

(a) Must address both the primary and secondary road frontage.

(b) Walls facing the secondary frontage (corner lots) shall have an active frontage (i.e., at least one window).

(c) Avoid repetition and monotonous designs within the streetscape

(3) The front elevation of any two (2) storey dwelling shall include of a combination of single and two storey elements. These elements may include a verandah, porch, bay window or single storey attachment.

(4) External wall heights are not to exceed 8 metres above finished or natural ground level (whichever one is lower) to the underside of eaves at any point.

(5) All dwellings have eaves in proportion with the roof pitch or alternative treatment to provide appropriate shading to openings, particularly on exposed western elevations.

(6) Rooftop solar collectors, satellite dishes and antennae should be located and/or finished to ensure they have limited visual impact from the street.

(7) Windows located on the roof should not dominate the roof.

(8) Bright, strong colours, black/dark will not be supported. Services which penetrate the roof and flashing should be painted or finished in a material that is consistent with the roof colour.

(9) Where dual occupancy is situated on corner blocks (where one is not a laneway), the development is designed to face each street frontage.

(10) Two (2) storey dwellings and outbuildings will consider overshadowing and visual privacy to the existing or likely private open space areas of adjoining residential lots. Shadow diagrams are to be submitted to demonstrate the impact of overshadowing on adjoining and adjacent allotments for any residential development above single storey.

Materials

(1) Walls are to utilise rendered or bagged masonry, face brick or weatherboard materials (timber, fibre cement or corrugated metal profiles). Alternative materials that meet the objectives may be considered on merit.

(2) Roof coverings are to utilise corrugated metal, flat or low profile tile materials.

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(3) Roof colours and materials are to be thermally reflective and be of lighter shades (other than reflective shades of white).

(4) Roofs that absorb heat are not supported. Roof materials to minimise glare, particularly for those near the Dubbo Regional Airport.

Fencing

(1) Any front fencing is to be of quality construction. Front fences have a maximum height of 1.2 metres if solid or less than 50% transparent and 1.5 metres if greater than 50% transparent.

(2) Fencing on corner lots is to be either splayed, set-back, reduced in height or transparent to maintain visibility for motorists.

(3) Where there is no front fencing then suitable dense hedging or other landscaping is to be provided to create clear boundary delineation.

(4) Any front and side fencing forward of the front building setback is to be a maximum 1.2 metres in height and is to be finished on both sides to the same level of quality. Where there is no fence forward of the building line, it is required that side fencing returns into the building at the front building line.

(5) Side and rear fencing is to have a maximum height of 1.8 metres behind the front building line.

(6) Chain or solid metal fencing is not permitted for front fencing or forward of the front building line. Defining pillars and/or well detailed posts are encouraged.

(7) Permitted front fencing materials are to be:

(a) Timber or metal slat fencing (vertical or horizontal) with stained or painted finish.

(b) Wrought iron feature fencing.

(c) Timber post and rail fencing with stained or painted finish.

(8) For corner lots, the secondary street frontage fencing is to be a maximum height of 1.2 metres for the first 30% of the lot length from that frontage. The remaining secondary fencing is to be a maximum height of 1.8 metres. Fencing on corner allotments must not impede motorists' visibility at the intersection.

(9) Chain link fencing is not permitted.

Landscaping

(1) A landscape plan is required to be provided for assessment with the lodgement of development applications to ensure the species selected screen and soften the development and are suitable for the local climate (gardens with watering requirements).

(2) Landscaping is to be planted in a manner to ensure the amenity of adjoining and adjacent properties is not impacted.

(3) Each dwelling house is to be provided with at least one (1) canopy tree in the front setback and one (1) canopy tree in the rear yard. The canopy trees planted are to be appropriate native species to support local bio-diversity.

(4) Trees are to be planted in accordance with Council's Street Tree Planting Standards to minimise the future risk of damage to public and private infrastructure.

(5) Tree root zones should be sized appropriately and show appropriate tree root protection structures or vaults in accordance with Council's Standard Tree Planting drawings.

(6) Cross-sections should show deep root zones of trees.

(7) Tree species are to be predominately endemic to the Dubbo area, or otherwise approved by Council's Community, Culture and Places Division, and take into account the size of the tree in relation to the scale of the landscape that they are being planted. This would enable an assessment of the suitability of the landscape for the subdivision and minimise future conflicts.

(8) Construction of pedestrian paths/cycle ways, water management basins and drainage structures should avoid remnant trees as a priority and provide a clear managed edge for bushfire hazard protection.

3.5 Access, Parking, Garages and Driveways

Objectives

3.5.1 To provide adequate and convenient parking for residents, visitors and service vehicles.

3.5.2 Driveways to have the smallest configuration as practical and be as per Australian Standards.

Performance Measures

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

Development Controls

(1) Dwelling house and dual occupancy development is to provide the following vehicle

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parking requirements:

(a) 1 bedroom dwelling – minimum 1 garaged car space

(b) 2+ bedroom dwelling – minimum 2 parking spaces, with at least 1 garaged space

(2) Where garages form part of the front of a dwelling, the garage doors should not exceed more than 50% of the total width of the dwelling frontage.

(3) Garage doors facing the street are not to exceed a width of 6 metres in total.

(4) Driveway pavement areas are to be minimised and the use of pervious treatments are encouraged.

(5) Driveways are to be located clear of obstacles such as power poles, and stormwater pits.

(6) Freestanding garages or sheds will be single storey and located so as to not compromise the minimum landscape area or usability of private open space or overshadow adjoining private open space areas.

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Appendix A – Road Sections and Descriptions

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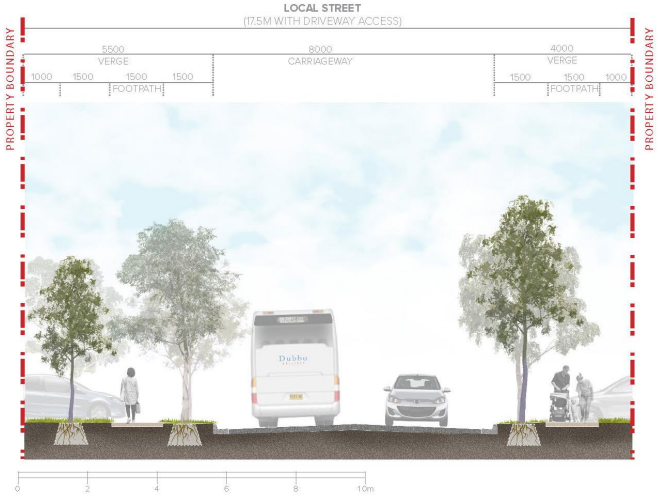
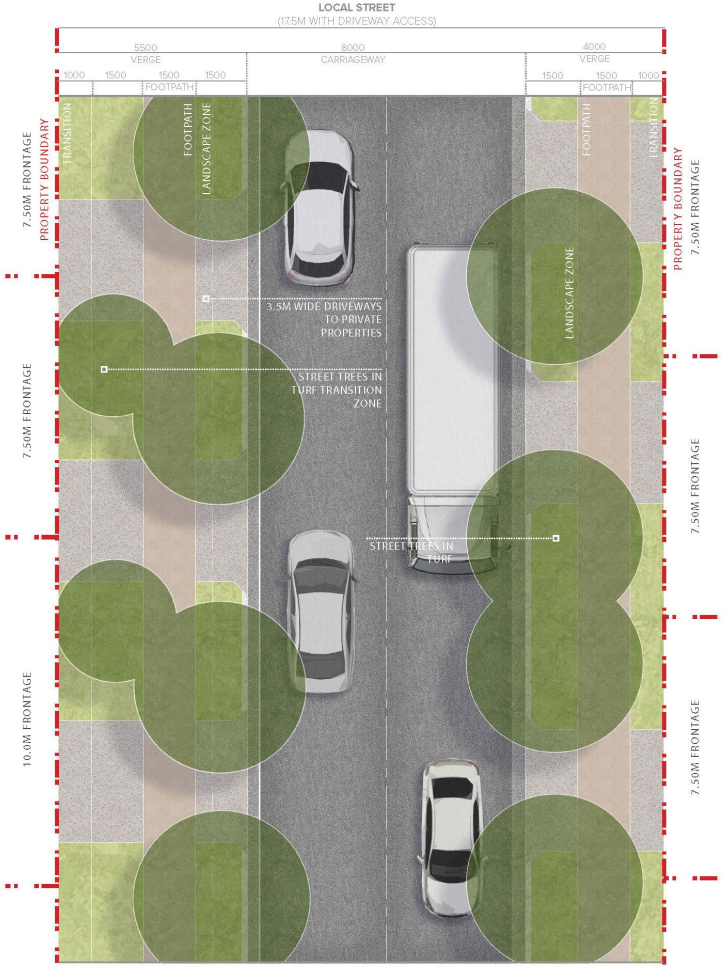
Street Sections

TYPE A: LOCAL STREET

17.5M WITH DRIVEWAY ACCESS

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





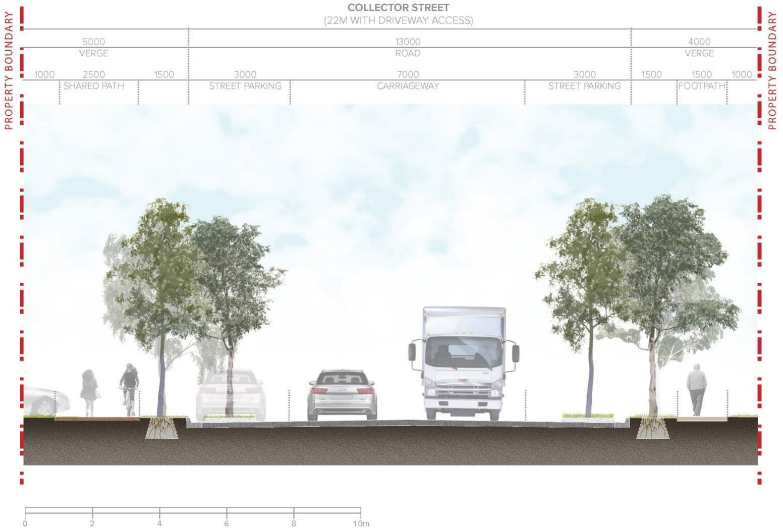
Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

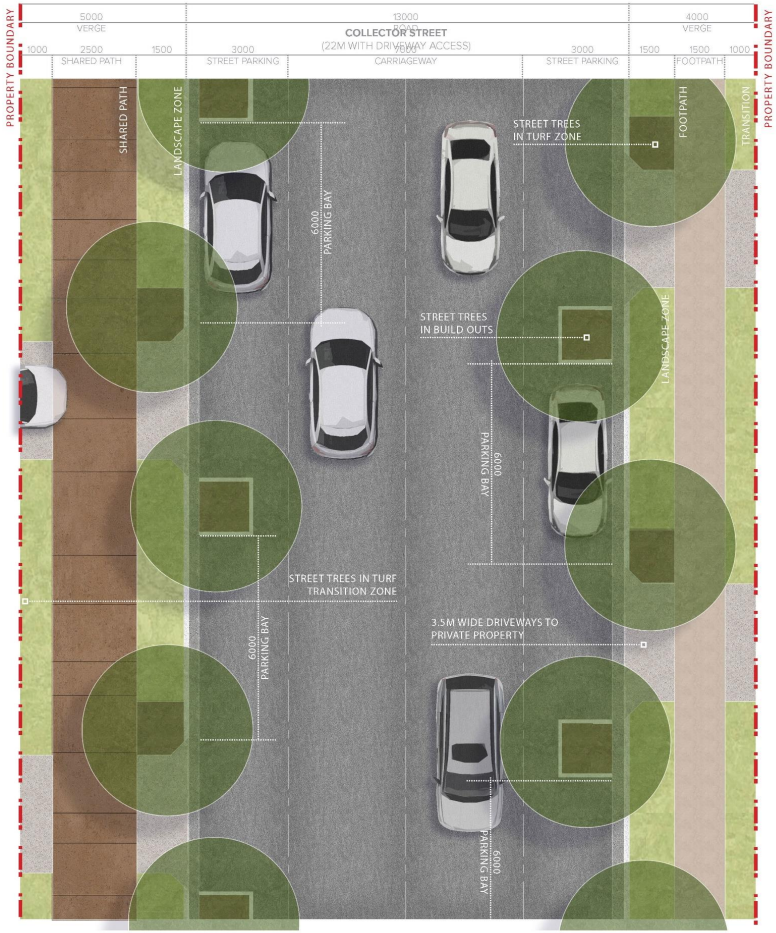
Street Sections

TYPE B: TYPICAL COLLECTOR STREET

22m WITH DRIVEWAY ACCESS

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

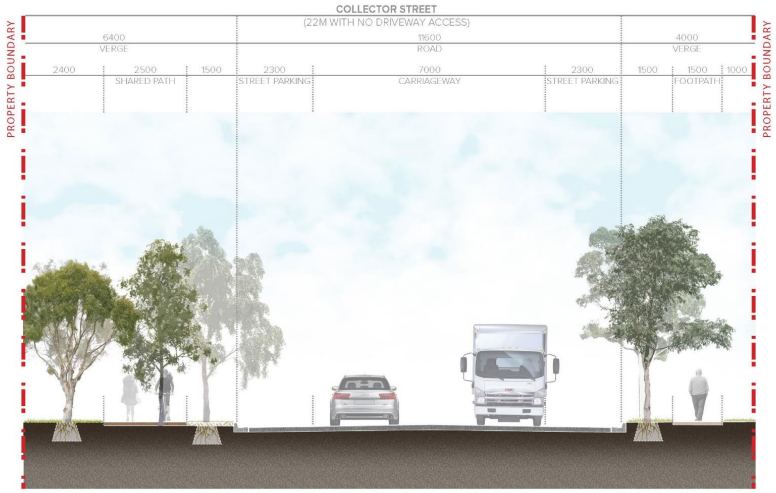


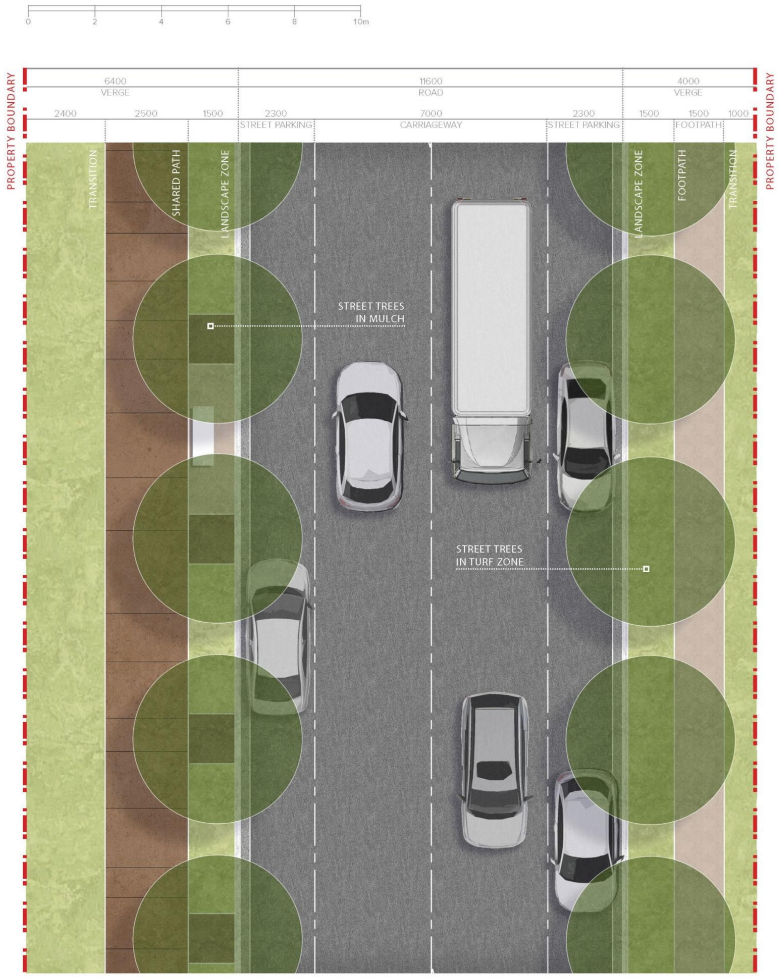
TYPE C: COLLECTOR STREET

22m WITH NO DRIVEWAY ACCESS

If a 22m street has driveway access, Type A applies. If a 22m street does NOT have driveway access, Type B or C applies.

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

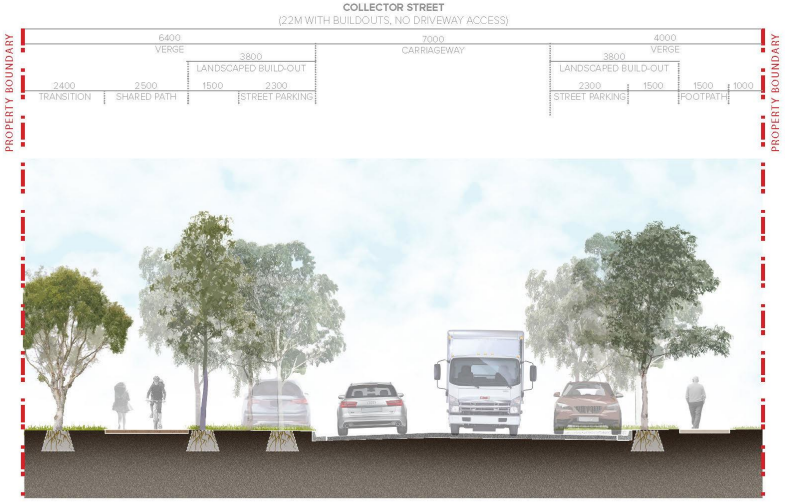


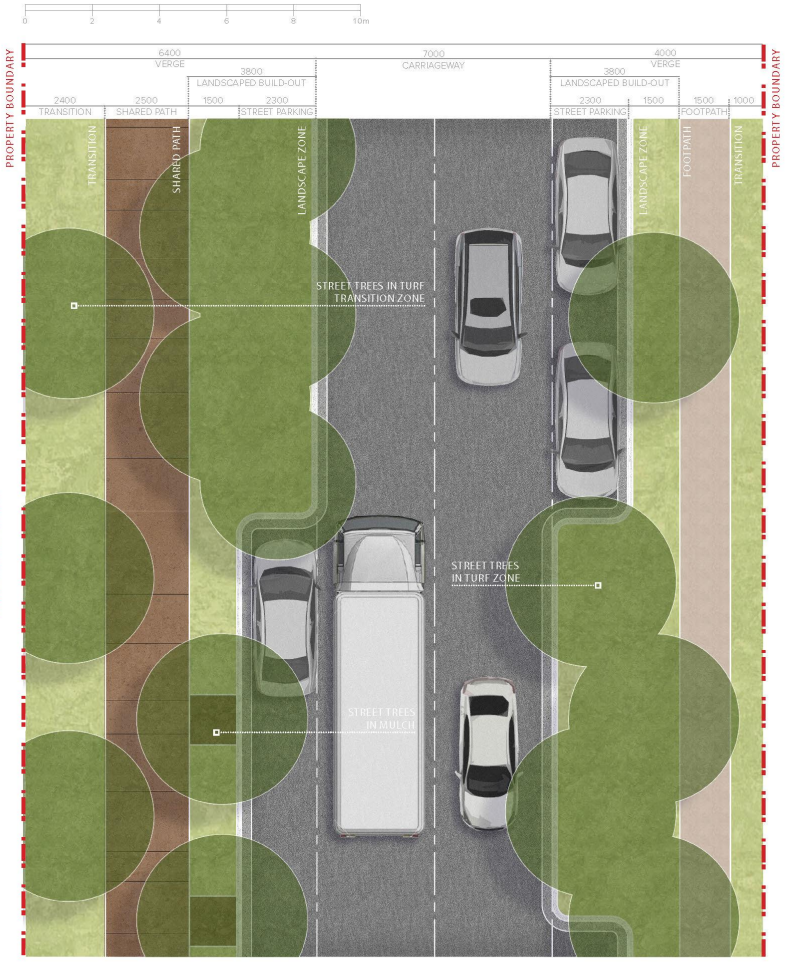
TYPE D: COLLECTOR STREET

22M WITH BUILD OUTS, NO DRIVEWAY ACCESS

If a 22m street has driveway access, Type A applies. If a 22m street does NOT have driveway access, Type B or C applies.

The following typical section and plan identifies the notional arrangement for planting, pavements, driveway locations and servicing. Street tree planting details including structural soil zone and offsets as per DRC typical street tree planting details.





Indicative only - subject to change, depending on additional detailed assessment including but not limited to future services alignment agreement.

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

** Subject to change, depending on additional detailed assessment*

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

DRAFT

Tim Howlett

From: Your Say Dubbo [redacted]
Sent: Saturday, 8 July 2023 12:25 PM
To: Dubbo Regional Council
Subject: CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area Form Submission

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

CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area Form Submission

There has been a submission of the form CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area through your Your Say website.

First Name

John

Last Name

Coy

Email

[redacted]

Written Submission

I am writing this submission because I'm against the proposal of gaining access to the new estate via chifley drive

1

It's nice quit area
It would become dangerous for the kids that like to play outside on the street
It would increase foot traffic
Traffic levels will increase
Everyone who bought houses in the area did so because it was a quiet area and by giving access to the new estate all that would be ruined

To view all of this form's submissions, visit [redacted]

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Your Say.

Tim Howlett

From: Your Say Dubbo [redacted]
Sent: Sunday, 9 July 2023 3:14 PM
To: Dubbo Regional Council
Subject: CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area Form Submission

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

CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area Form Submission

There has been a submission of the form CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area through your Your Say website.

First Name
Judith

Last Name
Bennett

Organisation or Community Group
N/A

Email
[redacted]

Written Submission

As a resident of Chifley Drive, Dubbo, I am writing to express my object to the proposal of the North-West Release Area - Dubbo (CD23/2563) and in particular to the 'collector and local road network' connection to Chifley Drive proposed in '4.5 Road Hierarchy and Connectivity' of the draft development control master plan. This addition will turn my local quiet residential street, where I have lived for 37 years, into a thoroughfare for significant traffic from an entire estate, particularly given that the Stage 1 plan suggests that this road will be one of the first access points open to the public and tradesmen when residential building commences. Furthermore, local residents in my neighbourhood have been contacted by council with regards to this connection and the potential for it to be a walkway despite the absence of any suggestion of this on the master plan. Subsequently, I would also like to express my objection to this connection as a walkway as pedestrian and cycle access has already be substantially catered for in the master plan and this connection only serves to add additional traffic, foot or otherwise, to a quiet neighbourhood. Additionally, not all member of the neighbourhood have been contacted by council despite being heavily impacted by this connection and those that have been contacted have been led to believe that this connection, which will come as a result of the demolition of 33 Chifley Drive, will only be a walkway when in fact the master plan provides multiple diagrams of this connection as a road.

[redacted]

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Your Say.

Tim Howlett

From: Your Say Dubbo [redacted]
Sent: Tuesday, 11 July 2023 4:45 PM
To: Dubbo Regional Council
Subject: CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area Form Submission

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

CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area Form Submission

There has been a submission of the form CD23/2563 Submission: Draft Development Control Plan DCP22-002 - North-West Urban Release Area through your Your Say website.

First Name
Norman

Last Name
Daniels

Organisation or Community Group
Resident Chifley Dr

Email
[redacted]

Written Submission

Submission to the draft development control plan CDP 22-002

Council reference CD23/2563

My wife and I purchased [redacted] in December 2022, understanding that the River st bridge development would have some impact on us, we also knew that some development would occur along Bumblegumbie rd although we were not aware of the extent until early in June 2023. Although we have no objection to the CDP in principal we do have concerns as listed below.

I note in this document that a “Connectivity” is shown between Chifley Drive and stage 1 of the development via I presume the demolition of number 33 Chifley Drive.

I note in the plan this connectivity is listed as a pedestrian/cycleway access yet in figure 6 the pedestrian paths exit to the east of the stage 1 not thru the connectivity, this is also listed in paragraph 2.6 (9) as only for this purpose.

Further to this area is also listed in figure 7 as a road access, my concern is that the use of this as a road access will result in a vast increase in vehicular and foot traffic in a quiet residential area that currently only has limited street parking and lawn and natural verges maintained by the residents.

My other concern would centre around the construction access to stage 1 if this was to be a road connection, from the scope I see that there is only 1 other point of entry off Bumblegumbie rd for construction and general traffic. Having large vehicles travelling constantly thru Chifley dr would be very detrimental to our peaceful enjoyment of our last residence.

With Regards

Norman & Carol Daniels

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

DUBBO REGIONAL COUNCIL
ACTIONED TO .....
19 JUL 2023
CONTAINER # .....
19 JUL 2023
BY [redacted]

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

19th July, 2023.

Council Reference **CD23/2563**

SUBMISSION OBJECTION TO THE DRAFT DEVELOPMENT CONTROL PLAN - DCP 22-002 - NORTH-WEST URBAN RELEASE AREA.

Dear Sir,

I wish to lodge a formal **OBJECTION** to the proposed "Planned Connection" between the existing quiet Chifley Drive residential precinct to the Draft North-West Urban Release Area.

This submission/ objection is based on two (2) major aspects: -

(1) The stated intended use as a pedestrian/ bicycle linkage only; and

(2) The distinct possibility that this "connection" will be turned into a roadway.

INTRODUCTION – CURRENT SITUATION

- The existing quiet Chifley Drive residential precinct has been in existence for some forty (40) plus years.
- The existing Chifley Drive residential precinct is located **outside** of the 'Site area' designated as the North-West Urban Release Area.
- There are currently **NO** adopted Development Control Plan(s) (DCP); Structure Plan(s); Master Plan(s); Urban Release Area Plan(s); or Strategic Planning Document(s) within Council which have previously notified residents of this existing quiet Chifley Drive residential precinct of the planned possibility of this "connection".
- The existing quiet Chifley Drive residential precinct in reality also includes Lyons Place, Curtin Place and Menzies Avenue.

- This existing residential precinct is currently very quiet, due to the fact that access is currently only available via Menzies Avenue and Chifley Drive (eastern end).

- It is considered that Figures 3, 7 & 8 of the draft DCP, and Figures 4.5, 4.6, 4.10, 4.11 & 5.5 of the draft Master Plan to be misleading as all figures indicate movement (pedestrian, bicycle and possibly cars) travelling east only along Chifley Drive, when in reality movement could equally access the west onto Menzies Avenue prior to accessing onto Thompson Street.

- The planned proposed "connection" will substantially affect the existing quiet residential amenity of 66 existing residential dwellings, with an additional 17 existing residential dwellings also suffering some aspects to their existing quiet amenity. All these dwellings are internal to Chifley Drive, thus not counting the Thompson Street residents.

Objection (1) - The stated planned intention to utilize this Chifley Drive 'connection' for pedestrian and bicycle connectivity only.

Point A: -

From the outset, I must say there is basically **NO** information contained within the draft DCP, nor within any of the supporting documents, (i.e., the draft North-West Urban Release Area DCP Masterplan; and the North-West Urban Release Area Precinct Plan); nor within any Staff reports to Council on this issue **to justify or explain to the residents and community members the actual need for this connection.**

The only comment I can find to try and justify the need for this "connection" is in section 2.2 of the draft DCP which states: -

> *"The planned connection at Chifley Drive, as shown in Figure 3, will be for pedestrian and bicycle connectivity only.* ***This is considered to be an integral connection point for future residents to access the Dubbo Central Business District, especially in respect of the limited access opportunities along the Newell Highway (River Street Bridge) project.*** (Note, my emphasis is in bold.)

I believe this statement to be totally misleading (and incorrect) to readers of this draft document.

Figure 4.7 of the draft Master Plan document, which is then reaffirmed (in part) and supported by Figure 6 of the draft DCP, clearly identifies pedestrian paths within this sector of the North-West Urban Release Area being fully internal to

the Urban Release Area with pedestrian paths being generally in an east-west direction (i.e., from Bunglegumbie Road towards the River) with **NO** connection through to Chifley Drive. The identified cycleway(s) network is identified as being adjacent to the new Newell Highway alignment (New Bridge project). **This quite rightly is where the pedestrian paths and cycleway should be located, with NO need for the Chifley Drive 'connection'.**

Thus, I believe the statement contained within section 2.2 of the draft DCP and Figure 6 contained within the draft DCP **actually contradict one another** and the need for this "connection".

I have also reviewed the NSW Government, Transport for NSW Plans for the 'Highway Realignment For The New Dubbo Bridge', (plan references, TfNSW Registration No. DS2018/000706) and there appears to be ample room adjacent to the western boundary of the new Newell Highway alignment to incorporate a combined pedestrian path/ cycleway as identified in Figure 6 of the draft DCP and Figure 4.7 of the draft Master Plan. Thus, as per my comment above, the statement in section 2.2 of the draft DCP appears to be misleading (or is in fact totally incorrect).

***Point B*: -**

The effectiveness and usage of a "mid-block" pedestrian linkage, such as is proposed with the Chifley Drive 'connection', is also very questionable.

Pedestrian linkages such as is being planned were utilized in the 1970's, 80's and into the early 1990's. With the upsurge in anti-social behavior, (inappropriate disposal of drug needles; 'hiding' and 'get-away' places for thieves; nighttime disturbances; illegal usage by e-scooters and trail bike; etc., just to name a few), many of these walkways have now been closed at the request of neighbouring landholders, and supported by Council's. I'm not sure how many walkways have been closed by the current Council; however, numerous walkways have been closed over the past 10 years. **Why is Council seeking to introduce past planning practices which have now shown to be ineffective and will totally destroy the current residential amenity of the existing Chifley Drive quiet residential precinct ?**

Additionally, maintenance of these types of walkways (in isolation of other 'green' areas) has also always been a problem and funding burden for Council. Dubbo Council has been stating recently the financial hardship it is currently facing. Why then would Council wish to add another financial burden onto itself for no apparent or justifiable reason, particularly as an effective and efficient alternative exists (i.e., utilization of land proposed to be "green" space adjacent to the new Newell Highway alignment).

Having regards to my above comments, my initial thought is that this Chifley Drive 'connection' **appears to be an afterthought**. Thus, leading to the next question, **What is the real reason behind this proposed Chifley Drive 'connection' ?**

Objection (2) – The distinct possibility that this 'connection' will end up becoming a road.

As Development Control Plans are only **advisory** documents and **guidelines** with no statutory force (such as a Local Environment Plan), they can (and do at times) become 'open to interpretation'. In this respect it is noted throughout the draft DCP and draft Master Plan that the 'Planned Connection' is shown in the same symbology as 'Collector and Local Road Network', (including, but not limited to, Figures **3, 7,** & 8, plus diagrams Type D: Local Street & Type E: Local Street of the draft DCP and Figures 4.5, 4.6, 4.10, 4.11 & 5.5 of the draft Master Plan).

Far too many times I have seen and read cases where a Developer (and/or their consultants) are able to interpret aspects of a DCP to their own advantage. Ultimately Council staff, and Councillors, have then been 'forced' to accept the Developers' interpretation, or risk potential financial expense to ratepayers fighting definitions or interpretations through the court system. The usage of the same symbols to identify this Chifley Drive 'connection' to that of the 'Collector and Local Road Network' I believe is extremely open to interpretation (or should I say mis-interpretation). Additional note, I also believe changing the symbol of the 'planned connection' will not alleviate this uncertainty and/ or potential mis-interpretation as statements such as the following-

> *"A localized road network within the residential estate to the south of the site has the potential to be integrated within the site in the future."*
>
> And *"The connections to and integration with surrounding land uses will encourage sustainable travel modes, a strong community character and social interaction."*

These statements already exist within draft Master Plan, Section 2.3; Site Analysis; Existing Roads Network and Section 1.3 of the draft DCP. These statements could definitely be mis-interpreted to mean the opportunity exists to intergrate (or connect) the residential estate to the south (i.e., the Chifley Drive residential precinct) with a road connecting into and with the North-West Urban Release Area.

The draft Development Control Plan and draft North-West Urban Release Area DCP Masterplan clearly identify adequate major road connections with existing and planned arterial roads and sub-arterial roads (such as, the new Newell Highway alignment, the proposed River Street West road, Bunglegumbie Road,

etc). **The concept of a future road connection through to Chifley Drive would dramatically change the dynamics of this current existing quiet Chifley Drive residential precinct.**
I see **NO** logical reason for this additional planned 'connection'.

CONCLUSION

Why is there a push by Council and the Developer to potentially destroy the quiet amenity of this existing residential precinct of Chifley Drive, when a reasonable alternative exists i.e., adjacent to the new Newell Highway alignment. From the Transport for NSW Plans for the 'Highway Realignment For The New Dubbo Bridge', (plan references, TfNSW Registration No. DS2018/000706) there appears to be ample room adjacent to the western boundary of the new Newell Highway alignment to incorporate a pedestrian path/ cycleway as identified in Figure 6 of the draft DCP and Figure 4.7 of the draft Master Plan.

I respectfully request Council to give serious reconsideration to this proposed "Planned Connection", even for the stated intention as a pedestrian and bicycle linkage only, and **delete this aspect altogether** from the draft DCP and draft Master Plan.

Yours faithfully

[redacted] 9/7/23.

Mark Stacey
[redacted]

Please Note, my address and phone number above are added to this submission to add authenticity to this submission. At this stage, however I wish them to remain confidential, until such time as this draft DCP is formally resubmitted to Council following the current public exhibition stage. I am more than happy for Council and/or Councillors to use them to contact me.



Figure 6: Indicative Pedestrian and Cycle Network within Stage 1

DRAFT DCP.

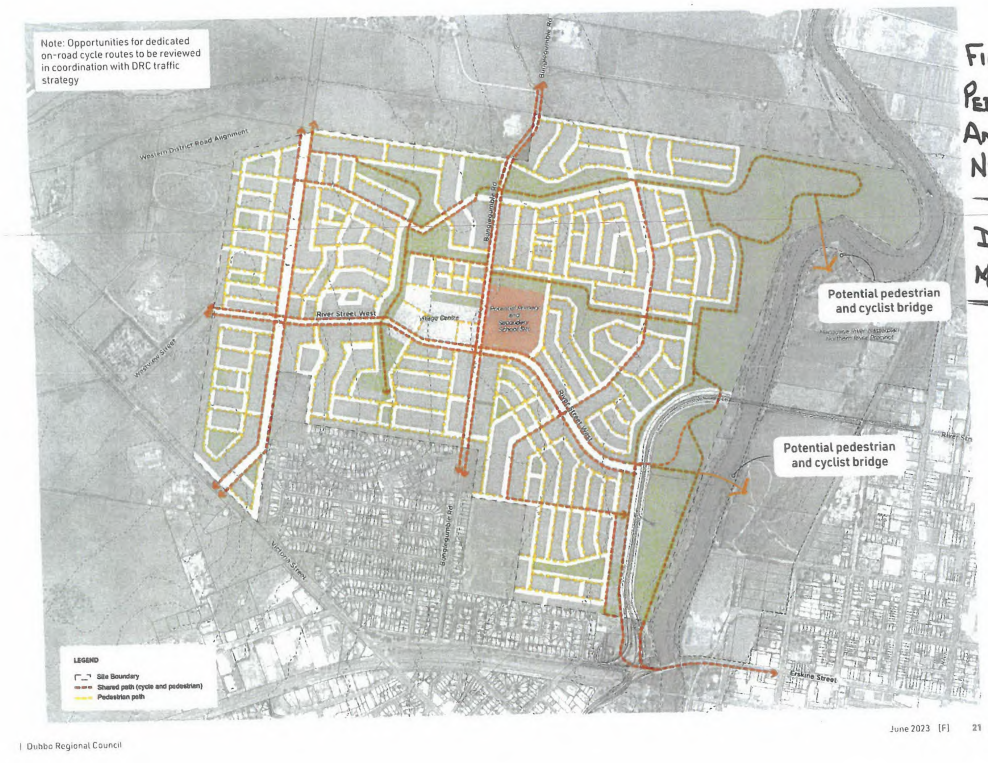
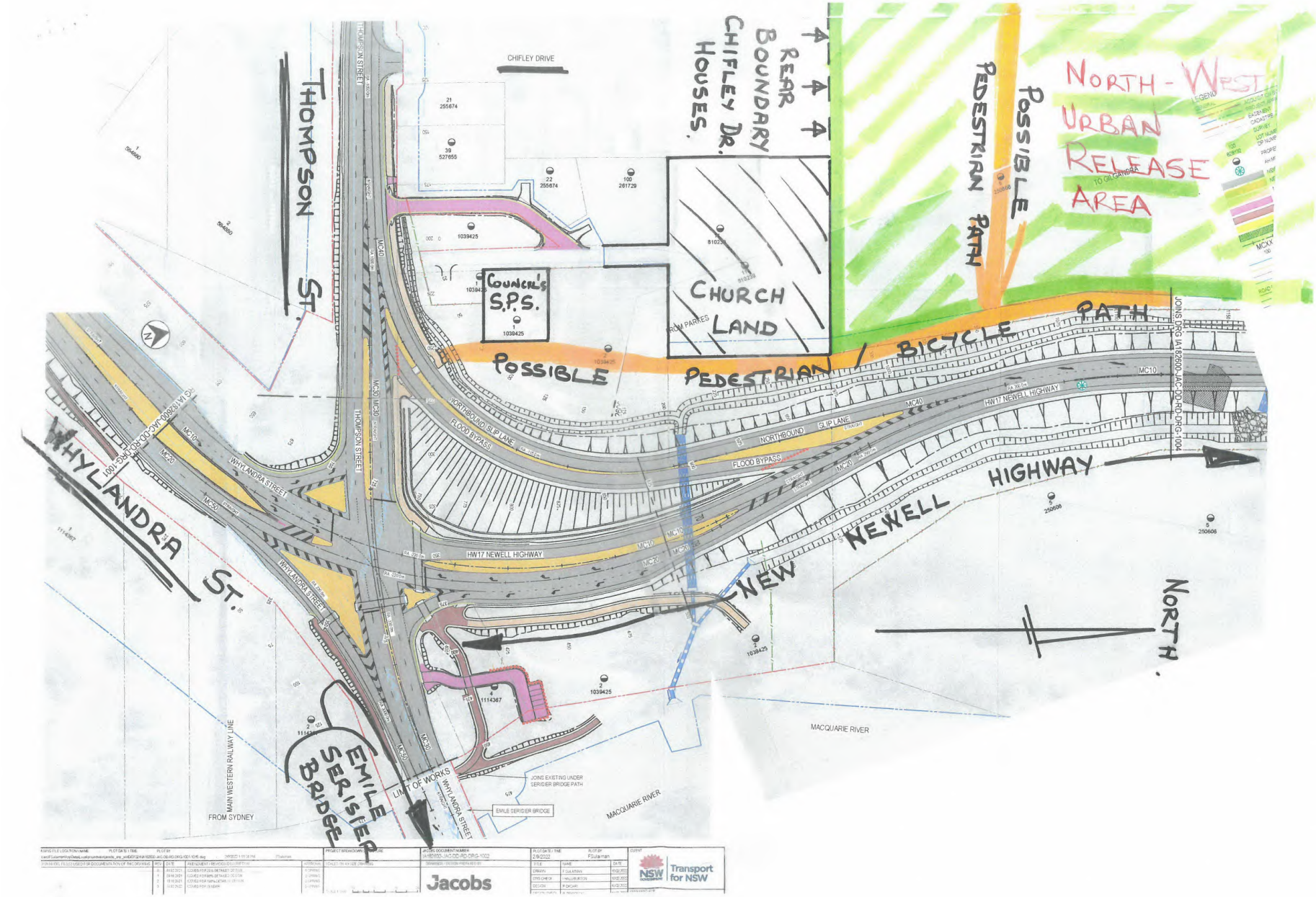


FIGURE 4.7 PEDESTRIAN AND CYCLE NETWORK.

DRAFT MASTERPLAN


4 4 4 REAR BOUNDARY CHIFLEY DR. HOUSES.
PEDESTRIAN PATH
POSSIBLE
NORTH - WEST URBAN RELEASE AREA
CHIFLEY DRIVE
THOMPSON ST.
COUNCIL'S S.P.S.
CHURCH LAND
POSSIBLE PEDESTRIAN / BICYCLE PATH
JOINS DRG IA18260-JAC-DD-RD-DRG-1004
HW17 NEWELL HIGHWAY
NORTHBOUND SLIP LANE
FLOOD BYPASS
WHYLANDRA ST.
NEWELL HIGHWAY
NORTH
MACQUARIE RIVER
EMILE SERISIER BRIDGE
FROM MAIN WESTERN RAILWAY LINE
FROM SYDNEY
LIMIT OF WORKS
JOINS EXISTING UNDER SERISIER BRIDGE PATH
Jacobs
Transport for NSW

NORTH-WEST URBAN RELEASE AREA.

Mayor/ 19th July,2023.

Dear Councillor Mathew Dickerson.

Attached is my Submission/ **OBJECTION** to the proposed **"Planned Connection"** between the existing quiet Chifley Drive residential precinct to the Draft North-West Urban Release Area.

I believe this issue is comparable to the current debate within the community regarding the proposal to establish the Alcohol and Other Drugs Rehabilitation Centre in Spears Drive. Both these issues appear to **retrospectively interfere** with **existing quiet residential precincts** potentially disturbing and distressing the current residents. Although with this current proposal, Council is the instigator. **Why ?** With this particular proposal contained within the draft DCP and draft Masterplan a reasonable alternative appears relatively apparent, i.e., locate all pedestrian and bicycle 'connections' within the North-West Urban Release Area and adjacent to the new Newell Highway alignment (New Bridge project).

I would urge all Councillors to drive through this existing Chifley Drive residential precinct (in particular, if possible, after school hours and/or of a weekend) seeing children being able to play in the streets, then ask themselves, would I really want/need this change to my residential area and what is the real reason/need for this 'planned connection', when it is clearly identifiable that a reasonable alternative already exists.

I would welcome the opportunity to meet with any Councillors (either separately or as a group), prior to this matter being reconsidered by Council, to clarify any issues raised in my submission.

Yours faithfully,

[redacted] 19/7/23

Mark Stacey

[redacted]

[redacted]

DUBBO REGIONAL COUNCIL
ACTIONED TO .....
19 JUL 2023
CONTAINER # .....

Please Note, my address and phone number above are included to add authenticity to this submission. At this stage, however I wish them to remain

confidential, until such time as this draft DCP is formally resubmitted to Council following the current public exhibition stage. I am more than happy for Council and/or Councillors to use them to be in contact with me prior to this matter being resubmitted to a future full Council meeting.

Tim Howlett

From: Tim Ryan [redacted]
Sent: Sunday, 23 July 2023 7:21 PM
To: Dubbo Regional Council
Subject: North-West Urban Release Area CD22/4655

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

Hi
As a resident of [redacted] I wish to provide feedback on the North-West Urban Release Area CD22/4655 in regards to the proposed pedestrian/cycle way linking the north-west urban area to Chifley drive.
Having lived in this street for over 20 years I consider this to be a quiet street where kids play freely.
This street will no longer remain quiet with this connection going ahead.
Dubbo council has handed previous alleyways back to land owners due to lack of use and a haven for crime e.g adjacent to 92 Baird drive
Access can easily be achieved via the proposed park in the SE corner of the development which wood give pedestrians/cyclists a more direct route to the river and the CBD
Regards

Tim Ryan
[redacted]

25 JUL 2023

[redacted]

All details can be found on the Dubbo Council website-
https://yoursay.dubbo.nsw.gov.au
North-West Urban Release Area Draft Development Control Plan

Submissions can be made to Council until 9am, Monday 7 August 2023.

DUBBO REGIONAL COUNCIL
ACTIONED TO .....
26 JUL 2023
CONTAINER # .....

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

Council Reference CD23/2563

SUBMISSION TO THE DRAFT DEVELOPMENT CONTROL PLAN - DCP 22-002 - NORTH-WEST URBAN RELEASE AREA.

Dear Sir,

I wish to lodge an **OBJECTION** to the proposed "Planned Connection" (for pedestrian and bicycle connectivity) between the existing Chifley Drive residential area with the proposed Draft North-West Urban Release Area.

My OBJECTION ARE. FIRST. NOT AGAINST. DEVELOPMENT. BUT.

(1) I CAN. NOT. believe THAT. THE THE Dubbo. CITY Council would. THINK ABOUT PUTTING A BIKE TRACK. FROM THE NEW SUBDIVISON. INTO CHIFLEY DR. FOR WHAT. IT GO's NO WHER Plus. ALL THE BIKES TRACKS IN WEST Dubbo. HAVE BEEN "Closed" BECAUSE OF HIGH MAINTENCE AND "VANDALISM" CAN THE COUNCIL GIVE A HUNDRED PERCENT THAT. THEY CAN KEEP A HIGH STANDARD WITH THIS ONE. I don't THINK SO!

(2) Plus IT'S ANOTHER WAY THAT CRIMINALS CAN ESCAPE FROM THE Police USEING THE BIKE LANE. OR WALK WAY

3. AND THE PARTH COMES OUT ITS FAR TOO DANGERS SOMEONE WILL GET HURT IS THE COUNCIL GOING TO BE RESPONSIBLE. WE HAVE TWO MANY YOUNG CHILDREN IN CHIFLEY DR

$ IT WOULD BE A LOT EASIER & SAFTER IF THE WALK WAY & BIKE TRACK STAYED IN "THE NEW SUBDIVISION".

5. WHO IS GOING TO STOP PEOPLE FROM RIDING MOTOR BIKES UP THE LANE. DANGEROUS AND THIS WILL HAPPEN.

6. I DONT THINK MANY RATE PAYERS WOULD LIKE A LANE NEXT TOO THERE PLACE.

7 THERE ARE MANY MORE BAD POINTS ABOUT THIS LANE THEN GOOD ONES

8 WE HAVE A GOOD QUALITY AND QUITE STREET AND WE DONT NEED A LANE! FOR NO GOODERS.

9. IS IT A LANE OR A ROAD?

HOPE NOT.

YOURS FAITHFULLY

[redacted]

MAY & CHRIS LOW

[redacted]

Chief Executive Officer
Dubbo Regional Council
P.O. Box 81
Dubbo N.S.W. 2830

Mr. K. Answerth
[redacted]

Council Reference CD 23/2563

SUBMISSION TO THE DRAFT DEVELOPMENT CONTROL Plan - DCP 22-002 - NORTH WEST URBAN RELEASE AREA.

DEAR SIR.

I wish to lodge an OBJECTION to the proposed "Planned Connection" (for pedestrian & bicycle Connectivity) between the existing Chifley Drive residential area with the proposed Draft North-West Urban Release Area.

Why can't they Enter through Bunglegumbie Road, instead of Demolishing a good home to come throu to Chifley drive were our street cannot handle the storm water when we have it, and there will be more comming throu from the New Development our Drainage can't handle ENy more Decent rain. There are NO FOOT Paths for Pedestrians and the council is already closing walk ways in and around Dubbo because of Property Damage and used needles.

DUBBO REGIONAL COUNCIL
ACTIONED TO .....
26 JUL 2023
CONTAINER # .....

THANKING YOU.

[redacted]

25 JUL 2023

[redacted]

All details can be found on the Dubbo Council website-
https://yoursay.dubbo.nsw.gov.au
North-West Urban Release Area Draft Development Control Plan

Submissions can be made to Council until 9am, Monday 7 August 2023.

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

Council Reference CD23/2563

SUBMISSION TO THE DRAFT DEVELOPMENT CONTROL PLAN - DCP 22-002 - NORTH-WEST URBAN RELEASE AREA.

Dear Sir,

I wish to lodge an **OBJECTION** to the proposed "Planned Connection" (for pedestrian and bicycle connectivity) between the existing Chifley Drive residential area with the proposed Draft North-West Urban Release Area.

NOT IN CHIFLEY DRIVE.

[redacted]

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

MR R FORREST
[redacted]

Council Reference - CD23/2563

SUBMISSION TO THE DRAFT DEVELOPMENT CONTROL PLAN - DCP 22-002 - NORTH-WEST URAN RELEASE AREA.

DEAR SIR.

I wish to lodge an OBJECTION to the proposed "Planned Connection" (for pedestrian and bicycle Connectivity) between the existing Chifley Drive residential area with the proposed Draft North-west Urban Release Area.

Reasons are.

Vandalism of Nabouring Fences, Dirty Needles being left in Lane, No proper Foot Paths in Chifley dr, more "Speeding Traffic when its put into a road" NOT a pedestrian & bicycle WAY. The Draining in Chifley drive will NOT Be able to handle any more excess rain comming from the New Estate also Excess traffic and vandalism.

THANKING YOU

[redacted]

DUBBO REGIONAL COUNCIL
ACTIONED TO .....
28 JUL 2023
CONTAINER # .....

Allan Russell
[redacted]

28 JUL 2023

[redacted]

Chief Executive Officer
Dubbo Regional Council

Dear Sir
I wish to lodge an objection to the preposed (lane way bicycle track) in Chifley Drive residential area joining the North-West Urban Area and the possibility of a road way at some time in the future.

I surgest to you that this will increase pedestrian traffic in the area and possibly vehicle traffic on streets not wide enough to travel safely,

I don't understand why the council want to put a lane way here when the council has closed all other lane ways in Dubbo.

This is a quite residential area with a large amount of young familys and we would like it stay that way.

This all comes from a BRIDGE that no one in Dubbo wanted in the first plaece.

CONCERNED RATE PAYER
Allan Russell.

DUBBO REGIONAL COUNCIL
ACTIONED TO GG
31 JUL 2023
CONTAINER # CO23/253

All details can be found on the Dubbo Council website-
https://yoursay.dubbo.nsw.gov.au
North-West Urban Release Area Draft Development Control Plan [redacted]

28 JUL 2023

Submissions can be made to Council until 9am, Monday 7 August 2023.

DUBBO REGIONAL COUNCIL
ACTIONED TO SGP
28 JUL 2023
31 JUL 2023
CONTAINER # CD23/2563

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

Council Reference CD23/2563

SUBMISSION TO THE DRAFT DEVELOPMENT CONTROL PLAN - DCP 22-002 - NORTH-WEST URBAN RELEASE AREA.

Dear Sir,

I wish to lodge an **OBJECTION** to the proposed "Planned Connection" (for pedestrian and bicycle connectivity) between the existing Chifley Drive residential area with the proposed Draft North-West Urban Release Area.

I do not want a walk way
I have lived in this area
for 35 years + felt quite safe
but a walk way into our quite
streets worries me quite at
because I am now vision
impared + need to use a
co to get around I do not
want strangers just wondering
around our streets. I will
not feel safe anymore
Mar Ho...

HOLDING REDLICH

3 August 2023

[redacted]

Dubbo NSW 2830

By email

Dear Mr Wood

CD23/2563 - Submission Regarding the Draft North-West Urban Release Area Development Control Plan

We act for the Western NSW Local Health District (**LHD**), on behalf of the NSW Department of Health.

This submission is made on behalf of LHD in relation to the Draft North-West Urban Release Area Development Control Plan (**Draft DCP**), currently on exhibition in accordance with s 3.45 of the *Environmental Planning and Assessment Act 1979* (**EPA Act**) and cl 13 of the *Environmental Planning and Assessment Regulation 2021* (**EPA Regulation**). This submission must be considered by Dubbo Regional Council (**Council**).

LHD is an important stakeholder and the owner of key land within the North-West Urban Release Area that borders the area covered by the draft DCP. The NSW Department of Health sees itself as a key contributor to the community, assisting Council in supporting the health and welfare of the community.

LHD land excluded from draft DCP

The LHD currently owns two sites in [redacted] (**the Sites**).

The Sites are in the [redacted] a current Urban Release Area (**URA**) under the *Dubbo Regional Local Environmental Plan 2022* (**the LEP**). This is shown in Figure 1 below.

A precinct plan for the URA, being the North-West Urban Release Area Precinct Plan (**Precinct Plan**), was adopted by Council (**Council**) on 23 March 2023. The LHD was not consulted on the preparation of the North-West Urban Release Area Precinct Plan. This is shown in Figure 2 below.

Of the Sites, [redacted] is included in the land the subject of the Precinct Plan. [redacted] is not.

Neither of the Sites is included within the area that is the subject of the draft DCP. This is shown in Figure 3 below.

Sydney . Melbourne . Canberra . Brisbane . Cairns
Level 65 25 Martin Place (formerly MLC Centre) Sydney NSW 2000
GPO Box 4118 NSW 2001 T +61 2 8083 0388 www.holdingredlich.com
S:13420188_1 KQH ABN 15 364 527 724

Nevertheless, the business paper to the Ordinary Council Meeting of 22 June 2023 states:

> *Following completion of the Precinct Plan, staff have been working on the next level of planning detail in the Precinct, including the preparation of Development Control Plans for the Precinct. … To assist delivery of the planning package for the Precinct, staff have undertaken this body of work with a consultant team, which has been assembled by developer Brett Anderson, who has extensive land interests in the Precinct.*
>
> *The North-West Precinct is shown in Figure 1.*

Figure 1 (extracted in Figure 3 below) identifies the area subject to the draft DCP, being an area that excludes the Sites.

It should be made clear by the Council that the Draft DCP does not relate to the whole of the Precinct.

Further, we are instructed that the LHD has not been consulted in relation to the preparation of any development control plans for the Precinct.



Figure 1: URA under the DRLEP. Location of Sites shown in red.

Figure 2 Area to which Precinct Plan applies. Location of Sites shown in red.

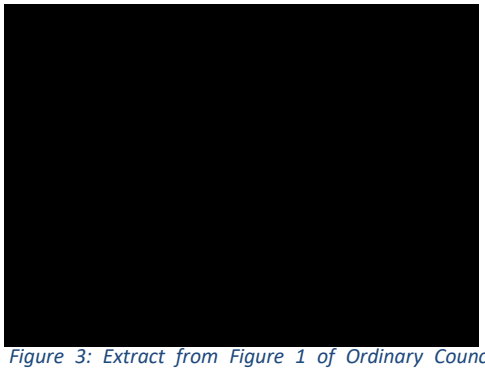


Figure 3: Extract from Figure 1 of Ordinary Council Meeting of 22 June 2023. Location of Sites shown in red.

Reference to the Sites in the Draft DCP

Part 4.4 of the North-West Urban Release Area Development Control Plan Master Plan, and Figure 5 of the Draft DCP shows two dashed lines running through the Sites. The legend provides that these lines indicate 'catchment', without further description or context.

We assume that catchment identification is included across the Sites, even though the Draft DCP will not apply to the Sites, because the Draft DCP has, as an objective to part 2.5 (stormwater drainage systems):

> *(d) To enable stormwater discharge from adjacent properties and its management within this development.*

This objective is supported by performance measures including 2.5 (b), (f) and (g), and development controls 1 and 4.

The Draft DCP should make clear that the inclusion of the Sites in Figure 5 does not mean that the Sites are included in the area of application of the Draft DCP, and does not require, rely on or authorise any future stormwater works on the Sites.

LHD land should be excluded from Precinct Plan and URA

Noting the inconsistencies between the draft DCP, the Precinct Plan and the URA set out above, LHD requests that the Council revise the Precinct Plan and DRLEP 2022 to remove [redacted] from the Precinct Plan and to remove the Sites from the URA, noting that the Sites can be logically and spatially differentiated from the remainder of the land to the north in the URA, as they:

1. Have existing road frontage;
2. Have direct access to key services (sewer, electricity, road, stormwater), either directly or by direct access; and
3. Immediately adjoin an established and developed residential area.

If the above is not supported, then [redacted] should be removed from the Urban Release Area under DRLEP 2022, noting it is not included in the Precinct Plan. The LHD would welcome the opportunity to meet with you and senior planning staff to discuss the exclusion of the Sites from the Precinct Plan and URA, and the Sites more generally.

If you have any queries please contact us, or [redacted].

Yours sincerely

[redacted]
Holding Redlich

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

6 August 2023

Council Reference CD23/2563

SUBMISSION TO THE DRAFT DEVELOPMENT CONTROL PLAN - DCP 22-002 - NORTH-WEST URBAN RELEASE AREA.

Dear Sir,

We wish to lodge our FORMAL OBJECTION to the proposed "Planned Connection" (for pedestrian and bicycle connectivity) between the existing quiet Chifley Drive residential area with the proposed Draft North-West Urban Release Area.

My wife and I have resided in our home in Chifley Drive for almost 10 years. Initially renting before purchasing it on August 1, 2022. We purchased this home, as we felt, this residential area which also includes, Lyons Place, Menzies Avenue and Curtin Place was very quiet. This area was well established and having two (2) small children we could allow our children to play in the area with other children in a quiet street.

Whilst we looked at other areas to purchase in, NO pedestrian/bicycle connections was a contributing factor in our decision. Access into Chifley Drive from Thompson Street presently is via Menzies Avenue and Chifley Drive (Eastern end). The only pedestrian/vehicular traffic entering this area are either residents or visitors. We aware that this residential area has been in existence for about forty (40) years.

Approximately four (4) weeks ago, we become aware of a plan to build a pedestrian/bicycle connection with Chifley Drive. Having perused the Draft Development Control Plan DCD 22-002 – North-West Urban Release Area, we outline our objections below. Whilst this is not an exhaustive list, our objections are heavily weighted around CRIMINAL ELEMENT.

Objections:

- No bicycle path/connection

Currently there is no infrastructure for footpath/bicycle paths in Chifley Drive. We do not see the need for the walkway/path connection from the new development into the existing Chifley Drive area. Chifley Drive does not have any area of significance or green area to warrant a connection into or out of. There is green area/park at Lions Park. If there is a desire to walk/ride one could easily go to the Tracker Riley path. Both of which can be reached from using Thompson Street without the need to use the new planned development.

- Upkeep of the walkway/path

Who is responsible for the maintenance or upkeep of the walkway/path area? Council has stated recently of the financial strain/hardships it is facing. This would burden the Council

further. Also any damage caused to neighbouring properties will the council be paying some of the costs of damage? Or is it just a "you chose to live next to a walkway" attitude?

- Criminal element

As stated above, this residential area is quiet. Pedestrian/bicycle linkages provide increased traffic in the area, with Chifley Drive becoming a thoroughfare into the new planned development.

As a current serving Police Officer for over 16 years (Dubbo and Wagga Wagga), I have first-hand experience that these linkages encourage nothing more than anti-social behaviour and leaving residents feeling unsafe. These linkages allow escape routes, cover and concealment for criminals, drug use with inappropriate disposal of needles/fit packs, noise, vandalism/malicious damage (both Council and home owner's property) and the illegal dumping of rubbish and/or contaminated waste such as asbestos. Furthermore, with the rise in the illegal use of trail bikes and 'e-scooter' this linkage will allow movement into the area by those using these modes of transport. Again, this will increase the criminal element into the area that sees very little crime. CCTV or extra lighting in the area is not a cost effective or easy option to attempt to mitigate the criminal element. These options do not act as a significant deterrent to crime.

Whilst there are numerous examples of anti-social behaviour linked to these types of areas, a recent example was aired on A Current Affair (Channel 9) on or about June 6, 2023. https://9now.nine.com.au/a-current-affair/videos/latest/pensioner-creates-board-of-shame-for-vandals-who-keep-kicking-down-his-fence/clik31zej001h0jo5si84zkp3

Having researched over the last couple of weeks for this submission, and being aware of local issues. We located several news articles which highlight local resident's sentiment and the Regional Council subsequent closures of these walkways/paths.
https://www.dailyliberal.com.au/story/5782729/our-say-campaigning-residents-finally-get-closure/ November 2018
https://www.dailyliberal.com.au/story/6633355/walkways-attracting-criminals-but-council-has-a-plan/ February 2020
https://www.dailyliberal.com.au/story/6730029/council-blocks-crooks-by-shutting-these-nine-walkways/ April 2020

The 2020 Mayor, was quoted as saying that the walkways were a "design mistake" from 20 or 30 years ago. Why is this current Council or at the very least, its staff reverting to previous practices that have shown to not contribute to the amenity of the area? There is no need to implement this walkway/path to bring the criminal element into the quiet area.

Furthermore, from the Dubbo Regional Council's INFRASTRUCTURE AND LIVEABILITY COMMITTEE meeting on or about 14 APRIL 2020. The recommendation at that time, based on about 80% respondents were in favour of the closures of walkways/paths.
https://www.dubbo.nsw.gov.au/ArticleDocuments/278/Infrastructure%20and%20Liveability%20Committee%20-%2014%20April%202020%20-%20Agenda%20and%20Business%20Paper.pdf.aspx

Furthermore the report stated, “A representative of the local NSW Police was contacted and advised that police would be more than happy for the walkways to be closed”. A sentiment, I can almost guarantee remains.

Finally, if there is anything that needs further discussion or clarification, we have provided our details below. Please feel free to contact us and discuss.

Kind regards,

Luke and Collette TRUDGETT

[redacted]

The Chief Executive Officer
Dubbo Regional Council
PO Box 81
DUBBO NSW 2830
Attn: Steven Jennings

Dear Steven,

RE: PUBLIC EXHIBITION OF THE DRAFT NORTH-WEST PRECINCT MASTERPLAN CD23/2563

We refer to Dubbo Regional Council's invitation for land holders to provide comment of the Draft North-West precinct plan as per Dubbo Regional Council's email dated 5th of July 2023. The land at [redacted], formally known as [redacted] is owned by [redacted] referred to in this submission as the site.

Following our review of the exhibited Draft Masterplan and DCP in relation our site we provide the following points to Council in our submission.

- Applicable land
- Stormwater
- Road access and connections
- Built form

The context of our submission is provided with the following history of the development activities and discussions with Dubbo Regional Council on the site as provided in Table 1 below.

History of development activities

Table 1 below shows a timeline of events describing development activities of the site against Council's strategic planning iterations for the NW precinct. This timeline shows how Maas Group Holdings [redacted] has communicated our development intentions for the site to Council since 2022.

Timing	**Maas** [redacted]	**Dubbo Regional Council**
October 2022	Responds with a submission highlighting concerns about development constraints timelines for development and development outcomes for the site and precinct	Invites submissions on exhibition of draft precinct plan
December 2022	Pre-lodgement meeting presenting plans of development including lot sizing, layouts and road configurations.	Council is encouraging of plans and considers options of integration with further road design iterations
January 2023	Site specific DCP lodged with Council showing the relevant controls lot layouts, road sizing, configurations and dimensions.	Council response with a request for information in April accepted the response and continues to assess.
July 2023	Lodged a Development Application for the site consistent with ongoing Council discussion and the draft DCP that has been under assessment since Jan. Responds to public exhibition of materials by way of this submission.	Council adopts a Draft Masterplan and Draft DCP for the NW precinct and places on exhibition for public comment. It is noted the site is now partially excluded from the Masterplan

Table 1. History of development activities

Applicable land

The Draft Masterplan provides various maps showing the layout of the land to which these draft Development Control Plan (DCP) and future strategic planning intentions would apply. [redacted]. Despite this inclusion, the exhibited material provides a notation stating that the land known as 168A Bunglegumbie Rd is subject to the ongoing assessment of its own site-specific DCP. The complications this presents are that part of [redacted] is earmarked for a proposed rezoning under the Draft Masterplan and Council have also proposed a road through the central part of the site (in a location excluded from the Draft NW precinct Masterplan and DCP area). These aspects are discussed in further detail in later sections of this submission.

Figures 1 and 2 below show the lot configuration of [redacted] with regard the spatial mapping provided for the NW precinct below. Our site is outlined in yellow.

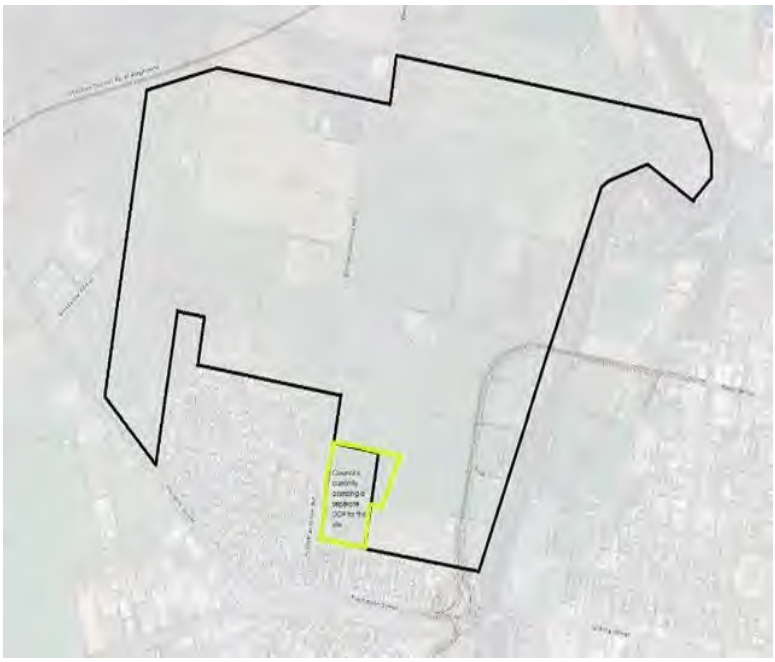


Figure 1. Extract from NW Precinct Masterplan defining the precinct.

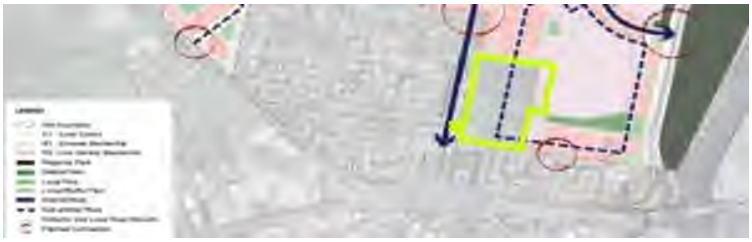


Figure 2. Extract from NW Precinct Masterplan defining future proposed zoning and roads

Stormwater Management

It is noted that Council's preference is for overland stormwater flows to overlap with greenspace. Based on the masterplan shown southern portions of the NW precinct would need to utilise pit and pipe arrangements to convey flows to the riparian areas of the precinct proposing discharge prior to entering the Macquarie River.

As individual sites to be developed in this area would need to connect to the pit and pipe system to demonstrate a lawful point of discharge potentially resulting in the requirement of a stormwater basin within their site prior to these connections that sterilises development land.

The Master plan appears to show images of wetlands as part of the riparian parklands which is supported and further by using such a feature as a regional (precinct wide) water treatment basin would benefit patterns of development throughout the entire precinct without the need for individual landholders having to haphazardly dedicate land for this.

As such water treatment areas are supported for development within the NW-precinct to connect to. The figure below highlights a suitable area for this to occur prior to discharge of collected water into the Macquarie River. Similar water features may add interest to public open space and recreational areas of the NW Precinct and are supported on this basis.



Figure 3. Drainage diagram extract from NW Masterplan.

Road and access connections

The road hierarchy in the southern areas of NW precinct are comprised by only existing local roads as shown in TfNSW road classification figure below.



Figure 4. Existing road network (TfNSW road classification website).

In December 2022, Maas Group presented to Council a road network within the proposed subdivision consisting of local and collector roads facilitating access from the site to existing and future networks. Council was supportive of this and followed up by providing designs for the integration of these North-South roads to connect to an East-West Road running along the northern boundary of the site enabling connections with between the site, the wider NW precinct and Bunglegumbie Road. Formal assessment of this proposed road network has been underway by Council since Jan 2023, whereby road layouts and dimensions were provided to Council again during their assessment of the site DCP in April.

Despite discussions and the current assessment of this proposed road network the current Draft Masterplan proposes a Sub- Arterial Road through the centre of the site and the notation suggesting that the masterplan does not apply to this area.

The concern with this draft concept is largely based on the unknown geometry of this road as the DCP does not provide an example of the geometric widths of this road typology. Upon review of an example of an existing sub-arterial road within the Local Government Area we had regard to the geometry of Boundary Road. In this regard Boundary Road is provided with a 20m width and note it achieves a 13m pavement, dual carriage way, bike lanes, on-street parking, and footpaths on both sides. This layout appears to achieve the outcome sought by Council and would be compatible with the designed dimensions of proposed roads presented to Council since Dec 2022.

The Draft DCP for the NW Precinct provides a geometric design of a collector road with a width of up to 22m, while the Masterplan does not propose any of these collector roads within the site, our concern is that a collector road for the NW precinct being of a lower order than a sub-arterial road is already wider than the proposed road in this location that is currently being assessed by Council since January 2022. It should also be noted that this location is not subject to the NW-Precinct strategic planning exercise.

Should the proposed sub-arterial road proposed by Council through the centre of our site exceed a 20m width, we are of the firm opinion this would be best located within the existing 40m road reserve immediately to the east of the site.

Locating a future Sub-arterial road in this existing road reserve would enable this road to remain open noting that it currently also provides the only lawful access point to otherwise isolated land known as lots 51 and 52 DP1282381, lots 15,16 23 and 24 DP1285243. Additionally, the existing road

reserve has a width of 40m in a north-south orientation facilitating the same or better future access needs that are conceptually documented in the NW precinct Masterplan.

Overall, in order to fully integrate access connections between our sites submitted plans, the following comments are provided.

- North-South connections through the site connecting to the wider precinct as per our road network provided in the site specific DCP are supported.
- East-West connections from the precinct to Bunglegumbie Road at the northern end our site is supported noting services, easements and access already existing in this location.
- A sub-arterial road facilitating a bus route through the site is not supported based on the unknown geometry of the road not being provided in the exhibited draft DCP and noting the sites submitted plans for assessment.
- Utilisation of the existing 40m wide public road to the east of the site is supported given it would accommodate a higher order road such as the proposed sub-arterial road rather than imposing this over existing plans of development that do not accommodate this after due consideration by Councils Development Engineers.



Figure 5. Extract from NW masterplan proposed road networks.

Bulit form

The current proposed plan of subdivision is consistent with current LEP controls in terms of a minimum lot size of 600 m2 within the R2 zoning. The subdivision of the site facilitates future development of a low-density form of dwelling houses and dual occupancies.

The exhibited Draft NW Precinct Masterplan proposes a wider range of housing typologies within the immediate vicinity of our site, noted to include medium density development on sites with a minimum lot size of 200m2 located within the eastern portion and immediately adjacent to our site.



Figure 6. Extract from NW precinct Masterplan proposed zoning.

Our concerns with this pattern of development are that higher densities are proposed centrally within the suburb's road network and would place further traffic demands on northern and western connections with other parts of Dubbo. Further to our previous point about the appropriate location of the proposed sub-arterial road, locating it in the existing road reserve to the east of our site would enable greater dispersion of traffic generated by these higher densities into a higher order road also providing an environmental que for the transition of built form from low density into the medium densities.

As per our previous submission future rezoning of our site to R1 is a development outcome supported for the North-Eastern portions of our site as mapped as future R1 in the Masterplan. It is agreed that this location would provide a suitable transition of built form between proposed low and medium densities, that may otherwise result in contrasting patterns of development should they front and be separated by a local road.

It is noted from the information provided by Council that future steps for the strategic planning of the NW Precinct is likely to result in a future planning proposal. While these processes take place our

intention is to finalise the current assessment of the Development Application and DCP currently with Council's assessment team, noting that Council would be required to ensure the portion of the site that the NW Masterplan identifies as R1 is subsequently rezoned as such by Council.

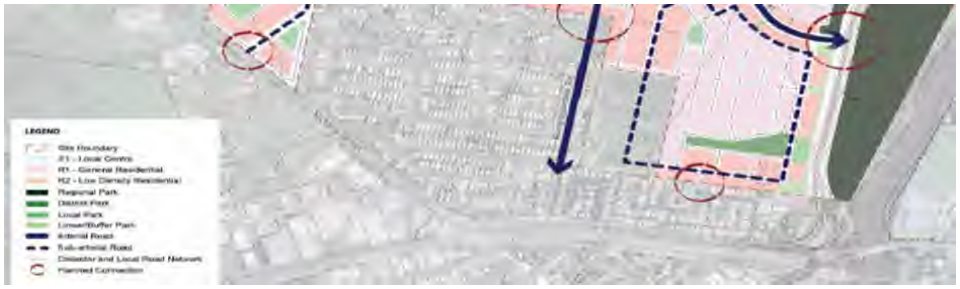


Figure 7. Extract from NW Precinct Masterplan proposed future rezoning.



Figure 8. Extract from NW Precinct Masterplan proposed housing typology following rezoning.

Overall, the diversity of future housing typology proposed for the precinct is supported basis that there is a clear need to satisfy the housing demand as identified in strategic planning documents for the Dubbo Region. However, we ask Council to further consider the finer grain details of integrating the current lodged development plans for the site based on the points provided.

With the current DCP and DA for our site currently being assessed by Council it should be noted that we have considered the various iterations of Council's draft concepts for the NW precinct to date. These considerations are reflected in our development plans and we request that Council does not compromise the integrity of their assessment of these plans with future strategic planning concepts or additional design iterations for the precinct that haven't been publicly exhibited to date.

Should you wish to discuss this submission in further detail please do not hesitate to contact Maas Group on [redacted]. We look forward to continuing to work constructively with Council on these matters throughout future planning processes.

Kind regards

[redacted]

Rowan McKay

[redacted]

The Chief Executive Officer,
Dubbo Regional Council,
PO Box 81,
DUBBO
NSW 2830

RECEIVED
- 4 AUG 2023
BY: [redacted]

DUBBO REGIONAL COUNCIL
ACTIONED TO ....
- 7 AUG 2023
CONTAINER # CD23/2563

3rd August,2023

PUBLIC EXHIBITION OF DRAFT DEVELOPMENT CONTROL PLANS:
NORTH-WEST URBAN RELEASE AREA.

CD 23/2563

I submit this submission as one the three Western impacted landholders, [redacted] by the TfNSW Newell Highway Bypass and New Dubbo Bridge being now encompassed within the new DRC draft Development Control Plan for the North-West Urban Release Area (Refer Map 1)

Our family have been lifetime owners of our parcel of land.

The drawn-out process over the last six years with particular regard to the consultation with TfNSW over the River Street Bridge and Newell Highway Bypass through our land has caused great concern and stress to us and our families. Sadly, [redacted] passed away without knowing of the Dubbo Regional Council's public announcement of the new North-West Urban Release Area that our properties fall within.

The Proposed Newell Highway Bypass severs the three [redacted] properties along with Dubbo Regional Council [redacted] thereby creating an isolated cut off eastern portion which are now following TfNSW Acquisition P[redacted] Refer Map 1-4).
Our properties surrendered land in the early 2000-01 as easements after the closure of the West Dubbo Sewerage Farm for Council's construction of the replacement new West Dubbo-Thompson Street Sewer Transfer Station Gravity Main to Troy Bridge and then onto Council's Boothenba Sewer Station which runs very close by our residences and marked by the purple line from S-N manhole numbers D31M46970-D31M47120.

I am in general agreement with the North-West Dubbo Urban Release Area Precinct Master Plan and Development Control Plan-1 but will make the following important points:

1. The severed eastern portions of Pt 15-The Willows DP1285243 and Pt 16-Mt Olive DP1285243 are private residences with 32 DP1219695-Mt Olive Heritage listed (Refer Map 4).
2. They are NOT Designated Regional Parks as coloured dark brown on the 4.11 REVISED INDICATIVE LAYOUT PLAN but privately owned property. (Map 1 refers).
3. The residence, THE WILLOWS, on Pt 15 DP1219695 (Refer Map 1) is not marked on any maps or diagrams in the Masterplan or Development Control Plan-1 giving the impression

that this area is open space. It is private property and I would like the residence added to the map like the Mt Olive Residence has been included.
4. Under the DCP-1 section 2.7 Streets, Movement and Accessibility-Sub Section 'Development Controls' (9). It is vital that access is approved and allowed through Chifley Drive for pedestrian and bicycle connectivity to Stage 1 of the Development of the initial south eastern area of the precinct. This will allow essential easy walking and cycling distance to the Dubbo CBD and integrate with the existing Dubbo urban footprint.
5. Will the adjoining MAAS Group development be integrated and have connectivity to the Stage 1 development?

In reference to the Masterplan "CONCEPT VISION FOR THOMPSON STREET" and "BUNGLEGUMBIE ROAD".
Consideration be agreed to a beautification of Thompson/Bunglegumbie Streets as outlined in the Masterplan as a welcoming invitation to Dubbo and be named with a sign "The Gateway- Welcome to DUBBO" to commemorate the West Dubbo Railway Crossing Gatekeeper's Cottage with an Interpretative Panel including the photographs and paraphrased text recording that history dating back to the late 1890's. (Attachment 5A & 5B refers).

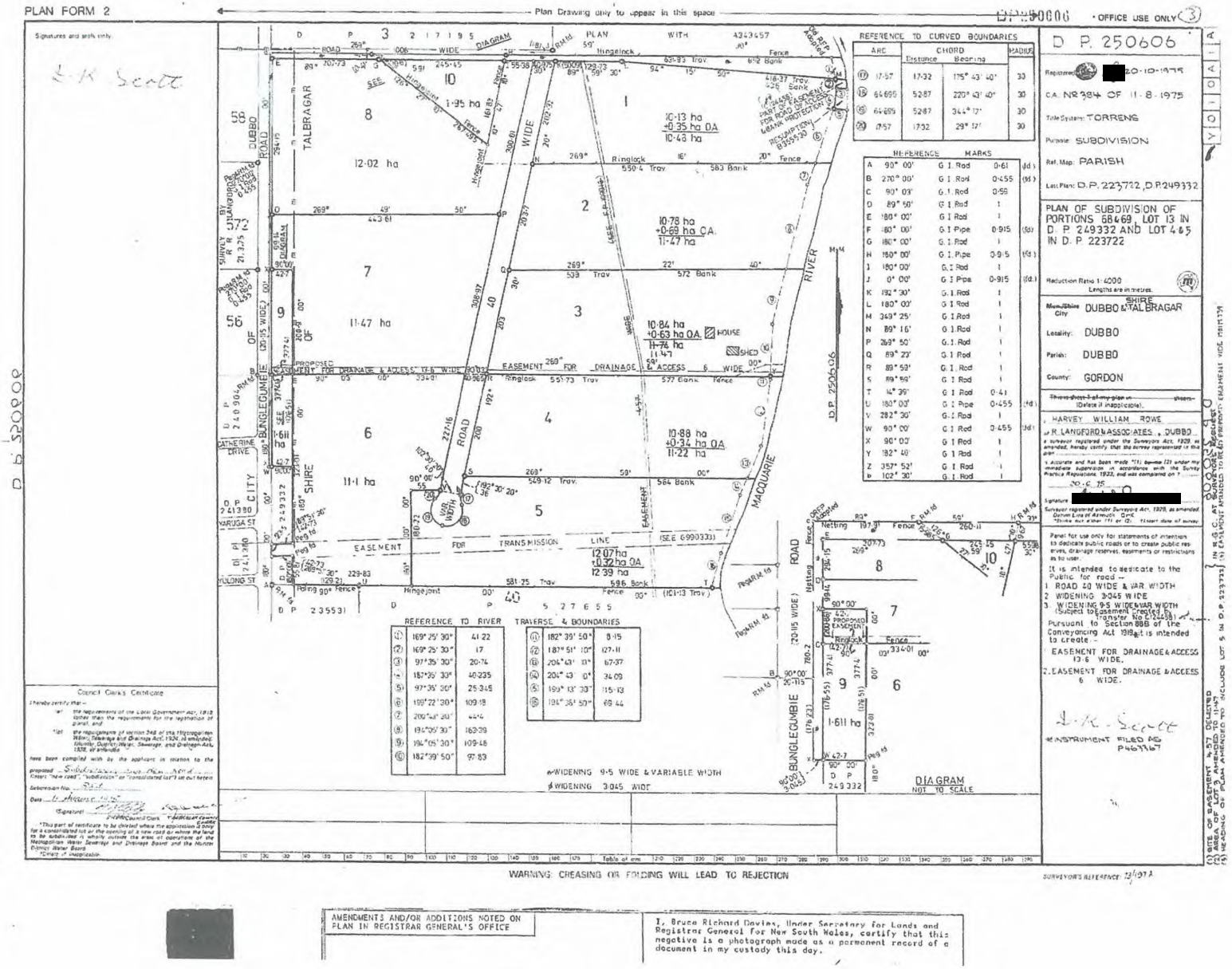
Respectfully submitted.

Yours faithfully,

[redacted]
Colin Middleton
[redacted]

[redacted]

(2)


PLAN FORM 2
Plan Drawing only to appear in this space
D P 250606
OFFICE USE ONLY
D P 250606
Registered: 20-10-1975
C.A. No 384 OF 11-8-1975
Title System: TORRENS
Purpose: SUBDIVISION
Ref. Map: PARISH
Last Plan: D.P. 223722, D.P.249332
PLAN OF SUBDIVISION OF PORTIONS 68469, LOT 13 IN D. P 249332 AND LOT 465 IN D. P. 223722
Reduction Ratio 1: 4000
Lengths are in metres.
Municipality or City: DUBBO
SHIRE: PARISH OF TALBRAGAR
Locality: DUBBO
Parish: DUBBO
County: GORDON
I, HARVEY WILLIAM ROWE
of R. LANGFORD & ASSOCIATES, DUBBO
a surveyor registered under the Surveyors Act, 1929, as amended, hereby certify that the survey represented in this plan
is accurate and has been made *(1) /under (2) under my immediate supervision in accordance with the Survey Practice Regulations, 1933, and was completed on *
Signature
Surveyor registered under Surveyors Act, 1929, as amended.
*Strike out either (1) or (2). †Insert date of survey.
Panel for use only for statements of intention to dedicate public roads or to create public reserves, drainage reserves, easements or restrictions as to user.
It is intended to dedicate to the Public for road —
1 ROAD 20 WIDE & VAR WIDTH
2 WIDENING 3·045 WIDE
3. WIDENING 9·5 WIDE & VAR WIDTH (Subject to Easement Created by Transfer No C 124581)
Pursuant to Section 88B of the Conveyancing Act 1919 it is intended to create :-
1. EASEMENT FOR DRAINAGE & ACCESS 13·6 WIDE.
2. EASEMENT FOR DRAINAGE & ACCESS 6 WIDE.
L. K. Scott
INSTRUMENT FILED AS P467767
Council Clerk's Certificate
I hereby certify that —
(a) the requirements of the Local Government Act, 1919 (other than the requirements for the registration of plans), and
(b) the requirements of section 348 of the Hunter Region Water, Sewerage and Drainage Act, 1924, as amended, (Hunter, Dunlop Weir, Sewerage, and Drainage Acts, 1938, as amended)
have been complied with by the applicant in relation to the proposed Subdivision (New Road) (Creation "new road", "subdivision" or "consolidated lot") set out hereon.
Solicitor's No.
Date
Signature
District Council Clerk
*This part of certificate to be deleted where the application is only for a consolidated lot or the opening of a new road or where the land to be subdivided is wholly outside the area of operations of the Metropolitan Water, Sewerage and Drainage Board and the Hunter District Water Board.
*Delete if inapplicable.
REFERENCE TO CURVED BOUNDARIES
REFERENCE MARKS
REFERENCE TO RIVER
TRAVERSE & BOUNDARIES
TALBRAGAR ROAD
DUBBO ROAD
BUNGLEGUMBIE ROAD
MACQUARIE RIVER
CATHERINE DRIVE
YARUGA ST
YOUNG ST
EASEMENT FOR TRANSMISSION LINE (SEE 6990333)
PROPOSED EASEMENT FOR DRAINAGE & ACCESS 13·6 WIDE
EASEMENT FOR DRAINAGE & ACCESS 6 WIDE
10·13 ha +0·35 ha OA 10·48 ha
12·02 ha
10·78 ha +0·69 ha OA 11·47 ha
11·47 ha
10·84 ha +0·63 ha OA HOUSE SHED 11·74 ha 11·47
10·88 ha +0·34 ha OA 11·22 ha
11·1 ha
1·611 ha
12·07 ha +0·32 ha OA 12·39 ha
1·95 ha
1·611 ha
DIAGRAM NOT TO SCALE
WIDENING 9·5 WIDE & VARIABLE WIDTH
WIDENING 3·045 WIDE
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
AMENDMENTS AND/OR ADDITIONS NOTED ON PLAN IN REGISTRAR GENERAL'S OFFICE
I, Bruce Richard Davies, Under Secretary for Lands and Registrar General for New South Wales, certify that this negative is a photograph made as a permanent record of a document in my custody this day.

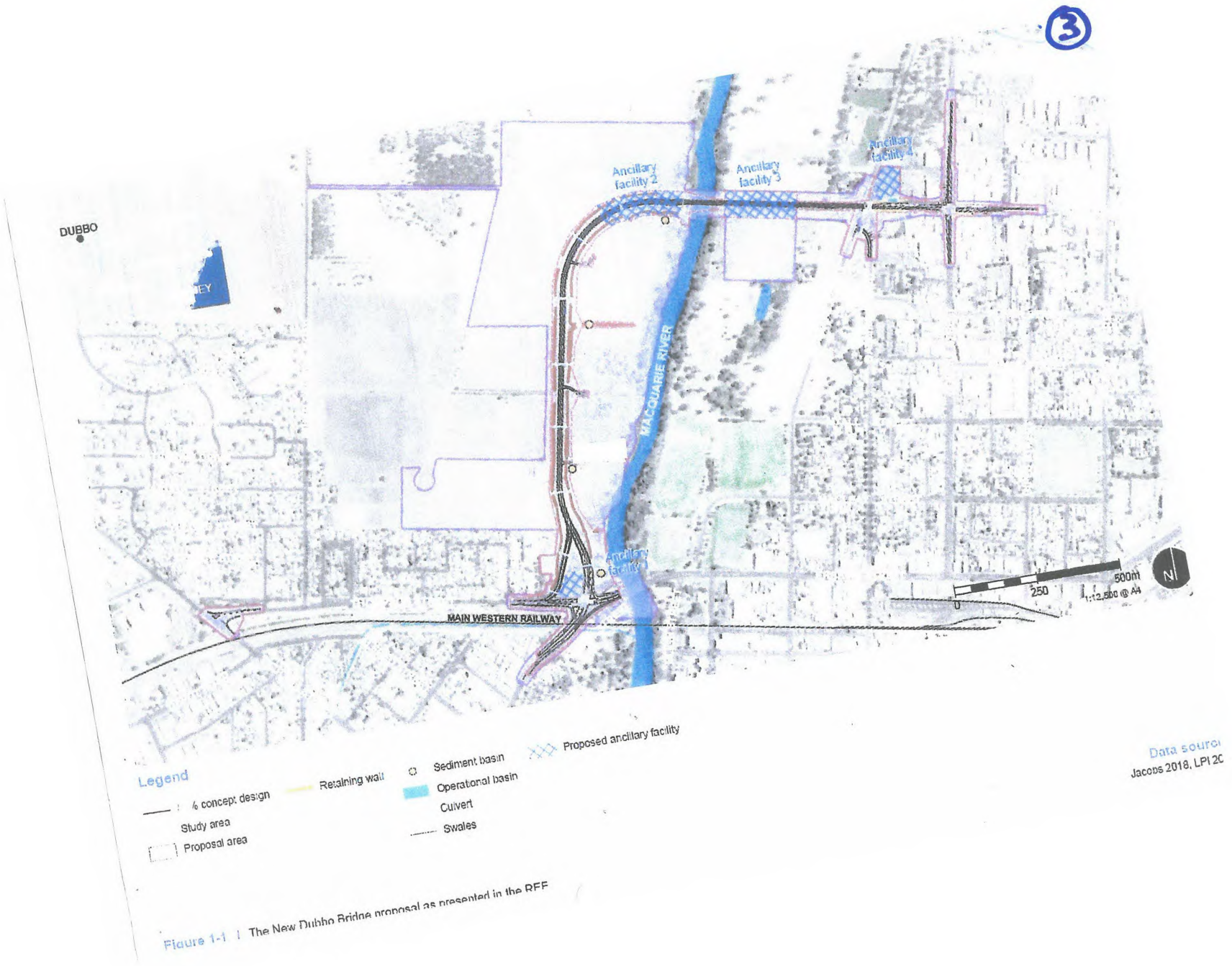
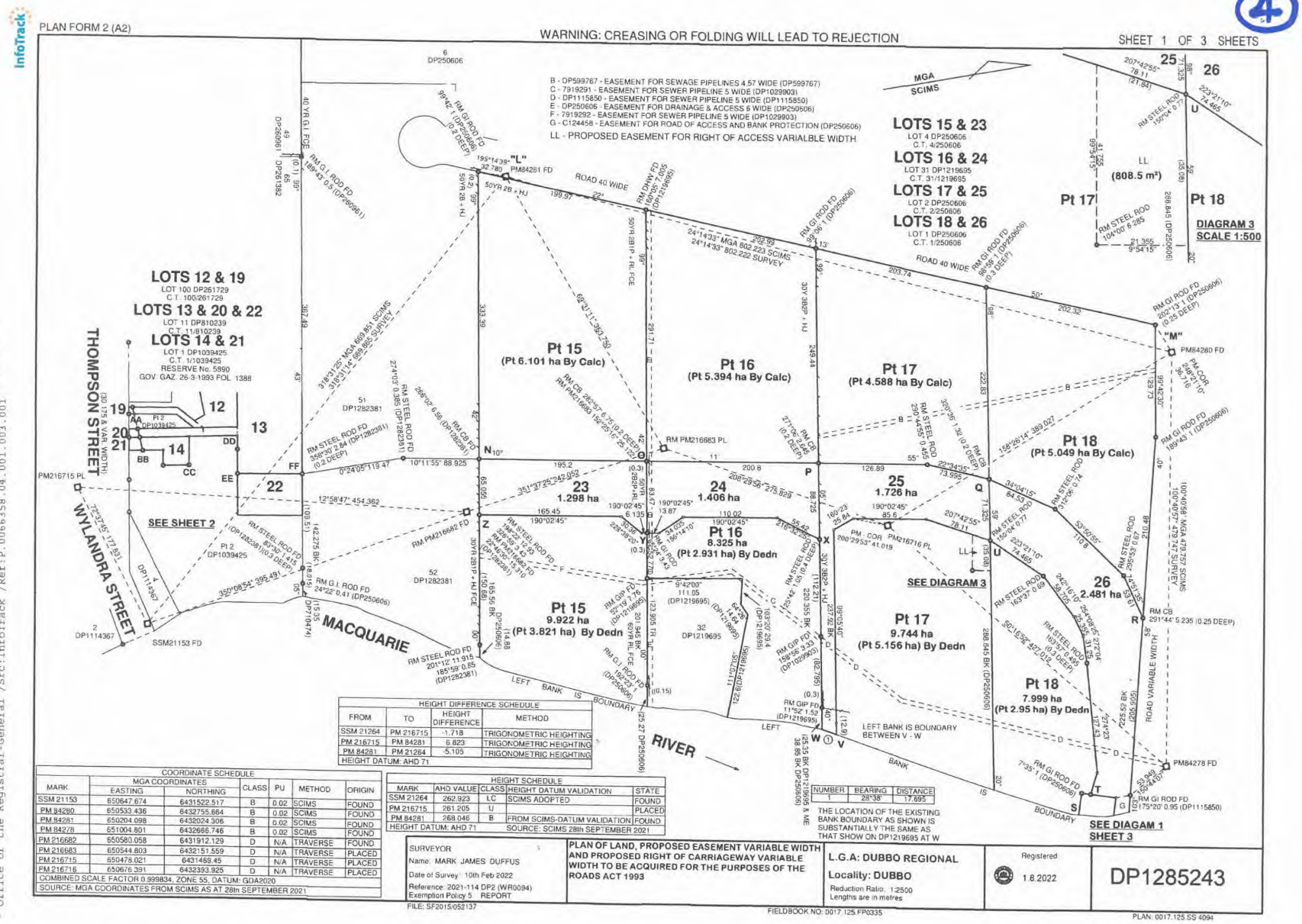


Figure 1-1 | The New Dubbo Bridge proposal as presented in the REF


PLAN FORM 2 (A2)
WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION
SHEET 1 OF 3 SHEETS
B - DP599767 - EASEMENT FOR SEWAGE PIPELINES 4.57 WIDE (DP599767)
C - 7919291 - EASEMENT FOR SEWER PIPELINE 5 WIDE (DP1029903)
D - DP1115850 - EASEMENT FOR SEWER PIPELINE 5 WIDE (DP1115850)
E - DP250606 - EASEMENT FOR DRAINAGE & ACCESS 6 WIDE (DP250606)
F - 7919292 - EASEMENT FOR SEWER PIPELINE 5 WIDE (DP1029903)
G - C124458 - EASEMENT FOR ROAD OF ACCESS AND BANK PROTECTION (DP250606)
LL - PROPOSED EASEMENT FOR RIGHT OF ACCESS VARIALBLE WIDTH
LOTS 15 & 23
LOT 4 DP250606
C.T. 4/250606
LOTS 16 & 24
LOT 31 DP1219695
C.T. 31/1219695
LOTS 17 & 25
LOT 2 DP250606
C.T. 2/250606
LOTS 18 & 26
LOT 1 DP250606
C.T. 1/250606
LOTS 12 & 19
LOT 100 DP261729
C.T. 100/261729
LOTS 13 & 20 & 22
LOT 11 DP810239
C.T. 11/810239
LOTS 14 & 21
LOT 1 DP1039425
C.T. 1/1039425
RESERVE No. 5890
GOV. GAZ. 26-3-1993 FOL. 1388
THOMPSON STREET
WYLANDRA STREET
MACQUARIE
RIVER
ROAD 40 WIDE
Pt 15 (Pt 6.101 ha By Calc)
Pt 16 (Pt 5.394 ha By Calc)
Pt 17 (Pt 4.588 ha By Calc)
Pt 18 (Pt 5.049 ha By Calc)
23 1.298 ha
24 1.406 ha
25 1.726 ha
Pt 16 8.325 ha (Pt 2.931 ha) By Dedn
Pt 15 9.922 ha (Pt 3.821 ha) By Dedn
Pt 17 9.744 ha (Pt 5.156 ha) By Dedn
26 2.481 ha
Pt 18 7.999 ha (Pt 2.95 ha) By Dedn
Pt 17 (808.5 m²)
SEE SHEET 2
SEE DIAGRAM 3
SEE DIAGAM 1 SHEET 3
DIAGRAM 3 SCALE 1:500
LEFT BANK IS BOUNDARY BETWEEN V - W
THE LOCATION OF THE EXISTING BANK BOUNDARY AS SHOWN IS SUBSTANTIALLY THE SAME AS THAT SHOW ON DP1219695 AT W
HEIGHT DIFFERENCE SCHEDULE
FROM | TO | HEIGHT DIFFERENCE | METHOD
SSM 21264 | PM 216715 | -1.718 | TRIGONOMETRIC HEIGHTING
PM 216715 | PM 84281 | 6.823 | TRIGONOMETRIC HEIGHTING
PM 84281 | PM 21264 | -5.105 | TRIGONOMETRIC HEIGHTING
HEIGHT DATUM: AHD 71
COORDINATE SCHEDULE
MARK | MGA COORDINATES EASTING | NORTHING | CLASS | PU | METHOD | ORIGIN
SSM 21153 | 650647.674 | 6431522.517 | B | 0.02 | SCIMS | FOUND
PM 84280 | 650533.436 | 6432755.664 | B | 0.02 | SCIMS | FOUND
PM 84281 | 650204.098 | 6432024.306 | B | 0.02 | SCIMS | FOUND
PM 84278 | 651004.801 | 6432666.746 | B | 0.02 | SCIMS | FOUND
PM 216682 | 650580.058 | 6431912.129 | D | N/A | TRAVERSE | FOUND
PM 216683 | 650544.803 | 6432151.559 | D | N/A | TRAVERSE | PLACED
PM 216715 | 650478.021 | 6431469.45 | D | N/A | TRAVERSE | PLACED
PM 216716 | 650676.391 | 6432393.925 | D | N/A | TRAVERSE | PLACED
COMBINED SCALE FACTOR 0.999834, ZONE 55, DATUM: GDA2020
SOURCE: MGA COORDINATES FROM SCIMS AS AT 28th SEPTEMBER 2021
HEIGHT SCHEDULE
MARK | AHD VALUE | CLASS | HEIGHT DATUM VALIDATION | STATE
SSM 21264 | 262.923 | LC | SCIMS ADOPTED | FOUND
PM 216715 | 261.205 | U | | PLACED
PM 84281 | 268.046 | B | FROM SCIMS-DATUM VALIDATION | FOUND
HEIGHT DATUM: AHD 71 SOURCE: SCIMS 28th SEPTEMBER 2021
NUMBER | BEARING | DISTANCE
1 | 28°38' | 17.695
SURVEYOR
Name: MARK JAMES DUFFUS
Date of Survey: 10th Feb 2022
Reference: 2021-114 DP2 (WR0094)
Exemption Policy 5 REPORT
FILE: SF2015/052137
PLAN OF LAND, PROPOSED EASEMENT VARIABLE WIDTH AND PROPOSED RIGHT OF CARRIAGEWAY VARIABLE WIDTH TO BE ACQUIRED FOR THE PURPOSES OF THE ROADS ACT 1993
L.G.A: DUBBO REGIONAL
Locality: DUBBO
Reduction Ratio: 1:2500
Lengths are in metres
Registered
1.8.2022
DP1285243
FIELDBOOK NO: 0017.125.FP0335
PLAN: 0017.125.SS 4094
Req:R257342 /Doc:DP 1285243 P /Rev:01-Aug-2022 /NSW LRS /Pct:05-Aug-2022 07:21 /Seq:1 of 5
© Office of the Registrar-General /Src:InfoTrack /Ref:P.006358.04.001.003.001

5A

"GATEWAY - Welcome to DUBBO -"



CONSIDER the history of the location.

'The WEST DUBBO RAILWAY CROSSING + GATEKEEPER'S COTTAGE circa late 1890's.

5B

TIME WARP

WEST DUBBO RAILWAY CROSSING

CONTRIBUTED BY STEVE HODDER

The gates at the West Dubbo railway crossing were installed in the late-1890s and closed to traffic from 11pm to 6am each day.

Travellers entering Dubbo from the west after 11pm had to make their way down a bush track (now Thompson Street) and pass under the railway bridge, they'd then make their way up to the white bridge to cross the river into town. This system remained in place until at least 1924.

The gatekeeper's cottage (pictured) was built in 1917. Dubbo locals have recalled the following families lived in the cottage and worked the gates: The Bohme family in the 1940s, and Ted Dawson in 1950.

Ted and Dolly Hardin lived in the cottage at one stage. Ted drove trains and Dolly opened the gates. It's unclear when the Hardin's lived there, but it may have been after their house at Wellington was destroyed by fire in 1951.

Will and Sylvia Lovett and family were there in the 1960s along with Bob and Esther Fee and family in the 1970s.

The gates were replaced with lights and bells in 1960.

It's unclear when the gatekeeper's cottage was demolished. It may have been in the 1980s or 1990s.

• ***If you know more about this piece of Dubbo history, feel free to get in touch with Dubbo Photo News so we can share more information with our readers.***

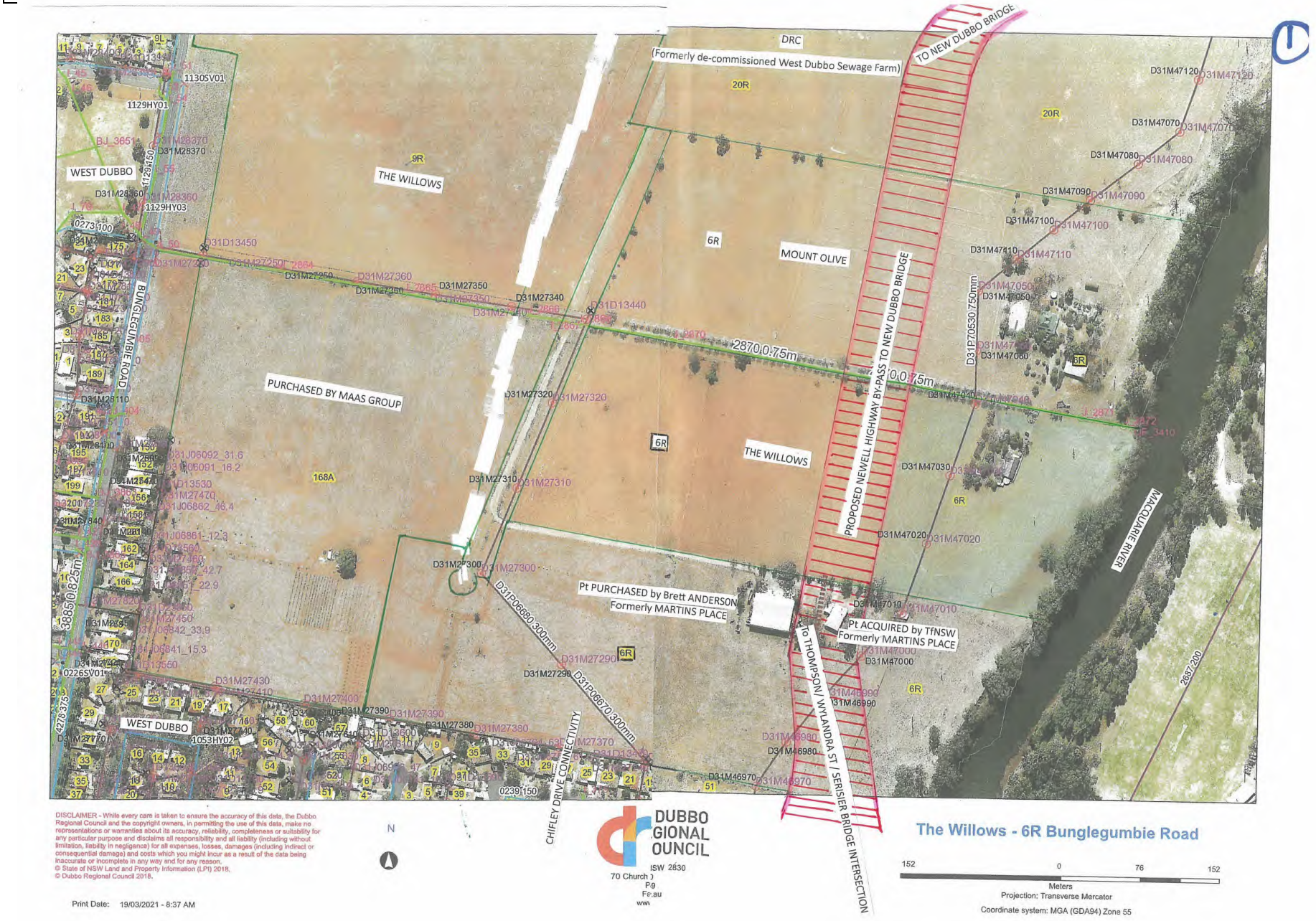




THE WEST DUBBO RAILWAY CROSSING GATEKEEPER'S COTTAGE. PHOTOGRAPH TAKEN JULY 20, 1967. PHOTOS: NSW STATE ARCHIVES

WHAT DO YOU REMEMBER?

Do you have memories of the Dubbo of yesteryear that you'd like to share? Contact us at: photos@dubbophotonews.com.au We'd love to include your photos in a future edition.


DRC
(Formerly de-commissioned West Dubbo Sewage Farm)
TO NEW DUBBO BRIDGE
20R
9R
6R
168A
WEST DUBBO
THE WILLOWS
MOUNT OLIVE
PURCHASED BY MAAS GROUP
BUNGLEGUMBIE ROAD
PROPOSED NEWELL HIGHWAY BY-PASS TO NEW DUBBO BRIDGE
MACQUARIE RIVER
Pt PURCHASED by Brett ANDERSON
Formerly MARTINS PLACE
Pt ACQUIRED by TfNSW
Formerly MARTINS PLACE
To THOMPSON/ WYLANDRA ST / SERISIER BRIDGE INTERSECTION
CHIFLEY DRIVE CONNECTIVITY
2870.0.75m
0.0.75m
D31P70530 750mm
D31P06680 300mm
D31P06670 300mm
38850.825m
2687.200
DISCLAIMER - While every care is taken to ensure the accuracy of this data, the Dubbo Regional Council and the copyright owners, in permitting the use of this data, make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.
© State of NSW Land and Property Information (LPI) 2018.
© Dubbo Regional Council 2018.
Print Date: 19/03/2021 - 8:37 AM
N
DUBBO
GIONAL
OUNCIL
ISW 2830
70 Church
The Willows - 6R Bunglegumbie Road
152 0 76 152
Meters
Projection: Transverse Mercator
Coordinate system: MGA (GDA94) Zone 55

4 August 2023

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

Council Reference CD23/2563

SUBMISSION TO THE DRAFT DEVELOPMENT CONTROL PLAN - DCP22-002 – NORTH WEST URBAN RELEASE AREA

Dear Sir/Madam,

I hereby lodge an **Objection** to the proposed 'Planned Connection for Pedestrian and Bicycle Connectivity' between the existing Chifley Drive residential area and the proposed Draft North West Urban Release Area.

I am a life long resident of Chifley Drive and I currently own, reside in and pay council rates for [redacted].

The reasons for my **Objection** are as follows:

1. I am very concerned about safely exiting my driveway if another source of either pedestrian or foot traffic is introduced into this particular corner of the Street. Once leaving my property in a vehicle, I would be reversing directly into the path of any person travelling via the pathway and heading south in Chifley Drive. The provision of this pathway would create an extremely dangerous environment, particularly if there are children on bicycles involved, during inclement weather conditions, when visibility is low and during evenings when it is dark.

2. This particular section of Chifley Drive is very well maintained by proud residents and the incidence of vandalism and unacceptable behaviour is non-existent in the street. I would hope the introduction of transient people from the newly developed area who are just passing through treat our area with peace and quiet and the respect the current residents deserve.

3. I would also hope the pathway itself, if it were to proceed, is maintained to a reasonable level of acceptance. Given a full residential allotment (33 Chifley Drive) could be sacrificed the proposed pathway I gather there will be grassed areas, as well as concrete paving. Would the ongoing maintenance of this area, including mowing, become a Council and therefore ratepayer's financial responsibility?

4. Further to the above and again, only if this proposal were to proceed, will there be any design factors which would minimise or eliminate the incidence of vandalism which comes with the opportunity of defacing adjoining fencing to each side boundary of the passageway? I would hate to reside in numbers 31 and 35 of the street and would really feel for my neighbours that do. Imagine the loss of privacy in your own backyard and the noise created by active minds, at all hours of the day and night.

5. In addition to my first concern above, and again only if this proposal were to proceed, what methods would be provided to ensure and prevent bicycles entering Chifley Drive at greater than walking pace? With the increased incidence of this problem, one would hope speeding motorcyclists would not find the opportunity to utilise this passage as an easy shortcut either into or out of the new residential area.

I sincerely hope my concerns outlined above, as well as those of my neighbours, are given serious consideration. We have chosen to live and stay in this street, to appreciate and enjoy what it has become. Not what it could become. I see the proposal is somehow intended to benefit those within the new residential area. At this stage, I can only see increased potential for accidents, additional foot and vehicular traffic and strangers in Chifley Drive.

Yours Faithfully,
Daisey Low
[redacted]

Chief Executive Officer

Dubbo Regional Council

Po Box 81

Dubbo NSW 2830

Council Reference CD23/2563

Dear Sir,

I wish to lodge an Objection to the proposed "Planned connection" (for pedestrian and bicycle connectivity) between the existing Chifley Drive residential area with the proposed Draft North- West Urban Release Area.

I was a resident of Chifley Drive for 20 years until residing to [redacted]. I am very concerned for the possible development and hope my concerns raised are taken seriously for the safety and wellbeing of our neighbourhood.

- Economic certainty and standards of living can be irretrievably damaged such a development.
- Will neighbouring residents therefore be compensated for economic loss caused by debilitating amenity impacts?
- When residents and owners of the neighbouring streets and cul-de-sacs chose to invest in the area it was with a firm belief that what you see is what you get, in relation to the existing design and streetscape.
- Many residents are concerned about the possible antisocial behaviour and an increased crime level associated with walkways. This is particularly enhanced in an area that has deep rooted level of territorial ownership in what has always been a destination rather than a thoroughfare.
- Is the proposed walkway a necessity for future residents of the proposed subdivision or just a hinderance and potential problem for the exiting residents.
- I am curious to know where pedestrians will be walking once entering Chifley drive as there are no footpaths throughout Chifley drive.
- The development would therefore make more sense to come down Bunglegumbie road and Thompson Street.
- Lastly, due to the rental and housing crisis around Dubbo is it feasible to remove a family dwelling just to create a walkway that could and more than likely increase anti-social behaviour.

Yours sincerely,

Katrina Low and Joshua Jaggard

[redacted]

Department of Planning and Environment

The Chief Executive Officer
Dubbo Regional Council
council@dubbo.nsw.gov.au

[redacted]
Your ref: CD23/2563

Attention: Shoilee Iqbal

Dear Shoilee

Draft Development Control Plan DCP22-002 - North-West Urban Release Area

Thank you for your e-mail dated 5 July 2023 to the Biodiversity, Conservation and Science Directorate (BCS) of the Department of Planning and Environment inviting comments on the draft Development Control Plan (DCP) for the North West Urban Release Area.

BCS has previously provided advice [redacted] on the draft North-West Urban Release Area Precinct Plan (CD22/4655).

BCS understands that the draft DCP has been prepared to fulfil clause 6.3 of the Dubbo Regional Local Environmental Plan (LEP) 2022 which requires a DCP to be prepared before development consent can be granted on land in an Urban Release Area for the purposes of subdivision. The draft DCP is accompanied by a Master Plan.

BCS also understands that to facilitate the urban plan as put forward in the draft North West Urban Release Area DCP and Master Plan, rezoning and minimum lot size changes within parts of the Urban Release Area are likely to be the subject of a future planning proposal.

BCS has four areas of interest relating to strategic land use planning:

1. The impacts of development intensification on biodiversity
2. Adequate investigation of the environmental constraints of affected land
3. Avoiding intensification of land use and settlement in areas of high environmental value (HEV), and
4. Ensuring that development within a floodplain is consistent with the NSW Government's Flood Prone Land Policy, the principles set out in the Floodplain Development Manual, and applicable urban and rural floodplain risk management plans.

We generally support strategic planning proposals which:

- Avoid settlement intensification in areas of HEV and environmental hazards
- Aligns with state, regional and local strategic planning frameworks and includes objectives, such as 'no net loss of native vegetation'
- Update planning controls to reflect the environmental values and constraints present, and
- Minimise flood risk to human life, property and the local environment while maintaining floodplain connectivity for environmental benefit.

The BCS advice and recommendations relating to the draft North West Urban Release Area Master Plan and DCP are provided in **Attachment A.**

BCS North West Branch have also developed a recommended standard biodiversity assessment approach for planning proposals. The approach is set out in the following attachments, for future consideration:

- **Attachment B** describes our recommended steps for assessing and addressing biodiversity as part of a planning proposal. This aims to ensure that a planning proposal can demonstrate consistency with the strategic planning framework, particularly in identifying and protecting HEV lands.
- **Attachment C** describes the HEV criteria and provides our recommended method for investigating lands for the presence of the HEV criteria at the property scale as part of a planning proposal.
- **Attachment D** provides our recommended guidance for avoiding and minimising impacts on HEV land as part of a planning proposal.

If you require any further information regarding this matter, please contact [redacted].

Yours sincerely

[redacted]

Liz Mazzer
[redacted]

7 August 2023

Attachment A

BCS's detailed comments

Draft Development Control Plan (DCP) and Draft Master Plan – North West Urban Release Area

BAM	Biodiversity Assessment Method
BC Act	*Biodiversity Conservation Act 2016*
BC Reg	*Biodiversity Conservation Regulation 2017*
BDAR	Biodiversity Development Assessment Report
BOS	Biodiversity Offset Scheme
FPA	Flood Planning Area
SAII	Serious and Irreversible Impact
PCT	Plant Community Type

BCS understands that R2 Low Density Residential (minimum lot size 600m^2), R5 Large Lot Residential (minimum lot size 8 hectares) and RE1 Public Recreation zonings currently apply to the subject site.

Figure 4.11 of the draft Master Plan for the precinct sets out a 'revised indicative layout plan' which includes three proposed zonings – retention of some R2 Low Density Residential, rezoning of a larger proportion of the site to R1 General Residential and creation of an E1 Local centre zone. The current R5 zoning in the western portion of the site would be removed. The draft Development Control Plan (DCP) and Master Plan do not indicate whether the RE1 zone will be extended beyond the zone as currently mapped in the Dubbo Local Environmental Plan (LEP). The future zoning of the remainder of the Open Space Network is not identified.

Whilst the existing R2 zoning permits relatively intensive development with the potential to result in complete removal of native vegetation within that zone (subject to future development assessment), future rezoning of the R5 zone to R1 and R2 would allow intensification of future development and increase pressure on any biodiversity values within that western portion of the site. The Master Plan and DCP process provides opportunities for:

- the protection and potential enhancement of native vegetation within the subject site.
- early consideration of biodiversity values to simplify future development assessment and further inform the required planning proposal.

BCS advice based on the information presented in the draft DCP and Master Plan is provided below. BCS may provide further comments on the North West Urban Release Area at the planning proposal stage.

1. Future development of the subject area should be considered under a single development application

Staging of development within the North West Urban Release Area is proposed. Only Stage 1 of the development is specifically mapped within the DCP, with the breakdown of the proposed urban layout into the subsequent stages for release deferred to a later date. Stage 1 is defined as delivery of the urban infrastructure only (within Stage 1 portion of the site).

Where a proposed development is, or involves, the subdivision of land, the location and extent of native vegetation clearing to be considered when determining whether a proposal triggers the Biodiversity Offset Scheme (BOS) must be based on the total development footprint that, in the opinion of the consent authority (the Council), is required or likely to be required for the purposes for which the land is to be subdivided (Clause 7.1(3) *Biodiversity Conservation Regulation 2017* (BC Reg).

This means that the consent authority must consider all clearing of native vegetation required or likely to be required for the ultimate purpose of the subdivision. This includes, but is not limited to: building envelopes, asset protection zones, access roads, driveways, services, effluent disposal areas, ancillary buildings, landscaping, new boundary fence lines and any future clearing entitlements as a result of the development that are authorised by other legislation[i].

Where a development application for a subdivision triggers the BOS, a Biodiversity Development Assessment Report (BDAR) is required. Biodiversity offsets are then calculated and secured in accordance with the *Biodiversity Conservation Act 2016* for the entire development and no further offsets are then required for subsequent development of the land that is within the approved subdivision.

Further guidance about the BOS thresholds is available via the Department's website[ii]. Recent Departmental advice (August 2022) relating to calculating the area clearing threshold in partially exotic ground cover may be relevant to this site (see BOS update no.7[iii], and local government questions and answers[iv]). Please note this method is only for the purposes of assessing the area clearing threshold and is not to be used for the purpose of calculating biodiversity credits in any subsequent BDAR. Where the BOS is triggered, the BAM must be applied to the entire development site unless an area is demonstrated to have 100% exotic over and does not provide habitat or resources for threatened species[v] (BAM s.4.1.2).

Recommendations

1.1 That Council ensures that:

- the entire development proposal (ie all stages) for the North West Urban Release Area is assessed against the BOS triggers, and
- preparation of any necessary BDAR is based on the total footprint.

1.2 Council note the BCS advice regarding calculation of the BOS area clearing threshold in areas of partially exotic vegetation.

2. If not already undertaken, on-ground investigation of plant community types and potential threatened species within the subject site during the strategic planning process may simplify future development assessment.

The DCP envisages the provision of the Open Space Network 'consistent with' Figure 4 of the DCP (s. 2.4 (a)), where it seems some degree of native vegetation retention is intended when deemed 'possible' or 'practicable' during establishment of parks and associated infrastructure. It is also implied that earthworks associated with establishing the initial landform and delivery of servicing infrastructure may aim to preserve existing 'mature trees' where practicable.

The BCS submission (DOC22/967487, dated 3 November 2022) on the draft North West Urban Release Area Precinct Plan noted the proposed preparation of flora and fauna studies to determine the significance of vegetation and maximise the protection of biodiversity values. BCS does not have any information on what biodiversity-related assessment may have since been undertaken as part of developing the proposed urban layout and designating the location and extent of the Open Space Network. The Master Plan suggests the design of the Open Space Network has been based on areas likely to experience inundation/overland flows and areas containing 'existing significant vegetation'.

A review of BioNet records indicates the potential for species credit species to occur within the subject site. The draft Precinct Plan also flagged the potential for plant community types (PCTs) on the site to conform to Endangered Ecological Communities (EEC). These may include the White Box – Yellow -Box Blakely's Red Gum Critically Endangered Ecological Community (Box-Gum CEEC) and the Inland Grey Box Woodland EEC. Box-Gum CEEC has been assessed by the Department as an entity likely to be at risk of serious and irreversible impacts (SAII) within the meaning of clause 6.7 of the BC Reg. Entities at risk of SAII have additional assessment requirements under the BAM.

Under section 7.16 of the BC Act, the consent authority must refuse to grant consent if the approval of a proposed development is likely to have a serious and irreversible impact on SAII entities. Further advice regarding determination of serious and irreversible impacts is available via the Department's website[vi].

The degree to which the DCP locks in the location and extent of the Open Space Network, and the remainder of the current urban plan for the site, is not clear. However, from the wording it appears that the DCP would not preclude either the expansion of the open space network beyond the current plan, or other alteration to the proposed development layout to maximise avoidance of biodiversity values at later stage.

Nevertheless, if on-ground investigation of the PCTs and threatened species present within the site has not already been undertaken, Council may wish to encourage this as soon as possible, to assist in:

- ensuring sufficient time to accommodate seasonal survey restrictions (and consultant availability) for any threatened species likely to require targeted survey.
- identifying any high value biodiversity on the site and facilitating any necessary changes in the proposed urban and open space layout to maximise avoidance at an early stage and simplify future development assessment.

Recommendations

2.1 That Council encourages early assessment of biodiversity within the subject site to determine whether the future subdivision of the site will trigger the BOS, considering the BCS advice under Issue 1.

2.2 The following actions at an early stage may further inform the Master Plan, DCP and future Planning Proposal and simplify any future application of the BAM:

a) Identifying any threatened species likely to require targeted survey

b) Undertaking sufficient on-ground investigation to allow identification of any potential SAII entities and species credit species.

c) Review of the layout of the proposal once biodiversity values have been identified.

Whilst not a mandated requirement, application of Stage 1 of the BAM (by an accredited assessor) as part of the strategic planning for the site would facilitate this.

3. Elements of the DCP provisions relating to native vegetation and the Open Space Network are unclear

The DCP includes retention of 'existing mature trees' throughout the site 'where practicable' as a performance measure associated with 'initial earthworks' (s.2.3, not accompanied by associated development controls).

S.2.4 *'Preserving Natural Elements and Open Space Network'* includes (among others) the objectives:

'(d) to conserve natural features and vegetation on land identified for open spaces and environmental corridors to support and enhance biodiversity'

'(*e) Design of open spaces to balance open areas for recreation and areas for increased tree canopy*'.

The 'Open Space Network' includes *'open space areas, linear corridors and green links'* (page 7 and Figure 4 page 8). These areas may incorporate sporting fields, linear drainage infrastructure, cycleway/pedestrian paths, seating, public art and landscaping.

The DCP provides performance measures by which achievement of the s.2.4 objectives may be demonstrated, including:

'*(d) Existing vegetation is to be retained within parks where practical* '

'*(e) Embellishments must not impact on native vegetation'*.

BCS notes that the performance measure *'Embellishments must not impact on native vegetation'* (DCP page 7) is not included amongst the associated DCP development controls (page 8), which only require that remnant native vegetation must be retained 'where possible'. BCS is unclear whether the DCP requires compliance with the listed performance measures (or only compliance with the specified development controls) and therefore is uncertain regarding the effect of performance measure 2.4 (e).

Should Council deem that a degree of impact to native vegetation via 'embellishments' is consistent with the DCP at the development application stage, Council should ensure that such impacts are appropriately assessed within any BDAR required. BCS draws Council's attention to the recently released BAM 2020 Stage 2 Operational Manual[vii] (April 2023) which contains advice on appropriately scoring partial versus full loss of native vegetation.

BCS supports the requirement under the s.2.4 development controls for future plantings within and adjacent to remnant native vegetation to be consistent with the existing Plant Community Types (PCT).

Recommendations:

3.1 Clarify the intended function and application of the DCP 'performance measures', both where they are, and are not, accompanied by specific development controls.

3.2 Council note the BCS advice regarding future assessment of 'embellishments' and other development in remnant native vegetation within the Open Space Network.

4. Follow up advice to Council regarding potential flood impacts

The BCS submission (3 November 2022) on the draft North West Urban Release Area Precinct Plan noted concerns regarding proposed inclusion of R4 High Density Residential within the mapped Flood Planning Area (FPA), recommending the use of RE1 Public Recreation for the FPA.

The draft DCP and Master Plan indicate that open space in the form of a 'regional park' is now proposed for most of the part of the site that falls within the mapped FPA however the documents do not indicate whether the RE1 zone will be extended beyond the zone as currently mapped in the Dubbo Local Environmental Plan.

BCS notes the potential construction of a pedestrian bridge across the Macquarie River as part of establishing public recreation areas. If pursued, any pedestrian bridge should be designed such that it does not increase the risk of upstream flooding.

Recommendations:

4.1 Pursue RE1 zoning for, at a minimum, the 'regional park' aligning with the FPA.

4.2 If a pedestrian bridge across the Macquarie River is pursued, the bridge should incorporate removeable handrails to avoid the accumulation of floating debris during a flood event.

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[i] DPIE (2019) *Subdivisions and development of subdivided lots under the Biodiversity Conservation Act 2016 (BC Act).* Bulletin Issue 18, 13 November 2019. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/bulletins/issue-18-subdivisions-and-the-bc-act.pdf?la=en&hash=33EFE7CD5688377E8C20FCC1B31D11910037CF3F

[ii] DPIE (2019) *Guidance for local government on applying the Biodiversity Offset Scheme threshold*. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/guidance-for-local-govt-applying-the-biodiversity-offset-scheme-threshold-190290.pdf

[iii] DPE (2022) *Biodiversity Offsets Scheme Update No.7*. 15 August 2022. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/bos-updates-07-220442.pdf?la=en&hash=055D51F0B119ED7301C3F777847B5B0335094B93

[iv] *'Can I adjust the calculation of the area clearing threshold for partially exotic ground cover in heavily disturbed landscapes?'* https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity-offsets-scheme/local-government-and-other-decision-makers/local-government-and-decision-maker-support/local-government-questions-and-answers

[v] *'Is a BDAR required in grasslands with a mix of native and exotic species?* https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity-offsets-scheme/accredited-assessors/assessor-resources/assessor-questions-and-answers

[vi] DPIE (2019) *Guidance to assist a decision-maker to determine a serious and irreversible impact*. https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity-offsets-scheme/local-government-and-other-decision-makers/serious-and-irreversible-impacts-of-development

[vii] DPE (2023) *Biodiversity Assessment Method 2020 Operational Manual Stage 2.* First published September 2019, reprinted April 2023 with amendments. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/biodiversity-assessment-method-operational-manual-stage-2-230164.pdf

ATTACHMENT B

BCS NW Branch Steps for Assessing Biodiversity in Planning Proposals

Introduction

Planning proposals should demonstrate consistency with the State, regional and local strategic planning framework including the relevant Regional Plan and section 9.1 Ministerial Directions. To be consistent with the relevant Regional Plan for areas with High Environmental Value (HEV) (see **Attachment C** for identifying HEV), planning proposals should identify areas of HEV at the property scale and avoid intensification of development and land uses in those areas.

The s.9.1 Direction 2.1 Conservation Zones, require that Councils in preparing or amending an LEP must include provisions that facilitate the protection and conservation of Environmentally Sensitive Areas (ESAs) zoned or otherwise identified for conservation. As a minimum, these provisions must aim to maintain the existing level of protection for ESAs within the local government area (LGA), as afforded by the current LEP

Avoiding and minimising land use intensification in HEV areas may also facilitate future development by avoiding triggering the Biodiversity Offset Scheme (BOS) at the development application stage; or simplifying the application of the Biodiversity Assessment Method (BAM) and reducing future biodiversity credit liability.

Biodiversity assessment for all planning proposals which affect HEV

Biodiversity assessment for planning proposals should implement the following steps:

Step 1: Identify HEV

The planning proposal should identify and map areas of HEV with desktop analysis and site investigations when required, as set out in **Attachment C**.

Step 2: Avoid and minimise impacts on HEV

The planning proposal should take into consideration any impacts throughout the life of the proposal and all possible future land uses. Once all impacts are identified, the proposal can be located and designed to maximise avoidance of land use intensification in HEV areas and adhere with the guidance in **Attachment D**.

Step 3: Protect HEV

The planning proposal should maintain or improve existing planning provisions to protect HEV, while permitting land use intensification on certain parts of the land suitable for development. Updates to planning controls should reflect the environmental values and constraints present on the land, rather than permitting development intensification uniformly across an entire site. Areas of HEV should instead be better protected by updating LEP provisions, such as through:

- an appropriate zone which has strong conservation objectives and limited land uses
- an appropriate minimum lot size (MLS) so the land cannot be subdivided
- updating terrestrial biodiversity mapping
- creating local provisions which:
    - contain site specific constraints such as buffers, objectives and considerations for future development consents and limits certain development or land uses
    - identifies land with "high biodiversity significance[i1]" to preclude exempt or complying development from occurring on any ESAs

[1] *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* – cl.1.5(g) and *Standard Instrument – Principal Local Environmental Plan (2006 EPI 155a)* cl.3.3(g) "environmentally sensitive area" includes land identified in an environmental planning instrument as being of high biodiversity significance.

- require future management actions through a Development Control Plan (DCP) or Biodiversity and Vegetation Management Plan (BVMP).

Optional step for large or complex planning proposals which affect HEV

Step 4: Identify biodiversity values and entities at risk of Serious and Irreversible Impacts (SAII)

The planning proposal could apply Stage 1 of the Biodiversity Assessment Method (BAM) to identify Plant Community Types, threatened species and ecological communities, as well as SAII entities likely to be present. Application of Stage 1 of the BAM can be beneficial at the planning proposal stage as, if in the opinion of Council any:

- clearing associated with future subdivision or development of the land is likely to impact native vegetation and exceed the thresholds in Part 7 of the *Biodiversity Conservation Regulation 2017,* then a biodiversity development assessment report will be required at the development application stage.
- future development is likely to have a serious and irreversible impact on a SAII entity, then under section 7.16 of the *Biodiversity Conservation Act 2016* a consent authority must refuse to grant consent to the development. Further advice regarding determination of serious and irreversible impacts is available via the *Guidance to assist a decision-maker to determine a serious and irreversible impact (2019)*.

By applying Stage 1 of the BAM as part of the planning proposal, the proponent can further identify and avoid areas of biodiversity value that will generate a biodiversity credit liability or contain SAII entities in the development application planning phase. When biodiversity is considered strategically at planning stage, future development assessment can be simplified and credit obligations reduced.

ATTACHMENT C

BCS NW Branch HEV Criteria and Identification Methods at the Property Scale

High Environmental Value (HEV) Criteria and Components		Property Scale HEV Identification Method
Criterion 1. Sensitive Biodiversity Mapped on the Biodiversity Values Map		
1.1 Biodiversity Values Map		a. Identify the parts of the land on the Biodiversity Values map which can be viewed at https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity-offsets-scheme/about-the-biodiversity-offsets-scheme/when-does-bos-apply/biodiversity-values-map. b. Include any BV map areas as HEV.
Criterion 2. Native vegetation of high conservation value		
2.1 Vegetation in over-cleared landscapes (Mitchell landscapes)		a. Identify over-cleared Mitchell landscapes by viewing map data from the SEED portal https://www.seed.nsw.gov.au/ – selecting NSW (Mitchell Landscapes) – latest version, selecting 'Show on Seed Map' and viewing the 'View Over Cleared Land Status'. b. Map all native vegetation on the land as HEV if it is in an over-cleared Mitchell landscape.
2.2 Over-cleared vegetation types		a. Identify Plant Community Types (PCTs) on the land through field work. b. Register and visit the Vegetation Information System (VIS) database at vis@environment.nsw.gov.au. c. Use the VIS to determine whether the % cleared status of the PCTs identified through field work on the land is above 70%. d. Map all PCTs on the land with the % cleared above 70% as HEV.
2.3 Threatened Ecological Communities - any vulnerable, endangered, or critically endangered ecological community listed under the BC Act, the FM Act 1994 or the EPBC Act and not mapped on the BV map		a. Identify Plant Community Types (PCTs) on the land through field work. b. Register and visit the VIS database at vis@environment.nsw.gov.au. c. Use the VIS to determine whether the PCTs on the land have Threatened Ecological Community (TEC) Status. d. If not identified as a TEC from steps a – c above, then refer to the NSW Threatened Species Scientific Committee determinations to consider whether the any of the PCTs accords with the determinations. e. Map all PCTs on the land that are TECs as HEV.
Criterion 3. Threatened species		
3.1 Key habitat for threatened species (vulnerable, endangered, or critically endangered species listed under BC Act)	Key breeding habitats with known breeding occurrence	a. Search BioNet for threatened species records on and within 10km of the land b. Undertake field work to identify potential breeding habitats on the land for threatened species. c. Either assume breeding occurrence and map identified breeding habitats on the land as HEV or undertake targeted surveys during the applicable breeding season(s) and map theses habitats as HEV if breeding occurs there.
	Core Koala Habitat	a. Check council records for approved comprehensive or individual property Koala Plans of Management (KPoM). b. Identify areas of core koala habitat on the land mapped in any approved KPoM and map these areas as HEV. c. If there are no approved KPoMs, then undertake field work in accordance with the relevant State Environmental Planning Policy (SEPP) for koalas, e.g. SEPP (Biodiversity and Conservation) 2022, to determine whether Core Koala Habitat is present on the land. d. Map any core koala habitat identified on the land through field work as HEV.

High Environmental Value (HEV) Criteria and Components		Property Scale HEV Identification Method
	Habitat for known populations of flora and fauna species-credit-species and SAII entities (species-credit species and SAII entities are identified in the Threatened Biodiversity Data Collection)	a. Search BioNet for threatened species records on and within 10km of the land. b. Undertake field work to identify populations of threatened species credit species on the land and their habitats. c. Map all habitats of known populations of species credit species on the land as HEV. The Biodiversity Assessment Method and the Department's survey assessment guidelines should be referred to for suitable habitat assessment methodologies and can be found here. If a recent Biodiversity Development Assessment Report has been prepared for the land, then this could be referred to in support of demonstrating how this criterion has been considered.
	Key habitats for migratory species	a. Search BioNet for threatened migratory species records on and within 10km of the land. b. Undertake field work to identify habitats of threatened migratory species on the land. c. Map all habitats of threatened migratory species on the land as HEV.
Criterion 4. Wetlands, rivers, estuaries & coastal features of high environmental value		
4.1 Nationally important wetlands **Note:** Rivers and their riparian areas comprising HEV are already included in the Biodiversity Values Map under HEV Criterion 1 as protected riparian land		a. Search the Directory of Important Wetlands in Australia for those occurring in NSW available at http://www.environment.gov.au/cgi-bin/wetlands/search.pl?smode=DOIW. b. Identify any nationally important wetlands listed in the directory that occur on the land and map these areas as HEV.
Criterion 5. Areas of geological significance		
5.1 Karst landscapes		a. Identify whether limestone outcrops or caves occur on the land. b. Consider any additional Karst landscapes that occur in the vicinity of the land, with reference to the NSW Government's *Guide to New South Wales Karst and Caves* available at https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Land-and-soil/nsw-karst-cave-guide-110455.pdf and any other available karst mapping, such as karst maps associated with local environmental plans. c. Map any limestone outcrops or caves on the land and any other karst landscapes that occur in the vicinity of the land as HEV.
5.2 Sites of geological significance included in the State Heritage Register or Heritage Inventory		a. Map any sites of geological significance that occur on, or in the vicinity of, the land as HEV. Refer to the State Heritage Inventory and map at https://www.environment.nsw.gov.au/topics/heritage/search-heritage-databases/state-heritage-inventory

ATTACHMENT D

BCS NW Branch HEV Guidance for Avoiding and Minimising Impacts on HEV Land

Decisions about the location of land use intensification in planning proposals should be informed by knowledge of biodiversity values including High Environmental Values (HEV) recognising that this is an iterative process that should consider the guidance provided below.

Locating land use intensification to avoid and minimise impacts on validated HEV

1. Planning proposal design, including the potential location of future temporary and permanent ancillary construction and maintenance facilities, should minimise direct impacts to clearing of native vegetation, habitat of threatened species and ecological communities, and validated HEV.

   Impacts can be avoided and minimised by locating land use intensification in areas:

   (a) where there are no biodiversity values e.g. locating future development away from native vegetation, geological features of significance or waterbodies

   (b) that avoid habitat for species and native vegetation communities in high threat status categories (i.e. endangered or critically endangered species or communities)

   (c) where the native vegetation or threatened species habitat is in the poorest condition (e.g. areas that have already been disturbed)

   (d) such that connectivity enabling movement of species and genetic material between areas of adjacent or nearby habitat is maintained e.g. further fragmenting or isolating habitat patches, and migratory flight paths to important habitat.

2. In selecting locations for land use intensification, the following alternatives should be addressed:

   (a) optimising the locations of land use intensification to minimise future interactions with threatened species and ecological communities, e.g. allowing for buffers around features that attract and support aerial species, such as forest edges, riparian corridors and wetlands, ridgetops and gullies, and National Park estate[2]

   (b) alternative locations that would avoid or minimise impacts on biodiversity values and justification for selecting the proposed location

   (c) alternative sites within a property on which land use intensification is proposed that would avoid or minimise impacts on biodiversity values and justification for selecting the proposed site.

3. Justifications for decisions on the location of land use intensification should identify any other site constraints that the proponent has considered in determining the location and design of these areas, e.g. bushfire protection requirements including clearing for asset protection zones, flood planning levels, servicing constraints.

4. Actions taken to avoid and minimise impacts through locating areas for land use intensification must be documented and justified in the planning proposal.

[2] For more information, see the Developments adjacent to NPWS lands: Guidelines for consent and planning authorities (Environment, Energy and Science, 2020), accessible at https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Parks-reserves-and-protected-areas/Development-guidelines/developments-adjacent-npws-lands-200362.pdf

Other Impacts on validated HEV

Some future development to be enabled by a planning proposal may have other impacts on validated HEV in addition to, or instead of, impacts from clearing vegetation and/or loss of habitat. For many of these impacts, validated HEV may be difficult to quantify, replace or offset, making avoiding and minimising impacts critical.

Other impacts on validated HEV can include:

(a) impacts of future development on the habitat of threatened species or ecological communities associated with:

  i. karst, caves, crevices, cliffs and other geological features of significance, or
  ii. rocks, or
  iii. human made structures, or
  iv. non-native vegetation

(b) impacts of future development on the connectivity of different areas of habitat of threatened species that facilitates the movement of those species across their range

(c) impacts of future development on movement of threatened species that maintains their life cycle

(d) impacts of future development on water quality, water bodies and hydrological processes that sustain threatened species and threatened ecological communities (including from subsidence or upsidence resulting from underground mining)

(e) impacts of wind turbine strikes on protected animals

(f) impacts of vehicle strikes on threatened species or on animals that are part of a Threatened Ecological Community.

Within the BC Act, these types of impacts are called 'prescribed impacts'. Where the Biodiversity Offset Scheme is triggered by a future development, the decision maker may increase the number of biodiversity credits to be retired (or other conservation measures to be undertaken) to compensate for residual prescribed impacts. Avoiding these types of impacts to HEV at the planning proposal stage can simplify future development assessment at the site.

Dubbo Regional Council
PO Box 81
Dubbo, NSW 2830

P. A. DUGGAN
ARCHITECT
& HERITAGE
CONSULTANT
[redacted]

Monday 7th August 2023

RE: North West Urban Release Area Draft Development Control Plan – Public Submission

To Whom It May Concern,

I am wanting to respond to the draft development control plan for the North West Urban Release Area. Council has been making strides towards creating a better plan for this proposed urban area of Dubbo though I feel there's much more improvement to be made. Please see below a number of comments on the Stage 1 DCP and the north west DCP - masterplan as follows:

- The proposed lot size controls for Stage 1 will create more of the same type of housing that Dubbo currently experiences. It is hoped that variety and complexity to the proposed urban precinct be introduced which would create more dense housing/retail streets. Wonderful examples of such exist all around the world and all one has to do is cast their eye beyond the existing banality of Dubbo's sub-suburbs (Figures 1 and 2) towards the older streets in Sydney such as Glebe, Paddington, Darlington, etc. This is the sort of housing that people are more interested by yet Dubbo Council and the shady developers of its new estates aren't prepared to provide such. A minimum lot width of 4.5m could be incorporated in a number of streets to provide a richer streetscape with access to carports and garages from rear lanes. Front setbacks could be nil and 1.5m to further provide variety and interest. See Figures 3 and 4 below.
- By all means a good number of housing lots can have the proposed setbacks as shown in the draft DCP (min. 15m width 4.5m setback) but these should be in the minority of streets and on the periphery at the northern end of the precinct.
- A great way to create a sense of place would be to give the north west precinct its own suburb name and postcode. A good example is Giralang (an ACT suburb named after the Wiradjuri word for star).
- Requirement for 2+ car spaces should be removed or at lease only for low density parts of the precinct.
- Street facing garages should not be allowed in medium density parts of the precinct. Requirement for rear lane access only or for no car spaces to be provided.
- Smaller streets should have minimal kerb heights (70mm max.) and not the rolled edge typical of new estates. Streets need to be given back to people.
- There needs to be a narrower street layout than as shown by Types D and E Local Streets. See Figures 5 and 6 below. Vegetation can be introduced in fun clumps in these narrower streets.
- In creating narrower streets you could create more streets and fit more people and interesting spaces into the precinct.
- The village centre boulevard could also extend south along Bunglegumbie Road past the River Street West to the northern end of the existing residential development at Spears Drive. The boulevard would work well as 2-3 storey shop top development strip like King Street, Newtown or Queen Street, Woollahra for example (Figures 7 and 8).
- The three sports fields in the north east of the precinct could be deleted and instead be the location of the drug rehab centre. The 4 sports fields shown near the river street bridge should suffice for sporting activity in the precinct given that Dubbo has numerous ovals (and more proposed) already.
- A danger exists in that the village centre will only amount to a Delroy Park style shopping centre. This area instead could be a town square surrounded by small retail shops like in European cities (see Figures 9 and 10 below).
- Short shopping strips could also be dotted throughout the precinct like the Tamworth

P. A. Duggan, Architect and Heritage Consultant | ABN 51 541 201 301 | NSW Architects Reg. No. 8608
[redacted]

Street or south Darling Street shops or the numerous corner shops in South Dubbo.

I hope much consideration of the above comments will take place and will further shape the planning and development of this proposed urban area. Let's give it a go and try and create something exciting in our neck of the woods.

If you have any questions please do not hesitate to contact me.

Yours faithfully,

[redacted]

Peter Duggan

P. A. Duggan, Architect and Heritage Consultant | ABN 51 541 201 301 | NSW Architects Reg. No. 8608

[redacted]



Figure 1: Augusta Street, Dubbo. Banality.



Figure 2: Carnoustie Street, Dubbo. More banality.



Figure 3: Paddington Street, Paddington. Visually rich street.



Figure 4: Prospect Street, Paddington. Fun and interesting tight street layout.



Figure 5: Chapel Street, Darlinghurst. More fun.



Figure 6: Augusta Street, Dubbo. Dense fun again.



Figure 7: King Street, Newtown. Much more interesting than shopping centres.



Figure 8: Queen Street, Woollahra. Ditto.



Figure 9: Lago Adelino Amaro da Costa



Figure 10: Piazza Matteotti, Citta di Castello

05 September 2023 **CONFIDENTIAL**

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

Attention: Shoilee Iqbal, [redacted]

RE: SINSW ADVICE – EXHIBITION OF DRAFT DEVELOPMENT CONTROL PLAN NORTH-WEST URBAN RELEASE AREA

Dear Ms Iqbal,

School Infrastructure New South Wales (SINSW), as part of the Department of Education (DoE), welcomes the opportunity to provide comments on the draft Development Control Plan (DCP) related to the North-West Urban Release Area (the draft DCP). SINSW thanks Dubbo Regional Council (Council) for its collaborative approach to date regarding the proposed future growth within the Dubbo Regional Local Government Area (LGA).

SINSW have reviewed the exhibited information and understand that the draft DCP-Master Plan and draft DCP for Stage 1 sets the vision and desired future character for the URA and outlined development guidelines to achieve this.

This submission and its attachment provide feedback and recommendations on the following key topics:

- Growth in the Precinct areas and resulting service need for education infrastructure.
- Active transport and access.

SINSW notes that future school development in the precincts is subject to review of the matters outlined in this submission, as well as ongoing collaboration between SINSW, Council and Department of Planning and Environment (DPE).

SINSW welcomes the opportunity to engage further on the content contained in this submission. Should you require further information please contact the SINSW Strategic Planning Team at [redacted].

Yours Sincerely,

Lincoln Lawler

[redacted]

[redacted]

NSW GOVERNMENT Education School Infrastructure

ATTACHMENT – DRAFT DEVELOPMENT CONTROL PLAN NORTH-WEST URBAN RELEASE AREA

Naming Protocol

SINSW request that the identified potential future school sites in the draft DCP and Masterplan (e.g. Figure 4.10 and 4.11) be referred to as:

"*Investigation site for educational facilities – subject to further review*".

This will serve to manage community expectations regarding the delivery of educational infrastructure and account for any required amendments to the proposed school site locations as detailed due diligence is completed and planning progresses for the Precinct.

Ongoing Consultation

SINSW request that further consultation is undertaken with Dubbo Regional Council in relation to lot yields and timing of each Stage of development within the North West URA. This information is crucial to informing future school delivery within the URA.

School site selection

SINSW supports the identification of a future school site within the North-West Precinct. Further investigation will be required to determine whether the nominated site is the most appropriate in accordance with SINSW's '*School Site Selection and Development Guidelines*' outline the site-based requirements for any new school site. These are also available at:

https://www.schoolinfrastructure.nsw.gov.au/news/2021/03/guidelines-for-school-site-selection-and-master-planning-.html

Consideration of these guidelines will ensure that any future educational establishment in the site can operate in an acceptable manner.

Active Transport and Access

SINSW requests that active transport planning to support the LGA's URA's be guided by the NSW Governments Movement and Place Framework (MAPF) and its Built Environment Performance Indicators. These indicators are based on qualities that contribute to a well-designed built environment and should be used by proponents in the formulation of transport concepts.

The MAPF's core 'Amenity and Use' and 'Primary Schools' indicators are of particular importance to SINSW, as these encourage urban designers to consider the impact on adjacent places/uses, as well as emphasising movement that supports place. The 'Primary Schools' indicator provides two specific metrics to judge the effect of infrastructure on the accessibility of public schools in an area; these being walkability and public transport access. These metrics require designers to assess whether proposed infrastructure facilitates access to primary school facilities (or public transport connections to schools) or whether it exacerbates gaps in the network.

Effective transport planning for the Precinct areas would include the following measures to promote safety, access and pedestrian prioritisation:

- Prepare an Access and Movement Strategy, which priorities active and public transport and supports all ages and abilities.
- Install pedestrian safety measures, such as:
  - Physical separation between pedestrians, cyclists and heavy vehicles
  - Default, lower speeds (e.g. 30kmh zones and School Streets)
- Implement pedestrian prioritisation measures such as:
  - Equitable access for all, such as ambulant disabilities and prams

Education
School Infrastructure

- Kerb outstands and refuge crossings (particularly around schools).
- Pedestrian legs on all approaches to intersections.
- Weather-protected bus departure zones.

The primary school-focused MAPF amenity indicator can be accessed via the link below:
https://www.movementandplace.nsw.gov.au/place-and-network/built-environment-indicators/primary-schools

REPORT: Draft Blueridge Precinct Development Control Plan

DIVISION: Development and Environment
REPORT DATE: 13 September 2023
TRIM REFERENCE: ID23/1781

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement	
Issue	• A proponent-initiated draft Development Control Plan (DCP) was received from Compass Consulting Surveyors to provide detailed planning and design guidelines for development within the Blueridge Business Park Precinct. • The Precinct includes a mixture of small and large-scale commercial and industrial uses, and will accommodate the future Southern Distributor Road that connects Sheraton Road to the Mitchell Highway. This is an integral road for South-East Dubbo. • A DCP is required as part of the land is within an Urban Release Area under the provisions of the Dubbo Regional Local Environmental Plan 2022. • The draft DCP contains controls and guidance to manage urban design, subdivision and development outcomes. The draft DCP is required to be read in conjunction with other relevant provisions of the Dubbo Development Control Plan 2013, however, will prevail in the event of any inconsistency. • Subject to endorsement by Council, the draft DCP will be placed on public exhibition for a minimum of 28 days, with consultation being undertaken with the community and State Government Agencies.	
Reasoning	• Environmental Planning and Assessment Act 1979. • Clause 6.3 of the Dubbo Regional LEP 2022 requires a DCP to be prepared before development consent can be granted in land in an Urban Release Area for the purposes of subdivision.	
Financial Implications	Budget Area	Growth Planning
	Funding Source	Application Fees
	Proposed Cost	Council received $13,860 upon lodgement as part of the required fees.
	Ongoing Costs	Nil
Policy Implications	Policy Title	Dubbo Development Control Plan 2013
	Impact on Policy	Upon adoption, the DCP will provide development guidance for the subject land.

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes six principle themes and a number of objectives and strategies. This report is aligned to:

Theme:	3 Economy
CSP Objective:	3.3 A strategic framework is in place to maximise the realisation of economic development opportunities for the region
Delivery Program Strategy:	3.3.1 Land is suitably zoned, sized and located to facilitate a variety of development and employment generating activities

RECOMMENDATION

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

Stephen Wallace
Director Development and Environment

TH
Team Leader Growth Planning Projects

BACKGROUND

1. Previous resolutions of Council

Date	Resolution
24 November 2022 CW22/4	*In part* *1. That Council adopt the alignment of the Blueridge Link Road as described in the body of this report.*
22 June 2023 CCL23/170	*In part* *1. That Council delegate to the Chief Executive Officer the power to negotiate an agreement with the relevant parties, and for the maximum amounts, as outlined in the body of this report.*

2. What is a Development Control Plan?

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

3. Why is a Development Control Plan required?

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

REPORT

1. Details of the Development Control Plan

A proponent-initiated draft DCP has been received from Compass Consulting Surveys (attached in **Appendix 1**) to provide detailed planning and design guidance for the future development of part of the Blueridge Business Park Precinct. The draft DCP will apply to land identified in **Figure 1**.

The draft DCP provides a new and alternative format from the Dubbo DCP 2013 that aims to further simplify Council's development controls and guidance in the Precinct. The draft DCP is required to be read in conjunction with relevant provisions of the Dubbo DCP 2013, however, the draft DCP will prevail in the event of any inconsistency.



Figure 1 – Land to which the DCP applies

The draft DCP consists of the following components:

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

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

The Dubbo Transportation Strategy 2020 includes a proposal for the Southern Distributor Road (identified in **Figure 2**). The draft DCP includes appropriate provisions to provide clarity on how this road will develop, overall traffic management and how traffic will access the Mitchell Highway in a safe and efficient manner.

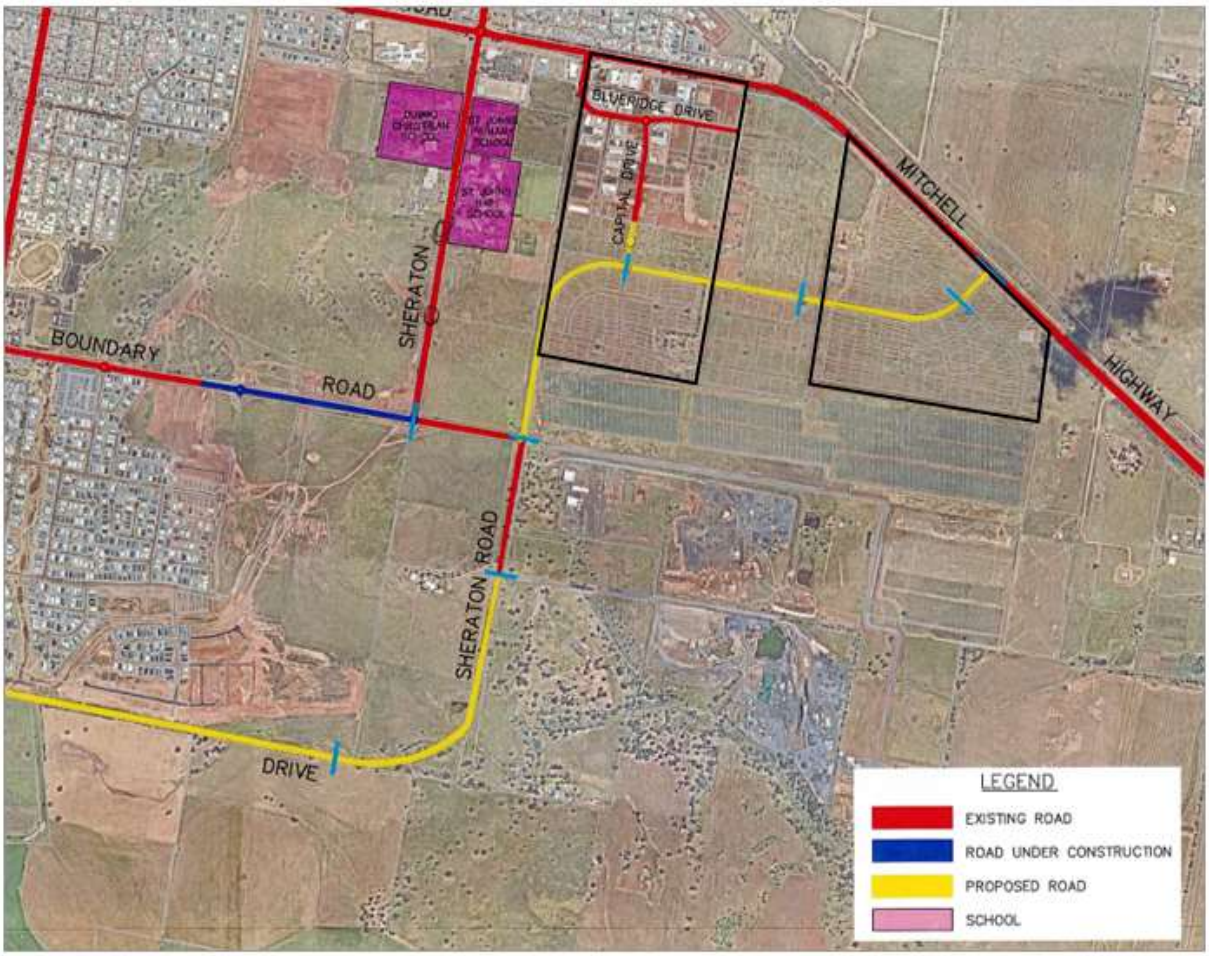
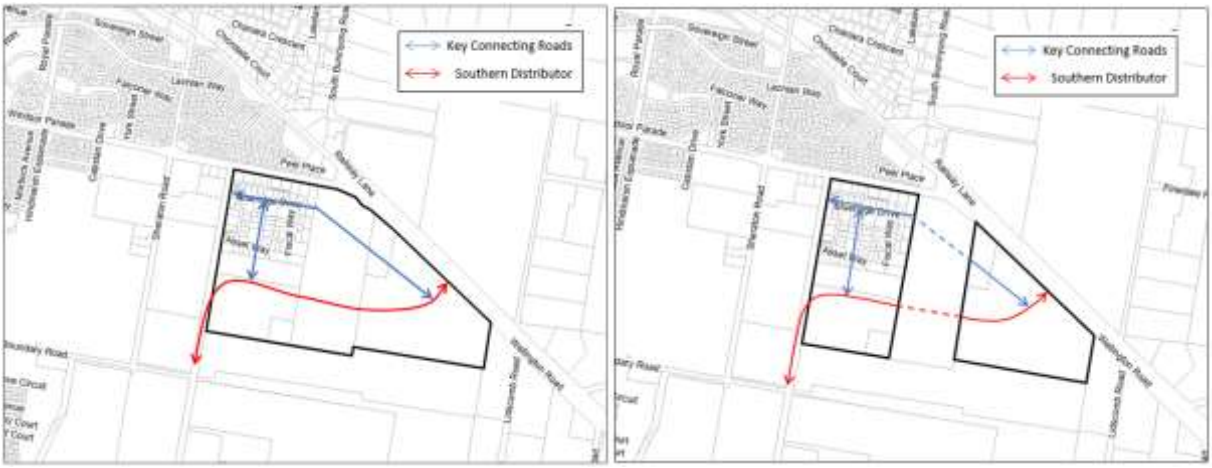


Figure 2 – Southern Distributor Road network

2. Land to which the DCP Applies

Upon lodgement of the draft DCP, the applicant requested that it apply to land identified in **Figure 3.** During assessment, Council received correspondence from the owner of 11R Wellington Road, Dubbo that they don't want the DCP to apply to their land.

Figure 4 identifies how the removal of this site will require the DCP to indicate certain roads as potential connections until a land acquisition process has been completed. Council has developed a Blueridge Business Park Road and Haulage Strategy (identified in **Figure 5**) to identify the proposed delivery and staging of infrastructure projects to help efficiently distribute traffic around the eastern and southern edge of the Dubbo urban area. Due to current funding and resources, Council is proposing the interim haulage route via Capital Drive and Blueridge Drive to the Mitchell Highway.



Figures 3 and 4 – Changes to land to which the DCP applies



Figure 5 – Blueridge Business Park Road and Haulage Strategy

3. Consultation and Next Steps

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

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

4. Resourcing Implications

Council initially invoiced the applicant the standard fee of $22,500, and received $13,860 due to the changes to land to which the DCP applies.

Total Financial Implications	Current year ($)	Current year + 1 ($)	Current year + 2 ($)	Current year + 3 ($)	Current year + 4 ($)	Ongoing ($)
a. Operating revenue	$13,860	0	0	0	0	0
b. Operating expenses	$13,860	0	0	0	0	0
c. Operating budget impact (a – b)	0	0	0	0	0	0
d. Capital Expenditure	0	0	0	0	0	0
e. Total net impact (c – d)	0	0	0	0	0	0
Does the proposal require ongoing funding?	No					
What is the source of this funding?	Not applicable					

Table 1. Ongoing Financial Implications

APPENDICES:

1⇩ Draft Development Control Plan

Blueridge Precinct
Development Control Plan 2023

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Part 1 Introduction

1.1. Name of this Plan

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

1.2. Application of Plan

This DCP applies to the Blueridge Business Park Precinct, identified in **Figure 1** below, being within the South East Dubbo Urban Release Area.



Figure 1 – Land to which this Plan applies

1.3. The Vision and Desired Future Character

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

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

- Existing trees are preserved, and new trees are planted on both the private and public domain; and
- Orderly, efficient and high quality design outcomes are achieved within the context of environmental, social and economic sustianbility.

1.4. Statutory Context

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

This DCP was adopted by Council and commenced on XXXX.

1.5. Relationship to other Plans and Documents

Under the Act, Council is required to take into consideration the relevant provisions of any Environmental Planning Instrument (EPI) and this DCP when determining a development application on land to which this Plan applies.

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

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

DRAFT

Part 2 Development and Subdivision

2.1. Subdivision Controls

Objectives:

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

Element 1. Implementing the Urban Structure

Urban Structure		
Performance Criteria:	P1	Development is generally consistent with and delivers the urban infrastructure in accordance with **Figure 2**.
Requirement:		There are no Acceptable Solutions.
Staging		
Performance Criteria:	P1	Land is developed in an orderly manner to assist in the coordinated provision of necessary infrastructure.
Requirement:	A1	Staging is undertaken in accordance with **Figure 3**. Staging Plans are included with any development application. The plans identify proposed sequencing, layouts, lot sizes, shapes, likely development densities and required infrastructure.

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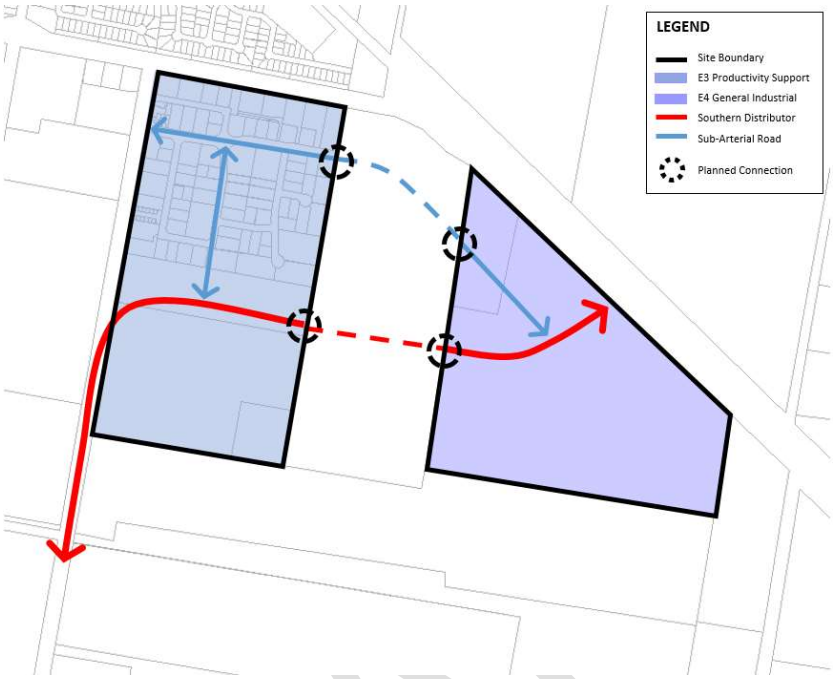

Figure 2 – Indicative Structure Plan

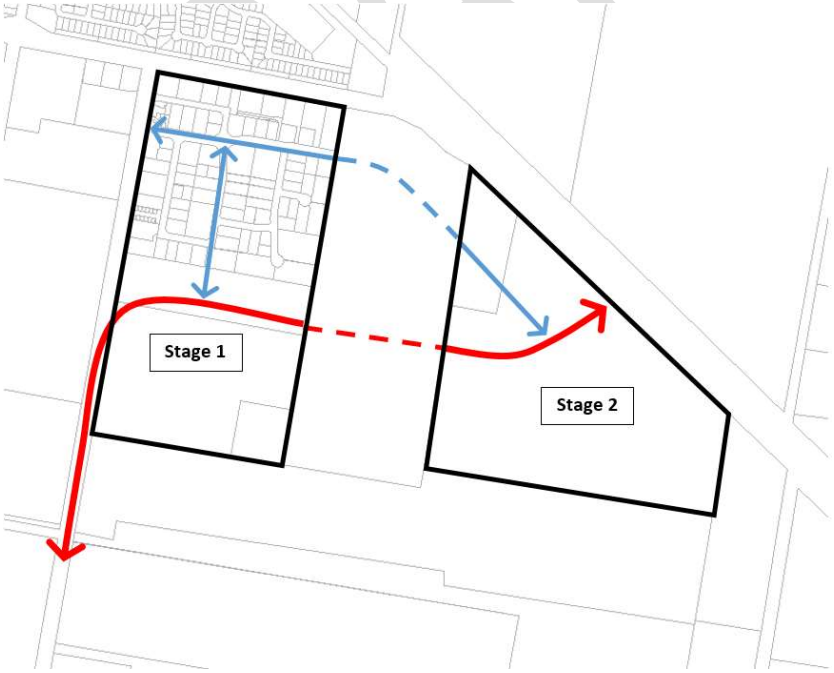

Figure 3 – Staging of development

Element 2. Lot Design

Lot Requirements	
Performance Criteria:	P1 Lot design considers the design requirements of the Blueridge Link Road, Southern Distributor Road and Mitchell Highway. P2 Lots are of an adequate size for the location of buildings, manoeuvring and parking of vehicles and landscaping.
Requirement:	A1 Lots are generally rectangular in shape. A2 Where lots are irregular in shape, they are of a sufficient size and orientation to enable siting of development in accordance with this plan. A3 The minimum area and dimension of lots are: • E3 zone — no minimum size, but lots are capable of development with appropriate levels of amenity, services and access. • E4 zone — 2000m², and permit the manoeuvring of a 19m single articulated vehicle. A4 Lots do not have direct access to the Southern Distributor Road and Mitchell Highway. A5 Lots are designed so that the highest use vehicle can enter and exit the site in a forward direction.
Battle-axe Lots	
Performance Criteria:	P1 Battle-axe lots are minimised, where provided, they do not compromise the amenity of the streetscape, public domain and neighbouring lots. P2 Battle-axe lots have adequate access to and from the street.
Requirement:	A1 Battle-axe lots are only provided where topography and site hazards result in regular subdivision not being able to be achieved. A2 Where provided: • A battle-axe 'handle' shall be a minimum width of 10 metres and no longer than 50 metres. • Battle-axe lots have a minimum entry width 15 metres; • Battle-axe lots do not have frontage to a major road; • A minimum 5m wide landscaping strip is to be placed along the battle-axe handle; • The landscaping strip is to be designed by using robust landscape elements i.e. using hard and soft landscaping and materials with low maintenance requirements; A3 Landscaping includes a mix of the following: • Lawn; • Trees with wide canopy cover; • Plantings; • Garden bed; • Edging materials; • Volume and type of mulch, bricks, stones

Element 3. Road Design and Layout

Road Network	
Performance Criteria:	P1 The layout of the street network and location of lots does not impact the function, safety and efficiency of the Blueridge Link Road, Southern Distributor Road and Mitchell Highway.
Requirement:	A1 The road network is generally in accordance with **Figure 4**. A2 The number of road connections onto the Southern Ditributor Road is limited. A3 Lots do not have direct access to the Southern Distributor Road and Mitchell Highway. A4 The road hierarchy is designed and constructed in accordance with Dubbo Regional Council's adopted AUS-SPEC#1 Development Specification Series – Design and Construction and Technical Schedules, and Transport for New South Wales design standards. A5 The verge width is increased where necessary to allow space for significant landscaping, indented parking, future carriageway widening, retaining walls, cycle paths and overland flow paths.
Function and Geometric Design	
Performance Criteria:	P1 The reserve width is sufficient to cater for all street functions, including: • Safe and efficient movement of all motorists, pedestrians, and cyclists; • Provision for parked vehicles; • Provision for bus routes; • Provision for landscaping; and • Provisions for location, construction and maintenance of infrastructure. P2 Bus routes have a carriageway width that: • Allows for the safe movement of buses; • Safely accommodates cyclists; and • Allow vehicles to overtake parked buses without crossing onto the other side of the road.
Requirement:	A1 The width of the carriageway: • is generally in accordance with **Figure 5**; • allows the movement of all vehicles to be unimpeded by parked cars; and • allow for unobstructed access to individual lots. A2 Safe sight distances are available at property access points, pedestrian and cyclist crossings and at junctions and intersections. A3 The horizontal and vertical alignments satisfy safety criteria and reflect physical land characteristics and major drainage functions. A4 Geometric design for intersections, round-abouts and slow points are

	consistent with the vehicle speed intended for each street. A5 Kerb radii at intersections and junctions are kept to a minimum, subject to: • Satisfying required turning manoeuvres; • Keeping pedestrian crossing distances to a minimum; and • Controlling the speed of vehicles. A6 The verge width is increased where necessary to allow space for large scale landscaping, indented parking, future carriageway widening, retaining walls, cycle paths or overland flow paths A7 Bus routes and stops are identified and planned for in accordance with AUSTROADS and the requirements of the relevant service authority. A8 Development provides opportunities for bus stops, bus bays and shelters no more than 400 metres apart.
Pedestrian Network	
Performance Criteria:	P1 Streets are well connected to pedestrian paths and the wider street network. **P2** The design facilitates safe use by pedestrians, particularly people with disabilities, the aged and children.
Requirement:	A1 Pedestrian footpaths are: • provided on both sides of the carriageway; • 1.5 metres wide; • constructed of concrete or paving block; and • located central to the existing or proposed kerb. A2 Links from the site to areas of public open space are provided to facilitate public access and stormwater management.
Waste Collection Vehicles	
Performance Criteria:	P1 The street network is sufficient to cater for waste collection vehicles.
Requirement:	A1 The street network reduces the need for reversing of waste collection vehicles. This includes culs-de-sac and temporary turning heads as a result of staging and construction works. A2 The road width accommodates Council's waste vehicles without impacting other road users, including the side loading vehicle and lift arm movement/rotation. A3 Sufficient area is provided at the head of culs-de-sac for waste disposal vehicles to manoeuvre even when cars are parked in the street.

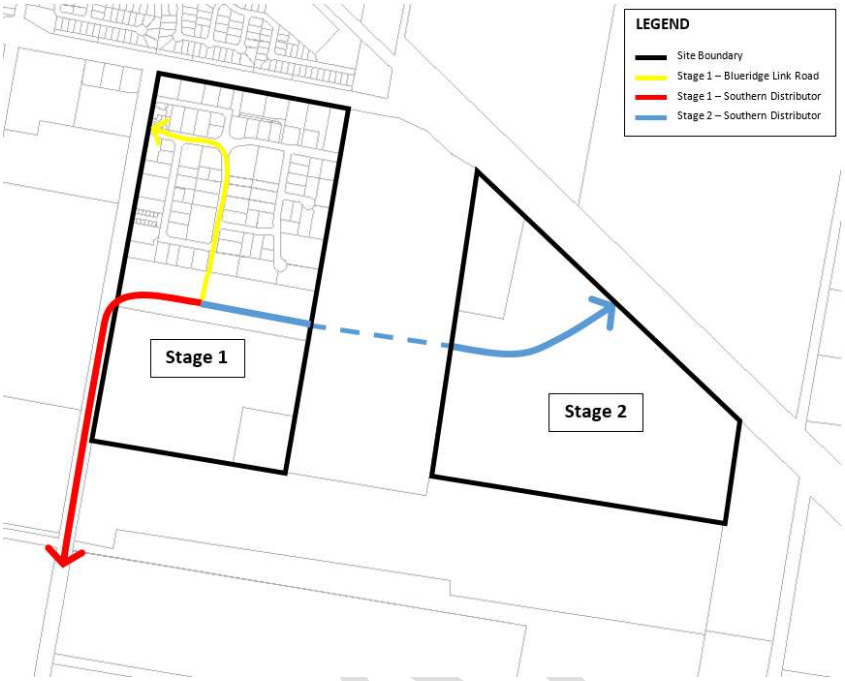

Figure 4 – Indicative Transport Network

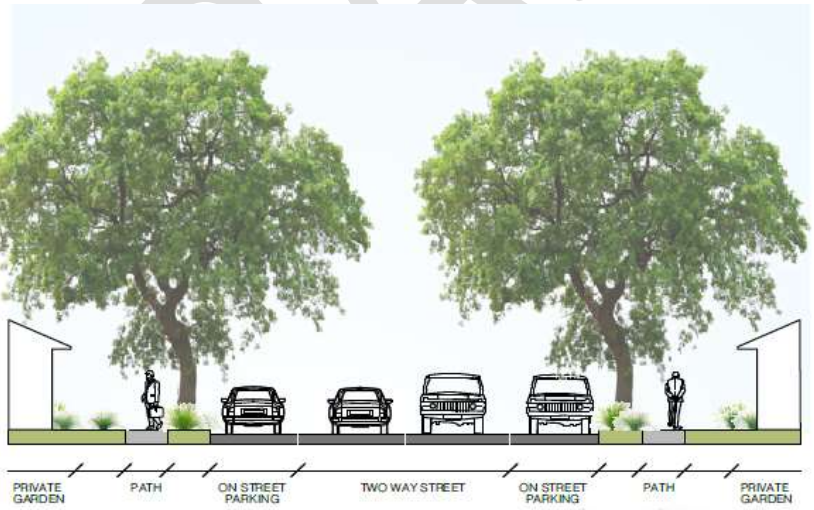

Figure 5 - Indicative Cross-Section

Element 4. Street Trees and Landscape design

Street Trees and Lanscaping	
Performance Criteria:	P1 Street trees are selected and provided to assist in developing a microclimate and improving streetscape amenity. P2 Street trees are in harmony with underground services, street lights, driveway and relevant easements.
Requirement:	A1 A Landscape Plan and Planting Schedule is included with any development application for subdivision and building construction/development. A2 Street trees are provided at the rate of at least one tree per 10 metres of street frontage. A3 The species and location of street trees are determined in consultation with Council's Community, Culture and Places Division. A4 Street trees are installed in tree pit holes and located away from the stormwater gutter. Street trees include appropriate detailed designs that address: • access and manoeuvrability of heavy vehicles, street sweepers and vehicles; • the impact of the root system on the carriage way; • ongoing maintenance of the tree and carriageway; • relationships with future driveway locations; and • impacts on and location of underground infrastructure. A5 The selection and placement of street trees takes into consideration: • The location of infrastructure and easements; • Pruning and shaping adaptability of selected trees; • Driveways placements; • Front setbacks; • Lateral spread of branches; • Road verge widths; • Waste services collections; and • Pedestrian and vehicle vision; A6 Street trees must not be planted: • less than 5 metres from street lights and stormwater entry pits; • less than 1 metre from a concrete footpath or cycleway; and • less than 10 metres from road corners or intersections.

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Element 5. Infrastructure

Infrastructure Management	
Performance Criteria:	P1 Essential infrastructure is provided in a cost-effective and timely manner, and designed in accordance with the requirements of the relevant service authority. P2 Development does not overload the capacity of public infrastructure, which includes: • Roads • Stormwater; • Water; • Sewer; • Electricity; • Natural gas; and • Communication services.
Requirement:	A1 An Infrastructure Servicing Strategy is included with any development application for subdivision. The Strategy details requirements for: • Road requirements and upgrades; • Service connections of sewerage, water, electricity, gas, street lighting and telecommunication services; • Public infrastructure including kerb/gutter, stormwater drainage, footpaths, and street trees; • Details of the maintenance regime; and • Specifications to Council's requirements or relevant service authorities. A2 Development is connected to a sewerage system, water supply, electricity system and gas (where available) to the appropriate authority's requirements. A3 Development is connected to Essential Energy's reticulated system in accordance with the requirements of the authority. A4 Development is connected to a telecommunication system to the appropriate authority's requirements. A5 Services are located underground and next to each other in common trenching in accordance with Council's Policy.
Stormwater	
Performance Criteria	P1 Stormwater infrastructure has the capacity to safely convey stormwater flows without causing nuisance or damage to the site, upstream and downstream properties.
Requirement:	A1 A Stormwater Drainage Strategy is included with any development application for subdivision. The Strategy must be prepared by a suitably qualified and experienced consultant and detail how the projected stormwater volumes can be managed on the subject land and through to receiving waters.

	A2 Lots are graded to discharge stormwater to the public road. A3 Interallotment drainage and associated easements are provided where any part of any lot, roof water or surface water does not drain to a public road without traversing one or more adjacent downhill lots. A4 Each lot requiring interallotment drainage has a surface inlet pit located in the lowest corner or portion of the allotment. Lots are graded to the interallotment pit. A5 In areas where drainage infrastructure has little or no excess capacity, development that would generate stormwater run-off beyond that presently generated by the site shall provide for stormwater drainage mitigation or upgrading of the local drainage system. A6 The following are incorporated into the stormwater drainage system: • Constructing onsite stormwater detention with delayed-release into the stormwater system; • Designing the site to minimise impervious areas; and • Incorporating an onsite water recycling system.

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2.2. Design Controls

Objectives:

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

Element 1. Site Coverage and Setbacks

Site Coverage		
Performance Criteria:	P1	The density, bulk and scale of development provides a sufficient area for landscaping, visual interest, safe access, vehicle parking and stormwater infiltration.
Requirement:	A1	A Landscape Plan and Planting Schedule is included with any development application.
	A2	A minimum of 20% of the site is designated as a good quality landscape environment that is used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.
Setbacks		
Performance Criteria:	P1	Setbacks respect and complement the existing streetscape, allow for landscaping and open space between buildings, and reduce adverse impacts on adjoining properties.
Requirement:	A1	In established areas, infill development is to be set-back the average of the front building setbacks of the adjoining and adjacent development.
	A2	In new areas buildings are set back a minimum distance of 5 metres from the front boundary where the allotment fronts a local road, or 10 metres where the allotment has frontage to the Mitchell Highway or Southern Distributor Road.
	A3	On corner allotments, buildings are setback a minimum distance of 6 metres from the boundary on the secondary frontage.
	A4	The bulk, size and shape of a building does not impede the desired sightlines for vehicles/drivers at intersections.
	A5	Development is provided with a rear setback so it can be adequately serviced without impacting operations of adjoining development.
	A6	Buildings are setback to meet the requirements of the National Construction Code.

Element 2. Building Design

Building Design	
Performance Criteria:	P1 Buildings are designed to integrate with the streetscape, be compatible with the surrounding locality, and contribute positively to the streetscape. P2 Development provides an appropriate level of access and facilities for persons with a disability. P3 Building height is consistent with the scale appropriate to the location. P4 The form, colours, textures and materials of buildings enhance the quality and character of the precinct. P5 Development fronting the Mitchell Highway acknowledges the location at the city entrance.
Requirement:	A1 Development with a boundary to the Southern Distributor Road or Mitchell Highway incorporate elements to address both frontages. A2 Building facades adopt a contemporary appearance relating to the function of the building and the characteristics of surrounding development in the locality. A3 Architectural features are incorporated in the design of new buildings to provide for more visually interesting precincts, generally in accordance with **Figure 6**. These include: • Elements that punctuate the skyline; • Distinctive parapets or roof forms; • Visually interesting façades and arrangement of elements; • A variety of colours, textures and materials; • A variety of window treatments. A4 Development on corner sites incorporate splays, curves, building entries and other architectural elements to reinforce the corner as a landmark feature. A5 The pedestrian entrance to development is clearly delineated through variation in the building façade and the provision of different textures and materials. A6 Development does not unreasonably overshadow adjoining or adjacent residential or sensitive development. A7 External walls and roofing materials are non-reflective and a neutral colour appropriate to the site and the surrounding locality. A8 Large expanses of wall or building mass are avoided and broken up by the use of suitable building articulation, fenestration or alternative architectural enhancements.

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Security		
Performance Criteria:	P1	Building design allows surveillance of streets and open spaces.
	P2	Secure and accessible vehicle parking is provided onsite for the use of tenants and visitors.
Requirement:	A1	Development is consistent with the NSW Police 'Safer By Design' guidelines.
	A2	Development is designed to provide for the passive surveillance of streets and open spaces.
	A3	Pedestrian entrance points directly face streets.
	A4	Parking areas are well-lit, easily accessible and visible from a public place.

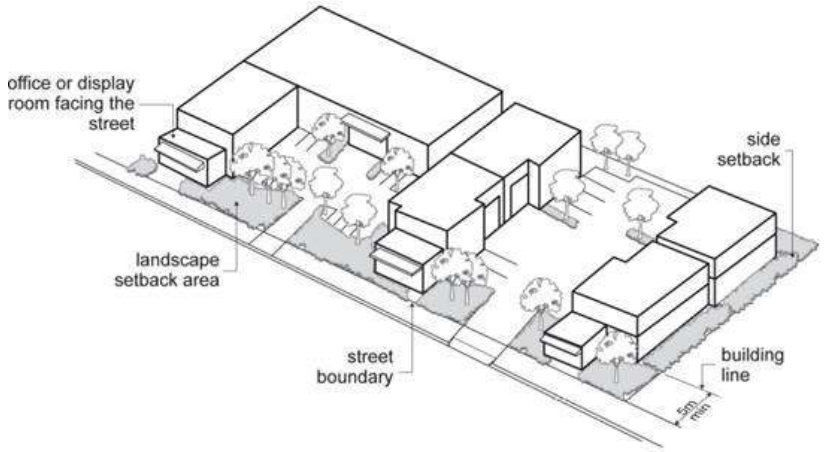

Figure 6 – Building Design Elements

Element 3. Safety and Security

Safety and Security	
Performance Criteria:	P1 Fencing, screen walls and security grilles do not adversely impact visual amenity and passive surveillance of the area. P2 Fencing and screen walls provide suitable security.
Requirement:	A1 Fencing forward of the building line is palisade or decorative open style with a maximum height of 1.8 metres. A2 Fencing does not exceed a maximum height of 2.1 metres. A3 Fencing visible from a public place is: • Powder-coated black of a suitably high-quality design; • As visually unobtrusive as possible; and • Where physically possible, softened with a high standard of landscaping. A4 Side fencing is not colorbond sheeting. A5 Barbed wire fencing is not used. A6 Access gates are set back from the public roadway a sufficient distance to allow the largest design vehicle to stand without hindering vehicular or pedestrian traffic on the public road whilst the gate is opened or closed. A7 Access gates do not open outwards onto any public place.

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Element 4. Traffic, Parking and Access

Traffic, Parking and Access		
Performance Criteria:	P1	Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.
Requirement:	A1	Car parking complies with the requirements of the Dubbo Development Control Plan 2013 – Chapter 3.5.
	A2	Car parking areas are not visually prominent from the Mitchell Highway.
	A3	Ingress and egress points are located and sized to facilitate the safe and efficient movement of vehicles to and from the site, and are designed to accommodate the largest vehicle likely to enter the site.
	A4	Facilities are provided onsite for the loading and unloading of goods.

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Element 5. Advertising and Signage

Advertising and Signage	
Performance Criteria:	P1 Signs reflect the role and function of the premises, and are appropriate for the locality. P2 The number and size of signs is limited to ensure equity for land uses and a pleasant visual environment.
Requirement:	A1 Signs are incorporated into the architecture of the building and complement its style, materials and colour. A2 Signs are only erected where they are used in conjunction with a permissible use and situated on the land on which the use is conducted. A3 For single occupancy sites, one freestanding sign may be placed within the front landscaped area. The sign must not exceed $10m^2$ in area and 4 metres in height. A4 One business identification sign, being a flush wall sign, may be placed on each facade fronting a public road. The sign must not be greater than $5m^2$ in area, and must not be higher than the facade on which it is mounted. A5 On multiple occupancy sites, one directory board sign may be placed within the front landscaped area. The sign must not exceed $12m^2$ in area and 6 metres in height. A6 On multiple occupancy sites, one business identification sign, being a flush wall sign, may be placed on the facade of a unit. The sign shall be no greater than 20% of the wall area and shall not be higher than the facade on which it is mounted. A7 Signage may be illuminated in accordance with the Transport Corridor Outdoor Advertising and Signage (TCOAS) Guidelines, however shall not flash or be animated. Illumination must comply with the Dark Sky Guidelines.

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Element 6. Waste Management

Waste Management		
Performance Criteria:	P1	The capacity, size, construction and placement of solid waste, liquid waste and recyclable storage facilities accommodate waste and recyclables generated, can be collected in a safe manner, and have unobtrusive effects on the building and neighbourhood.
	P2	Liquid trade waste requirements for development are considered and provided for.
	P3	Excavated material, demolition and builder's waste is disposed of in an environmentally-sustainable manner.
Requirement:	A1	Solid waste, liquid waste and recyclable storage facilities are sized appropriately and located behind the building line or appropriately screened with fencing, landscaping or vegetation.
	A2	Sufficient space is provided on-site for the loading and unloading of wastes. This activity is not to be undertaken in any public place.
	A3	Ready access to commercial waste containers by collectors and collection vehicles within close proximity to street frontages aree provided and screened with fencing, landscaping or vegetation.
	A4	The development has a Liquid Trade Waste approval in place from Council and/or the Office of Environment and Heritage.
	A5	Sites for disposal of excavated material, demolition and builder's waste are nominated in a development application.

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REPORT: Draft Clearmont Rise Development Control Plan - Results of Public Exhibition

DIVISION: Development and Environment
REPORT DATE: 11 September 2023
TRIM REFERENCE: ID23/1295

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement	
Issue	• A proponent-initiated draft Development Control Plan (DCP) was received from the Bathla Group to provide detailed planning and design guidelines for future development on part of 13L Narromine Road (Lot 22 DP1038924 and Lot 7 DP223428). This land is located within the Central-West Urban Release Area under the provisions of the Dubbo Regional Local Environmental Plan 2022. • The draft DCP was placed on public exhibition from 5 April 2023 to 10 May 2023. Council received three public and five State Agency submissions during the public exhibition period. • The draft DCP has been updated in response to these submissions. • In order to provide additional legal vehicular access to the Urban Release Area, a separate land acquisition processes will be undertaken in accordance with Council's resolution of 24 August 2023. In addition, a separate planning proposal will be required to seek to change the classification of land at Bourke Hill from Community Land to Operational Land under the provisions of the Local Government Act, 1993 to facilitate provision of the future road connection point only. • Subject to adoption, any future development applications on the land will need to take the DCP into consideration.	
Reasoning	• Environmental Planning and Assessment Act 1979. • Clause 6.3 of the Dubbo Regional LEP 2022 requires a DCP to be prepared before development consent can be granted on land in an Urban Release Area.	
Financial Implications	Budget Area	Growth Planning
	Funding Source	Application fees
	Proposed Cost	Council received $21,000 upon lodgement as part of the required fees.
	Ongoing Costs	Nil
Policy Implications	Policy Title	Dubbo Development Control Plan 2013
	Impact on Policy	Upon adoption, the DCP will provide development guidance for the subject land.

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes six principle themes and a number of objectives and strategies. This report is aligned to:

Theme:	1 Housing
CSP Objective:	1.1 Housing meets the current and future needs of our community
Delivery Program Strategy:	1.1.1 A variety of housing types and densities are located close to appropriate services and facilities

RECOMMENDATION

1. **That Council adopt the updated draft Clearmont Rise Development Control Plan (attached in Appendix 1), and that it come into effect on 2 October 2023.**
2. **That Council note the submissions received during the public exhibition period (attached in Appendix 2).**
3. **That Council prepare a separate Planning Proposal to reclassify Bourke Hill, 1L Narromine Road, Dubbo (Lot 2 DP1183095) from Community Land to Operational Land to allow for the future provision of a public road only, which will ultimately allow for an additional legal access to the Central-West Urban Release Area.**

Stephen Wallace
Director Development and Environment

SI
Senior Growth Planner

BACKGROUND

1. Previous Resolutions of Council

23 March 2023 CCL23/78	*In Part* *1. That the draft Clearmont Rise Development Control Plan be adopted for the purposes of public exhibition only.*
24 August 2023 CCL23/223	*In Part* *1. That Council approve the acquisition of…land…currently owned by TAFE NSW:* *a. by negotiation* *b. by compulsory acquisition…if negotiation fails*

2. What is a Development Control Plan (DCP)?

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

REPORT

1. Details of the DCP

A proponent-initiated draft DCP was received from the Bathla Group to provide detailed planning and design guidance for future development on part of 13L Narromine Road (Lot 22 DP1038924 and Lot 7 DP223428). It includes a structure plan and will apply to the land identified in **Figure 1**.

The DCP has been updated following the public exhibition period (attached in **Appendix 1**) to clarify various matters identified in submissions, improve its legibility, and include additional advisory notes for future development.

It is important to note that land to the west of the site is also within the Central-West Urban Release Area, and will be subject to a separate DCP process, including stakeholder and community consultation.

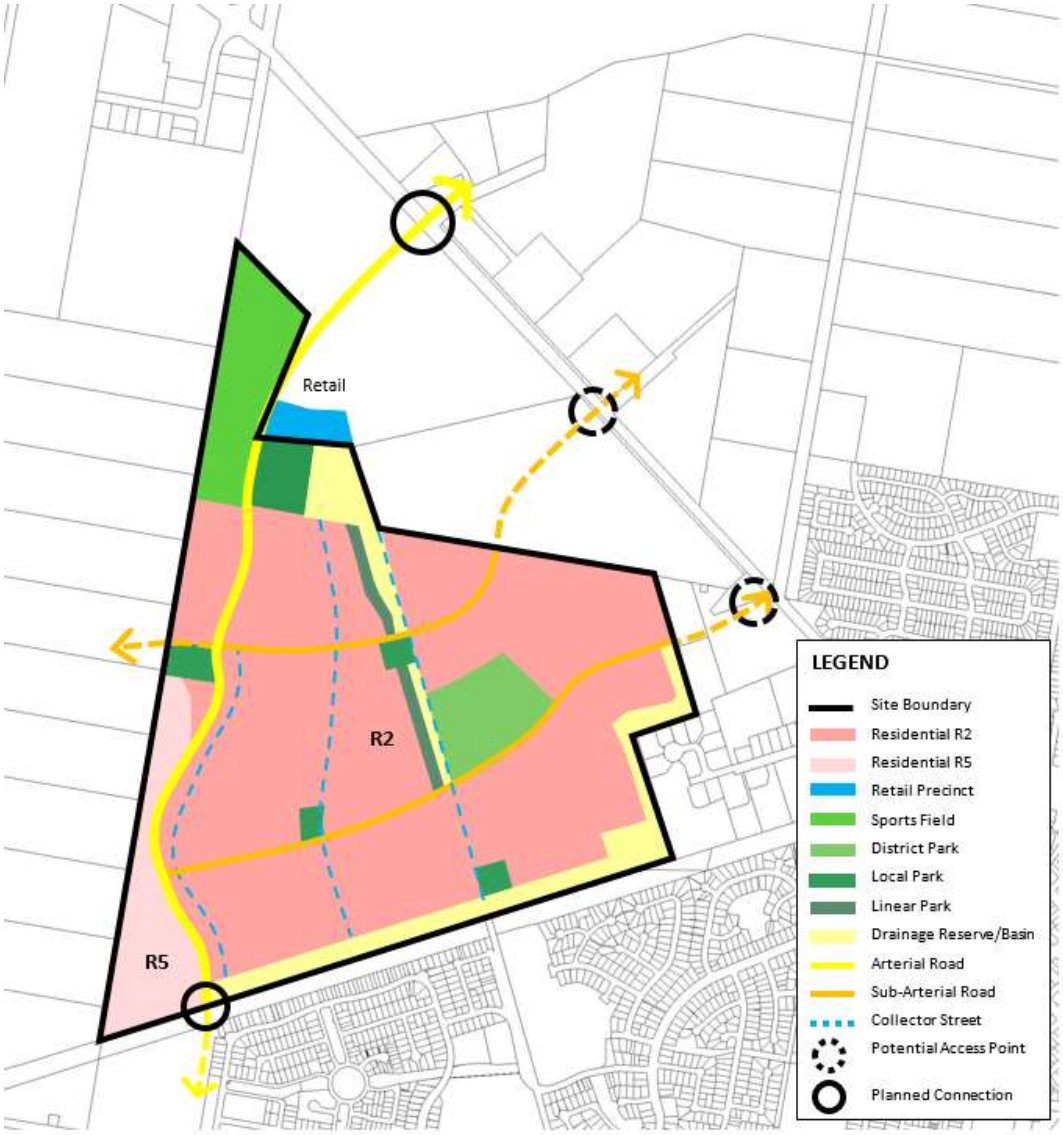

Figure 1 – Land to which the DCP applies

2. Public Exhibition

The draft DCP was placed on public exhibition from 5 April 2023 to 10 May 2023. Council received three public and five State Agency submissions during the public exhibition period (attached in **Appendix 2**). The draft DCP was publicly exhibited and notified in the following ways:

Channel	Date
Council Website	5 April 2023 – 10 May 2023
Dubbo Customer Experience Centre	5 April 2023 – 10 May 2023
Daily Liberal Council Column	5, 12, 19 and 26 April 2023 3 and 10 May 2023
Email to State agencies	6 April 2023
Letter to adjoining owners	4 April 2023
Council social media	5, 18 April 2023 and 1 May 2023

A summary of the submissions and Council's comments are provided in the following section.

3. Public Submissions

(a) Transport matters

Comment	Response
There has been no consultation on the design and location of the arterial road. The sub-arterial road connecting to Rosedale Road should remain unconstructed until further development takes place so as not to impact the amenity of the area. The DCP does not indicate traffic controls at the intersection of the arterial and sub-arterial roads.	The DCP contains acceptable solutions to ensure transport matters, traffic volumes and key intersections are appropriately considered. These matters are also required to be considered by Council in accordance with Part 6 (Planning Secretaries Concurrence) of the Dubbo Regional LEP 2022. The DCP contains staging information to ensure works are implemented in a logical manner. It is important to plan for a future connection, however, construction would be required at a later date when further strategic planning work is undertaken. The location and layout of future lots, roads and intersection treatments will be considered at the development application stage, and be informed be a traffic impact assessment.
1) The park west of the arterial road is impractical and unsafe.	2) This park is anticipated to serve a broader catchment, including future development to the west.
3) Electric vehicle charging spaces should be allocated near the designated commercial area, and required for residential development.	The State Environmental Planning Policy (Transport for Infrastructure) 2021 identifies permissibility requirements for certain electric vehicle charging units.

(b) Biodiversity and environmental matters

Comment	Response
Please clarify why the land identified as 'environmental stage' is zoned R5 Large Lot Residential and R2 Low Density Residential instead of open space to ensure the biodiversity is protected.	This area is currently zoned R5 Large Lot Residential and R2 Low Density Residential. Despite this zoning, the "environmental stage" indicates the limited development potential of this specific area, as well as the need to address existing biodiversity constraints for future development applications. The draft Biodiversity Development Assessment Report provided by the Proponent examined relevant biodiversity factors for the site. Any future development will also need to comply with the NSW Biodiversity Conservation Act (2016) and the Biodiversity Offset Scheme.

(c) Amenity, land use conflict and other matters

Comment	Response
A noise wall should be constructed along the western side of the arterial road during stage 2, and vegetation should be planted along the western boundary of the site, to reduce impacts to homes along Rosedale Road.	Council will assess the acoustic impacts of the future arterial road and ensure sufficient measures are in place at future stages. The assessment process will include technical reports, including flora and fauna assessments, noise and vibration reports, visual and amenity assessments, traffic and transport studies. Land to the west of the arterial road has not been identified for further subdivision in this DCP. Additional acoustic requirements will be identified when further strategic planning work is undertaken for this area.
A buffer should be provided to minimise land use conflicts between the industrial development, concrete plant and residential development.	The DCP contains acceptable solutions to ensure lots near noise sources and industrial development include acoustic fencing or treatments to facades of dwellings. The DCP has also been updated to include additional acoustic and screening mitigation measures along the boundary of 25A Jannali Road, Dubbo, where industrial development is located.
The DCP should identify residential land adjoining industrial land as "noise affected areas".	The DCP has been updated to identify additional areas as "noise affected areas."
Additional development in the area will increase the risk of crime.	The DCP includes acceptable solutions to increase passive surveillance, and it is anticipated future growth and development will also increase passive surveillance. Residents should contact the Police to report any crime.
The DCP incorrectly references that it will prevail over the LEP in the event of any inconsistency.	The DCP has been updated to address this matter.
4) Existing uncontrolled weeds should be dealt with early to prevent further spread.	5) The DCP does not approve any works, however, this complaint has been forwarded to Council's Infrastructure Division (Greenspace Operations) for further review.

4. State Agency Submissions

Essential Energy Comment	Council Response
Any relocated electricity infrastructure and easements need to consider appropriate access, rail corridor impositions, clearances and potential undermining.	The State Environmental Planning Policy (Transport and Infrastructure) 2021 requires Council to notify the electrical supply authority prior to the determination of any development application that may affect an electricity transmission or distribution network, and take into consideration their comments and potential safety risks. The DCP also requires the design and provision of utility services to conform to the requirements of relevant service authorities, and be provided at the full cost of the developer.
The DCP does not contain electrical load data or lot information that could be used to assess the capability of existing and required Essential Energy infrastructure.	The DCP does not indicate a final lot number, and a separate planning proposal currently being assessed by Council may change the final lot yield and layout. The final lot yield and layout will be determined at the development application stage and will be based on the requirements of the DCP.
Placing overhead power lines (along Narromine Road) underground may have a high monetary impact for the applicant.	The DCP has been updated to remove this reference.

Civil Aviation Safety Authority (CASA) Comment	Council Response
CASA raise no objections to the DCP, subject to future development not infringing the Obstacle Limitation Surface (OLS) for the Dubbo Regional Airport without CASA assessment.	The DCP has been updated to add advisory guidance for development near the Dubbo Regional Airport. The Dubbo Regional LEP 2022 also contains controls to ensure the effective and ongoing operation of the Dubbo Regional Airport. Council has advised the applicant about the obstacle limitation surface and how any development must not infringe the OLS.

NSW Rural Fire Service Comment	Council Response
NSW RFS raise no objections to the DCP.	Council has noted these comments.

Transport for NSW Comment	Council Response
The development will have a significant impact on the transport network, and circulation of traffic has not been adequately addressed.	Clause 6.1 of the Dubbo Regional LEP 2022 requires Council to obtain the Planning Secretary's concurrence before approving any development application for subdivision. It should be noted that the concurrence process is separate from the DCP, and Council is continually consulting with relevant State Agencies (including TfNSW) to identify and address these matters.
A masterplan should be submitted prior to any development being approved.	The DCP includes a structure plan that was informed through a master planning process, an urban design report, multiple other studies, and ongoing consultation with Council.
The urban release area has no legal access to a public road.	The DCP indicates potential connections to the north, through TAFE land and Bourke Hill, which will be subject to separate land acquisition processes and planning proposals. Council resolved on 24 August 2023 to commence acquisition of TAFE land, and this report recommends a separate planning proposal be prepared to reclassify Bourke Hill from community land to operational land to facilitate connections.
The DCP should be amended to clearly identify where development controls are applicable to consider the cumulative traffic implications.	The DCP only applies to 13L Narromine Road (Lot 22 DP1038924 and Lot 7 DP223428). A boundary of the urban release area and land to which the DCP applies is included.
The DCP should be updated to: • clarify the existing Development Contributions Plan applicable to the site. • remove reference to the Traffic Impact Assessment. • include a reference to the Dubbo City Planning and Transport Strategy 2020. • ensure street lighting is to be designed and installed in accordance with relevant TfNSW and Australian Standard requirements.	Council is currently updating the development contributions framework, which will require a separate report to Council for consideration. Conditions of consent will also be imposed on any future development in accordance with the relevant development contributions plan/s to help pay for the increased demand for public amenities and public services. The DCP has been updated to state it has been informed by a number of studies. Any future development application will need to include mandatory documents and drawings required by the Environmental Planning and Assessment Act 1979, and the requirements of these studies may change. Council adopted the Dubbo Transportation Strategy 2020 in October 2021, which is the current transport strategy for Council.

Transport for NSW Comment	Council Response
The DCP should provide a detailed staging plan that includes costs, funding mechanisms and responsibilities for infrastructure works and delivery.	The DCP contains an indicative staging plan. Clause 6.1 of the Dubbo Regional LEP 2022 requires Council to obtain the Planning Secretary's concurrence before approving any subdivision application. The concurrence process is separate from the DCP, and involves consultation with relevant State Agencies to identify and address these matters. The DCP can be adopted independently. Council has requested concurrence of the Planning Secretary, and has ongoing discussions with relevant State Agencies to address these matters.
Staging information should be updated for the following reasons: • It is unclear when the arterial and sub-arterial roads will be required within Stage 1. • Changes to the staging order will impact access to the urban release area. • The roll out of stages is dependent on infrastructure sequencing.	Council will assess any variations to staging at the development application stage and ensure it will not adversely impact the efficiency and delivery of required infrastructure. The DCP states stage 1 will extend key utility services to the site, provide access from the north via the arterial road, and partly provide the sub-arterial road. A section of the sub-arterial road will be extended in stage 2 to provide a potential connection through TAFE land, subject to land acquisition requirements. In each subsequent stage, local roads will connect with existing roads and allow the connection of services.
Council must ensure stormwater drainage does not impact Narromine Road or the safety of road users.	The DCP includes acceptable solutions to ensure stormwater basins can accept and manage flows from the entire catchment, including stormwater discharge from neighbouring properties, and for stormwater discharge under Narromine Road to meet pre-existing conditions. It also includes acceptable solutions to ensure stormwater storage does not impact the effective and ongoing operation of the Dubbo Regional Airport.
The DCP should nominate the location of street crossings.	The DCP includes acceptable outcomes to ensure safe street crossings are provided for all street users with safe sight distances and adequate pavement markings, warning signs and safety rails where appropriate for cyclists.
The DCP should be amended to ensure clear zones and sight lines are in accordance with Austroads.	The DCP has been updated to address this matter.
Council to provide confirmation of the delivery, timing, and responsibility for referenced intersection over/under rail.	Council will continue to investigate the intersection over/under the rail line.

Transport for NSW Comment	Council Response
The DCP should identify whether acoustic infrastructure is built as part of the staging sequence or by individual landowners.	The applicant will be responsible for providing any acoustic infrastructure prior to the release of any relevant subdivision certificate.
The DCP does not adequately address pedestrian and cycling connectivity to known, external attractors.	The DCP has been updated to ensure there is adequate pedestrian and cycle connectivity to external attractors. The timing of this infrastructure will be dependent on staging.
Section 2.7 of the DCP should be updated to: • Clarify Traffic Impact Assessment requirements. • Restrict access from arterial roads and nominate safe street crossings. • Acknowledge the arterial road as a freight route and consider NHVR Performance based standards, including PBS level 3 access. • Consider cumulative traffic impacts for a potential extension of the collector road to Jannali Road.	Section 2.2 of the DCP outlines Traffic Impact Assessment requirements for each stage, and that it must consider the impact of the additional traffic proposed within the stage, the cumulative traffic volumes and impacts on the broader network. Street crossings for the arterial road will be considered at the development application stage when further details are available. The DCP has been updated to include acceptable solutions so that the arterial road can enable PBS Level 3 and be designed to accommodate a posted speed of 80km/hr. The DCP does not show a potential extension of the collector road to Jannali Road as this would allow residential traffic to travel through an industrial area.

Biodiversity Conservation and Science (BCS) Division Comment	Council Response
BCS recommends assessing the entire development proposal against the Biodiversity Offset Scheme (BOS) triggers and preparation of a Biodiversity Development Assessment Report (BDAR).	A draft BDAR for the entire development area was used to inform the DCP, and was an indicator of the applicants understanding of their responsibilities under the Biodiversity Conservation Act (2016). It will be updated and finalised prior to the lodgement of a development application, and will be based on the total development footprint.
The DCP does not include a requirement to retain existing native vegetation or require future plantings to be consistent with the existing plant community type.	The DCP has been updated to address this matter.

Biodiversity Conservation and Science (BCS) Division Comment	Council Response
Embellishment of parks and recreation areas may impact and result in a loss of native vegetation.	Council has noted these comments, and will require a BDAR at the development application stage to address these matters.

5. Planning proposals and land acquisition comments

The DCP indicates potential connections through TAFE land and Bourke Hill to give legal access to the urban release area. To facilitate these connections, the following are required:

- a separate land acquisition process will be undertaken in accordance with Council's resolution on 24 August 2023; and
- a separate planning proposal will be prepared to reclassify Bourke Hill from Community Land to Operational Land to allow for the future provision of a public road only.

Bourke Hill is currently classified and managed as Community Land in accordance with the provisions of the Local Government Act 1993. Community Land is land which Council makes available for use by the general public, and includes for example, parks, reserves or sports grounds. In accordance with the Roads Act 1993, Council is unable to dedicate part of community land as a public road. Furthermore, community land must not be sold, exchanged or otherwise disposed of by Council.

The proposed reclassification of Bourke Hill for the purposes of facilitating provision of a future road can be achieved through a planning proposal. This process will be undertaken in accordance with the Environmental Planning and Assessment Act 1979 and the Local Government Act 1993, and be subject to a separate report for Council's consideration.

6. Proposed changes to the DCP

The DCP has been updated following the public exhibition period to clarify various matters identified in submissions, improve its legibility, and include additional advisory notes for future development.

7. Resourcing Implications

Council received $21,000 upon lodgement as part of the required fees.

APPENDICES:

1⇩ Draft Clearmont Rise Development Control Plan

2⇩ Submissions

Clearmont Rise Development Control Plan 2023

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Part 1 Introduction

1.1 Name of this Plan

This Development Control Plan (DCP) is known as Clearmont Rise Development Control Plan 2023.

1.2 Land to which this Plan applies

This DCP applies to part of 13L Narromine Road, Dubbo (Lot 22 DP1038924 and Lot 7 DP223428), outlined in black in **Figure 1** below, being within the Central West Urban Release Area.

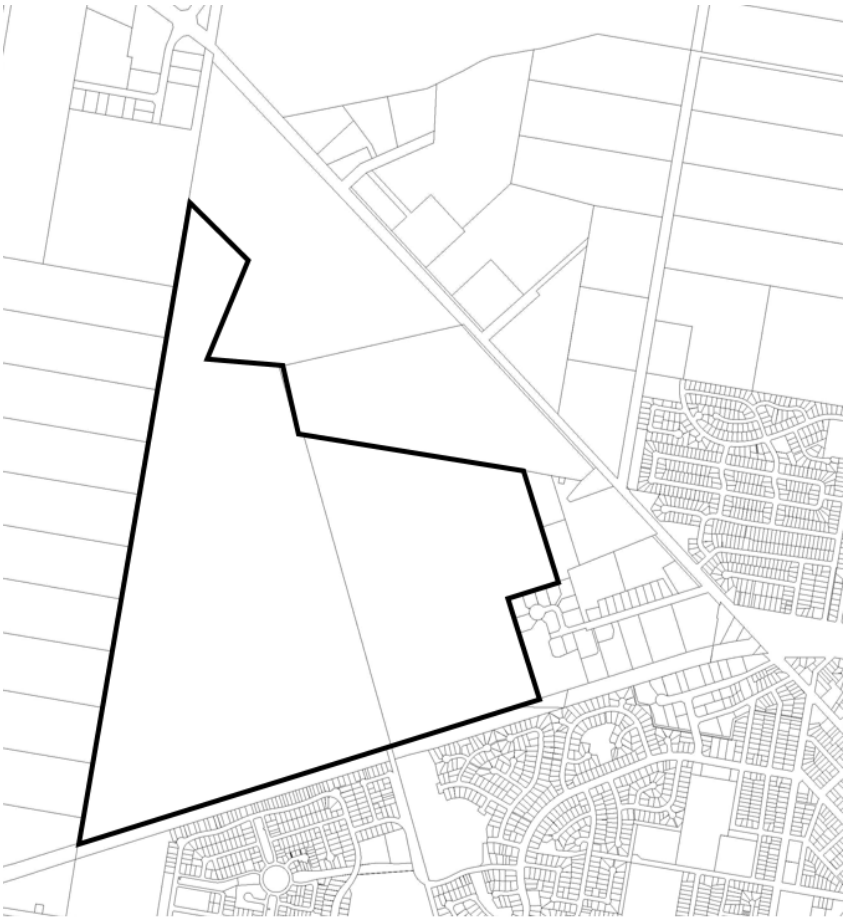


Figure 1 - Land to which this plan applies

1.3 The Vision and Desired Future Character

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

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

(a) Delivery of key roads as included in the Dubbo Transport Strategy 2020;

(b) Provision of new open space areas and green linear corridors to maximise pedestrian and cycle access as well as incorporate infrastructure, where appropriate, including stormwater drainage;

(c) Buffers or controls for future development at the interfaces to other land uses and noise producing activities on adjoining land;

(d) To preserve existing trees and introduce tree planting in streets, open spaces and linear parks to help mitigate urban heat;

(e) Promote quality urban design outcomes within the context of environmental, social and economic sustainability.

1.4 Statutory Context

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

This DCP was adopted by Council on 28 September 2023 and commenced on 2 October 2023.

1.5 Relationship to other plans and documents

Under the Act, Council is required to take into consideration the relevant provisions of this DCP when determining a development application on land to which this DCP applies.

In addition to the provisions of the Dubbo Regional LEP 2022, this DCP must be read in conjunction with:

- applicable Development Contributions Plans;
- any Planning Agreement made between the landowners and Council as relevant to the assessment of a development application; and
- other relevant provisions of the Dubbo DCP 2013. In the event of any inconsistency between this DCP and the Dubbo DCP 2013, the provisions of this DCP prevail.

1.6 Supporting Studies

This DCP has been informed by the following studies:

- Urban Design and Master Plan prepared by Sitios;
- Traffic Impact Assessment prepared by Amber Traffic and Transport;
- Open Space and Community Infrastructure Assessment prepared by CRED ;
- Ecological Assessment prepared by Lodge Enviro;
- Bushfire Assessment prepared by Building Code and Bushfire Hazard Solutions;
- Water Cycle management, subdivision design and service prepared by MAKER ENG;
- Acoustic Assessment prepared by Acoustic Logic;
- Landscape for public domain areas – Streets and Parks prepared by Ground Ink;
- Geotechnical and Contamination prepared by Geotesta;
- Archaeological Report prepared by Apex Archaeology;
- Aboriginal Cultural Heritage Assessment Report prepared by Apex Archaeology;
- Preliminary Market Potential prepared by Location IQ;
- Utilities Service Report prepared by MAKER ENG;
- Biodiversity Development Assessment Report prepared by Anderson Environment & Planning (AEP);
- Dubbo Regional Council Open Space Masterplan 2018;
- Dubbo Transportation Strategy 2020.

1.7 How to use and navigate this DCP

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

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

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

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

Part 2 Staging and Implementing the Urban Structure

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

2.1 Implementing the Urban Structure

To implement the urban structure, development must be generally consistent with and deliver the urban infrastructure in accordance with **Figure 2**.

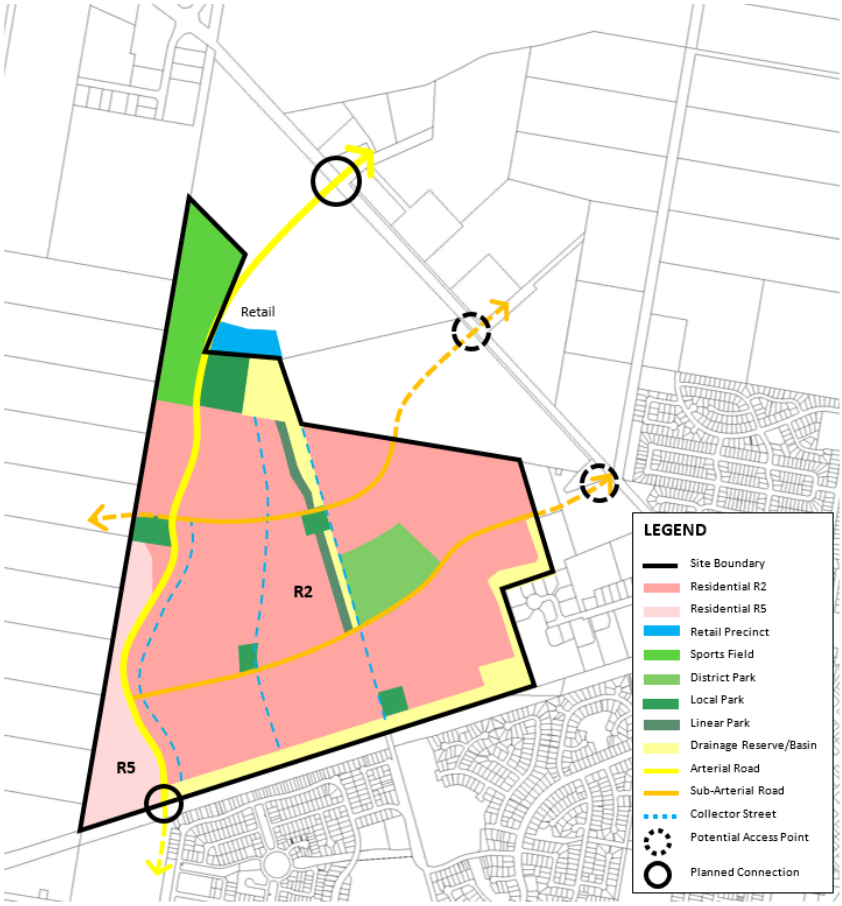


Figure 2 – Indicative Structure Plan

2.2 Staging

Development must be generally staged in accordance with **Figure 3** to assist in the coordinated provision of necessary infrastructure. Each stage must implement the works required to build on the urban structure, and extend important infrastructure to future stages.

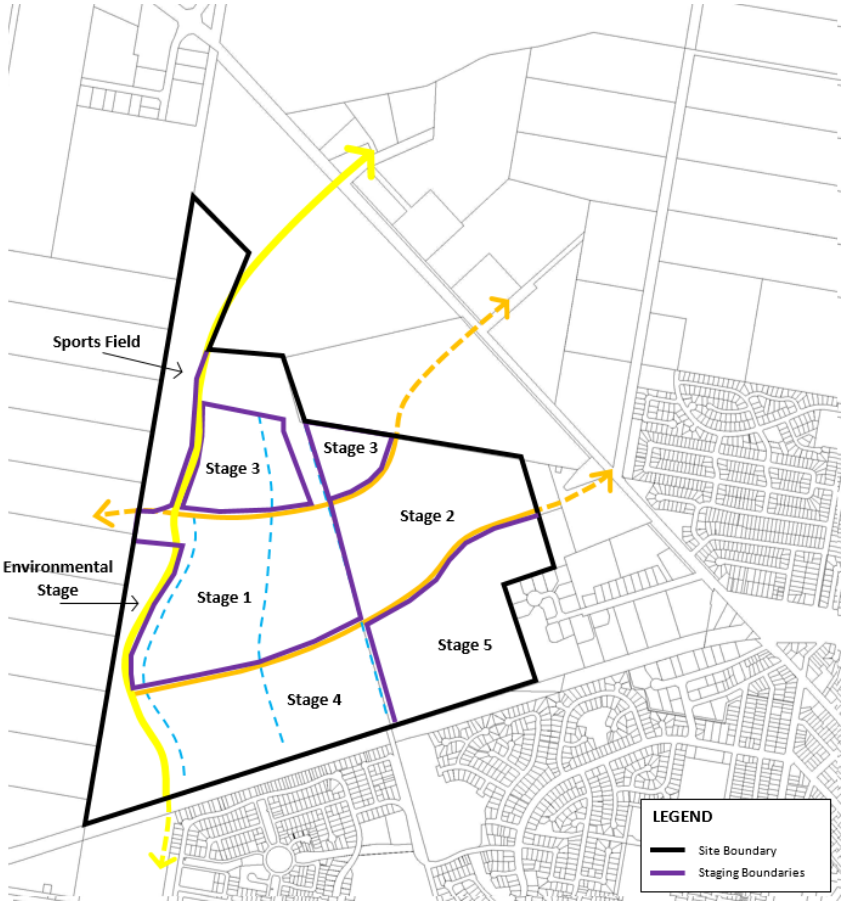


Figure 3 – Staging Plan

The delivery of infrastructure should be in accordance with the Staging Plan as follows:

- Stage 1 will extend key utility services to the precinct, and provide access by extending the arterial road from the north to the first sub-arterial road. Stage 1 will also provide local roads, a linear park including drainage infrastructure, and three local parks with each having an area of at least 0.5 hectares.
- Stage 2 will deliver local roads, the extension of the sub-arterial road to the TAFE boundary, and a district park that preserves existing trees.
- Stage 3 will deliver local roads, infrastructure and residential development.
- Stage 4 will deliver local roads, a linear park along the southern boundary, the relocation of

the electricity easement to land adjacent to the railway line, and a local park.

- Stage 5 will deliver local roads and a linear park along the southern and eastern boundaries.
- Sports Field Stage will deliver the sports fields, and be delivered after Stages 1-3 and before Stage 5, or as otherwise agreed to by Council.
- Environmental Stage is primarily zoned R5 Large Lot Residential and a small part R2 Low Density Residential, and is constrained as it contains areas of biodiversity with extremely limited development potential for subdivision. Any future applications for residential development in this stage will need to demonstrate that environmental values are appropriately addressed.

Implementing the staging requires, at a minimum, a new development application, new Traffic Impact Assessment for each stage, and other relevant studies as determined by Council. The Traffic Impact Assessment must consider the impact of the additional traffic proposed within the stage, the cumulative traffic volumes and impacts on the broader network.

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

2.3 Initial Earthworks

Objectives

a) An appropriate landform is created across the development which allows for a high quality and accessible living environment, tied seamlessly into local and district open space areas and adjoining natural areas.

Performance Measures

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

2.4 Preserving Natural Elements and Stormwater Drainage Systems

Objectives

a) Major and minor drainage systems are provided which:
   - Adequately protect people and the natural and built environments to an acceptable level of risk and in a cost-effective manner in terms of initial costs and maintenance, and;
   - Contribute positively to environmental enhancement of catchment areas.

b) Any water leaving the site (during construction and operation) is managed with stormwater treatment measures.

c) There is a legal discharge of stormwater.

d) Stormwater discharge is enabled from adjacent properties and managed within this development.

Performance Measures

a) The stormwater management regime includes a treatment train incorporating piped drainage, open channels and basins within open spaces to achieve a minimum percentage reduction of stormwater pollutants and ensure peaks flows do not increase as a result of development.

b) Open channels to convey stormwater are located within minimum 20 metre wide drainage reserves. Where located next to linear parks, the parks also have a width of no less than 20 metres that also accommodate cycleway/pedestrian paths and landscaping.

c) The continuous base flows within the open channel system are managed with a low flow pipe system.

d) Post development peak flows (up to and including the 1% AEP storm event) are limited to 'pre-development' levels.

e) The stormwater drainage system has the capacity to convey stormwater flows resulting from the relevant design storm under normal operating conditions, taking partial minor system blockage into account.

f) Development does not alter the site's stormwater drainage characteristics in a manner that causes nuisance or damage to downstream properties.

g) The stormwater management plan manages frequent base flows discharging at the outlet of the development to ensure it doesn't further exacerbate existing drainage issues downstream of the development.

h) Stormwater infrastructure is designed and placed in a manner to ensure the safe operations of the Dubbo Regional Airport are not impacted.

Development Controls

1) The stormwater drainage system is generally in accordance with **Figure 4**. Open channels and basins must not replace the usability of open space areas.

2) Stormwater is piped from the development's southern catchment to existing stormwater pipe systems in Thompson Street, approximately opposite Menzies Avenue, Dubbo.

3) The northern basin accepts and manages flows from the entire northern catchment, including stormwater discharge from neighboring properties. Stormwater discharge under Narromine Road meets pre-existing conditions.

4) The final size of basins ensures peak flows do not increase as a result of the development.

5) A Water Cycle Management Strategy is prepared and provided to Council prior to Stage 1. The Strategy it achieves the reduction of stormwater discharge and pollutants by including the following elements:

   - Rainwater tanks on each lot;
   - Gross pollutant removal prior to discharging to basins;
   - Bio-retention areas;
   - Detention basins.

6) The stormwater management regime achieves the following reductions:

   - Total Suspended Solids (TSS) – 85% reduction;
   - Total Phosphorus (TP) – 65% reduction;
   - Total Nitrogen (TN) – 45% reduction;
   - Litter - 90% Reduction.

7) The design and construction of the stormwater drainage system is in accordance with:

- Australian Rainfall and Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia), 2019 and
- Dubbo Regional Council's adopted AUS-SPEC #1 NSW 1999 Development Specification Series – Design and Construction.
- Austroad Guidelines - Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface.

8) A Sediment and Erosion Control Plan is prepared for any earthworks, and implemented in accordance with 'Blue Book – Managing Urban Stormwater: Soils and Construction'.

9) An allowance to plant within the water retention basins is required to increase canopy coverage and reduce heat island effects.

10) The provision of stormwater infrastructure complies with the National Airports Safeguarding Framework guidelines.

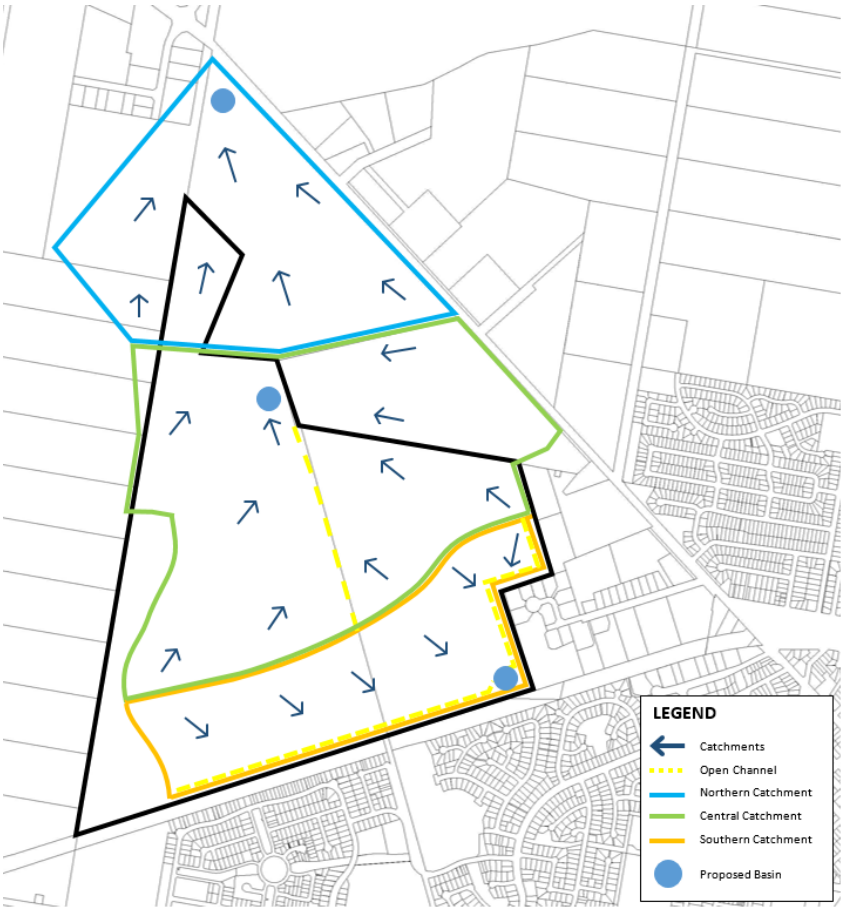


Figure 4 – Water Management Plan

2.5 Open Space Network

Objectives

a) A hierarchy of open spaces and connections is provided that contribute to the overall character of the development. Access and views to nature within and beyond the precinct are maintained to enhance the quality of the urban environment.

b) Parks provide a wide variety of public amenities that support passive, informal and formal active uses.

c) Development provides for the recreational needs of the community, and includes active recreation and local open spaces within easy access to residents.

d) Natural features and vegetation are conserved on land identified for open spaces and environmental corridors.

e) Plantings are provided within open spaces to balance open areas for recreation and areas for increased tree canopy.

Performance Measures

a) Linear parks, including drainage corridors, include active transport links and other embellishments such as seating and landscaping to increase the use and enjoyment of residents.

b) Open spaces are bordered by streets. Buildings on the adjoining streets provide passive surveillance of parks or sports field areas.

c) Planting species are appropriate for the area and include largely low mass planting and canopy trees with clear trunks to maintain passive surveillance of open space areas.

Development Controls

1) Open space areas, linear corridors and green links are provided in generally in accordance with **Figure 5**.

2) Existing native vegetation is retained within parks where practical.

3) District open space for sporting fields and local open spaces are embellished in accordance with Council's requirements.

4) Embellishments must not impact native vegetation.

5) Linear parks with drainage infrastructure have a minimum width of 40 metres, including a 20 metre wide linear park and a 20 metre wide drainage area. The linear parks provide areas for seating nodes and active transport links.

6) Remnant native vegetation is retained where possible. Future plantings within and adjacent to remnant native vegetation must be consistent with the existing plant community types. Planting of endemic species are to be approved by Council's Community, Culture and Places Division.

7) Tree species such as Acacia salicinia, Eucalyptus blakelyi and similar native trees and shrubs are used to create habitat for local wildlife and provide important environmental and ecological connectivity through the development site. Invasive native scrub species such as Callitris glaucophylla are avoided.

8) Any embellishment adheres to relevant Council requirements and standards required by Council's Community, Culture and Places Division. Embellished minimum areas are described

in the table below:

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

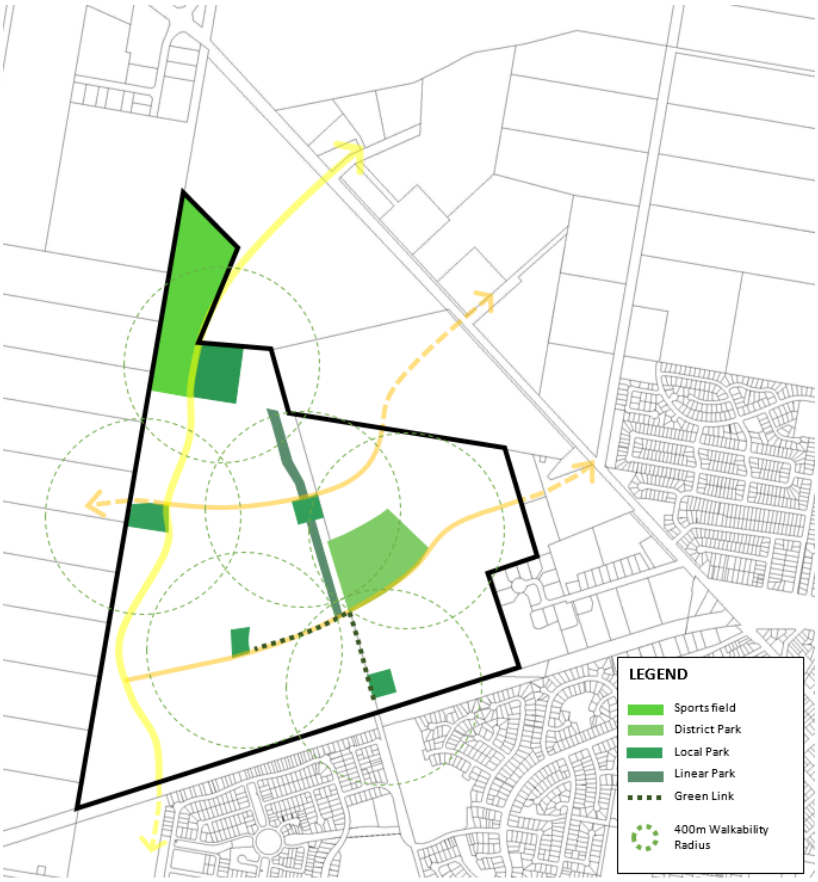


Figure 5 – Open Space Network

2.6 Services and Utilities

Objectives

a) Residential areas are serviced with essential public service utilities including water, sewer and electricity in a cost-effective and timely manner.

b) The servicing strategy for sewer must not rely on discharging to the existing Thompson Street collection well. A trunk main will need to be considered around the back of the Airport, as identified in the West Dubbo Servicing Strategy.

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

Performance Measures

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

Development Controls

1) The design and provision of utility services conforms to the requirements of relevant service authorities, and are provided to each lot at the full cost of the developer.

2) Services are located next to each other in accordance with Council's Policy for trenching allocation in footways (Standard Drawing 5268).

3) Street lighting is designed and installed in accordance with Transport for NSW TD 93/21 Road Lighting Installations, Requirements for Design of Transport for NSW and Standard Drawings R0600 Street Lighting Series, as well as relevant Australian Standards including AS1158.1, and applicable Transport for NSW Supplements.

4) Servicing for water considers the Dubbo Regional Council Integrated Water Cycle Management Plan (IWCM), reservoir feed zones and whether there is sufficient capacity within the existing West Dubbo Rifle Range reservoir to service this subdivision.

2.7 Streets, Movement and Accessibility

Objectives

a) A legible road hierarchy is incorporated and recognises the broader strategic road proposals, within, through and external to the precinct.

b) A high degree of connectivity is provided within the precinct and adjoining areas for pedestrian, cyclist and bus users to reduce reliance on private vehicles.

c) Traffic assessments consider key pieces of infrastructure in the broader traffic network, as identified in the Dubbo Transportation Strategy 2020 that will relieve traffic congestion on the Mitchell Highway and Newell Highway. Any traffic assessment will also need to consider the impacts and the timing of such infrastructure as the development progresses.

d) Development adheres to the *Development near Rail Corridors and Busy Roads– Interim Guideline.*

Performance Measures

a) All roads are designed in accordance with Austroad Guidelines - Guide to Road Design, and with geometry to suit the design speeds specified.

b) The hierarchy of streets gives effect to Council's strategic roads and provides access to the residential lots reflecting the function and traffic load on each.

c) Main entry points to the precinct are thoughtfully designed to provide a sense of entry and incorporate landscaping treatments. The scale and design of the entry features reflect the significance of the entry point.

d) The street network is designed in a grid system to promote pedestrian and cycle movements, modified only where necessary to respond to environmental constraints or opportunities. Cul-de-sac streets are minimised and are to serve no more than 10 lots.

e) The street network considers the needs of pedestrians and cyclists and provides good routes and connectivity to key attractors both internal and external to the precinct.

f) Streets provide a logical hierarchy to maximise accessibility to all parts of the community and provide an appropriate response to address key interfaces.

g) Footpaths and cycle ways are provided on at least one verge, are well-lit and located where there is casual surveillance.

h) Safe street crossings are provided for all street users with safe sight distances and adequate pavement markings, warning signs and safety rails (where appropriate for cyclists).

i) Any traffic impact assessment clearly indicates traffic volumes on key arterial and sub-arterial roads, as well as key intersections.

j) Road hierarchy, cross sections and corridors within the development are implemented in accordance with the Dubbo Transportation Strategy 2020 and in consultation with Council's Infrastructure Division.

k) The arterial road ultimately accommodates four lanes in the future. The road to serve this residential release, subject to traffic assessment, is to include Stage 1 pavement as shown in Appendix A to the intersections that connect into release as well as shared cycle ways, utilities and tree planting on the residential side of the development.

l) An intersection is to be included on the arterial road toward the southern end of the residential zone, ensuring traffic can take advantage of the southern link to Minore Road. The

location of the intersection is to be mid-distance between Minore Road and the sub-arterial road, in the vicinity of the existing crest point on the arterial road. This provides good connectivity for Clearmont Rise to Minore Road, as well as the undeveloped land west of the arterial road. The location of the intersection is to consider the safety of turns, topography and designed to avoid traffic rat runs through the release. Clear road linkages are also to be made to the undeveloped land west of the arterial road. The internal collector and local roads network are to be adjusted to align with this new intersection location.

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

Development Controls

1) Active transport links, pedestrian paths and cycleways are provided generally in accordance with **Figure 6**.

2) Roads within the site are provided generally in accordance with **Figure 7** and **Appendix A** Road Sections and Descriptions.

3) The road hierarchy makes provision for future road and pedestrian connections to remaining land within the Central West Urban Release Area.

4) Verge widths may vary to accommodate water cycle management measures, paths and landscaping. Shared paths are set back 800mm from the property boundary and footpaths are setback 800mm to the property boundary.

5) A bus route is provided generally in accordance with **Figure 8**, and bus stops are provided within 400 metres walking distance of most lots.

6) The arterial road and associated intersections are designed to allow for b-triple road train (36.5m) access.

7) Landscaping plans, including street tree planting, must be approved by Council.

8) Trees have a minimum clearance of 5 metres from street lights and 3 metres from storm water entry pits. Tree planting and landscaping must consider the provision of clear zones and adequate sight lines in accordance with Austroads as well as Council's Tree Planting Standards (as adopted).

9) One street tree is to be provided per lot. On corner lots, one street tree is provided on each street frontage.

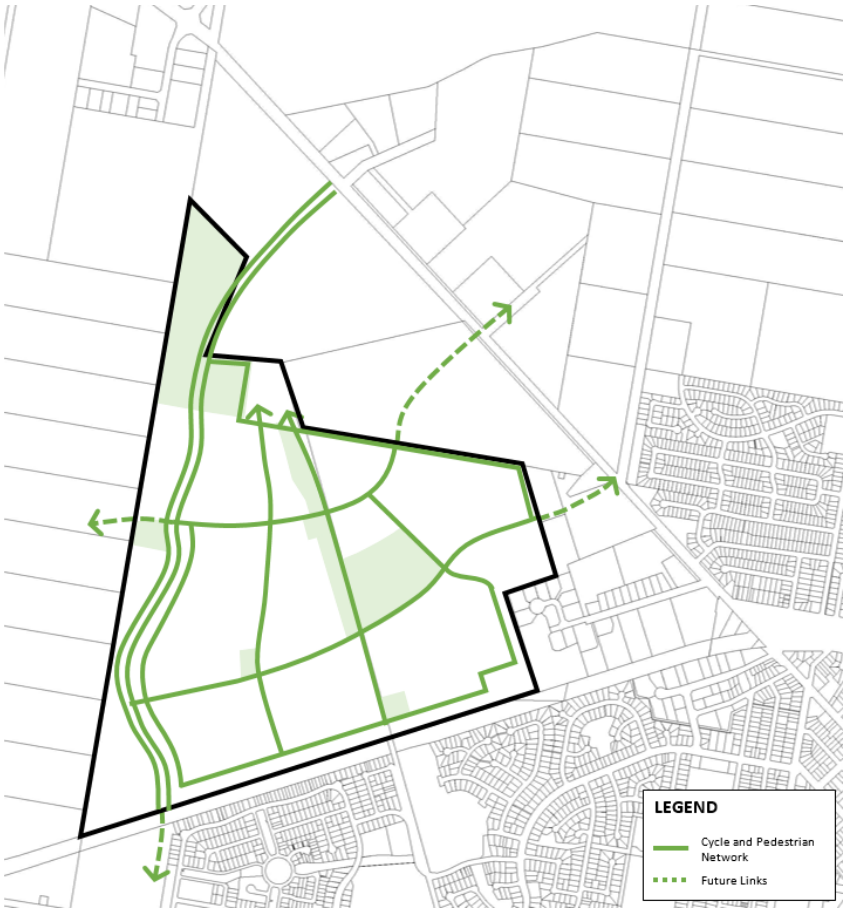


Figure 6 – Pedestrian and Cycle Network

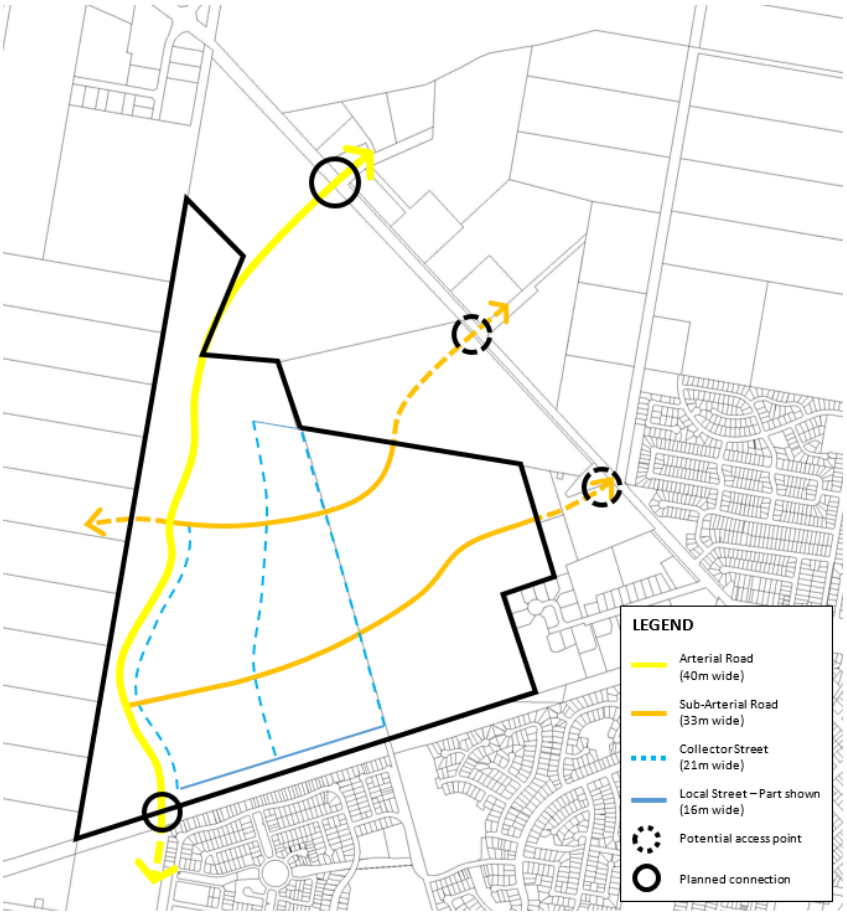


Figure 7 – Road Hierarchy (Road profiles are described further in **Appendix A**)

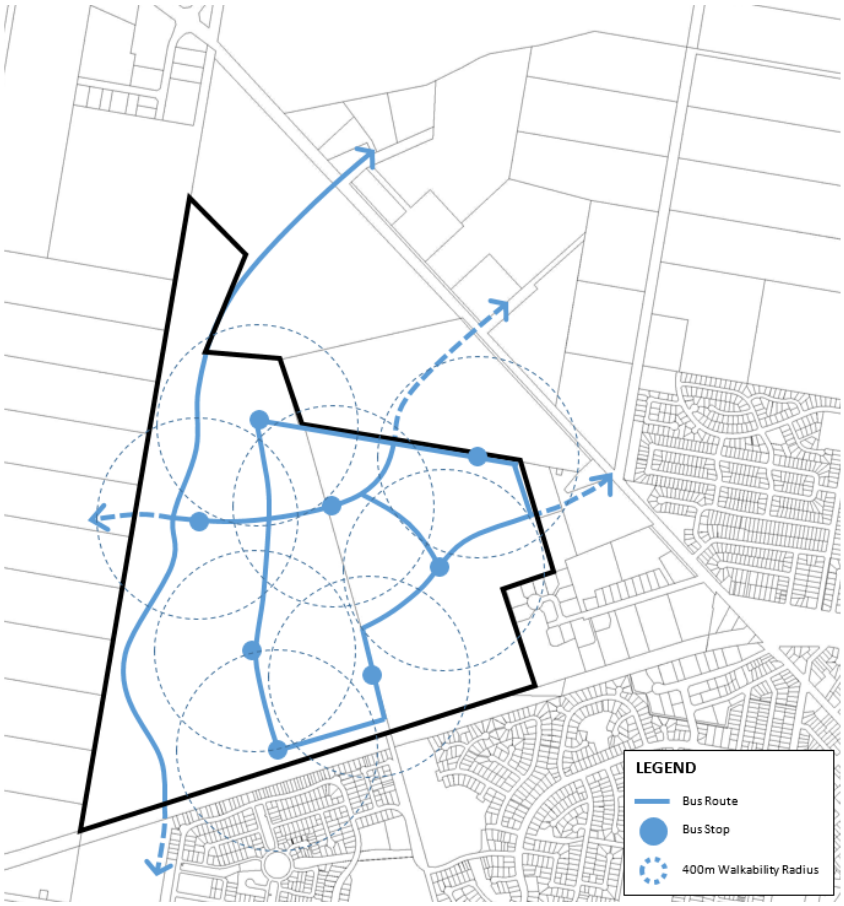


Figure 8 – Bus Network

Part 3 Subdividing Street Blocks

Development applications for residential subdivisions within each street block will provide appropriate lot sizes and shapes to accommodate the future built form anticipated by the Dubbo Regional LEP 2022 as well as identify any environmental matter to be placed on title to ensure the future dwelling has acceptable amenity.

3.1 Minimum Lot Sizes

Objectives

a) The efficient use of zoned land and required infrastructure is achieved.

b) Appropriate restrictions are included to address acoustic and drainage where required.

c) A range of lot sizes are provided to suit a variety of household types and forms of development.

Performance Measures

a) Lots are designed to optimise outlook and proximity to public and community facilities, parks and public transport with increased residential activity.

b) Lots are created to enable the permissible development including opportunities for dual occupancies. Larger lots are provided on street corners to allow development to address both street frontages.

c) Lots have a frontage to streets and overlook open spaces to provide passive surveillance of those areas.

d) Stormwater is be gravity drained to Council's stormwater system which may require inter-allotment drainage.

e) Lots in locations near noise sources include restrictions requiring acoustic fencing or acoustic treatments to facades of dwellings.

f) Battle-axe lots are only provided in limited circumstances where the topography and development orientation results in regular subdivision not being able to be achieved. Battle axe handles have a width of 4.3 metres. If used the application must show location of mail boxes and bin collection areas.

g) Cul-de-sacs as a street subdivision design option will not be considered by Council under any circumstance.

Development Controls

1) Lots have a minimum frontage of 15 metres where the minimum lot size area is 600m^2 or larger.

2) Corner lots are larger to allow residential accommodation to positively address both street frontages.

3) Street blocks are generally 220 - 300 metres long and maximum 80 metres deep. Block lengths in excess of 300 metres are only considered where pedestrian connectivity, storm water management and traffic safety objectives are achieved.

4) Noise impacts on land adjoining the arterial or sub-arterial roads within the precinct, and land adjoining employment and industrial development to the north and east of the precinct are to be mitigated and comply with the NSW Noise Guide for Local Government. A noise impact

assessment is be equired to identify the acoustic impacts and alleviation treatments at the Development Application stage if deemed required by Council. The report must identify receivers, determine background noise levels, establish noise criteria, provide predicted noise levels and assumptions, assess potential impacts, and consider mitigation measures.

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

- Within Noise Affected Areas 1, 2 and 3 – a solid 2.1m high barrier is located in accordance with **Figure 9**. The following table provides the required constructions within Noise Affected Areas 1, 2 and 3 with or without the 2.1 metre high barrier for deemed-to-satisfy constructions:

Deemed-to-Satisfy Constructions for Noise Affected Areas

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

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

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

7) Dwellings within close proximity to arterial, sub-arterial or collector roads and rail corridors locate non-habitable rooms on the noise affected side, and enable doors to be sealed off from living areas and bedrooms.

8) Where a landscape buffer is proposed as part of acoustic treatments, it is designed, constructed and maintained in accordance with the following:

- Earth mounding is provided where necessary to achieve satisfactory acoustic attenuation and visual screening;
- Selected plant species meet the buffer's functional requirements and require minimal ongoing maintenance;
- Selected plant species are appropriate to the location, drainage and soil type;
- Plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the buffer.

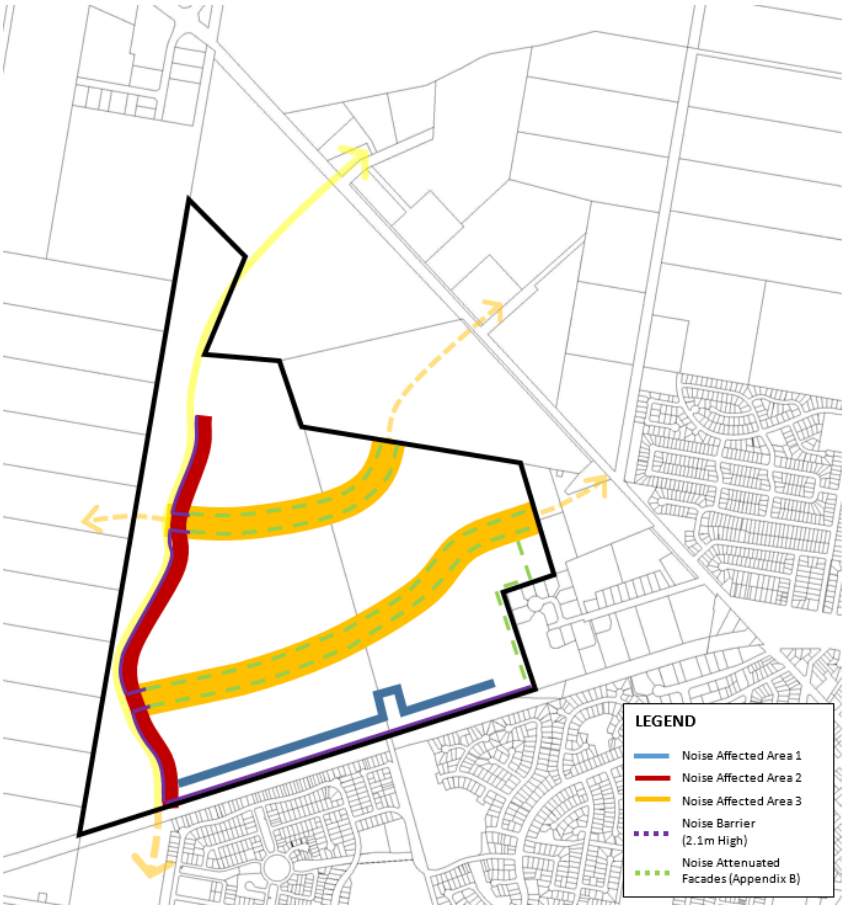


Figure 9 – Noise Affected Areas

3.2 Development near the Dubbo Regional Airport

Objectives

a) Development does not impact the safety and ongoing efficiency of the Dubbo Regional Airport.

Performance measures

a) Development addresses the National Airports Safeguarding Framework.

b) Developments considers a range of factors that could affect the operation of the Airport, including light glare, plumes, bird attractants.

c) Development does not increase wind shear impacts on aircraft.

Development Controls

1) Development applications include information detailing compliance with the National Airports Safeguarding Framework.

2) Development does not impact PANS-OPS for the Dubbo Regional Airport.

3) Development in the vicinity of the airport does not protrude into the obstacle limitation surface (OLS):

   - cranes do not penetrate into the OLS.
   - development complies with specifications provided by the Civil Aviation Safety Authority (CASA). The OLS protects the immediate airspace in the vicinity of the airport for visual operation.

4) Any lighting associated with development in vicinity of the airport may be subject to lighting limitations as advised by CASA.

5) Development must take into consideration any amenity impacts resulting from the airport operations, including but not limited to noise and vibration. Noise sensitive development near the vicinity of the airport may be required to demonstrate that noise impacts from aircrafts and airspace operations are minimized, including via building noise attenuation.

6) Development minimises the hazard to aircraft operations created by the presence of birds and or animals resulting from the development, and does not attract wildlife in significant numbers.

7) Development does not release emissions that could cause air turbulence or reduce the visibility or operation of aircraft engines.

8) Development does not create a physical line-of-sight obstruction between transmitting or receiving devices that:

   - transmits an electromagnetic field that will interfere with the functioning of the airport;
   - contains a reflective surface that will interfere with the functioning of the airport.

Part 4 Built Form Siting and Design

Development will predominantly be detached dwellings, with opportunities for dual occupancies. Built form and development will address the controls for the siting and design of dwellings.

4.1 Building Siting

Objectives

a) Residential housing is sited to contribute to the desired streetscape appearance and neighbourhood character.

b) Habitable rooms of dwellings and private open space within the development and in adjacent development can receive adequate sunlight, ventilation and amenity.

c) There is no conflict with existing services such as power, water, sewer and stormwater.

Performance Measures

a) The design and site planning responds to passive energy conservation principles including solar access, prevailing weather and cross ventilation.

b) Dwellings are sited to face the street, with visible front entries and habitable rooms fronting the street, particularly at ground level.

c) Dwellings achieve at least 3 hours of sunlight to a main living area between 9am and 5pm, in mid-winter (21st June).

Development Controls

1) Dwellings comply with the development standards outlined in the Dwelling Controls Table **Figure 11** and **Figure 11**.

2) Where a dual occupancy is located on a corner block, it is designed to face each street frontage.

3) Driveways are located clear of obstacles such as power poles, trees, and stormwater pits.

Dwelling Controls Table				
Lot Range	**600m² – 899m²***	**900m² – 1,500+m²**	**Dual Occupancy**	**Battle-Axe**
Lot Width (Min)	15 metres	25 metres	15 metres	N/A
Landscaped Area (Min)	15%	35%	20%	20%
Principal Private Open Space (Min)	25m² with a minimum dimension of 5 metres			
	50% of the area of the required PPOS (of both the proposed development and adjoining properties) must receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)			
Dwelling Setbacks				
Front Setback (Min)	4.5 metres to building façade line 3 metres to articulation zone**	6 metres to building façade line 4.5 metres to articulation zone**	4.5m to building façade line 3m to articulation zone**	
Secondary Front Setback (Min)	3 metres	3 metres	3 metres	N/A

Side Setback (Min)	0.9 – 1.2 metres	1.5 metres	0.9 metres	0.9 metres
Side Setback 2nd storey (Min)	1.5 metres	2 metres	2 metres	2 metres
Rear Setback (Min)	3 metres			
Garage, Carport and Outbuilding Setbacks				
General Requiements	Development complies with Chapter 2, Part 2.1.1, Element 12 of the Dubbp DCP 2013.			
Front Setback (Min)	5.5 metres to facade	7 metres to facade	5.5 metres to facade of garage	
Secondary Front Setback	5.5 metres to facade			N/A
Percentage of dwelling frontage(max)	The garage must not dominate the street space. The width of a garage shall not be greater than 50% of the total width of the lot.			
Car parking requirement	Maximum garage width 3m (single) and 6m (double) 1 bedroom dwellings will provide at least 1 car space 2 bedroom dwellings will provide at a minimum 2 parking spaces, with at least 1 behind the building line 3 bedroom or more dwellings will provide at least 2 car spaces			

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

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

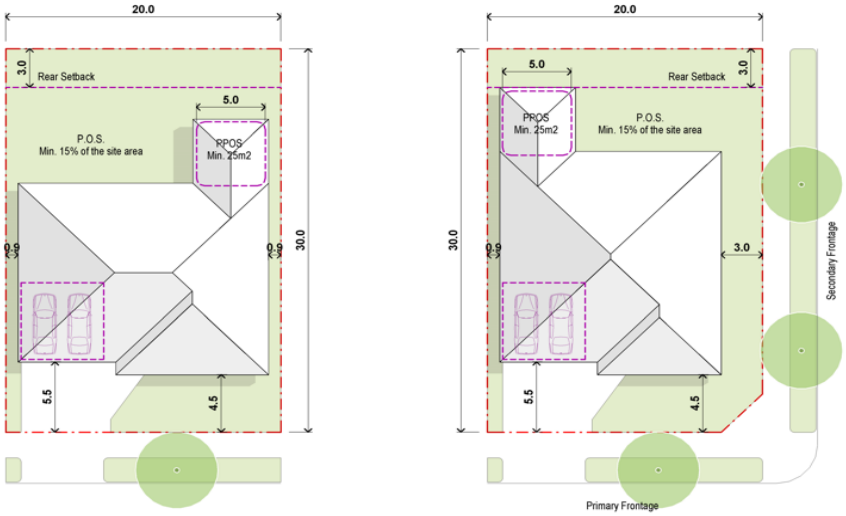


Figure 10 – Typical 600m^2 Dwelling House

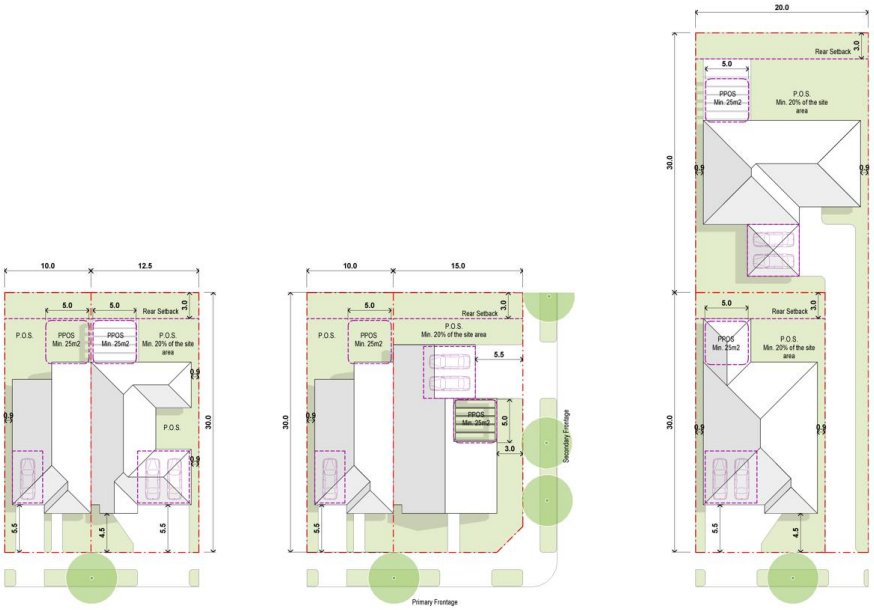


Figure 11 – Typical Dual Occupancy and Battle-Axe

4.2 Built Form and Streetscape Character

Objectives

a) Residential housing keeps with the desired future streetscape and neighbourhood character and values architectural interest and compatible fencing outcomes.

b) Landscaping is appropriate in nature and scale for the site and the local environment.

c) Street tree planting creates a pleasant environment and contributes to street character.

Performance Measures

a) Built form displays a variety of materials, colours and shading structures, with garages integrated into the overall architectural form and design.

b) Development avoids repetition, 'mirror image' designs, and monotony within the streetscape.

c) The frontage of buildings and their entries are readily apparent from the street.

d) Materials are compatible with adjoining dwellings and the streetscape in terms of type, colour and form.

e) Fencing is consistent with the existing character of the area.

f) Fencing on corner allotments does not impede motorists' visibility at the intersection.

g) Verandahs and balconies are encouraged.

h) Landscaping is provided at a scale and density which is appropriate for the development.

Development Controls

Design

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

Materials

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

Fencing

14) Front fencing is of quality construction. Front fences have a maximum height of 1.2 metres if solid or less than 50% transparent, and 1.5 metres if greater than 50% transparent.

15) Fencing is either splayed, set-back, reduced in height or transparent to maintain visibility for motorists.

16) Where there is no front fencing, suitable dense hedging or other landscaping is provided to create clear boundary delineation.

17) Front and side fencing forward of the primary building line has a maximum height of 1.2 metres in height and is finished on both sides to the same level of quality. Where there is no fence forward of the building line, it is required that side fencing returns into the building at the primary building line.

18) Side and rear fencing on a standard lot have a maximum height of 1.8 metres behind the front building line.

19) Chain or solid metal fencing is not permitted for front fencing or in front of the building line. Defining pillars and/or well detailed posts are encouraged.

20) Permitted front fencing materials are to be:

- Timber or metal slat fencing (vertical or horizontal) with stained or painted finish.
- Wrought iron feature fencing.
- Timber post and rail fencing with stained or painted finish.

21) For corner lots, the secondary street frontage fencing is to be a maximum height of 1.2 metres for the first 30% of the lot length from that frontage. The remaining secondary fencing is to be a maximum height of 1.8 metres. Fencing on corner allotments must not impede motorists' visibility at the intersection.

22) Chain link fencing is not permitted.

Landscaping

23) A landscape plan is required with any development application to ensure the species selected screen and soften the development, and are suitable for the local climate (gardens with watering requirements).

24) Landscaping is planted in a manner to ensure the amenity of adjoining and adjacent properties is not impacted.

25) Trees are planted in accordance with Council's Street Tree Planting Standards to minimise future risk of damage to public and private infrastructure.

26) Cross-sections show root zones of trees.

27) Tree species are predominately endemic to the Dubbo area, or otherwise approved by Council's Community, Culture and Places Division, and take into account the size of the tree with relation to the scale of the landscape that they are being planted. This would enable an assessment of the suitability of the landscape for the subdivision and minimise future conflicts.

28) Construction of pedestrian paths/cycle ways, water management basins and drainage structures avoid remnant trees as a priority and provide a clear managed edge for bushfire hazard protection.

4.3 Access, Parking, Garages and Driveways

Objectives

a) Adequate and convenient parking is provided for residents, visitors and service vehicles.

b) Driveways have the smallest configuration as practical and are as per Australian Standards.

Performance Measures

a) Garages are setback behind the front most element of the dwelling and fully integrate into the front façade.

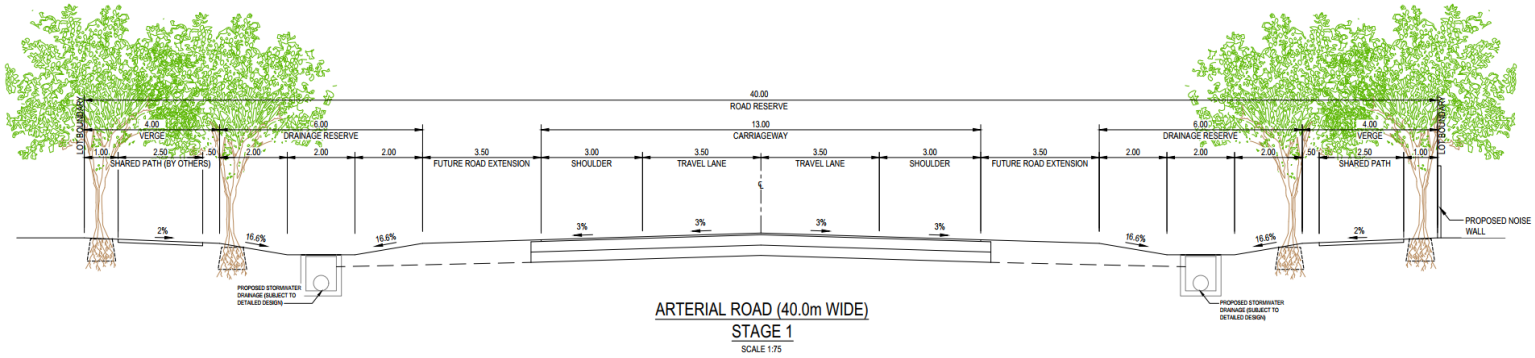
Development Controls

1) Dwelling houses and dual occupancy development provides the following vehicle parking:
   - One bedroom dwellings – at least one car space;
   - Two bedroom dwellings – a minimum of two parking spaces, with at least one behind the building line;
   - Three bedroom or more dwellings – at least two car spaces.
2) Where garages form part of the front of a dwelling, the garage doors do not exceed more than 50% of the total width of the dwelling frontage.
3) Garage doors facing the street do not exceed a total width of 6 metres.
4) Driveways are located clear of obstacles such as power poles, and stormwater pits.
5) Freestanding garages or sheds are single storey and located so as to not compromise the minimum landscape area or usability of private open space or overshadow adjoining private open space areas.

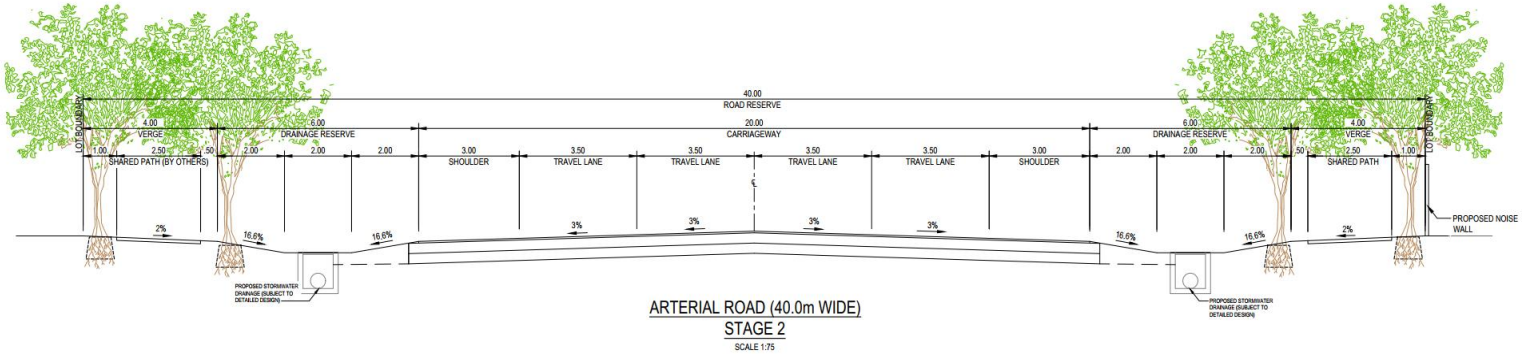
Appendix A – Road Sections and Descriptions

Arterial Road

This road will be developed as part of the industrial subdivision to the north. It has a 40 metre wide reserve, with Stage 1 having a 13 metre carriageway width and Stage 2 designed to be expanded to 20 metres when planning for the ultimate reservation of other road sections take place as shown on this page:



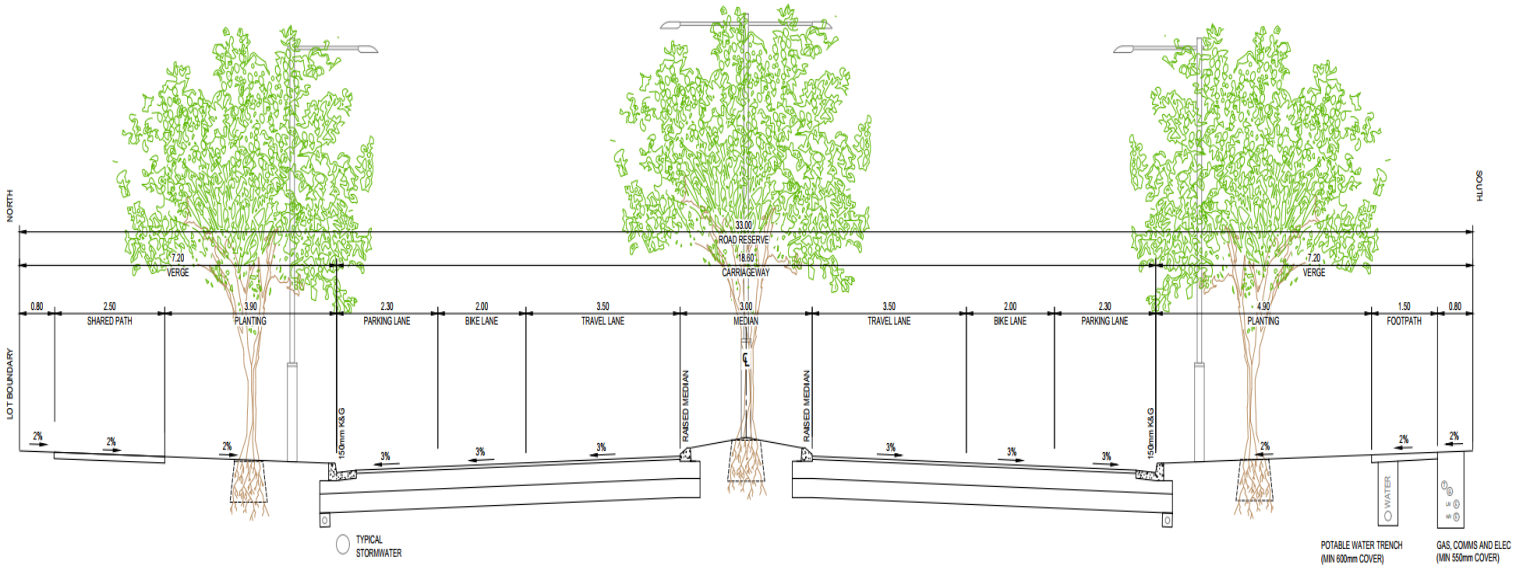
ARTERIAL ROAD (40.0m WIDE)
STAGE 1
SCALE 1:75



ARTERIAL ROAD (40.0m WIDE)
STAGE 2
SCALE 1:75

Sub-Arterial Road

This road has a 33 metre reserve width, incorporating two 7.8 metre carriageways with a 3.5 metre travel lane, 2 metre bike lane and 2.3 metre parking lane on either side of a 3 metre wide landscape median. There is a 7.2 metre wide verge incorporating a 1.5m footpath on one side and a 2.5 metre shared path on the other side.

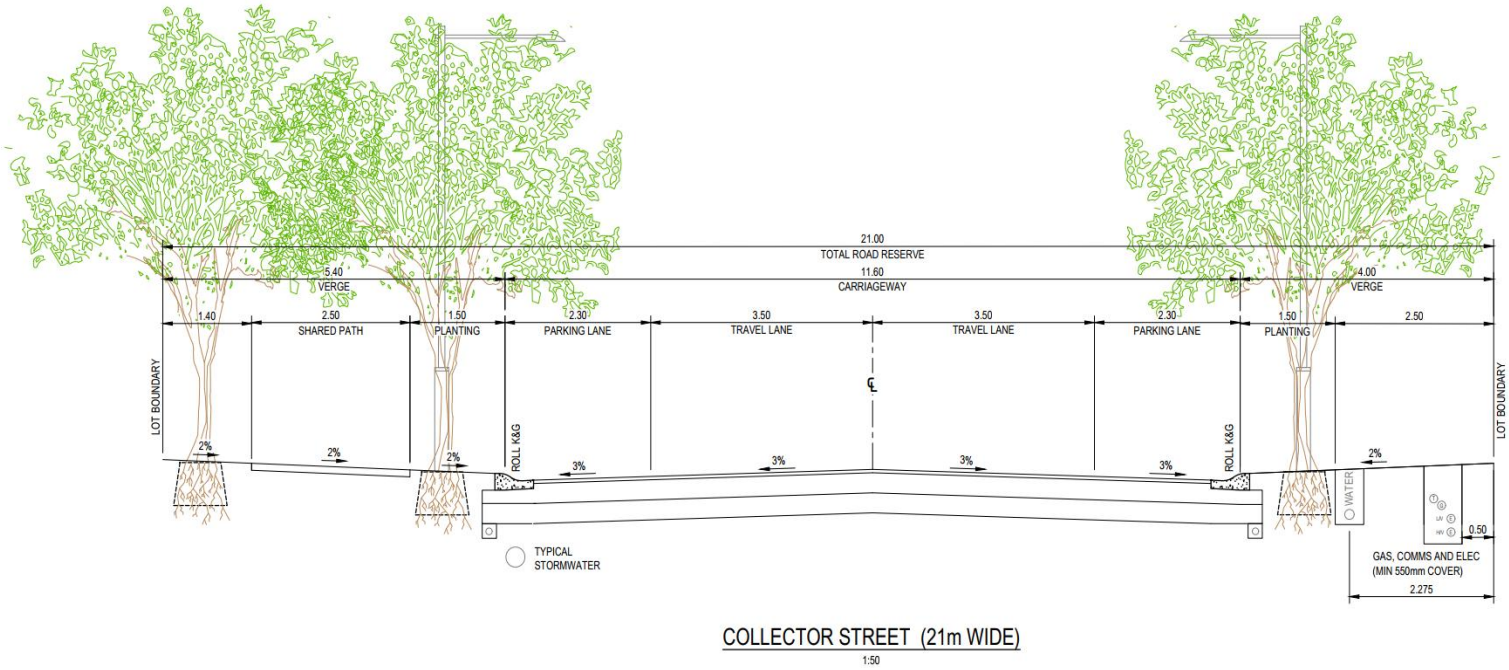


SUB ARTERIAL ROAD - (33.0m WIDE)

SCALE 1:50

Collector Street

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

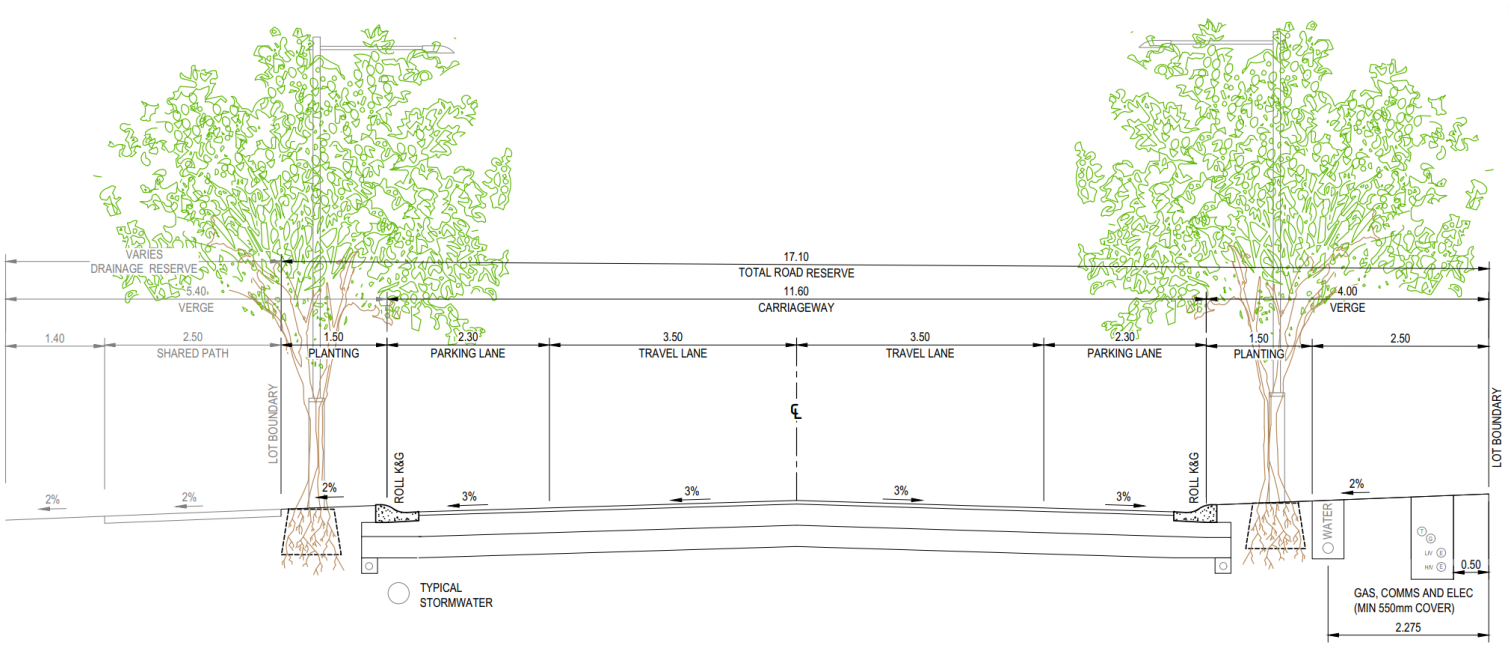


COLLECTOR STREET (21m WIDE)

1:50

Collector Street (drainage road interface)

This road has a 17.1 metre reserve width, and 11.6 metre carriageway incorporating 3.5 metre travel lanes and 2.3 metre parking lanes on both sides. There is a 4 metre landscaped verge on one side and a 1.5 metre verge on the other adjacent to the open space or drainage reserve. A 2.5 metre shared path with 2% crossfall is located within the reserve.

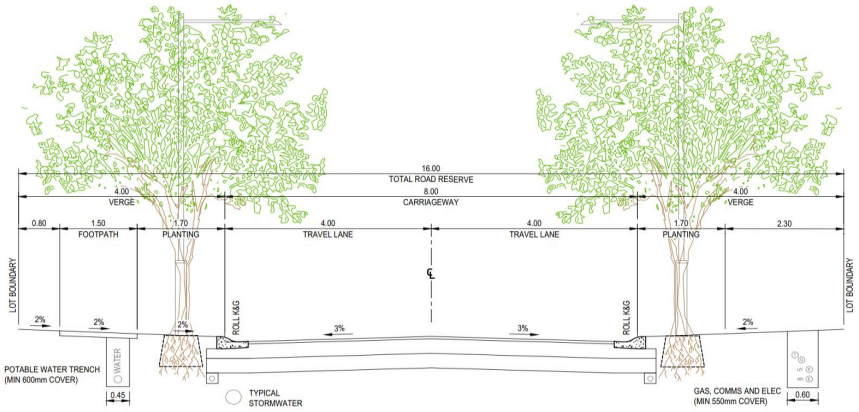


COLLECTOR STREET - DRAINAGE RESERVE INTERFACE (17.10m WIDE)

1:50

Local Street

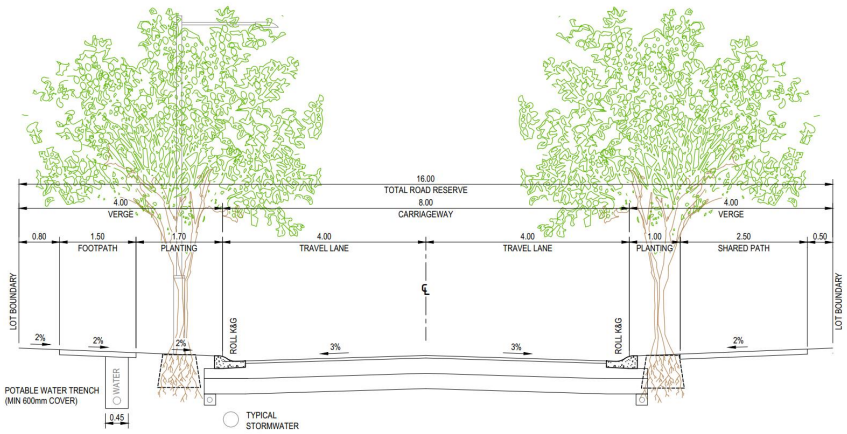
This road has a 16 metre reserve width, and 8 metre carriageway incorporating a 4 metre verge a 1.5 metre footpath with 2% cross fall on one side.



LOCAL STREET (16m WIDE)
1:50

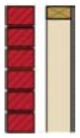
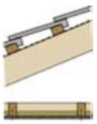
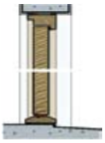
Local Street with Shared Path

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



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

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

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

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

7/05/2023

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

Objection to CD23/1294

Dear Sir/Madam,

We wish to bring to your attention our concerns regarding the draft development control plan for Clearmont Rise.

Our residential address is [redacted] with our house located on the eastern boundary of this lot. (Lot 16)

Our concerns are as follows:

2.7 Streets, movement and accessibility

You have provided several maps indicating that a road will be coming directly to our eastern boundary fence and arrows indicating continuation of the road through our home of 19 years and property which we have used for many years for stock production. We would like to propose that the road heading west from the main arterial road towards our boundary, not be constructed as part of this development.

Referring to street layout in Figure3 (Structure plan)

We propose the sub-arterial road west of the north/south arterial road intersection, remain unconstructed until further urban release west of this subdivision is developed. This is important to prevent the possible use of the constructed, yet unused section of road being used for activities, such as car burn-outs or vehicles parking and creating nuisance.

At night-time, the planned east-west sub-arterial road alignment will present vehicle traffic with headlights shining towards our home windows and doors.

The plan does not indicate traffic controls at the arterial and sub-arterial roads intersection. Please advise what controls are required.

2.5 Open space areas

We see the local park area west of the north/south arterial road is impractical. For residential use, it would encourage residents to cross the major western distributor road. For safety reasons, another location should be sought within the residential layout.

Environmental stage: We note that in the designated environmental area there is extensive uncontrolled coverage of a class 4 noxious weed, African Boxthorn. We have reported this to Dubbo Council in November 2016. The problem should be dealt with early in the development to prevent further spread. It has already spread to neighbouring properties and needs to be controlled.

Our property, along with other Rosedale Road eastern boundaries and the area just to the east of our boundary is home to families of kangaroos, hares and many lizard species such as shingle back, blue tongue and bearded dragons. We also have families of wrens, finches, kookaburras, and multiple species of parrots. It is a beautiful natural area and the environmental impact of major road construction and residences will have devastating consequences for our native wildlife.

2.6 Services and utilities

The north/south arterial road, appears to be designated as the Western Distributor. We propose that space be allocated along the road near the designated commercial area for public Electric Vehicle Charging.

We suggest that utilities are adequate for electric vehicles charging at each residence and local neighbourhood electric vehicle charging spaces are allocated throughout the subdivision. This would align with the future development of vehicles in NSW.

Appendix A – Road sections and descriptions

Along the north/south arterial road, we note the requirement for a noise wall only along the eastern side. We request that at Stage 2 development of the north/south arterial road within the DCP, that a noise wall be constructed along the western side, to reduce noise to the Environmental and R5 zoned area.

Further concerns – Security and Privacy

We have been fortunate up to this point to have not been affected by the current crime wave in Dubbo. Bringing housing and roads closer to us will bring with it an increased risk of robberies in our area. What strategies do council have planned to reduce this impact?

We would like to propose a tree line or similar native plants be planted along the western boundary of the subdivision to help reduce noise and assist in maintaining the privacy of our home and other homes along Rosedale Rd that are affected.

We appreciate the opportunity to provide comment on this Development Control Plan.

We look forward to receiving a response to the items we have raised in this submission.

Kind Regards

Dale and Karen Wallace

7 May 2023

Chief Executive Officer
Dubbo Regional Council
PO Box 81
Dubbo NSW 2380

REF: CD23/1294

Dear Sir

I wish to bring to your attention our concerns regarding the location of the proposed roads included in the Draft Development Control Plan for Clearmont Rise.

My main concerns relate to the location of roads within the subject land, rather than the subject land itself, and its effect on adjoining land holders. The plan proposes a sub arterial road heading west which, to my understanding, is to eventually link to Rosedale Road. Furthermore, there is a potential location of an additional access point of the arterial road located on our north-east boundary, and a planned connection of the arterial road to the south.

Aside from the Dubbo Transport Strategy, we have received no consultation on the proposal and desire further clarification on the status of these plans. I would expect this to include approximate distance from adjoining land, [redacted], and a plan to minimise noise pollution and security.

The arterial road, labelled as a heavy vehicle road, is of particular concern, given it swings in close proximity to our boundary. The land between the road and our boundary is classified in the control plan as an 'environmental stage'. The explanation in the document is inconclusive, and suggests that the land is zoned R5 Large Lot Residential and R2 Low Density Residential, however at the same time notes there is biodiversity and limited development potential. Given this statement, please clarify why the land has not been rezoned open space to ensure the biodiversity is protected.

As existing adjoining land holders of 40 acre lots currently restricted to subdivision, I propose a tree line and increased flora be planted along the west boundary of the subdivision to minimise noise pollution and assist in maintaining the privacy of our rural blocks. I acknowledge that noise pollution has been addressed within the area with a plan for a wall on the east side of the road, however no consideration has been provided for the west side of the road. Furthermore, we insist on being consulted on the construction of the arterial road, with a suggestion that the road should be built in a manner which reduces noise pollution for both residents of the new subdivision *and* adjoining land holders.

I look forward to receiving your response to these matters, and welcome an in-person meeting to clarify any arguments we have raised.

Kind regards
John and Angela Lordan
[redacted]

Boral Limited
ABN 13 008 421 761

Level 3, Triniti 2, 39 Delhi Road,
North Ryde NSW 2113
PO Box 6041,
North Ryde NSW 2113

T: (02) 9220 6300
boral.com.au

10 May 2023

The Chief Executive Officer
Dubbo Regional Council
By e-mail: council@dubbo.nsw.gov.au

ATTENTION: Shoilee Iqbal

Dear Sir/Madam

PUBLIC EXHIBITION OF DRAFT DEVELOPMENT CONTROL PLAN – CLEARMONT RISE (COUNCIL REF CD23/1294)

Thank you for Council's invitation of 4 April 2023 to make a submission regarding Council's draft *Clearmont Rise Development Control Plan* (draft DCP). Boral offers the following comments for Council's consideration.

1. Boral's nearby interests

The draft DCP applies to Lot 22 DP1038924, 13L Narromine Road and Lot 7 DP223428, Jannali Road, Dubbo. The land concerned adjoins Lot 52 DP1028071, 25A Jannali Road, which is occupied by Boral's operational West Dubbo Concrete Plant. **Figure 1** reproduces the draft DCP's Structure Plan, with the Concrete Plant labelled and shaded in dark blue.

It is noted that section 1.2 of the draft DCP specifies its applicability can be extended to 25A Jannali Road.

2. Potential land use conflict

The draft DCP's Structure Plan suggests R2 Low Density Residential zoned land located immediately southwest of the Concrete Plant may be developed for residential purposes.

Under section 3.1 of the draft DCP regarding minimum lot sizes, development control (1) specifies minimum 15.0m lot frontages for the land adjoining the Concrete Plant. Additionally, Table 1 under section 4.1, regarding building siting, specifies a 3.0m minimum rear setback for residential development on that land. Therefore, noting the southwestern side boundary of 25A Jannali Road is some 215m long, the draft DCP contemplates at least 14 residential properties backing onto the Concrete Plant, with dwelling houses located as little as 3.0m from the Plant's boundary. This clearly increases potential for the Concrete Plant's ongoing operation to impact residential amenity.

To minimise potential land use conflict at the Concrete Plant 's interface with adjacent residential development, Boral suggests extension of a 20m wide linear park, 20m wide drainage reserve and 16m local road between the Concrete Plant and the nearest residential lot, providing a 56m separation between the Concrete Plant and the nearest residential lots.

Provision of a local road between the Concrete Plant and its nearest residential lots would accord to Development Control (2) under section 2.7 of the draft DCP regarding Streets, Movement and Accessibility:

> ***2.7 Streets, Movement and Accessibility***
>
> ***Development Controls***
>
> *2) The road hierarchy is to make provision for the future road and pedestrian connections to Lots 51 and 52 DP 1028071 12L Narromine Road and 25A Jannali Road, Dubbo adjoining to the east.*

BORAL Building something great

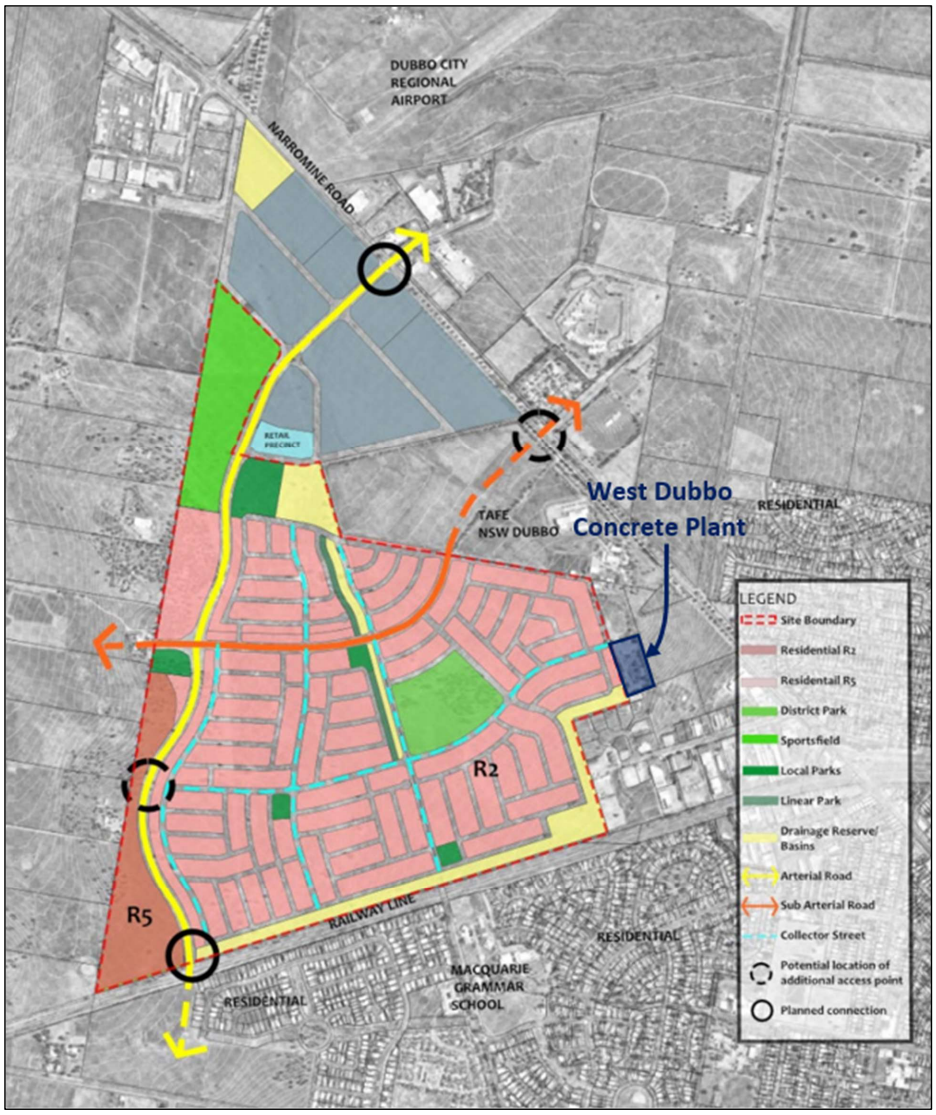


Figure 1: Reproduction of the draft DCP's Structure Plan. 25A Jannali Road is labelled, outlined, and shaded in blue.

Provision of a linear park and drainage reserve immediately southwest of 25A Jannali Road may also facilitate retention of existing trees, and achievement of Objective (b) and Performance Measure (d) under section 4.1 regarding building siting:

> ***4.1 Building Siting***
>
> ***Objectives***
>
> *b) To ensure habitable rooms of dwellings and private open space within the development and in adjacent development can receive adequate sunlight, ventilation and amenity.*
>
> ***Performance measures***
>
> *d) Dwellings are to achieve at least 3 hours of sunlight to a main living area between 9am and 5pm, in mid-winter (21st June).*

Boral also suggests Figure 9 of the draft DCP should identify residential land adjoining the Concrete Plant and other industrial land along Jannali Road as "noise affected areas".

3. Precedence of environmental planning instruments

Section 1.4 of the draft DCP specifies:

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

Section 3.43 (5) of the Environmental Planning and Assessment Act 1979 (the Act) specifies that a provision of a development control plan has no effect to the extent that it is inconsistent or incompatible with a provision of an environmental planning instrument applying to the same land. Therefore, no provision of the draft DCP, once made, can lawfully prevail over a provision of Dubbo Regional Environmental Plan 2022 (the LEP) in the event of an inconsistency.

Boral trusts Council will duly consider the above comments in finalising the draft DCP. Please contact Boral's Planning and Approvals Manager (NSW & ACT), Roly Wong on [redacted] if you need more information.

Yours faithfully

[redacted]

Roly Wong
Planning and Approval Manager (NSW & ACT)

Tim Howlett

From: ConveyancingTeam [redacted]
Sent: Thursday, 11 May 2023 3:17 PM
To: Dubbo Regional Council
Cc: John Ward; Neville Cooper; Brendan Brewer
Subject: CD23/1294 / DCP22-001 - Public Exhibition of Draft Development Control Plan - Clearmont Rise
Attachments: Ltr fm Dubbo Council 4.4.23.pdf

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

Dear Sir/Madam,

We refer to the above matter and to your correspondence of 4 April 2023 seeking comment from Essential Energy in relation to the proposed draft Development Control Plan ("Draft DCP").

Strictly based on the documents submitted, Essential Energy makes the following comments:

- If the proposed draft DCP changes, there may be potential safety risks and it is recommended that Essential Energy is consulted for further comment.

- It is noted that in the Draft DCP, Section 2.1, Stage 4 on page 8, the electricity easement will be re-located to 'land adjacent to the railway line'. It is presumed that this new easement will be over a section of re-located 132kV 9GT line between Pole CE307111 and CE307119. No additional details are contained in the Draft DCP. Concerns would be that adequate access, adequate easement width is maintained, rail corridor imposition is considered and that powerline structures are not undermined by any drainage considerations. It should also be noted that there are 11kV overhead powerlines (DBW3B2) already located on the northern side of the railway line. Appropriate clearances would need to be maintained between the existing 11kV overhead powerlines and the re-located 132kV 9GT powerlines.

- It is very possible that additional 11kV feeders will be required (in the near future) out of the Dubbo West Zone substation to supply the load of new subdivisions to the south of Manor Road. Consideration should be given for these additional feeders on the land to the northern side of the railway line.

- It is also noted that in the Draft DCP, Section 2.6 Development Controls (1) on page 16, that 'all overhead power along Narromine Road to be placed underground along the frontage of the development'. In principle, Essential Energy has no issue with placing the overhead powerlines fronting the industrial subdivision on the Narromine Road underground. The cost of converting the overhead to underground may have a high monetary impact and such costs may be at the Applicant's expense.

- The Draft DCP contained no electrical load data or lot information that could be used to assess the capability of the existing Essential Energy infrastructure to supply the load of the new Clearmont Rise subdivision. Further information is required.

Further consultation is required with Essential Energy for any works, any re-location works for the existing electrical infrastructure and/or any proposed new works. Satisfactory arrangements must be made via Essential Energy's contestable works process. Refer Essential Energy's Contestable Works Team for all requirements via email contestableworks@essentialenergy.com.au.

Should you require any clarification, please do not hesitate to contact John Ward, Senior Engineering Officer Distribution Planning via email [redacted]

Tim Howlett

From: Windebank, Matthew [redacted]
Sent: Wednesday, 12 April 2023 9:00 AM
To: Dubbo Regional Council
Cc: Shoilee Iqbal; Growth Planning - DRC
Subject: CD23/1294 - PUBLIC EXHIBITION OF DRAFT DEVELOPMENT CONTROL PLAN - CLEARMONT RISE - CASA REPLY [SEC=OFFICIAL]

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

OFFICIAL

Good morning,

CASA has reviewed the DCP for Clearmont Rise as requested and can advise that we do not have any concerns regarding the DCP proposal, but do remind Council that any developments occurring within the area controlled by the DCP must not infringe the Obstacle Limitation Surfaces for Dubbo Airport, without CASA assessment and approval.

Regards

Matthew Windebank
Aerodrome Engineer | Airspace Protection
Air Navigation, Airspace & Aerodromes Branch
CASA\ Aviation Group
p: [redacted]
e: [redacted]





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NSW RURAL FIRE SERVICE

Dubbo Regional Council
PO Box 81
DUBBO NSW 2830

Your reference: CD23/1294
Our reference: SPI20230413000050

ATTENTION: Shoilee Iqbal

Date: Tuesday 9 May 2023

Dear Sir/Madam,

Strategic Planning Instrument
Draft DCP – Exhibition
Draft DCP for sites in Dubbo's Central West Urban Release Area

I refer to your correspondence dated 06/04/2023 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and provides the following comments.

The draft Development Control Plan (DCP) applies to land within parts of Lot 22 DP 1038924, 13L Narromine Road, and Lot 7 DP 223428, Jannali Road, Dubbo within the Central West Dubbo Urban Release Area for the development of detached dwellings and well located dual occupancies within a structure of new roads and connected open spaces.

The NSW RFS has reviewed the submitted information, and raises no concerns in relation to bush fire protection.

For any queries regarding this correspondence, please contact Rohini Belapurkar on 1300 NSW RFS.

Yours sincerely,

Adam Small
Supervisor Development Assessment & Plan
Built & Natural Environment

Postal address
NSW Rural Fire Service
Locked Bag 17
GRANVILLE NSW 2142

Street address
NSW Rural Fire Service
4 Murray Rose Ave
SYDNEY OLYMPIC PARK NSW 2127

T (02) 8741 5555
F (02) 8741 5550
www.rfs.nsw.gov.au

Transport for NSW

26 May 2023

TfNSW reference: WST23/00060 | SF2023/088643
Your reference: CD23/1294

Chief Executive Officer
Dubbo Regional Council
By Email: council@dubbo.nsw.gov.au

Attention: Shoillee Iqbal

Exhibition of Draft Development Control Plan (DCP) – 'Clearmont Rise', 13L Narromine Road (HW7), Dubbo- CD23/1294

Dear Shoillee,

Transport for NSW (TfNSW) is responding to the exhibition of Draft DCP for the 'Clearmont Rise' Urban Release Area (URA).

TfNSW has reviewed the draft DCP and provides comments for Council's consideration within **Attachment 1**.

Please note comments provided in Attachment 1 do not constitute a response to DA2022/64 (inclusive of the Traffic Impact Assessment (TIA) submitted with the application) or any current or future planning proposals associated with Clearmont Rise URA.

TfNSW maintains, as per the advice provided on 11 November 2022 and within subsequent meetings held with Dubbo Regional Council, the proponent and TfNSW, that development of the subject land known as 13L Narromine Road should be subject to a masterplan that provides a clear and strategic vision for coordinated delivery of land use and provision of supporting infrastructure. The scale and scope of the full development, inclusive of the URA and northwest commercial development, will have a significant impact to the transport network and function of the circulation of traffic in the surrounding area which has not been adequately addressed to date.

Accordingly, TfNSW reiterates that a masterplan should be submitted prior to the approval of any application for development and the subject Draft DCP to provide a clear, rational and coordinated plan for the site's development including a full development staging plan supported by costings, funding mechanisms and responsibility to deliver upgrades and intersections on Mitchell Highway.

Lvl 1, 51-55 Currajong Street, Parkes NSW 2870
E. development.west@transport.nsw.gov.au
1300 207 783
transport.nsw.gov.au

Transport for NSW

TfNSW would welcome the opportunity to discuss the contents of this letter with Council. If you have any questions, please contact Kylie-Anne Pont, Team Leader Development Services, on [redacted] or email development.west@transport.nsw.gov.au.

Yours faithfully,

[redacted]

Andrew McIntyre
Manager Development Services (West)
Community & Place
Regional and Outer Metropolitan

Transport for NSW

NSW GOVERNMENT

Attachment 1

Draft Development Control Plan (DCP) – 'Clearmont Rise', 13L Narromine Road (HW7), Dubbo

TfNSW comments in relation to the recently exhibited Draft DCP for 'Clearmont Rise' URA

Transport for NSW (TfNSW) has reviewed the Draft DCP for 'Clearmont Rise' URA and submits the following comments in response:

1. Section 1.5 *Relationship to other plans and documents* (pg5) should be updated to clarify the requirement to amend any existing Development Contributions Plan applicable to the Clearmont URA to align with structure plan identified within the subject Draft DCP.
2. Section 1.6 *Supporting Studies* (pg5) identifies the Traffic Impact Assessment (TIA), as prepared by Amber Traffic and Transport submitted with Development Application DA2022/64. Reference to the TIA should be removed as DA2022/64 is currently under assessment and the data used and conclusions drawn have not been accepted by TfNSW or Council. Rather, the TIA is subject to a request for amendments as a part of the development assessment process.
3. Section 1.6 *Supporting Studies* (pg5) doesn't identify referenced strategy and reports identified within DA2022/64 "*Dubbo City Planning and Transport Strategy 2036, (2009 Transport Strategy)".* This section should be reviewed to include the *Dubbo City Planning and Transport Strategy 2036* and other relevant studies that inform or support the development of the DCP and subsequent URA staging.
4. Figure 2 *Staging Plan* (pg7) illustrates the footprint and indicative stages for the Clearmont Rise URA. It is noted within this Figure that no physical road connection to Narromine Road is provided for the URA. Rather, as illustrated, the URA relies on the provision of connections provided by other development applications (not yet determined). Without the connections provided by others the proposed Clearmont Rise URA has no legal access to a public road. Accordingly, the Draft DCP will need to address how the provision of legal and physical access to a public road will be achieved for the URA independent of other applications.
5. Figure 2 *Staging Plan* (pg7) requires explicit detail for the provision and delivery of necessary infrastructure to support each stage and the overall URA.
6. Section 2.1 *Staging* (pg8) should be amended to provide assessment criteria and a structure plan to identify the timing, responsibility, and funding mechanisms to support the future road infrastructure upgrades associated with the growth of the URA and the consequential impact in relation to upgrade requirements to facilitate additional traffic on the classified road network.
7. Section 2.1 *Staging* (pg8) explains "*Stage 1 will address the extension of key utility services to the site, access to the area by extension of the North-South arterial road from the employment land to the north to the East West sub arterial road".* It is unclear based on both Figure 2 and the information provided within Section 2.1 to what extent that the North-South arterial road and the

Transport for NSW

East West sub-arterial road will be provided within Stage 1. Further detail is required within the Draft DCP to understand the extent of road works to be provided by Stage 1.

8. Section 2.1 *Staging* (pg8) states "*variation to the staging order can occur if demonstrated that the delivery will not adversely impact the efficiency of the release*". It is noted other stages are dependent on the provision of the arterial road connection to provide access for the URA. If staging order is changed then there will be an impact to the provision of an access for the URA. Section 2.1 should be reworded to set specific controls to assess variations to the staging order.
9. Section 2.1 *Staging* (pg8) states *"After Stage 1, the roll out of stages is not dependent on infrastructure sequencing*". It is noted above the additional stages are dependent on provision of arterial and sub arterial roads proposed to be provided within Stage 1. Therefore, the roll out of stages is dependent on infrastructure sequencing, this point should be amended or removed.
10. Section 2.1 *Staging* (pg8) states '*R5 Large Lot Residential and a small part R2 Low Density Residential and is constrained by biodiversity and extremely limited development potential .. any future applications for residential in this stage will need to demonstrate environmental values".* While limited, this section of R5 Large Lot Residential and R2 Low Density Residential could still support additional subdivisions and should be considered in relation to the access requirements as this land does not appear based on the staging plan to have any proposed access given the only connection is to the arterial road. The Draft DCP is required to be amended to identify any development potential, lot patterns and how access will be provided to this stage.
11. Figure 3 *Structure Plan* (pg9), Section 2.3 *Initial Earthworks* (pg10) and Section 2.4 *Preserving Natural Elements and Stormwater Drainage Systems* (pg10), identifies development controls and provision of infrastructure outside of the scope of the footprint of the Draft DCP for the Clearmont Rise URA. For instance, the stormwater detention basin is expected to collect stormwater from the subject URA, neighbouring lots and the commercial area. As the northmost corner of 13L Narromine falls outside of the footprint of the DCP, the Draft DCP should be amended to clearly identify the full scope of the URA footprint and where development controls are applicable.
12. In relation to Development Control (2) of Section 2.4 *Preserving Natural Elements and Stormwater Drainage Systems* (pg10), should the Draft DCP footprint change to include the northern drainage basin, Council must ensure the capacity of the northern drainage basin is capable of accommodating the stormwater created by the URA, neighbouring lots and the northern commercial development so there is no detrimental impact to the integrity of Narromine Road or the safety of road users during storm events. The assessment of the northern basin should be supported by a hydrology/stormwater analysis prepared in consultation with TfNSW.
13. The table in Development Control (4) of Section 2.5 *Open Space* (pg15) identifies embellishments for open space. It is noted in Figure 5 that local parks, sporting fields are to be located adjacent to the arterial road network. To provide safe access for road users, TfNSW encourages Council to discourage direct access from the arterial road. Rather, controls should specify access provided by local side roads which are subject to lower speed zones and lower traffic volumes.
14. Development Control (2) of Section 2.6 *Services and Utilities* (pg16) which refers to lighting on the classified (State) road network should be amended to remove reference to Category V3

lighting and instead advise that streetlighting is to be designed and installed in accordance with TfNSW *TD 93/21 Road Lighting Installations*, *Requirements for Design of Transport for NSW* and Standard Drawings R0600 *Street Lighting Series*, as well as relevant Australian Standards including AS1158.1, and applicable TfNSW Supplements.

15. Objective (c) of Section 2.7 *Streets, Movement and Accessibility* (pg16) discusses TIA requirements for future development applications. A development control should expand on the practical application of the objective. For instance, a TIA should be provided addressing traffic generation of each Stage, the cumulative traffic impact borne by entirety of the URA, as well as the broader network impacts, timing, staging, sequencing, costings, funding mechanisms and types of intersection treatments for the provision of access(s) to Narromine Road.
16. Performance measure (a) of Section 2.7 *Streets, Movement and Accessibility* (pg16) should be revised to ensure the protection of the road hierarchy by restricting access for new developments (i.e. new lots should have restricted access to the arterial road).
17. Performance measure (d) of Section 2.7 *Streets, Movement and Accessibility* (pg17) references internal connectivity for active transport. TfNSW recommends Council consider revising the performance measure to include considerations for external connectivity for pedestrians and cyclists to key attractors and for the provision of safe movements across the highway.
18. Performance measure (g) of Section 2.7 *Streets, Movement and Accessibility* (pg17) refers to safe street crossings. The locations of the street crossings should be nominated in the Draft DCP to account for the need to balance safe pedestrian access with efficient movement of traffic on the arterial road network.
19. Performance measure (k) of Section 2.7 *Streets, Movement and Accessibility* (pg17) should be supplemented with illustration to support the detailed description. Clarification is required in relation to delivery, timing, and responsibility for referenced intersection over/under rail. It is noted the road over rail intersection would be an extension of the arterial road.
20. Performance measure (l) of Section 2.7 *Streets, Movement and Accessibility* (pg18) should be amended to:
    (a) Clarify if the "Northern Distributor" road reference is the same as the "Western Distributor/bypass" mentioned in (k) (above). A corresponding map should be provided and labelled to address this point.
    (b) The arterial road should be acknowledged as a 'desired' freight route by Council (as per the references to the *Dubbo Transportation Strategy 2009* being the 80km/h and PBS Level 3 access). Any performance or development control measures regarding the arterial road should consider the *NHVR Performance-Based Standards Scheme-Network Classification Guidelines* and consider the protection of the arterial road for this purpose by restricting direct access for new development. Further to this point, the edge conditions of the arterial road must be considered and designed to permit PBS Level 3 access and protect vulnerable road users from interfacing with these vehicles (i.e minimise cycleways, accesses, bus stops along the arterial road).

Transport for NSW

21. Development Control (2) of Section 2.7 *Streets, Movement and Accessibility* (pg18) enables the creation of road access to the existing R1 zone of 12L Narromine Road and 25A Jannali Road. The Draft DCP should be revised to include these R1 zoned lots as they extend the residential release of the Clearmont URA to the east and have the potential to provide an extension of the collector road to Jannali Road. Due to this potential connection, the Draft DCP should consider the cumulative traffic implications for Jannali Road and classified road network.
22. The development controls referencing landscaping within Section 2.7 *Streets, Movement and Accessibility* (pg18) should be amended to ensure the provision of clear zones and adequate sight lines in accordance with Austroads and be reflective of the road hierarchy.
23. Figure 6 *Indicative Pedestrian and Cycle Network* (pg19) illustrates a connection along the boundary of the TAFE. It is unclear whether cycle/pedestrian access is intended to continue and connect to the classified road network. If so, further consideration should be given in the Draft DCP for safe connectivity.
24. Figure 6 *Indicative Pedestrian and Cycle Network* (pg19) does not adequately address connectivity from the URA to known pedestrian and cyclist attractors. For instance, the Macquarie Grammar School immediately south of the URA is likely to encourage unsafe pedestrian activity in the vicinity of the railway line. Accordingly, Council should reconsider the draft pedestrian and cycle network to ensure safe movements to attractors.
25. Development Control (3) of Figure 9 Noise walls (pg23) should identify whether the wall infrastructure is to be built as part of the staging or by individual landowners following subdivision. From TfNSW perspective, the noise walls should be constructed according to the relevant staged construction of the arterial road to ensure it is positioned to maintain adequate clear zone and sufficient sightlines at affected intersections as required by Austroads Guides.

Department of Planning and Environment

The Chief Executive Officer
Dubbo Regional Council
council@dubbo.nsw.gov.au

Our ref: DOC23/387385
Your ref: CD23/1294

Attention: Shoilee Iqbal

Dear Shoilee

Central West Urban Release Area – Clearmont Rise (13L Narromine Road, Lot 22 DP1038924 and Jannali Road, Lot 22 DP1038924) Draft Development Control Plan

Thank you for your e-mail dated 6 April 2023 to the Biodiversity, Conservation and Science Directorate (BCS) of the Department of Planning and Environment inviting comments on the draft Clearmont Rise Development Control Plan (DCP) 2023.

BCS understands that the draft DCP was initiated and prepared by the proponent (Bathla Group) to fulfil clause 6.3 of the Dubbo Regional Local Environmental Plan (LEP) 2022 requiring a DCP to be prepared before development consent can be granted on land in an Urban Release Area for the purposes of subdivision.

The BCS advice and recommendations relating to the draft DCP are provided in **Attachment A.**

If you require any further information regarding this matter, please contact Erica Baigent, Senior Conservation Planning Officer, [redacted].

Yours sincerely

[redacted]

Liz Mazzer
A/Senior Team Leader Planning North West
Biodiversity, Conservation and Science Directorate

10 May 2023

Attachment A

BCS's detailed comments

Draft Development Control Plan – Clearmont Rise

BAM	Biodiversity Assessment Method
BC Act	*Biodiversity Conservation Act 2016*
BC Reg	*Biodiversity Conservation Regulation 2017*
BDAR	Biodiversity Development Assessment Report
BOS	Biodiversity Offset Scheme
SAII	Serious and Irreversible Impact
PCT	Plant Community Type

The draft DCP (page 5) indicates that a range of supporting studies were utilised in the preparation of the DCP, including an *'Ecological Assessment prepared by Lodge Enviro'.* BCS has not had access to that assessment during our review of the DCP.

1. Future development of the subject area should be considered under a single development application

Section 3 of the DCP (*'Section B – Subdividing Street Blocks'*) implies expectation of separate development applications being submitted for residential subdivisions within each street block after delivering the roads that form the urban structure (page 22).

The DCP also implies that *'Stage – Environmental'* will be considered separately, stating *'future applications for residential in this stage will need to demonstrate that environmental values are appropriately addressed'* (page 8).

Where a proposed development is, or involves, the subdivision of land, the location and extent of native vegetation clearing to be considered when determining whether a proposal triggers the Biodiversity Offset Scheme (BOS) must be based on the total development footprint that, in the opinion of the consent authority (the Council), is required or likely to be required for the purposes for which the land is to be subdivided (Clause 7.1(3) *Biodiversity Conservation Regulation 2017* (BC Reg).

This means that the consent authority must consider all clearing of native vegetation required or likely to be required for the ultimate purpose of the subdivision. This includes, but is not limited to: building envelopes, asset protection zones, access roads, driveways, services, effluent disposal areas, ancillary buildings, landscaping, new boundary fence lines and any future clearing entitlements as a result of the development that are authorised by other legislation[i].

Where a development application for a subdivision triggers the BOS a Biodiversity Development Assessment Report (BDAR) is required. Biodiversity offsets are then calculated and secured in accordance with the *Biodiversity Conservation Act 2016* for entire development and no further offsets are then required for subsequent development of the land that is within the approved subdivision.

Further guidance about the BOS thresholds is available via the Department's website[ii]. BCS notes that the area clearing threshold for the subject site is 0.25 hectares, so if the Clearmont Rise development needed to clear 0.25 hectares or more of native vegetation, a BDAR would be required. Recent Departmental advice (August 2022) relating to calculating the area clearing threshold in partially exotic ground cover may be relevant to this site (see BOS update no.7[iii], and local government questions and answers[iv]). Please note this method is only for the purposes of assessing the area clearing threshold and is not to be used for the purpose of calculating biodiversity credits in any subsequent BDAR.

Recommendations

1.1 That Council advocates to the proponent:

a) assessment of the entire development proposal against the BOS triggers and preparation of a BDAR (if required) based on the total footprint.

b) rewording of the DCP to not imply individual development applications are needed for residential subdivision within street blocks or for infrastructure establishment versus subdivision of lots.

1.2 Council note the BCS advice regarding calculation of the BOS area clearing threshold in areas of partially exotic vegetation, for future consideration.

2. If not already undertaken, on-ground investigation of plant community types and potential threatened entities within the subject site prior to finalisation of the DCP may simplify future development assessment.

The DCP appears to capture a structure plan for urban infrastructure (roads, parks, stormwater channels, detention basins etc), requiring future development within the subject site to be generally consistent with that plan. BCS does not have any information on what type of biodiversity related studies have been undertaken in the development of the proposed structure plan.

Regional scale mapping indicates potential for the presence of vegetation communities (including derived grassland) which conform to the White Box – Yellow -Box Blakely's Red Gum Critically Endangered Ecological Community (CEEC) - a community considered at risk of serious and irreversible impacts (SAII) within the meaning of clause 6.7 of the BC Reg. Entities at risk of SAII have additional assessment requirements under the BAM.

Under section 7.16 of the BC Act, the consent authority must refuse to grant consent if the approval of a proposed development is likely to have a serious and irreversible impact on SAII entities. Further advice regarding determination of serious and irreversible impacts is available via the Department's website[v].

If the proponent has not already undertaken on-ground investigation of the plant community types (PCTs) present within the site, Council may wish to encourage them to do so prior to capturing the proposed structure layout within the DCP. This will assist in identifying any high value biodiversity on the site. The proposed structure layout may be reviewed to reduce impacts on biodiversity.

Recommendations

2.1 That Council encourages the proponent to undertake early assessment of biodiversity to determine whether the future subdivision of the site will trigger the BOS, considering the BCS advice under Issue 1.

2.2 The following actions prior to capturing a proposed structure layout within the DCP may simplify any future application of the BAM

a) undertaking sufficient on-ground investigation to allow identification of any potential SAII entities

b) layout of the proposal should be reviewed once biodiversity values have been identified.

3. Other early advice to Council regarding future development assessment within proposed open space network on the subject site.

The draft DCP indicates the intention to retain some patches of woody vegetation on the site within the proposed open space network (section 2.5 of the DCP) and 'embellish' these areas via recreation structures, walking trails and plantings etc within the proposed open space network. This embellishment may impact on the native vegetation, causing partial or full loss of vegetation in some areas.

Section 2.5 '*Open Space network'* includes (but is not limited to) the objective *'To conserve natural features and vegetation on land identified for open spaces and environmental corridors'* and the performance measure *'Existing vegetation is to be retained within parks as a priority'.*

However, the development controls in the draft DCP do not include a requirement to retain existing native vegetation in those areas, referring only to *'Tree species such as Acacia salcinia, Eucalyptus blakelyi and similar native trees and shrubs will be used to create habitat…and provide important environmental and ecological connectivity through the development site'*.

For future consideration of the requirements of the BOS, BCS draws Council's attention to the recently released BAM 2020 Stage 2 Operational Manual[vi] (April 2023) which contains advice on scoring partial loss of native vegetation likely to be relevant to the future development assessment. Council may wish to flag these requirements with the proponent at an early stage.

BCS also encourages any future planting within and adjacent to existing native vegetation to use component species for the PCT(s) on the site.

Recommendations:

3.1 Council note the above BCS advice regarding future assessment of 'embellishments' within remnant native vegetation.

3.2 The DCP requires future plantings within and adjacent to remnant native vegetation to be consistent with the existing plant community type.

3.3 The development controls for the Open Space Network include reference to retention of remnant native vegetation.

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[i] DPIE (2019) *Subdivisions and development of subdivided lots under the Biodiversity Conservation Act 2016 (BC Act).* Bulletin Issue 18, 13 November 2019. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/bulletins/issue-18-subdivisions-and-the-bc-act.pdf?la=en&hash=33EFE7CD5688377E8C20FCC1B31D11910037CF3F

[ii] DPIE (2019) *Guidance for local government on applying the Biodiversity Offset Scheme threshold*. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/guidance-for-local-govt-applying-the-biodiversity-offset-scheme-threshold-190290.pdf

[iii] DPE (2022) *Biodiversity Offsets Scheme Update No.7*. 15 August 2022. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/bos-updates-07-220442.pdf?la=en&hash=055D51F0B119ED7301C3F777847B5B0335094B93

[iv] https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity-offsets-scheme/local-government-and-other-decision-makers/local-government-and-decision-maker-support/local-government-questions-and-answers

[v] DPIE (2019) *Guidance to assist a decision-maker to determine a serious and irreversible impact*. https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity-offsets-scheme/local-government-and-other-decision-makers/serious-and-irreversible-impacts-of-development

[vi] DPE (2023) *Biodiversity Assessment Method 2020 Operational Manual Stage 2.* First published September 2019, reprinted April 2023 with amendments. https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Biodiversity/biodiversity-assessment-method-operational-manual-stage-2-230164.pdf

Department of Planning and Environment

The Chief Executive Officer
Dubbo Regional Council
council@dubbo.nsw.gov.au

Our ref: DOC23/387385-14
Your ref: CD23/1294

Attention: Shoilee Iqbal

Dear Shoilee

Biodiversity Development Assessment Report relating to Central West Urban Release Area – Clearmont Rise (13L Narromine Road, Lot 22 DP1038924 and Jannali Road, Lot 22 DP1038924) Draft Development Control Plan

I refer to your email to the Biodiversity Conservation and Science Division (BCS) dated 11 May 2023, providing a link to two Biodiversity Development Assessment Reports (BDARs):

- *'Proposed residential and industrial subdivision at 13 L Narromine Road (Lot 22 DP1038924) and Jannali Road (Lot 7 DP 223428) Dubbo NSW 2830'*. AEP, February 2023
- *'Proposed Industrial Subdivision at 13L Narromine Road, Dubbo NSW'* AEP, May 2023.

The first document listed above (AEP, February 2023) relates to the area covered by the Clearmont Rise draft Development Control Plan (DCP). BCS submitted advice on that draft DCP on 10 May 2023.

BCS has only undertaken a high-level review of the AEP BDAR dated February 2023 for the purpose of providing any further advice on the Clearmont Rise DCP in the context of our 10 May submission. The additional BCS advice is provided in **Attachment A** under the same Issue headings from our 10 May submission.

BCS has not undertaken a full BDAR review because:

- The BDAR may change depending on the outcome of the DCP and prior to lodgement of a development application.
- Whilst the BDAR is certified by the Accredited Assessor on page x, the credit reports provided within Appendix E are from an open (un-finalised) Biodiversity Assessment Method Calculator (BAM-C) case. Please note that to be valid a BDAR must be both certified by the assessor and submitted to the consent authority within 14 days of the date of the BAM-C case finalisation (s.6.15 *Biodiversity Conservation Act 2016*). The BDAR must be accompanied by a finalised credit report.
- BCS does not have the required GIS shapefiles, plot data sheets, and access to the BAM-C case to undertake a full review against the requirements of the Biodiversity Assessment Method (BAM).

If Council would like BCS to undertake a full review of the BDAR, we can do so once the development application and finalised BDAR has been lodged with Council and all required datasets are available.

We also note that a draft BDAR (dated July 2022) for the same site by Lodge Environmental is included as an Appendix to the AEP BDAR (February 2023). It's not clear what the purpose of that is, as the AEP BDAR does not appear to make reference to that earlier draft. It is somewhat confusing having the Lodge Environmental document attached to the BDAR. If the AEP BDAR is

relying on certain information presented within the Lodge Environmental document, it would be preferable for that information to be incorporated into the AEP BDAR.

If you require any further information regarding this matter, please contact Erica Baigent, Senior Conservation Planning Officer, via erica.baigent@environment.nsw.gov.au or (02) 6883 5311.

Yours sincerely

[redacted]

Liz Mazzer
A/Senior Team Leader Planning North West
Biodiversity, Conservation and Science Directorate

31 May 2023

Attachment A

BCS's detailed comments

Draft Development Control Plan (DCP) – Clearmont Rise

Additional comments considering the AEP (February 2023) Biodiversity Development Assessment Report for the subject site

BAM	Biodiversity Assessment Method
BDAR	Biodiversity Development Assessment Report
SAII	Serious and Irreversible Impact
PCT	Plant Community Type

Headings from Attachment A of the BCS 10 May submission on the draft Clearmont Rise DCP are replicated below, with additional BCS comments based on the AEP BDAR (February 2023) for the Clearmont Rise subject site.

BCS has not undertaken a full review of the BDAR, but may do so on request from Council once a development application has been lodged and all required datasets are available.

Please consider the additional advice below in the context of the previous BCS submission and recommendations.

1. Future development of the subject area should be considered under a single development application

The impact area assessed in the BDAR excludes the *'Stage – Environmental'* that is mapped in the draft DCP. BCS is unclear on what the *'Stage- Environmental'* is. BCS understands that future development of that area is currently limited by the minimum lot size, but the DCP does seem to envisage some development of that area in the future stating *'future applications for residential in this stage will need to demonstrate that environmental values are appropriately addressed'*. It is not clear why this stage is excluded from the BDAR. Contrary to what is indicated in the DCP, the BDAR implies that the area mapped as *'Stage – Environmental'* in the DCP will be avoided.

Recommendations

1.1 That Council clarifies the proposed *'Stage – Environmental'* prior to finalisation of the DCP and ensures that the entire development footprint is assessed within the BDAR.

2. If not already undertaken, on-ground investigation of plant community types and potential threatened species within the subject site prior to finalisation of the DCP may simplify future development assessment.

As noted in the previous BCS submission, the DCP appears to capture the proposed infrastructure layout, requiring future development of the site to be 'generally consistent' with that plan.

The BDAR credit report (Appendix E) indicates that 184ha of the State-listed White Box, Yellow Box, Blakely's Red Gum Critically Endangered Ecological Community (CEEC) occurs within the impact area (in association with PCT 511). This community is considered at risk of 'serious and irreversible impacts' (SAII) within the meaning of clause 6.7 of the *Biodiversity Conservation Regulation 2017*.

It is the responsibility of the consent authority to form a view on whether the proposal will have an SAII on at risk entities, considering the guidance available on the DPE website. Council's conclusions and justification for the decision should be explicitly recorded.

For any entity at risk of SAII, the BDAR must include the information set out in Section 9.1 of the BAM. At this stage the AEP BDAR (February 2023) does not explicitly address all SAII requirements under the BAM. There is information presented in the additional draft Lodge Environmental BDAR (July 2022) appended to the AEP BDAR, however we recommend that the AEP BDAR itself addresses the BAM SAII requirements.

BCS has not reviewed in detail the appropriateness of the stratification of the site into management zones, however recommends that Council ensure the assessor provides justification within the BDAR for the way small groupings and scattered trees within the mapped PCT 511 have been individually mapped and added collectively into the zone *'PCT 511- Canopy'*.

In addition, the Lodge Environmental draft BDAR attached to the AEP BDAR contains a draft Tree Retention Plan (Figure 17). The majority of the mapped hollow bearing trees on Figure 17 are located within PCT 511. Lodge Environmental have mapped and rated the retention value of hollow bearing trees as:

- *'high' – 'trees of high quality suggesting considerable efforts should be made to retain these trees'*,
- *'moderate' - 'trees of moderate quality suggesting reasonable efforts should be made to retain these trees'* and
- *'low' - 'trees of low quality and/or significance' which 'may be removed or retained without significant impact to the longevity of the landscape'*.

The AEP BDAR does not discuss how the results of this hollow-bearing tree assessment have been taken into account in the design of the impact footprint/infrastructure layout. Council should consider this matter prior to finalising the indicative structure layout in the DCP.

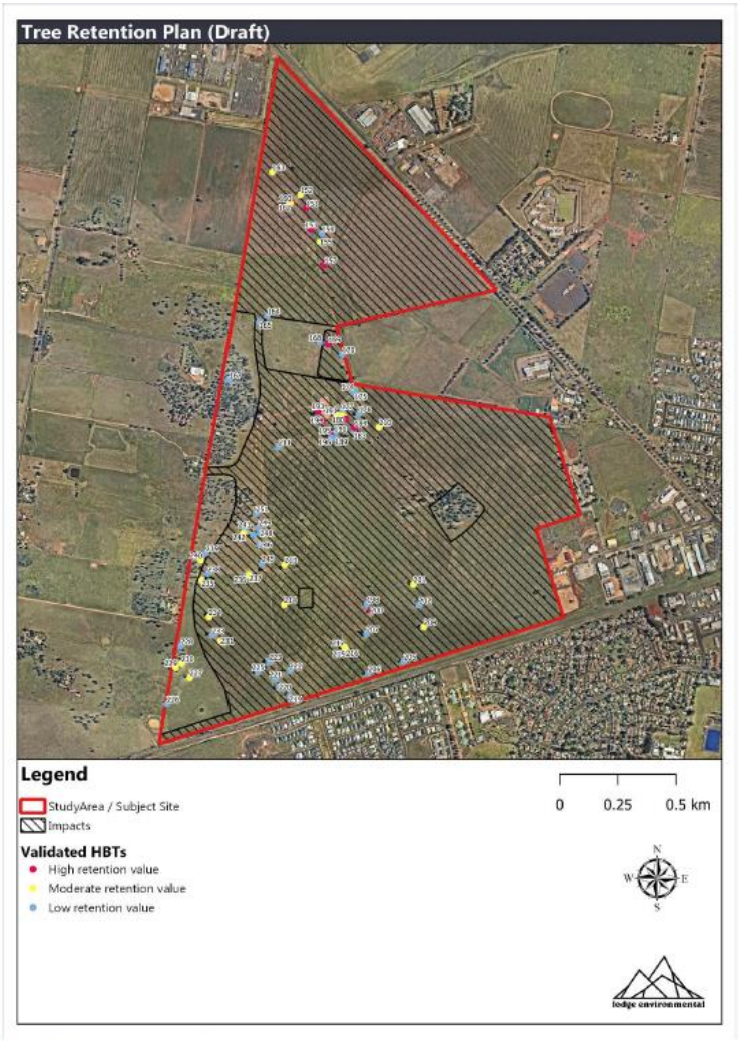


Figure 17: Tree retention plan (draft)

Recommendations

2.1 Prior to finalising the indicative structure layout in the DCP, Council should:

a) Determine whether the proposed development will have an SAII on the CEEC present on the site, ensuring that Council's conclusions and justification are explicitly recorded. The BDAR must provide to the decision maker all information required under s.9.1 of the BAM.

b) Ensure the accredited assessor provides justification within the BDAR for the way small groupings and scattered trees within the mapped PCT 511 have been individually mapped

and added collectively into the zone *'PCT 511- Canopy'*, to ensure the BAM has been appropriately applied.

c) Consider the draft *Tree Retention Plan* (Figure 17 in the draft Lodge Environmental BDAR) and seek further information from the proponent regarding how this assessment was considered in the design of the impact footprint/infrastructure layout.

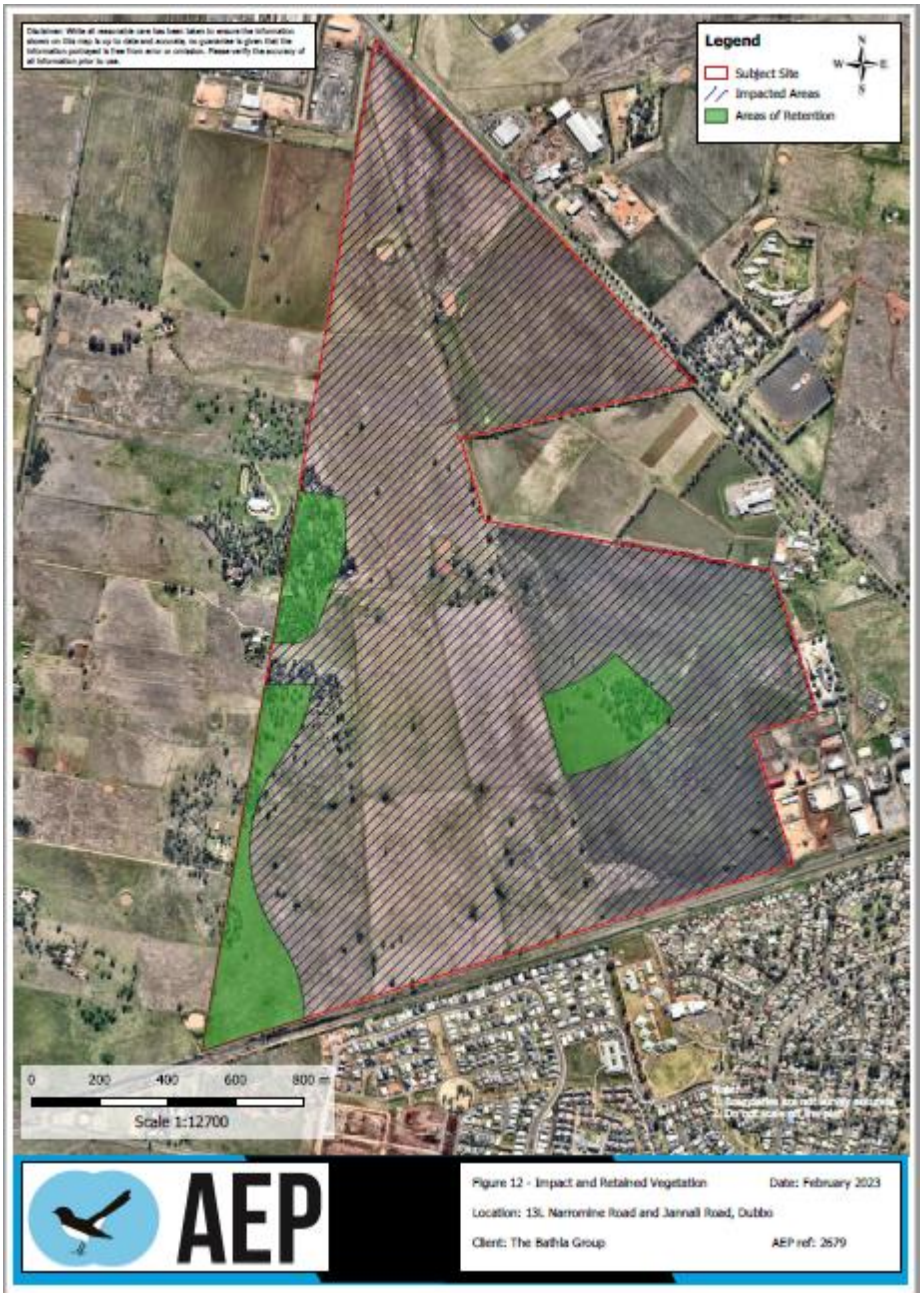
3. Other early advice to Council regarding future development assessment within proposed open space network on the subject site.

As noted in the BCS 10 May submission, the DCP indicates the intention to prioritise retention of existing native vegetation within 'parks' in the open space network, although the development controls in the DCP do not include a requirement to retain native vegetation.

The 'local parks' from the DCP have been assessed in the BDAR as 100 percent impact (all native vegetation being removed by the development). The 'district park' in the middle of the site has been assessed as not being impacted by the proposal. See the open space map (DCP Figure 5) and the impact area map (BDAR Figure 12) below.



Figure 5 from Draft Clearmont Rise DCP


Legend
Subject Site
Impacted Areas
Areas of Retention
N
W
E
S
0
200
400
600
800 m
Scale 1:12700
AEP
Figure 12 - Impact and Retained Vegetation
Date: February 2023
Location: 13L Narromine Road and Jannali Road, Dubbo
Client: The Bathla Group
AEP ref: 2679

The BDAR does not address how assessment of all 'local parks' as having complete native vegetation removal fits with the DCP objective and performance measures relating to prioritising retention of native vegetation. The apparent intention to remove all native vegetation from 'local parks' should be taken into account by Council when considering the DCP and the absence of open space development controls supporting the DCP objectives for native vegetation.

As previously noted, the DCP also proposes 'embellishment' of open space areas (recreation structures, walking trails and plantings etc), which presumably includes the 'district park' where the BDAR has assumed no impact to native vegetation. The BDAR should specifically identify whether any such 'embellishment' is proposed for the district park. If such works are to be implemented within the district park, they should be appropriately assessed within the BDAR.

Recommendations:

3.1 That Council:

a) Notes the differences between the DCP objectives and performance measures related to native vegetation retention and the BDAR's assessment of complete removal of native vegetation within the proposed 'local parks'.

b) Notes the proposed removal of all native vegetation from 'local parks' when considering the absence of open space development controls supporting the draft DCP objectives for native vegetation.

3.2 If future 'embellishment' of the 'district park' is proposed, ensure those works are appropriately assessed within the BDAR.

REPORT: Naming of Thoroughfare Associated with D2021/820 - 59 Lot Residential Subdivision - Lot 10 DP1142232 Joira Road Dubbo

DIVISION: Development and Environment
REPORT DATE: 12 September 2023
TRIM REFERENCE: ID23/2245

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement	
Issue	Naming public road on Lot 10 DP1142232 Joira Road Dubbo	
Reasoning	• Dubbo Regional Council has received a request from Premises Australia Pty Ltd on behalf of their client / developer, The Trustees of the Roman Catholic Church of the Diocese of Bathurst, to name a public road to be constructed as part of Development Consent D2021/820 - 59 lot residential subdivision plus one lot drainage reserve - Lot 10 DP1142232 Joira Road Dubbo. • Section 162 of the Road Act 1993. • Section 7 of the Roads Regulation 2018.	
Financial Implications	Budget Area	There are no financial implications arising from this report.
	Funding Source	Not applicable.
	Proposed Cost	Nil – The cost of the provision of the blade sign and installation would be met by the owner - The Trustees of the Roman Catholic Church of the Diocese of Bathurst.
	Ongoing Costs	Maintaining normal road upgrades and future replacement of blade sign.
Policy Implications	Policy Title	Naming of Thoroughfares and Other Geographical Features within the City of Dubbo; and the Geographical Names Board NSW Addressing Policy.
	Impact on Policy	The proposed road name has been considered in accordance with the above policies.

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 2 Infrastructure

CSP Objective:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.1 Traffic management facilities enhance the safety and efficiency of the road network
Theme:	2 Infrastructure
CSP Objective:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.5 Council works collaboratively with the government and stakeholders on transport-related issues

RECOMMENDATION

1. **That the proposed public road name St Brigids Circuit be approved by Council as per the road layout plan.**
2. **That the proposed name be notified in the local newspaper and Government Authorities in accordance with Section 162 of the Road Act 1993 and Section 7 of the Roads Regulation 2018.**
3. **That the owner be advised accordingly once approval under the Roads Regulation 2018 has been given and the name gazetted.**

Stephen Wallace
Director Development and Environment

KE
LIS and E-Services Coordinator

REPORT

Consultation

- Geographical Names Board – Road Name Eligibility Check, NSW Addressing Policy and Dubbo Regional Council's Policy, Naming of Thoroughfares and Other Geographical Features within the City of Dubbo.
- No potential issues were found.

Resourcing Implications

Maintaining public road and future replacement of blade sign.

Proposed Road Name

A request has been received from Premises Australia Pty Ltd on behalf of their client / developer, The Trustees of the Roman Catholic Church of the Diocese of Bathurst, to name a public road at Lot 10 DP1142232 Joira Road Dubbo **(Figure 1)**.

The public road will be constructed as part of Development Consent D2021/820 - 59 lot residential subdivision plus one lot drainage reserve **(Figure 2)**.

The landowners - The Trustees of the Roman Catholic Church of the Diocese of Bathurst, has requested to name the public road St Brigids Circuit as it pays homage to the contribution of the Catholic Church in Dubbo and the religious and heritage value of the parish to the city.

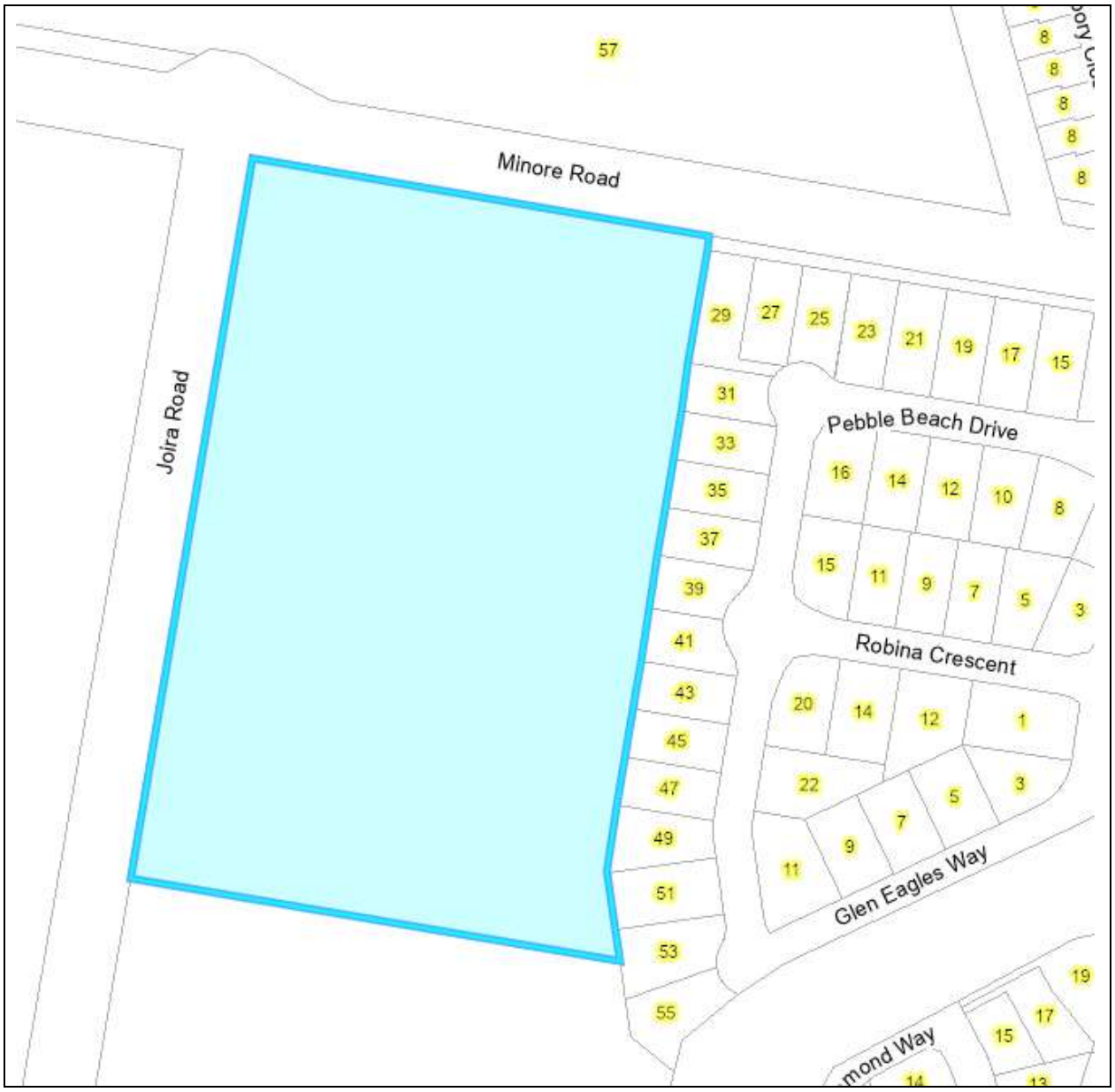


Figure 1: Location of Lot 10 DP1142232 Joira Road Dubbo



Figure 2: Road Layout of public road to be constructed in D2021-820.

Planned Communications

- Public notification and advise authorities as per Section 7 of the Roads Regulation 2018.
- Advertise in Daily Liberal and NSW Place and Road Naming Proposal System.

Timeframe

Key Date	Explanation
4 October 2023-1 November 2023	28 days public notification.
10 November 2023	Seek gazettal of proposed road name.

Next Steps

If no reasonable objections are received from the general public and authorities the proposed road name will be gazetted and Premise Australia Pty Ltd will be advised.

REPORT: Submission to Parlimentary Inquiry into Animal Pounds in NSW

DIVISION: Development and Environment
REPORT DATE: 12 September 2023
TRIM REFERENCE: ID23/2171

EXECUTIVE SUMMARY

Purpose	Provide update	
Issue	Submission to NSW Legislative Council's Inquiry into Pounds in NSW.	
Reasoning	Council to be informed of submission to inquiry.	
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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme:	5 Liveability
CSP Objective:	5.3 The lifestyle and social needs of the community are supported
Delivery Program Strategy:	5.3.4 Our community values domestic, companion and other animals

RECOMMENDATION

That the report of the Manager Environmental Compliance, dated 12 September 2023, be noted.

Stephen Wallace
Director Development and Environment

HE
Manager Environmental Compliance

BACKGROUND

An inquiry was established on 29 June 2023 by the Parliament of NSW, to inquire into and report on pounds in New South Wales. The Terms of Reference of the subject Inquiry are attached in **Appendix 1**.

REPORT

As the owner and operator of the Dubbo City Animal Shelter and Wellington Pound, Dubbo Regional Council provided a formal submission to the NSW Legislative Council's Inquiry into Pounds in NSW (attached in **Appendix 2**).

Wellington Pound is principally unmanned, providing surrender cages for animals that are then transferred to the Dubbo City Animal Shelter. Servicing a Local Government Area with a population of approximately 55,843, at maximum capacity the Dubbo City Animal Shelter (shelter) can hold 82 dogs and 24 cats. Over the last three financial years the shelter has housed an average of 2216 dogs and cats annually, with over 40% of the maximum capacity being introduced on a weekly basis. At the time of writing, the shelter had a waiting list of 103 dogs and 76 cats to be surrendered due to the facility being at capacity.

The current shelter is an ageing asset that is well overdue for renewal. This manifests in overcrowding and more regular outbreak of disease. Whilst Dubbo Regional Council is in the planning and design phase to replace the existing shelter, the estimated cost for the project is $6 million. With operating costs far exceeding income, and limited to no access to targeted grants, the funding burden falls to the rate payer.

Council's submission was made 'confidential' noting the sensitive operational and financial information provided in the submission. In addition to the financial imposts of providing a shelter service, this submission provided commentary on animal rescue organisations, euthanasia, behavioural assessments, legislation, welfare challenges and facility adequacy.

Consultation

Discussions and consultation were conducted internally. The Manager Environmental Compliance worked in collaboration with Animal Shelter staff and Ranger Services to inform the submission.

Next Steps

Submissions to the Inquiry closed on 18 August 2023, the Committee may choose to conduct hearings before reporting their findings and recommendations to the Parliament.

Dubbo Regional Council continues to operate the Dubbo City Animal Shelter and Wellington Pound with normal shelter duties by the staff.

Development Application, D2023-213 for Animal Shelter, is currently under assessment.

APPENDICES:

1⇩ Appendix 1 - Terms of Reference

2⇩ Appendix 2 - Dubbo Regional Council Submission

LEGISLATIVE COUNCIL

PORTFOLIO COMMITTEE NO. 8 – CUSTOMER SERVICE

Inquiry into pounds in New South Wales

TERMS OF REFERENCE

1. That Portfolio Committee 8 – Customer Service inquire into and report on pounds in New South Wales, and in particular:

   (a) resourcing challenges affecting New South Wales pounds, including the adequacy of funding given towards the operation of pounds by local and state governments

   (b) the adequacy of pound buildings and facilities in New South Wales

   (c) welfare challenges facing animals in pounds across New South Wales, including the provision of housing, bedding, feeding, exercise, enrichment, veterinary treatment, vaccination and desexing

   (d) the adequacy of the laws, regulations and codes governing New South Wales pounds, including the Companion Animals Act 1998 (NSW) and the NSW Animal Welfare Code of Practice No 5 – Dogs and cats in animal boarding establishments (1996), as well as the adequacy of the current enforcement and compliance regime

   (e) factors influencing the number of animals ending up in New South Wales pounds, and strategies for reducing these numbers

   (f) euthanasia rates and practices in New South Wales pounds, including the adequacy of reporting of euthanasia rates and other statistics

   (g) the role and challenges of behavioural assessments in New South Wales pounds

   (h) the relationship between New South Wales pounds and animal rescue organisations

   (i) the challenges associated with the number of homeless cats living in New South Wales for both pounds and animal rescue organisations, and strategies for addressing this issue

   (j) strategies for improving the treatment, care and outcomes for animals in New South Wales pounds

   (k) any other related matter.

The terms of reference for the inquiry were self-referred by the committee on 29 June 2023.[1]

[1] *Minutes*, NSW Legislative Council, 1 August 2023, p 296.

Committee membership

Hon Emma Hurst MLC	Animal Justice Party	*Chair*
Ms Abigail Boyd MLC	The Greens	
Hon Mark Buttigieg MLC	Australian Labor Party	
Hon Aileen MacDonald MLC	Liberal Party	
Hon Peter Primrose MLC	Australian Labor Party	
Hon Emily Suvaal MLC	Australian Labor Party	
Hon Bronnie Taylor MLC	The Nationals	

* Ms Abigail Boyd MLC substituted for Dr Amanda Cohn MLC from 29 June 2023 for the duration of the inquiry.

AU23/145780
SJW:TF

17 August 2023

DUBBO REGIONAL COUNCIL

The Chair
Portfolio Committee No. 8
Hon E Hurst MLC
Parliament of New South Wales
6 Macquarie Street
SYDNEY NSW 2000

Dear Ms Hurst

DUBBO REGIONAL COUNCIL SUBMISSION IN RESPONSE TO NSW LEGISLATIVE COUNCIL PORTFOLIO COMMITTEE NO.8 - INQUIRY INTO POUNDS IN NEW SOUTH WALES

As the owner and operator of the Dubbo City Animal Shelter, Dubbo Regional Council thanks you for the opportunity to provide input into the Inquiry into Pounds in NSW.

Dubbo City Animal Shelter (shelter) services a Local Government Area covering 7,536 square kilometres with a population of approximately 55,843 (projected to increase 1.2% annually to 65,700 by 2040).

At maximum capacity the shelter can hold 82 dogs and 24 cats. Over the last three financial years the shelter has housed an average of 2216 dogs and cats annually, with over 40% of maximum capacity being introduced on a weekly basis. The shelter currently has a waiting list of 103 dogs and 76 cats to be surrendered due to the facility being at capacity.

The current shelter is a sub-standard, ageing asset that is well overdue for renewal. In a period of constrained budgets and competing community priorities, higher maintenance needs have over stretched available funding necessary to maintain the facility to a desired standard. The result manifests in more regular outbreak of disease within the shelter and overcrowding leading to further challenges as the Dubbo community grows and legislation changes.

Dubbo Regional Council is in the planning and design phase to replace the existing shelter with a new facility with capacity for 101 dogs (including isolation and dangerous dog pens) and 40 cats. The estimated cost for the project is $6 million - Council has had no access to grant funding to realise this project which to date has not commenced.

All communications to: **CHIEF EXECUTIVE OFFICER**
ABN 53 539 070 928
PO Box 81 Dubbo NSW 2830
T (02) 6801 4000 **F** (02) 6801 4259 **E** council@dubbo.nsw.gov.au
Civic Administration Building Church St Dubbo NSW 2830
W dubbo.nsw.gov.au

Following are Council's specific comments in respect of the Terms of Reference of the Inquiry:

a) Resourcing challenges affecting New South Wales pounds, including the adequacy of funding given towards the operation of pounds by local and state governments

By way of example, Dubbo Animal Shelter had an operating cost of approximately $500,000 for the 2022/2023 Financial Year. Income was restricted to $78,190 (reimbursed by the NSW State Government from the Companion Animal Registrations) and $58,323 from a combination of impounded maintenance fees, sale of animals, microchipping, donations and sundry items. It is also notable that the shelter operation benefits from corporate donations of dry food that would add an estimated additional $50,000 to operational costs. This is a medium term arrangement and is not guaranteed.

The remaining $363,000+ shortfall was made up from Council's general revenue.

Operating costs were over budget in the 2022/2023 Financial Year due to required increased staffing levels. This is directly attributed to the shelter operating at or near capacity for the majority of the year due to the high surrender levels - for the first time the shelter was forced to implement a surrender waitlist. The ageing state of the shelter facility also contributes to the higher staffing needs due to additional cleaning/disease prevention, disease outbreak response and emergency minor maintenance.

It should be apparent from this overview that external funding does not feature in operation of the shelter.

(b) The adequacy of pound buildings and facilities in New South Wales

Dubbo's Animal Shelter as well as the majority of other regional council facilities have small often very old facilities.

At maximum capacity the Dubbo Animal Shelter can hold 82 dogs and 24 cats. Over the last three financial years the shelter has housed an average of 2216 dogs and cats annually, with over 40% of the facility's maximum capacity being introduced on a weekly basis additional to existing residents. The shelter currently has a waiting list of 179 animals (103 dogs and 76 cats) to be surrendered due to the facility being at capacity.

The current Dubbo Animal Shelter is a sub-standard, ageing asset that is well overdue for renewal. In a period of constrained budgets and competing community priorities, higher maintenance needs have over stretched available funding capacity that is necessary to maintain the facility to a desired standard. The result manifests in overcrowding and regular outbreaks of disease such as Cat Flu, Canine Parvovirus, Kennel Cough and Ringworm.

(c) Welfare challenges facing animals in pounds across New South Wales, including the provision of housing

Feeding – Council is fortunate in that all dry food is donated. This is not guaranteed and if (when) this were to cease Council may be forced to cut costs in other areas of operations ($48,000 – $54,000 annually).

Exercise – A lack of staff and time means that the majority of the animals do not get exercised regularly. Another factor contributing to this is the lack of exercise yards and the maintenance and ground keeping imposts of the existing exercise yard.

Enrichment – It is Councils local experience that resourcing levels simply do not make it viable for any formal enrichment activities to be provided for housed animals.

Veterinary treatment - Dubbo is fortunate that we have five vets in our Local Government Area who we work with on a rostered basis to tend to animals based at the shelter. However there is little to no subsidy to the fees charged to Council for veterinary services and Council spend in the order of 15% of the operational budget on a variety of veterinary services.

Additionally, the shelter has formed relationships with RSPCA and Animal Welfare League who visit the shelter twice a year and provide free vaccination, microchipping and health check days.

As costs increase, budgets become tighter and vet numbers decrease it is anticipated that adequate levels of services being made available for the welfare of housed animals could be jeopardised.

Vaccination - In order to reduce disease and stress to both the animals and shelter staff, Council have started to vaccinate cats with Felo Vax 3 and dogs with Parvac upon arrival at the shelter. It should however be noted that these vaccinations are proving difficult to procure.

This comes with an additional financial burden and at the expense of other operations but is necessary to reduce the incidence of Cat Flu and Canine Parvovirus in the animal shelter. To assist in this space, the shelter has formed relationships with RSPCA and Animal Welfare League who visit the shelter twice a year and provide free vaccinations.

Since implementing the vaccination program, euthanasia rates of cats affected by Cat Flu has dropped 82% from the 2021/2022 Financial Year to the 2022/2023 Financial Year.

Similarly, euthanasia rates of dogs affected by Parvovirus has dropped 48% from the 2021/2022 Financial Year to the 2022/2023 Financial Year.

Desexing - All the animals that Council adopt out are desexed before leaving the shelter. This is normally done at the local vet but there can be delays. Every 4-6 months the Animal Welfare League vet truck attends to our shelter and offers desexing for our shelter animals at a discounted rate. Council must manage this carefully to avoid paying for animals to be desexed that cannot be rehomed.

(**d) The adequacy of the laws, regulations and codes governing New South Wales pounds, including the Companion Animals Act 1998 (NSW) and the NSW Animal Welfare Code of Practice No 5 – Dogs and cats in animal boarding establishments (1996), as well as the adequacy of the current enforcement and compliance regime**

The amendment to the Companion Animals Act around the rehoming of animals has had a major effect on the overcrowding of animals shelters and rescue organisations. In fact it has led to rescue organisations being unable to help Pounds to rehome dogs in particular. Pounds are therefore remaining at capacity as they are unable to move dogs on. At the Dubbo Animal Shelter, this has resulted in overnight pens/drop off facilities being closed and contributed to the new situation where we now have long surrender waitlists.

The stress caused to animals is increased due to having to be in a noisy pound environment for longer periods of time. Dogs that were previously suitable for rehoming due to their nature have become unsuitable due to the negative impact of the stress from being in the pound environment for longer periods of time.

(e) Factors influencing the number of animals ending up in New South Wales pounds, and strategies for reducing these numbers

Some factors affecting the number of animals ending up in pounds are listed following:

- People think that they can make quick money by allowing their animals to breed enabling them to sell the puppies/kittens. However, often they cannot find buyers to take the animals. They then surrender the puppies/kittens or give them away to people which means more unregistered, non-microchipped and non desexed animals in the community.

- Owners are working more to be able to afford the cost of living increases, reducing the time owners have for their pets. The animals then are more likely to become destructive, untrained, prone to escaping, roaming etc.

- Higher costs of living (including rising vet fees) contribute to owners not being able to afford vet bills (desexing, vaccinations).

- Owners are more often not collecting their animals from pounds as they can less afford the fees (particularly when they are liable for the costs of having their animals microchipped or registered).

Strategy's that would help include the introduction of a legislative requirement that all pets are to be desexed, excluding registered breeders. This strategy would bring down the high incidence of back yard breeding and of free animals being offered on social media.

An additional strategy may include the introduction of a law restricting dog and cat ownership in the urban area (2-3 dogs and/or 2-3 cats per residence) excluding registered breeders. This strategy may permit requests to have more animals through Local Councils.

(f) Euthanasia rates and practices in New South Wales pounds, including the adequacy of reporting of euthanasia rates and other statistics

Recent amendments to legislation have made the often unavoidable process of euthanising animals more protracted and time consuming. An animal that doesn't meet the requirement for rehoming now needs to be held for longer.

Whilst this may appear to be a more humane approach, this change has added more stress to the animal itself over a longer period of time whilst reducing the attention able to be provided to animals in the shelter collectively. It also has an impact on staff who genuinely care for the animals and do not like to see animals suffering unnecessarily prolonged.

It is Council's view that this amendment has not reduced the number of animals being euthanised. It has simply made it more difficult for pounds and rescue groups by prolonging the animals stay, taking up much needed space and resources for suitable animals to be taken in and rehomed. This effectively decreases the level of service available to animals and the community.

The reporting of animals euthanised and impounded is covered by the annual report to the Office of Local Government and should be adhered to by all Councils and suitably enforced.

(g) The role and challenges of behavioural assessments in New South Wales pounds

Behavioural assessments in pounds is much needed however due to lack of funds, staff and resources this is difficult to achieve. Staff do a basic health and behaviour assessment of the animal during its stay as behaviours change over time in the pound environment to assess suitability for rehoming.

A more standardised approach and resourcing support to assist pounds across the state in the assessment of animal's behaviour, would result in all NSW pounds having the capability to more effectively determine an animal's suitability for rehoming. This would achieve better outcomes for more animals, the community who adopt, and greatly support the staff who run the shelters.

(h) The relationship between New South Wales pounds and animal rescue organisations

Dubbo Animal Shelter has a working relationship with several rescue organisations including Australian Working Dog Rescue, Pets Haven Foundation Victoria, Animal Welfare League Dubbo Branch, Adopted a bully.

RSPCA and Animal Welfare League visit the shelter twice a year and provide free vaccination, microchipping and health check days.

Shelter staff have attempted to contact every animal rescue groups on the list from Office of Local Government. Of note, 90% do not respond at all and the 10% that have responded have been unable to assist with finding homes for animals.

(i) The challenges associated with the number of homeless cats living in New South Wales for both pounds and animal rescue organisations, and strategies for addressing this issue

Dubbo Animal Shelter had 834 stray cats enter the shelter from 1 July 2022 to 30 June 2023.

- Only 25 of those cats belonged to someone and were collected by their owner. 61 were adopted and 197 were sent to rescue organisations.
- 479 were deemed to be feral cats.

Cats are easily accessible on social media and it is our experience that when someone loses a cat it's easier to get a new one off social media for free then look for or collect from the pound.

Introducing a requirement to desex cats (excluding registered breeders) would greatly help with this situation.

(j) Strategies for improving the treatment, care and outcomes for animals in New South Wales pounds

Strategies can be developed to deal with improving, treatment, care and outcomes for animals in pounds but this is all reliant on funding to provide the extra staff and resources to be able to implement them.

As stated previously, Dubbo Animal Shelter expended a budget of $500,000 in the last financial year, receiving funding (reimbursement from Companion Animal Registrations) of only $78,190 from the NSW Government.

(k) Any other related matter

Council pounds are trying their best to accommodate lost, stray and surrendered animals but as we have demonstrated above it difficult to maintain the quality of care and time for exercise and enrichment of the animals in the hope of being able to rehome them.

Unfortunately pounds are not retirement villages for animals and the staff have to endure making difficult decisions and assist with euthanising of animals that have declined in behaviour and health due to being in the pound environment for too long.

Desexing programs would make a significant difference to the amount of unwanted or lost animals in the community. However it is unrealistic to expect local Councils to implement such programs without financial assistance from the State Government.

Of the 94 rescue organisations registered with the Office of Local Government Dubbo Animal Shelter has received very limited help with rehoming our animals as most rescues are based in Sydney or on the coast and therefore do not service regional areas. Common reasons given for not being able to service Dubbo are travel distance and dog type. Larger dog breeds are common in regional areas and with smaller dogs proving easier to rehome.

Due to lack of space at other regional council facilities we often have dogs surrendered from people in neighbouring areas such as Narromine, Gilgandra, Coonabarabran, Cobar, Coonamble, Molong and Nyngan just mention a few.

Yours faithfully

Murray Wood
Chief Executive Officer

REPORT: Existing and Future Rest Areas for Freight Traffic in the Dubbo Local Government Area - Response to Notice of Motion

DIVISION: Infrastructure
REPORT DATE: 1 September 2023
TRIM REFERENCE: ID23/2192

EXECUTIVE SUMMARY

Purpose	• Addressing Council resolution • Provide review or update • Strategic Project Update	
Issue	Information on the status of the current and future rest areas in the Dubbo Local Government Area	
Reasoning	Response to a Notice of Motion for this information	
Financial Implications	Budget Area	N/A
	Funding Source	N/A
	Proposed Cost	Nil
	Ongoing Costs	Nil
Policy Implications	Policy Title	N/A
	Impact on Policy	N/A
Consultation	Transport for NSW	Previous face to face workshop and e-mail communications

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 2 Infrastructure

CSP Objective: 2.1 The road transportation network is safe, convenient and efficient

Delivery Program Strategy: 2.1.5 Council works collaboratively with the government and stakeholders on transport-related issues

Theme: 2 Infrastructure

CSP Objective: 2.1 The road transportation network is safe, convenient and efficient

Delivery Program Strategy: 2.1.2 The road network meets the needs of the community in terms of traffic capacity, functionality and economic and

social connectivity

RECOMMENDATION

That the report provided by the Director Infrastructure be noted.

Murray Wood
Chief Executive Officer

LR
Director Infrastructure

BACKGROUND

There is approximately 298 kilometres of State roads within the Dubbo Local Government Area (LGA) that the freight industry relies on for the safe transportation of goods. Dubbo is key to the road freight industry with the Mitchell, Newell and Golden Highways converging at Dubbo.

From the Transport for NSW (TfNSW) website for NSW rest areas, there are 13 heavy vehicle rest areas in the Dubbo LGA. Of these 13 rest areas, only one has toilet facilities which is located at Two Mile Creek rest area on the Mitchell Highway, just north of Eurimbla Road near the LGA boundary with Cabonne Council.

Below is a screen shot of the rest areas identified when searching for heavy vehicle rest areas from the TfNSW website. The TfNSW rest area website can be accessed from the link https://maps.transport.nsw.gov.au/egeomaps/rest-areas/. Table 1 shows the facilities at each of these rest stops.

Although not listed on the website, the decoupling area on the western side of Bourke Street, just north of River Street, is also utilised as a rest area by the freight industry with litter bins supplied at this location. This is represented below by the truck image in Figure 1.

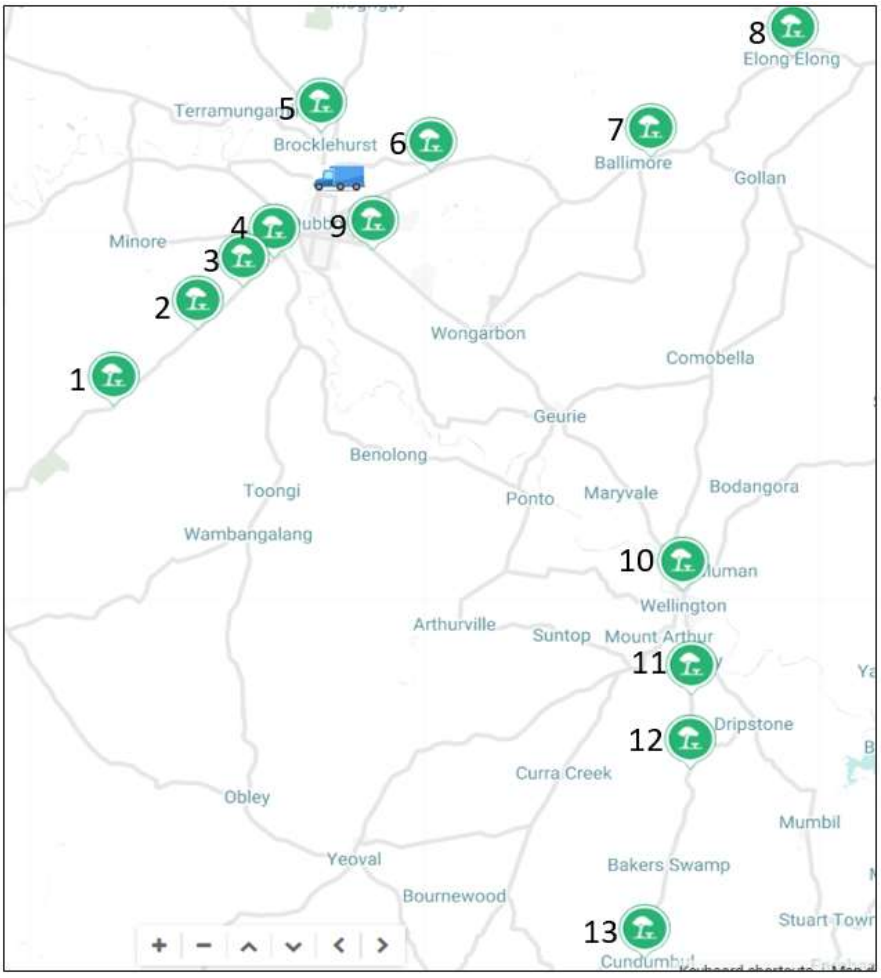


Figure 1: Location of heavy vehicle rest areas in the Dubbo LGA

Ref	Name	Location	Facilities
1	Newell Highway Tomingley	22.5 km from Dubbo (SH7)	Picnic tables Shelter Litter bins
2	Panai Avenue	12.69 km from Dubbo (SH7)	Picnic tables Shelter Litter bins
3	Newell Highway Dubbo	7.80 km south of Dubbo (SH7)	Shelter Litter bins
4	Dubbo Zoo Town Information Bay	3.25 km south of Dubbo (SH7)	Picnic tables Shelter Litter bins
5	Dubbo Kart Club Brocklehurst	1 km north of Brocklehurst	Picnic tables Shelter Litter bins Wheelchair accessible
6	East of Dubbo (Dubbo)	11.22 km east of Dubbo	Picnic tables Shelter Litter bins
7	East of Dubbo (Ballimore)	33.08 km east of Dubbo	Picnic tables Shelter Litter bins
8	Elong Elong	49.58 km east of Dubbo	Picnic tables Shelter Litter bins Emergency phone
9	Mitchell Highway Wongarbon	41.6 km from Wellington	Shelter Litter bins
10	Dubbo Road Wellington	Wellington	Shelter Litter bins
11	Mitchell Highway Wellington	54.1 km from Molong	Picnic tables Shelter Litter bins
12	Thatchers Lane	42 km from Molong	Shelter Litter bins
13	Two Mile Creek	29.9 km from Molong	Toilets Picnic tables Shelter Litter bins

Table 1: Facilities at the 13 heavy vehicle rest areas in the Dubbo LGA

Previous Resolutions of Council

27 July 2023	*That the Chief Executive Officer provide a report to the next available council meeting with an update from Transport for NSW on the status of existing and*

CCL23/186	*future rest areas for freight traffic surrounding the Dubbo urban area.*

REPORT

TfNSW are in the process of reviewing the rest areas for heavy vehicles in the Dubbo urban locality. The current priority is to address gaps on the Newell Highway being the highest volume freight corridor. There have been four locations on the Newell Highway considered which are:

- Dubbo Kart Club Brocklehurst
- Brocklehurst Inspection Bay
- Bourke Street decoupling location
- Dubbo Zoo Town Information Bay.

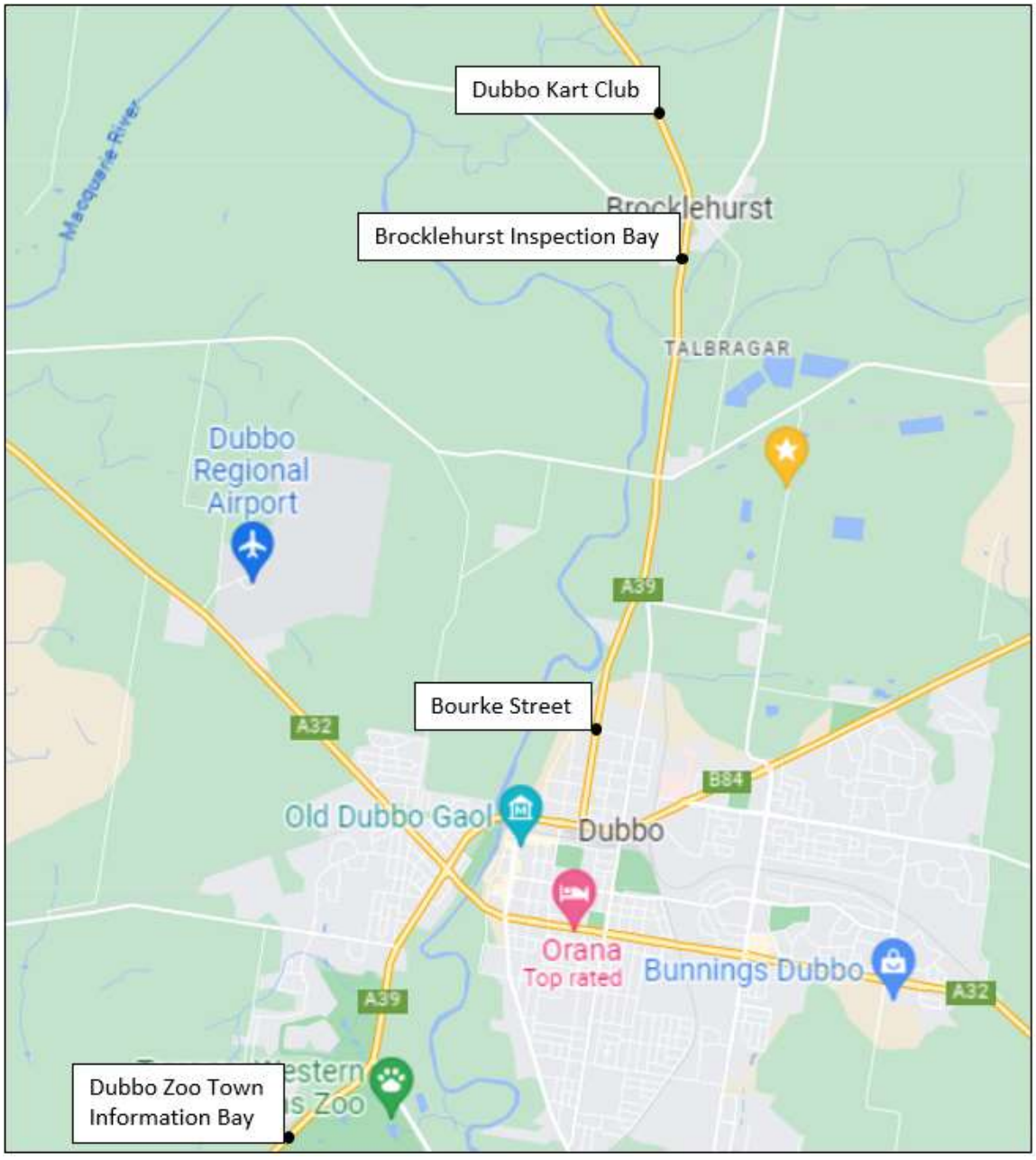


Figure 2: Locations identified for the review of rest area facilities

Consultation has occurred with Heavy Vehicle Rest Area Freight Industry workshops, focus groups, freight forums and a Council staff workshop. The feedback from industry, which is contained in **Appendix 1**, is that the Dubbo Zoo Town Information Bay and the Dubbo Kart Club Brocklehurst are the two preferred locations for improved rest stop facilities such as toilets, separated light and heavy vehicle parking, safer entry and access and expansion of parking space to support future demand.

The Bourke Street truck bay is still under consideration, however, in urban areas the opportunity to provide higher level rest facilities through privately developed service centres is a greater priority for TfNSW. TfNSW is committed to work together with Council on development opportunities.

TfNSW is currently developing designs and estimates for the recommended upgrade to facilities.

The next steps will be the development of a business case considering the two preferred locations, with Council included in the further development of these sites. Following this funding will be sought for the preferred upgrade.

Consultation

TfNSW have provided the information relating to the review of the rest areas for the freight industry and will continue to explore this with relevant industry partners and stakeholders.

Resourcing Implications

Council staff involvement as a stakeholder.

APPENDICES:

1⇩ Dubbo Regional Council - Potential Heavy Vehicle Rest Stop Locations

OFFICIAL: Sensitive - NSW Government

Transport for NSW

Dubbo Regional Council- Potential Heavy Vehicle Rest Stop Locations

29th June 2023

Planning and Programs
Planning West

transport.nsw.gov.au

NSW GOVERNMENT

OFFICIAL: Sensitive - NSW Government



Acknowledgement
of Country

Transport pays respect to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.

2

OFFICIAL: Sensitive - NSW Government

01

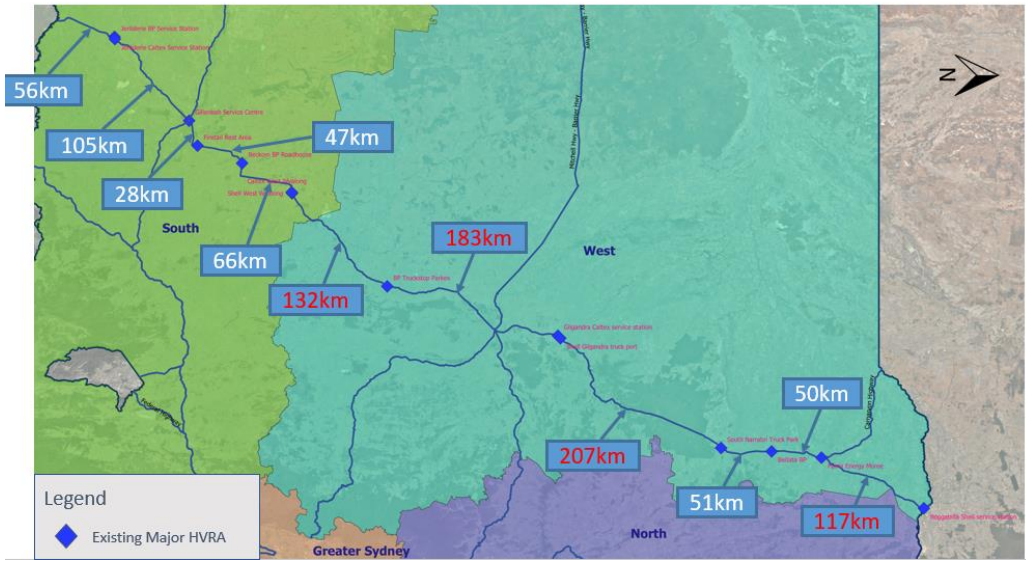
Investigation to date



OFFICIAL: Sensitive - NSW Government

Prior Investigations

- Rest Area analysis notes overall rest area accessibility along the corridor is relatively high.
- Gap in major Heavy Vehicle Rest Areas (HVRA) identified through Dubbo
- Dubbo identified as a popular changeover for freight travelling Brisbane to Melbourne
- Industry interest in higher quality changeover facility, vehicle decoupling areas, and amenities for drivers around Dubbo.



OFFICIAL: Sensitive - NSW Government

Sites considered

- Dubbo Zoo Rest Area
- Bourke Street *(option discounted)*
- Brocklehurst Rest Area
- Brocklehurst Inspection Bay *(option discounted)*

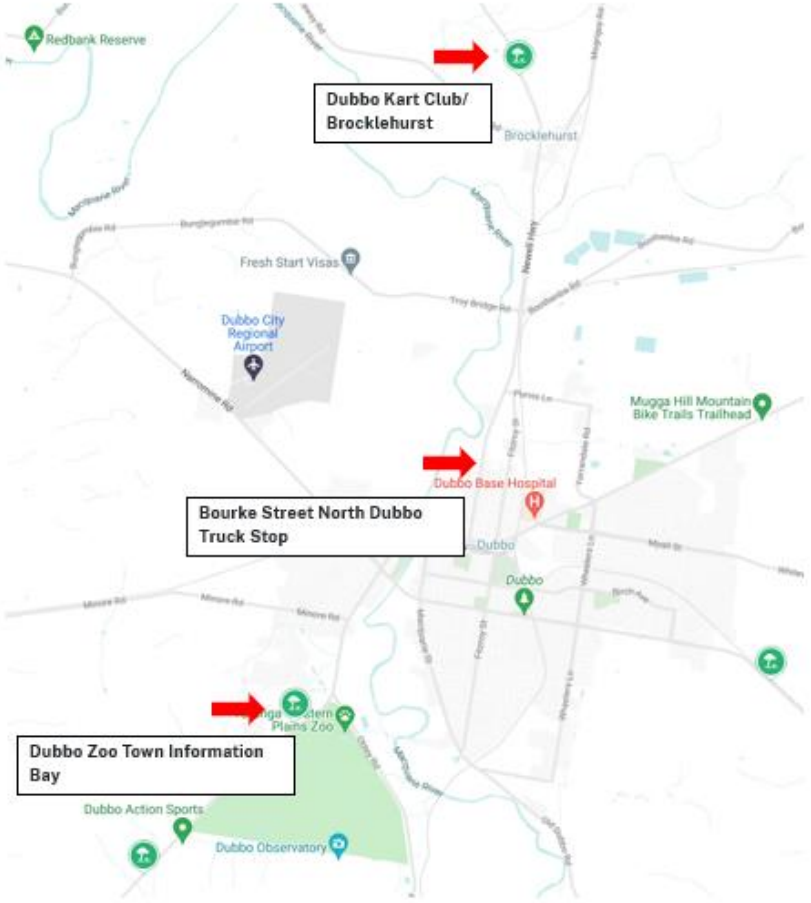


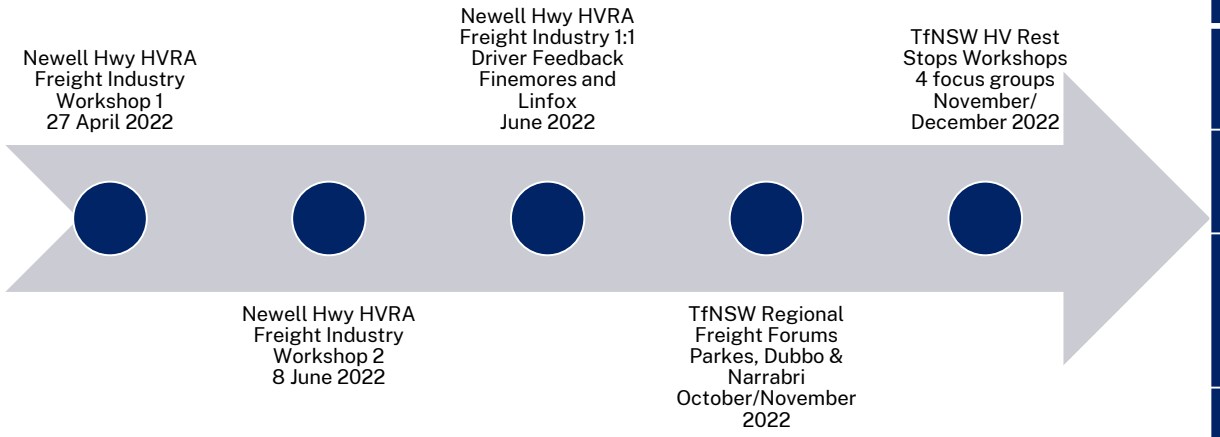
Figure 5 Rest Area options for Dubbo

OFFICIAL: Sensitive - NSW Gov

OFFICIAL: Sensitive - NSW Government

Dubbo HVRA Consultation to date

Multiple consultation events



Stakeholder / Focus group	Workshop date
Focus group 1 **Road Freight NSW, including its members**	Monday 14 November 2022
Focus group 2 **NatRoad, including its members**	Friday 18 November 2022
Focus group 3 **Livestock Bulk and Rural Carriers Association (LBRCA), and its members**	Tuesday 29 November 2022
Focus group 4 **National Road Freighters Association (NRFA)** **Linfox**	Monday 5 December 2022

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OFFICIAL: Sensitive - NSW Government

Early feedback from Industry

- *Limited facilities in town for rest stops / showers - long term solution is a ring road around Dubbo with rest area facilities – but improvements needed in short term*
- *Bourke Street is popular for de-coupling due to close proximity to town and should be prioritised for upgrades including extending pavement and installing toilets and showers.*
- *Brocklehurst inspection bays could also be option for de-coupling if there was an opportunity to expand footprint or length*
- *Dubbo Zoo Town Info Bay is a preferred site for upgrades due to current pavement area and access to flushable toilets – needs southern entry to avoid vehicles needing to perform U-turns*
- *Dubbo Kart Club 2nd preference for upgrades if access to Dubbo Zoo Info Bay can't be achieved. Would need pavement area increased.*

OFFICIAL: Sensitive - NSW Government

REPORT: Saxa Road - Comobella Crossing, Mitchell Creek Causeway Options

DIVISION: Infrastructure
REPORT DATE: 13 September 2023
TRIM REFERENCE: ID23/2280

EXECUTIVE SUMMARY

Purpose	Seek direction or decision	
Issue	Review of the options for the replacement of the Comobella Crossing over Mitchell Creek on Saxa Road.	
Reasoning	• Further discussions have been held with staff from NSW Fisheries following the Ordinary Council meeting held on 24 August 2023. • A compliant box culvert structure will be required to span 42 metres instead of the 22 metres that was included in the report to the Infrastructure, Planning and Environment Committee on 10 August 2023. • This changes the bridge sized culvert option estimate from $1.65 m to $2.55 m plus $900 k for the road works. • The inclusion of a culvert option is expected to delay the release of a tender package by two months due to the need for further flood modelling. • A practical box culvert design is likely to provide less flood protection than a bridge option.	
Financial Implications	Budget Area	Infrastructure Delivery
	Funding Source	Grant Funding Applications
	Proposed Cost	Approximately $3.6 m
	Ongoing Costs	N/A
Policy Implications	Policy Title	There are no policy implications arising from this report.
	Impact on Policy	N/A

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme:	2 Infrastructure
CSP Objective:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.2 The road network meets the needs of the community in terms of traffic capacity, functionality and economic and social connectivity

Theme:	2 Infrastructure
CSP Objective:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.1 Traffic management facilities enhance the safety and efficiency of the road network
Theme:	2 Infrastructure
CSP Objective:	2.2 Infrastructure meets the current and future needs of our community
Delivery Program Strategy:	2.2.5 Council maintains infrastructure and delivers services at the adopted service levels as agreed with the community

RECOMMENDATION

1. **That Council note the resolution from August 2023 as below:**
   "1.That Council seek tenders for a design and construction of either a box culvert crossing or a bridge to replace the damaged Comobella crossing culvert in line with Options 2 and 3 outlined within the business paper IPEC23/34.
   2. That Council seek funding under the Bridge Replacement Program and Disaster Recovery Funding Arrangements program to supplement project costs.
   ***3. That Council write to the Minister for Roads advising of the importance of this crossing to secure the necessary funding for the replacement crossing*.**"
2. **That Council amend the resolution outlined in point one above to remove Option 2, the box culvert crossing, as further information obtained following the August 2023 resolution indicates that the additional engineering requirements and timeframes required by a Box Culvert solution means it is considered no longer suitable.**
3. **That the resolution now reads:**
   a. **That Council seek tenders for the design and construction of a bridge to replace the damaged Comobella crossing culvert.**
   b. **That Council seek funding under the Bridge Replacement Program and Disaster Recovery Funding Arrangements program to supplement project costs.**
   c. **That Council write to the Minister for Roads advising of the importance of this crossing to secure the necessary funding for the replacement crossing.**

Luke Ryan
Director Infrastructure

RF
Manager Infrastructure Delivery

BACKGROUND

Following the resolution of Council at the Ordinary Council meeting held on 24 August 2023, further investigative works have been undertaken on the box culvert option for the replacement of the Comobella crossing. This has involved discussions with Council staff and NSW Fisheries staff to establish the requirements for an acceptable waterway crossing structure at Comobella crossing.

The summary of NSW Fisheries advice for the crossing replacement at this location is:

- Under the *Fish Passage Requirements for Waterway Crossing* published by NSW Fisheries, NSW Fisheries have advised that Mitchell Creek is a Class 2 waterway, however is also mapped as habitat for the endangered Southern Purple Spotted Gudgeon (which should classify it as a Class 1 waterway).
- Based on the classification, pipe culverts are not appropriate for this site.
- Bridge or box culverts are acceptable for this class of waterway with bridges being the preferred option over box culverts.
- A box culvert option will be required to span the full waterway area. Based on current flood study information is equal to approximately 42 metres for a 1 in 100 event.
- Culvert invert levels are generally required to be a minimum of 200 mm below stream water level.

Previous Resolutions of Council

24 August 2023 IPEC23/24	1. *That Council seek tenders for a design and construction of either a box culvert crossing or a bridge to replace the damaged Comobella crossing culvert in line with Options 2 and 3 outlined within the business paper IPEC23/34.* 2. *That Council seek funding under the Bridge Replacement Program and Disaster Recovery Funding Arrangements program to supplement project costs.* 3. *That Council write to the Minister for Roads advising of the importance of this crossing to secure the necessary funding for the replacement crossing.*

REPORT

The existing flood study modelling is based on a bridge option only. The inclusion of a culvert option requires an amended flood study, incorporating hydraulic analysis to determine box culvert size and format, to include with tender documents. This is expected to delay release of a tender package by two months.

A NSW Fisheries compliant box culvert construction estimate is $2.55m plus $900k for roadworks. The estimate is based on a nominal 3.6 metre high culvert which may be inundated during a 1 in 10 year flood event. Further flood modelling will provide more conclusive culvert size requirements.

In order to achieve the 1 in 100 year flood protection that the bridge offers, the box culverts will be required to be higher than the bridge option due to the larger waterway obstructions. This in turn will lead to a higher cost of road works. A box culvert higher than the bridge option has it complications with transportation, moulding and placement.

A summary of the options costs and construction duration is tabled below:

Option	Structure cost	Road cost	Total cost	Duration after close of tender
Box culvert	$2.55 m	$900 k	$3.45 m	65 weeks
Bridge	$2.7 m	$900 k	$3.6 m	57 weeks

Table 1: Cost and construction duration of a replacement crossing over Mitchell Creek

Preferred Option

Given the additional information, as detailed in this report, it is recommended that only a bridge option be included in a request for tender.

Consultation

Several conversations with NSW Fisheries management to establish their requirements for acceptable waterway crossing structures, including when box culverts can be used.

REPORT: 2024 Wellington Vintage Fair Street Parade

DIVISION: Infrastructure
REPORT DATE: 4 September 2023
TRIM REFERENCE: ID23/2215

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Seek direction or decision	
Issue	The Vintage Fair Committee are seeking approval to hold the 2024 Wellington Vintage Fair and Street Parade.	
Reasoning	The Vintage Fair Committee have sought approval from Council in previous years to hold the event, which due to its success, is now an annual event in Wellington.	
Financial Implications	Budget Area	There are no financial implications arising from this report.
	Funding Source	N/A
	Proposed Cost	N/A
	Ongoing Costs	N/A
Policy Implications	Policy Title	There are no policy implications arising from this report.
	Impact on Policy	N/A

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 2 Infrastructure

CSP Objective: 2.1 The road transportation network is safe, convenient and efficient

Delivery Program Strategy: 2.1.2 The road network meets the needs of the community in terms of traffic capacity, functionality and economic and social connectivity

Theme: 2 Infrastructure

CSP Objective: 2.1 The road transportation network is safe, convenient and efficient

Delivery Program Strategy: 2.1.5 Council works collaboratively with the government and stakeholders on transport-related issues

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That Council approval be granted to the Rotary Club of Wellington Vintage Fair Committee to undertake the 2024 Wellington Vintage Fair Street Parade on Saturday, 2 March 2024, and implement temporary road closures of the Mitchell Highway between Maughan and Lee Streets from 10.00 am to approximately 11.30 am and Percy Street between Maxwell and Maughan Streets from 8.30 am to 11.30 am on Saturday, 2 March 2024, subject to Transport for NSW (TfNSW) approval and conditions of Dubbo Regional Council and NSW Police as considered necessary:

a. The Parade will be marshalled on the western side of Percy Street between Maxwell and Maughan streets at 8.30 am. The Parade will commence at 10.00 am and enter Nanima Crescent, then north through the Wellington CBD adjacent to Cameron Park, to the Warne Street roundabout and return to Percy Street. The event is to be undertaken under Police escort, in accordance with the requirements of NSW Police and approval documentation forwarded to Council for notation. Event set-up time to commence at 8.30 am with pack-down finish time at 11.30 am – 12.00pm
b. The submission of a Traffic Management Plan and Traffic Control Plan to Council and NSW Police Service prior to the event date. All traffic control measures contained in the Plan are to be in accordance with the Australian Standard (AS 1742.3:2019) and TfNSW's 'Guide to Traffic Control at Worksites and approved by an accredited person. Council Traffic Control Plan TM 7241 is to be implemented for the event.
c. The organiser is to provide Council's relevant appointed officer with a copy of the Public Liability Insurance Policy for the amount of at least $20 million. Such policy is to note that Council, TfNSW and the NSW Police are indemnified against any possible action as a result of the Parade.
d. The implementation of the traffic management and traffic control is to be undertaken by an accredited traffic control company with personnel required to have current TfNSW certification.
e. The applicant is responsible for all traffic control required for the event in accordance with the approved Traffic Control Plan.
f. The applicant is to provide Council with a formal letter of acceptance of the conditions prior to final approval.
g. The traffic control company is to ensure that the roadway is clear of any residue that might be deposited by participants along the Parade route.
h. The traffic control company is to gain approval from TfNSW for the closure and detour of the Mitchell Highway and a Road Occupancy Licence with evidence provided to Council of such conditions as warranted.
i. All costs associated with implementing the event are to be met by the event organiser.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday 4 September 2023. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That Council approval be granted to the Rotary Club of Wellington Vintage Fair Committee to undertake the 2024 Wellington Vintage Fair Street Parade on Saturday, 2 March 2024, and implement temporary road closures of the Mitchell Highway between Maughan and Lee Streets from 10.00 am to approximately 11.30 am and Percy Street between Maxwell and Maughan Streets from 8.30 am to 11.30 am on Saturday, 2 March 2024, subject to Transport for NSW (TfNSW) approval and conditions of Dubbo Regional Council and NSW Police as considered necessary:

a. The Parade will be marshalled on the western side of Percy Street between Maxwell and Maughan streets at 8.30 am. The Parade will commence at 10.00 am and enter Nanima Crescent, then north through the Wellington CBD adjacent to Cameron Park, to the Warne Street roundabout and return to Percy Street. The event is to be undertaken under Police escort, in accordance with the requirements of NSW Police and approval documentation forwarded to Council for notation. Event set-up time to commence at 8.30 am with pack-down finish time at 11.30 am – 12.00pm

b. The submission of a Traffic Management Plan and Traffic Control Plan to Council and NSW Police Service prior to the event date. All traffic control measures contained in the Plan are to be in accordance with the Australian Standard (AS 1742.3:2019) and TfNSW's 'Guide to Traffic Control at Worksites and approved by an accredited person. Council Traffic Control Plan TM 7241 is to be implemented for the event.

c. The organiser is to provide Council's relevant appointed officer with a copy of the Public Liability Insurance Policy for the amount of at least $20 million. Such policy is to note that Council, TfNSW and the NSW Police are indemnified against any possible action as a result of the Parade.

d. The implementation of the traffic management and traffic control is to be undertaken by an accredited traffic control company with personnel required to have current TfNSW certification.

e. The applicant is responsible for all traffic control required for the event in accordance with the approved Traffic Control Plan.

f. The applicant is to provide Council with a formal letter of acceptance of the conditions prior to final approval.

g. The traffic control company is to ensure that the roadway is clear of any residue that might be deposited by participants along the Parade route.

h. The traffic control company is to gain approval from TfNSW for the closure and detour of the Mitchell Highway and a Road Occupancy Licence with evidence provided to Council of such conditions as warranted.

i. All costs associated with implementing the event are to be met by the event organiser.

Luke Ryan
Director Infrastructure

DV
Senior Traffic Engineer

REPORT

Council has received an application (**Appendix 1**) from the Rotary Club of Wellington requesting Council's approval to conduct the 2024 Wellington Vintage Fair Street Parade and associated activities that require temporary road closures of the Mitchell Highway and Percy Street from 10.00 am to 11.30 am on Saturday 2 March 2024.

The main activities for the Vintage Fair will occur at the Showground. However, the Mitchell Highway adjacent to Cameron Park and through the CBD will be required to facilitate the Street Parade. The Mitchell Highway is proposed to be closed for approximately one hour to accommodate the Street Parade with Percy Street closed for two and a half hours to facilitate the Parade assembly and dispersion.

Street Parade Closure (10.00 am to 11.30 am)

- Set-up at 8.30 am and pack-down to finish at 11.30 am – 12.00pm
- Parade commences at 10.00 am.
- Mitchell Highway, between Maxwell and Lee streets.
- The roundabout intersection of Nanima Crescent, Percy Street and Maughan Street will only be closed for a short period, to allow the Parade to start and finish, with traffic movements permitted east and west between Maughan Street and Showground Road prior to the Parade's return to Percy Street.

The organiser has submitted a Special Event Transport Management Plan (**Appendix 1**) with Council Traffic Control Plan TM 7241 (**Appendix 2**) addressing all requirements specific to an event of this nature. Traffic control will be altered to accommodate the time period of road closures. The event is considered to have an impact on the Wellington CBD and Mitchell Highway traffic environment, however suitable traffic diversions will be in place for traffic accessibility and detours of highway traffic via the Wellington Heavy Vehicle Route along Maxwell, Thornton and Gisborne streets. A light traffic detour will also be posted along Arthur, Warne, Percy and Gisborne streets.

Traffic control will be undertaken by an accredited traffic control company, which includes the set-up and erection of signs, implementation of road closures and pull-down of signage at the conclusion of Parade. The traffic control company will be responsible for the traffic management during the event. The local Police have been notified of all road closures and will assist where required, as they have in previous years. The traffic control company is to seek approval from TfNSW for the Mitchell Highway road closure and detour with the granting of a Road Occupancy Licence.

It is recommended that Council approval be granted to the Rotary Club of Wellington Vintage Fair Committee to implement temporary road closures, as detailed in the report, to facilitate the 2024 Wellington Vintage Fair Street Parade on Saturday, 2 March 2024, between 8.30 am to 11.30 am, subject to approval and conditions set down by TfNSW, Council and NSW Police.

Consultation

The Local Traffic Committee including representatives from NSW Police, the Local State Member of Parliament, Transport for NSW and Council will review and discuss the Traffic Management proposal for the event.

Resourcing Implications

- There are no Council resources required.
- A private traffic control company will undertake the traffic management for the event.

APPENDICES:

1⇩ Wellington Rotary Vintage Fair Street Parade 2024 - Special Event Transport Management Plan Application

2⇩ Wellington Rotary Vintage Fair Street Parade 2024 - Traffic Control Plans - TM 7241

Special Event Resources

Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

1 EVENT DETAILS

1.1 Event summary

Event Name: Rotary WELLINGTON VINTAGE FAIR STREET PARADE

Event Location: ANIMA CRES, PERCY ST, LEE ST, - MAIN STREET

Event Date: 2 3 2024 Event Start Time: 10.00 AM Event Finish Time: 11-30

Event Setup Start Time: 8-30 AM Event Packdown Finish Time: 11-30AM - 12 NOON

Event is ☐ off-street ☑ on-street moving ☐ on-street non-moving

☐ held regularly throughout the year (calendar attached)

1.2 Contact names

Event Organiser * ROTARY CLUB OF WELLINGTON

Phone: 6887-1382 Fax: ..... Mobile: JEN [redacted] GREG

Event Management Company (if applicable) .....

Phone: ..... Fax: ..... Mobile: ..... E-mail: .....

Police WELLington LOCAL POLICE

Phone: 6840-2099 Fax: ..... Mobile: ..... E-mail: .....

Council DUBBO REGIONAL COUNCIL

Phone: 6801 4000 Fax: ..... Mobile: ..... E-mail: .....

Roads & Traffic Authority (if Class 1) .....

Phone: ..... Fax: ..... Mobile: ..... E-mail: .....

*Note: *The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.*

1.3 Brief description of the event (one paragraph)

THE VINTAGE FAIR STEET PARADE IS HELD ANNUALLY IN CONJUCTION WITH THE VINTAGE FAIR SWAPMEET. THE STREET PARADE SHOW CASES VINTAGE CARS TRACTORS TRUCKS ETC PARADING IN THE MAIN STREET OF WELLINGTON.

2 RISK MANAGEMENT - TRAFFIC

CLASS 1 CLASS 2 CLASS 3

2.1 Occupational Health & Safety - Traffic Control

☑ Risk assessment plan (or plans) attached

2.2 Public Liability Insurance

☑ Public liability insurance arranged. Certificate of currency attached.

2.3 Police

☑ Police written approval obtained

2.4 Fire Brigades and Ambulance

☐ Fire brigades notified

☐ Ambulance notified

3 TRAFFIC AND TRANSPORT MANAGEMENT

CLASS 1 CLASS 2 CLASS 3

3.1 The route or location

☑ Map attached

3.2 Parking

☐ Parking organised - details attached

☑ Parking not required

3.3 Construction, traffic calming and traffic generating developments

☐ Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached

☑ There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes

3.4 Trusts, authorities or Government enterprises

☐ This event uses a facility managed by a trust, authority or enterprise; written approval attached

☑ This event does not use a facility managed by a trust, authority or enterprise

3.5 Impact on/of Public transport

☐ Public transport plans created - details attached

☑ Public transport not impacted or will not impact event

3.6 Reopening roads after moving events

☑ This is a moving event - details attached.

☐ This is a non-moving event.

3.7 Traffic management requirements unique to this event

☑ Description of unique traffic management requirements attached

☐ There are no unique traffic requirements for this event

3.8 Contingency plans

☐ Contingency plans attached

Class 1 Class 2

3.9 Heavy vehicle impacts

- [x] Impacts heavy vehicles - RTA to manage
- [ ] Does not impact heavy vehicles

3.10 Special event clearways

- [ ] Special event clearways required - RTA to arrange
- [x] Special event clearways not required

4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

CLASS 1 CLASS 2 CLASS 3

4.1 Access for local residents, businesses, hospitals and emergency vehicles

- [x] Plans to minimise impact on non-event community attached
- [ ] This event does not impact the non-event community either on the main route (or location) or detour routes

4.2 Advertise traffic management arrangements

- [x] Road closures or restrictions - advertising medium and copy of proposed advertisements attached T.B.A
- [ ] No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached
- [ ] No road closures, restrictions or special event clearways - advertising not required

4.3 Special event warning signs

- [x] Special event information signs are described in the Traffic Control Plan/s
- [ ] This event does not require special event warning signs

4.4 Permanent Variable Message Signs

- [x] Messages, locations and times attached
- [ ] This event does not use permanent Variable Message Signs

4.5 Portable Variable Message Signs

- [x] The proposed messages and locations for portable VMS are attached AS PER MAP
- [ ] This event does not use portable VMS

5 PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

Schedule 1 Form - Notice of Intention to Hold a Public Assembly

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

1 I Jennifer Margaret WYKES (name)
of [redacted] (address)
on behalf of Rotary Club of Wellington (organisation)
notify the Commissioner of Police that
on the 2nd (day) of March (month) 2024 (year), it is intended to hold

either:

(a) a public assembly, **not** being a procession, of approximately
..... *(number)* persons,
which will assemble at..... *(Place)*
at approximately ..... am/pm,
and disperse at approximately ..... am/pm.

or

(b) a public assembly, being a procession of approximately
100 *(number)* persons,
which will assemble at approximately 8:30 am/pm, and at
approximately 10 am/pm the procession will commence and shall proceed
from Percy St Marshalling area, through Naughton St, roundabout along Percy St, Nanima Cres, Lee St Gisborne St, Dagnall St, Barnet St & return along the main street, back to the Marshalling area
(Specify route, any stopping places and the approximate duration of any stop, and the approximate time of termination. A diagram may be attached.)

2 The purpose of the proposed assembly is The Vintage Fair Street Parade is an annual event showcasing vintage cars trucks tractors & antique engines & run by the Rotary Club of Wellington

3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly *(strike out whichever is not applicable):*

(I) There will be 100 *(number)* of vehicles and/or..... *(number)* of floats involved.

The type and dimensions are as follows:
Cars, trucks tractor steam engine
Antique engines

(ii) There will be ..... (number) of bands, musicians, entertainers, etc. which will entertain or address the assembly.

(iii) The following number and type of animals will be involved in the assembly:
NIL

(iv) Other special characteristics of the proposed assembly are as follows:

4 I take responsibility for organising and conducting the proposed assembly.

5 Notices for the purposes of the *Summary Offences Act 1988* may be served upon me at the following address:
Gregory Allan Wykes & Jennifer Margaret Wykes
[redacted]
..... [redacted] ..... Postcode.
Telephone No. [redacted]

6 Signed .....
Capacity/Title Joint Street Parade Organisers
Date 16-8-2023

ROTARY CLUB OF WELLINGTON NSW

Po Box 131

WELLINGTON 2820

16th August 2023

The Officer in Charge

Wellington Local Police Area

WELLINGTON 2820

Dear Sir,

I am writing on behalf of the Rotary Club of Wellington and once again asking for Police assistance for the 2023 Vintage Fair Street Parade, by leading the Parade off in a Police vehicle as an escort. Next year's streeet Parade will be on Saturday 2nd March 2024.

I kindly ask for written confirmation acknowlodging that yiou are aware of the event being held and that you have no issues with the Vintage Fair Street Parade going ahead.

The route for the Vintage Fair Street Parade in 2023 will be: Marshalling in Percy St (Wellington Primary School block), with the Parade stepping off at 10am. It will then proceed down Percy St, Nanima Cres., Lee St, turning left at Gisborne St, left at Raymond St, and then right at the Warne St roundabout and continue back along Nanima Cres to the marshalling area. Please see attached map. The Parade will last approximately an hour.

We have a Certificate of Currency, noting the Wellington Police as an interested party. The SES will also be on hand. Street Closures & Traffic Management will be lodged with Dubbo Regional Council for their approval.

I hope you can accommodate us again next year, as you have done in previous years, by a Police vehicle leading the parade.

If you have any further questions or queries, please don't hesitate to contact me on [redacted]

I am looking forward to hearing from you.

Regards

Jennifer Wykes – Vintage Fair Street Parade co-ordinator

Secretary

Rotary Club of Wellington

RISK MANAGEMENT PLAN	
Event Name Wellington Vintage Fair Street Parade	
Event Date 2. 3. 2024	**Event Location:** Main St Wellington
No of people participating in the event – please include staff, volunteers, stall holders and audience numbers:	150 - 200
Risk Management Plan prepared by: Jennifer Wykes	**Date of Completion:** 16. 8 2023

IMPORTANT: It is your responsibility, as the event owner, to ensure that you have:

- considered all elements of your event, including bump in and bump out
- assessed the level of risk of each element
- put in place control measures to reduce the risk/hazard

If you are having a jumping castle at your event, <u>you must</u> provide to Council a copy the operator's Risk Management Plan.

Event Element	*Identified risks/hazards*	*Risk Rating* What is our level of risk if we do nothing			*Control measures*	*Revised Risk Rating* (What is our risk level after doing these things to reduce the risk/hazard?)		
		Likelihood	*Consequence*	*Risk Rating*		*Likelihood*	*Consequence*	*Risk Rating*
Site is not controlled by the event owner	moving vehicles	A	1	A5	**Site inspection of venue undertaken prior to event** Rotarians Wearing hi-viz.	C	3	Low
Large numbers of people in one space	along the main street	D	D5	D5	Rotarians in hi-viz will be patrolling along side of street	E	E5	E5
Marquees	N/A							
Electrical equipment	N/A							
Generators	N/A							
Sale and preparation of food	N/A							
Sale or service of alcohol	N/A							

Children	N/A							
Cash	N/A							
Waste	N/A				Garbage bins in Main St.			
Toilets	N/A				Toilets in Cameron Park			
Excessive noise	Engine noise	E	E5	E5		E	E4	E4
Traffic	Moving Vehicles	A	A	B3	VMS Boards displayed v Traffic	C	3	monitor
Pedestrian movement on site	Monitor Spectators	C	3	C3	Wearing of Hi-Vis + Marshalls controllers	E	2	D4
Movement of vehicles on site	Monitored Vehicles	C	3	C3	Marshalls directing traffic & Traffic control	E	2	D4
Hot surfaces/objects	N/A							
Flammable materials/sources of ignition	N/A							
Lifting, pushing, pulling	N/A							
Slip/trip hazards	N/A							
Heat/cold exposure	N/A							
Strong winds/dust	N/A							
Emergency	~~N/A~~ Car Fire	D	2	D4	SES. Fire brigade on Standby	D	1	E4
Access by emergency vehicles	~~N/A~~ Gas is Accessible	D	2	D4	Cleared roadways	D	1	E4
Storage	N/A							
Elevated platforms	N/A							
Amusement rides	N/A							
Fireworks	N/A							
Animals	N/A							

Emergency Management Plan

Info: Consider safety and security when organising an event - Premier & Cabinet (nsw.gov.au)

Emergency Control Personnel

Please provide details of the persons responsible in case of an emergency.

Name	Role	Task/s
Jennifer Wykes	Street Parade	- assess the situation
Greg Wykes	Co-Organizer "	- assess the situation

Evacuation

Please provide details of your evacuation procedures. This should outline evacuation points marked on the Site Map.

N/A

Communication

In case of emergency, how will the event management staff communicate with other staff and volunteers and members of the public? Please provide details.

By way of 2-way radio & walki-talkies

Lost Children

Do you have procedures in place for lost children? Please provide details.

N/A

Emergency Ingress and Egress

Please outline how emergency services vehicles will access your event

easily accessible as in the main street

Site Plan including seating, structures, emergency ingress and egress, medical services, food, amenities, stages.

N/A

WELLINGTON ROTARY VINTAGE FAIR STREET PARADE
ROAD CLOSURE DETOUR - TRAFFIC CONTROL PLAN 2024



SHEET INDEX

SHEET 1 - COVER SHEET

SHEET 2 - VINTAGE FAIR DETOUR

DETOUR ROUTE

PARADE ROUTE

HEAVY VEHICLE ROUTE

APPROVED

TRAFFIC MANAGEMENT PLAN AUTHORISATION
JAMES BROWNE DATE 23/08/2023
APPROVED BY
TCT0031402
PLANNING OFFICER
APPROVED
DATE
MANAGER TECHNICAL SUPPORT

SURVEY DATE
DESIGN DATE
DRAWING JB, KM, RB DATE 26/10/2018
CHECKED
DATE
SENIOR DESIGN ENGINEER

FIELD BOOK/SURVEY FILES
DESIGN FILES
DRAWING FILES
N:\Design Section\Projects\2016-2020\Traffic\Wellington Rotary Vintage Fair Street Parade - Traffic Plan 2020\Microstation Drafting Files\Dwg\

SCALES
NOT TO SCALE
ORIGINAL SIZE A1
0 1 2 3 4 5 cm

PERMANENT MARK: N/A RL: N/A DATUM: AHD & MGA55
STATUS: APPROVED PRINT DATE: $D

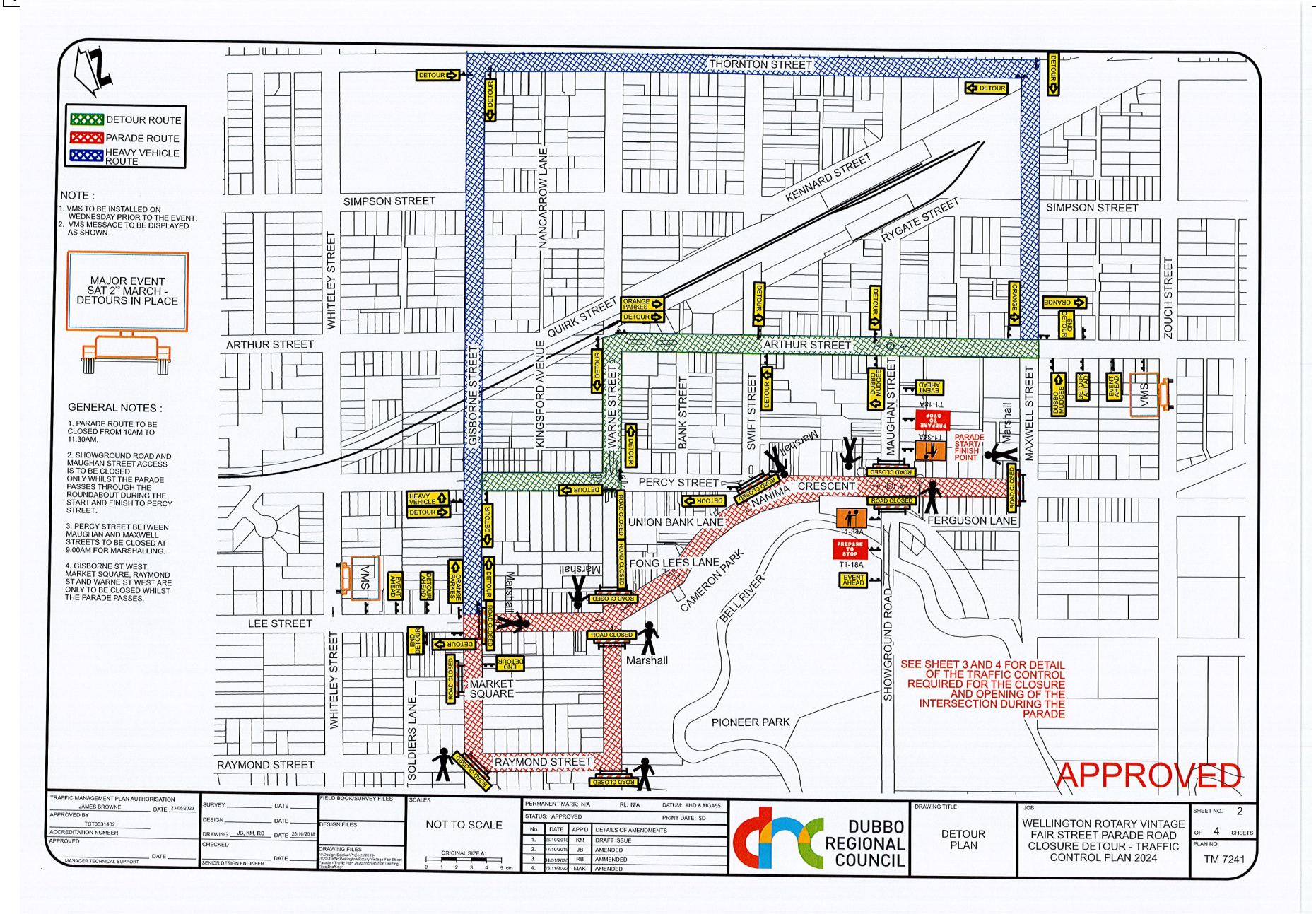
No.	DATE	APP'D	DETAILS OF AMENDMENTS
1.	26/10/2018	KM	DRAFT ISSUE
2.	17/10/2018	JB	AMENDED
3.	31/01/2020	RB	AMENDED
4.	23/11/2023	MAK	AMENDED

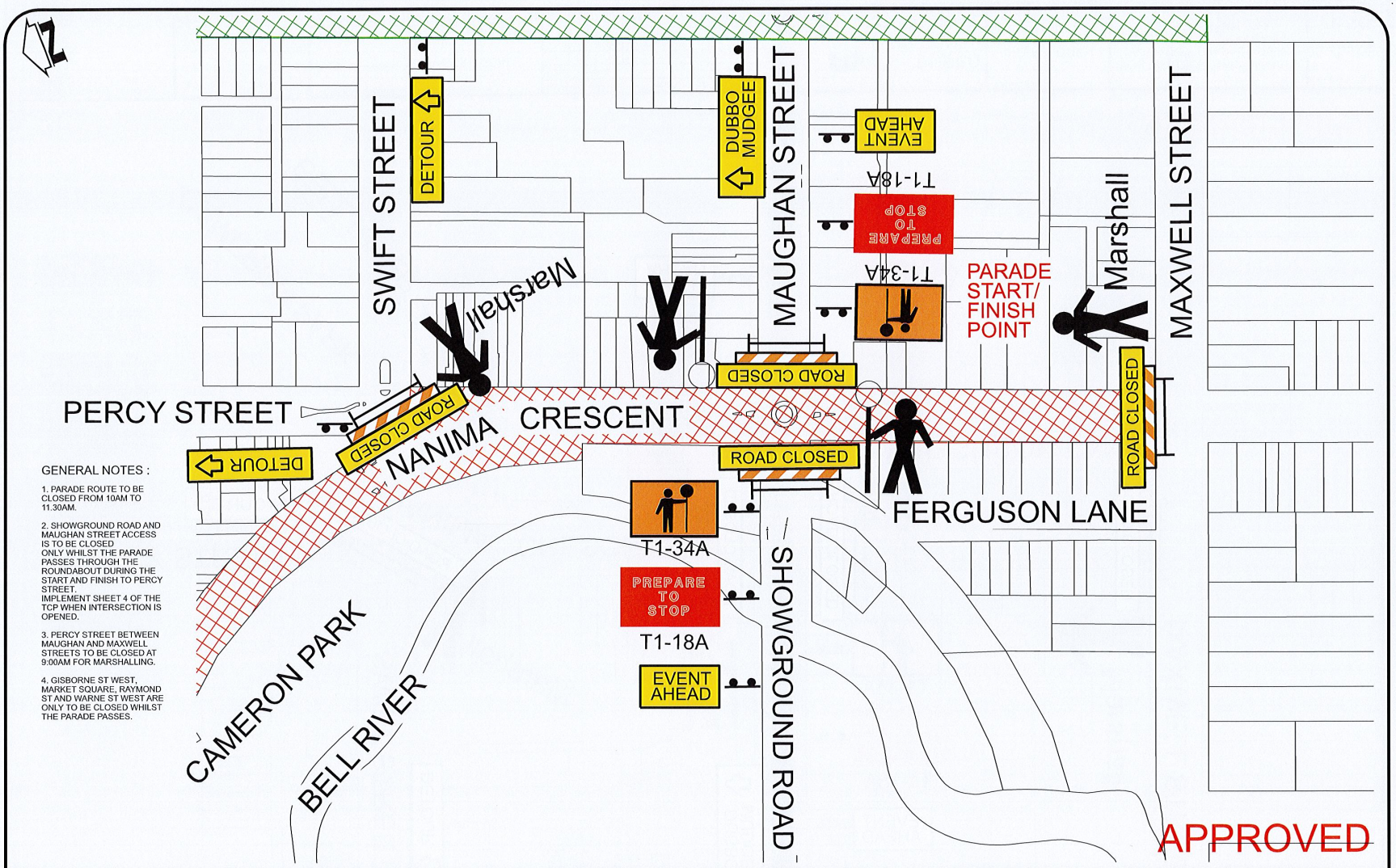
DUBBO REGIONAL COUNCIL

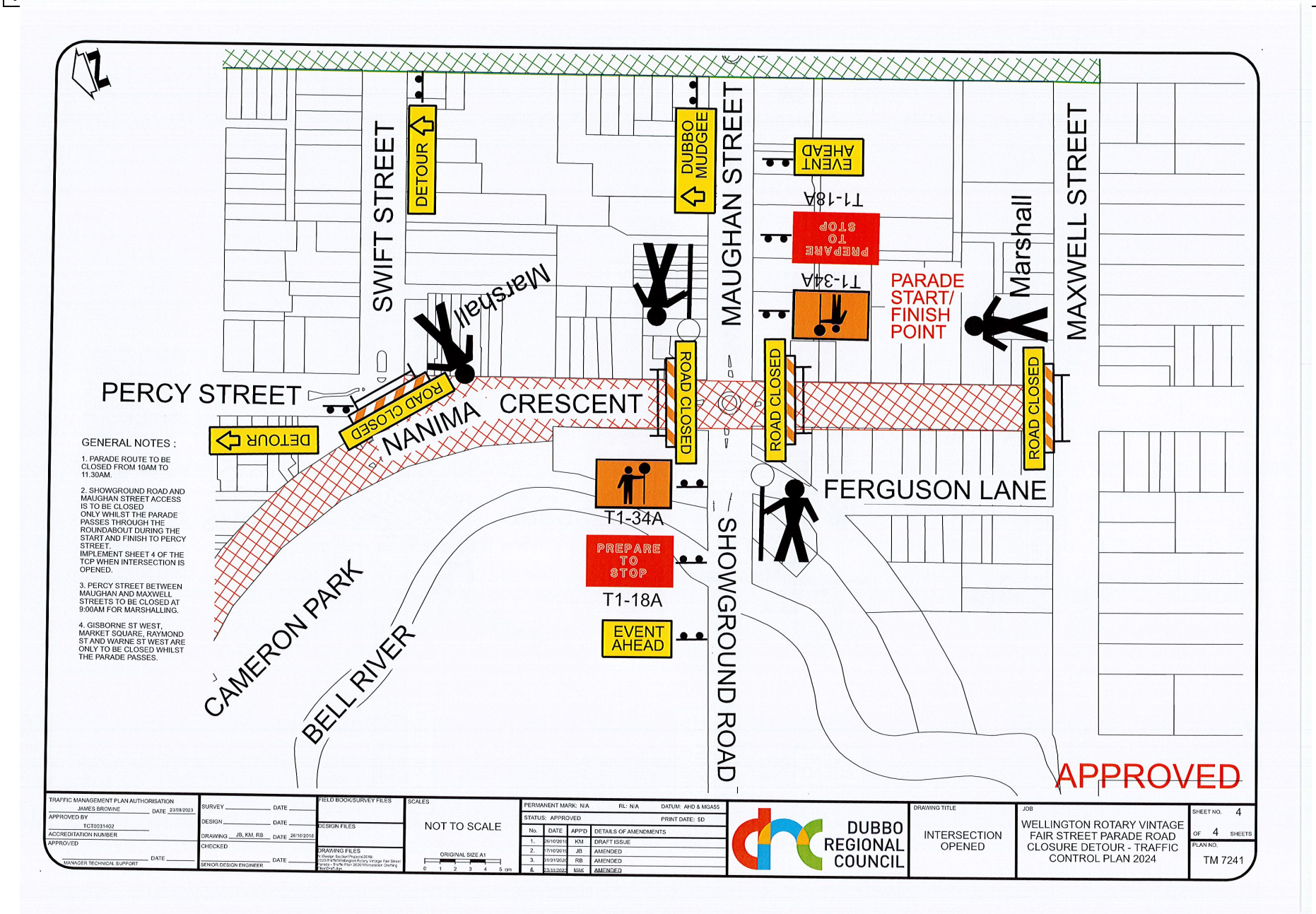
DRAWING TITLE
COVER SHEET

JOB
WELLINGTON ROTARY VINTAGE FAIR STREET PARADE ROAD CLOSURE DETOUR - TRAFFIC CONTROL PLAN 2024

SHEET NO. 1
OF 4 SHEETS
PLAN NO.
TM 7241


DETOUR ROUTE
PARADE ROUTE
HEAVY VEHICLE ROUTE
NOTE :
1. VMS TO BE INSTALLED ON WEDNESDAY PRIOR TO THE EVENT.
2. VMS MESSAGE TO BE DISPLAYED AS SHOWN.
MAJOR EVENT SAT 2ND MARCH - DETOURS IN PLACE
GENERAL NOTES :
1. PARADE ROUTE TO BE CLOSED FROM 10AM TO 11.30AM.
2. SHOWGROUND ROAD AND MAUGHAN STREET ACCESS IS TO BE CLOSED ONLY WHILST THE PARADE PASSES THROUGH THE ROUNDABOUT DURING THE START AND FINISH TO PERCY STREET.
3. PERCY STREET BETWEEN MAUGHAN AND MAXWELL STREETS TO BE CLOSED AT 9:00AM FOR MARSHALLING.
4. GISBORNE ST WEST, MARKET SQUARE, RAYMOND ST AND WARNE ST WEST ARE ONLY TO BE CLOSED WHILST THE PARADE PASSES.
THORNTON STREET
SIMPSON STREET
KENNARD STREET
RYGATE STREET
NANCARROW LANE
WHITELEY STREET
ARTHUR STREET
QUIRK STREET
KINGSFORD AVENUE
GISBORNE STREET
WARNE STREET
BANK STREET
SWIFT STREET
MAUGHAN STREET
MAXWELL STREET
ZOUCH STREET
PERCY STREET
NANIMA CRESCENT
UNION BANK LANE
FERGUSON LANE
FONG LEES LANE
CAMERON PARK
BELL RIVER
SHOWGROUND ROAD
LEE STREET
MARKET SQUARE
SOLDIERS LANE
RAYMOND STREET
PIONEER PARK
PARADE START/ FINISH POINT
SEE SHEET 3 AND 4 FOR DETAIL OF THE TRAFFIC CONTROL REQUIRED FOR THE CLOSURE AND OPENING OF THE INTERSECTION DURING THE PARADE
APPROVED
TRAFFIC MANAGEMENT PLAN AUTHORISATION
JAMES BROWNE DATE 23/08/2023
APPROVED BY
TCT0031402
ACCREDITATION NUMBER
APPROVED
MANAGER TECHNICAL SUPPORT
SURVEY
DESIGN
DRAWING JB, KM, RB DATE 26/10/2018
CHECKED
SENIOR DESIGN ENGINEER
FIELD BOOK/SURVEY FILES
DESIGN FILES
DRAWING FILES
SCALES
NOT TO SCALE
ORIGINAL SIZE A1
PERMANENT MARK: N/A RL: N/A DATUM: AHD & MGA55
STATUS: APPROVED PRINT DATE: $D
No. DATE APP'D DETAILS OF AMENDMENTS
1. 26/10/2018 KM DRAFT ISSUE
2. 17/10/2019 JB AMENDED
3. 31/01/2022 RB AMENDED
4. 23/11/2022 MAK AMENDED
DUBBO REGIONAL COUNCIL
DRAWING TITLE
DETOUR PLAN
JOB
WELLINGTON ROTARY VINTAGE FAIR STREET PARADE ROAD CLOSURE DETOUR - TRAFFIC CONTROL PLAN 2024
SHEET NO. 2
OF 4 SHEETS
PLAN NO.
TM 7241


SWIFT STREET
DETOUR
DUBBO MUDGEE
MAUGHAN STREET
EVENT AHEAD
T1-18A
PREPARE TO STOP
T1-34A
PARADE START/ FINISH POINT
Marshall
MAXWELL STREET
ROAD CLOSED
PERCY STREET
NANIMA CRESCENT
DETOUR
ROAD CLOSED
ROAD CLOSED
ROAD CLOSED
FERGUSON LANE
T1-34A
PREPARE TO STOP
T1-18A
EVENT AHEAD
CAMERON PARK
BELL RIVER
SHOWGROUND ROAD
GENERAL NOTES :
1. PARADE ROUTE TO BE CLOSED FROM 10AM TO 11.30AM.
2. SHOWGROUND ROAD AND MAUGHAN STREET ACCESS IS TO BE CLOSED ONLY WHILST THE PARADE PASSES THROUGH THE ROUNDABOUT DURING THE START AND FINISH TO PERCY STREET. IMPLEMENT SHEET 4 OF THE TCP WHEN INTERSECTION IS OPENED.
3. PERCY STREET BETWEEN MAUGHAN AND MAXWELL STREETS TO BE CLOSED AT 9:00AM FOR MARSHALLING.
4. GISBORNE ST WEST, MARKET SQUARE, RAYMOND ST AND WARNE ST WEST ARE ONLY TO BE CLOSED WHILST THE PARADE PASSES.
APPROVED
TRAFFIC MANAGEMENT PLAN AUTHORISATION
JAMES BROWNE DATE 23/08/2023
APPROVED BY
TCT00031402
ACCREDITATION NUMBER
APPROVED
DATE
MANAGER TECHNICAL SUPPORT
SURVEY DATE
DESIGN DATE
DRAWING JB, KM, RB DATE 26/10/2018
CHECKED
DATE
SENIOR DESIGN ENGINEER
FIELD BOOK/SURVEY FILES
DESIGN FILES
DRAWING FILES
SCALES
NOT TO SCALE
ORIGINAL SIZE A1
0 1 2 3 4 5 cm
PERMANENT MARK: N/A RL: N/A DATUM: AHD & MGA55
STATUS: APPROVED PRINT DATE: $D
No. DATE APP'D DETAILS OF AMENDMENTS
1. 26/10/2018 KM DRAFT ISSUE
2. 17/10/2019 JB AMENDED
3. 31/01/2020 RB AMENDED
4. 23/11/2022 MAK AMENDED
DUBBO REGIONAL COUNCIL
DRAWING TITLE
INTERSECTION CLOSED
JOB
WELLINGTON ROTARY VINTAGE FAIR STREET PARADE ROAD CLOSURE DETOUR - TRAFFIC CONTROL PLAN 2024
SHEET NO. 3
OF 4 SHEETS
PLAN NO.
TM 7241


SWIFT STREET
DETOUR
DUBBO MUDGEE
MAUGHAN STREET
EVENT AHEAD
T1-18A
PREPARE TO STOP
T1-34A
PARADE START/ FINISH POINT
Marshall
MAXWELL STREET
PERCY STREET
ROAD CLOSED
NANIMA CRESCENT
ROAD CLOSED
ROAD CLOSED
DETOUR
GENERAL NOTES :
1. PARADE ROUTE TO BE CLOSED FROM 10AM TO 11.30AM.
2. SHOWGROUND ROAD AND MAUGHAN STREET ACCESS IS TO BE CLOSED ONLY WHILST THE PARADE PASSES THROUGH THE ROUNDABOUT DURING THE START AND FINISH TO PERCY STREET. IMPLEMENT SHEET 4 OF THE TCP WHEN INTERSECTION IS OPENED.
3. PERCY STREET BETWEEN MAUGHAN AND MAXWELL STREETS TO BE CLOSED AT 9:00AM FOR MARSHALLING.
4. GISBORNE ST WEST, MARKET SQUARE, RAYMOND ST AND WARNE ST WEST ARE ONLY TO BE CLOSED WHILST THE PARADE PASSES.
T1-34A
PREPARE TO STOP
T1-18A
EVENT AHEAD
FERGUSON LANE
CAMERON PARK
BELL RIVER
SHOWGROUND ROAD
APPROVED
TRAFFIC MANAGEMENT PLAN AUTHORISATION
JAMES BROWNE DATE 23/08/2023
APPROVED BY
TCT0031402
ACCREDITATION NUMBER
APPROVED
MANAGER TECHNICAL SUPPORT DATE
SURVEY DATE
DESIGN DATE
DRAWING JB, KM, RB DATE 26/10/2018
CHECKED
SENIOR DESIGN ENGINEER DATE
FIELD BOOK/SURVEY FILES
DESIGN FILES
DRAWING FILES
SCALES
NOT TO SCALE
ORIGINAL SIZE A1
0 1 2 3 4 5 cm
PERMANENT MARK: N/A RL: N/A DATUM: AHD & MGA55
STATUS: APPROVED PRINT DATE: SD
No. DATE APP'D DETAILS OF AMENDMENTS
1. 26/10/2018 KM DRAFT ISSUE
2. 17/10/2019 JB AMENDED
3. 31/01/2020 RB AMENDED
4. 13/11/2023 MAK AMENDED
DUBBO REGIONAL COUNCIL
DRAWING TITLE
INTERSECTION OPENED
JOB
WELLINGTON ROTARY VINTAGE FAIR STREET PARADE ROAD CLOSURE DETOUR - TRAFFIC CONTROL PLAN 2024
SHEET NO. 4
OF 4 SHEETS
PLAN NO.
TM 7241

REPORT: Central West Cycle Trail - Proposed Directional Signage

DIVISION: Infrastructure
REPORT DATE: 4 September 2023
TRIM REFERENCE: ID23/2216

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement/Compliance	
Issue	The Central West Cycle Trail Committee has requested Dubbo Regional Council approval to implement typical white on blue directional signage (fingerboard) at key intersection locations along the Trail within the Dubbo Regional Council Area.	
Reasoning	• Approval is sought for signage installation on Council's Local road intersection with some of these roads intersecting with the Mitchell Highway being a Transport for New South Wales (TfNSW) state road. The matter was referred to the Local Traffic Committee for consideration. • The Local Traffic Committee concur with the directional signage installation as conditioned by Council (Directional Signs Policy) and TfNSW in accordance with the Australian Standard – For Bicycle Trails.	
Financial Implications	Budget Area	There are no financial implications arising from this report. The cost associated with the signage installation and ongoing maintenance will be the responsibility of the Central West Cycle Trail Committee.
	Funding Source	N/A
	Proposed Cost	N/A
	Ongoing Costs	N/A
Policy Implications	Policy Title	There are no policy implications arising from this report. Council has a Directional Signs Policy that applies to places of significant community interest and facilities.
	Impact on Policy	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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 2 Infrastructure

CSP Objective:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.1 Traffic management facilities enhance the safety and efficiency of the road network
Theme:	2 Infrastructure
CSP Objective:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.2 The road network meets the needs of the community in terms of traffic capacity, functionality and economic and social connectivity
Theme:	2 Infrastructure
CSP Objective:	2.3 Transportation systems support connections within and outside the region
Delivery Program Strategy:	2.3.2 A network of cycleways and pedestrian facilities is provided and maintained

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

1. That Council approval be granted to the Central West Cycle Trail Committee to undertake the installation of white on blue cycle trail directional signage (fingerboard) as submitted to Council (Appendix 1) at the selected locations along the Central West Cycle Trail subject to:
    a. Locations to be installed:
        - Dubbo, Corner of Myall St and Sheraton road x 2
        - Dubbo, Corner of Old Dubbo Rd and Hennessy Road x 1
        - Wongarbon, Corner of Railway Lane and Beni Street x 2
        - Geurie, Corner of Mitchell HWY and Arthurville road x 2
        - Wellington, Corner of Mitchell Hwy and Goolma road x 1
        - Wellington, Corner of Mitchell Hwy and Showground road x 2
    b. The concurrence of TfNSW for the signs to be installed at the Mitchell Highway intersections.
    c. The directional signs are to be installed in accordance with by Council's Directional Signs Policy, TfNSW guidelines and the Australian Standard – For Bicycle Trails
    d. Council reserves the right to remove the signage
    e. The Central West Cycle Trail Committee is responsible for all costs associated with the supply, installation and ongoing maintenance of the trail directional signage. If such signage is not maintained to the satisfaction of Council then the applicant is required to show cause as to why such signage should not be removed.
    f. Council's Governance Team Leader must sight a current copy of the Public Liability Insurance Policy for a minimum amount of $20 million on which Dubbo

Regional Council and TfNSW are specifically noted to be indemnified against any action resulting from the signage installation.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday 4 September 2023. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

1. **That Council approval be granted to the Central West Cycle Trail Committee to undertake the installation of white on blue cycle trail directional signage (fingerboard) as submitted to Council (Appendix 1) at the selected locations along the Central West Cycle Trail subject to:**
   a. **Locations to be installed:**
      - **Dubbo, Corner of Myall St and Sheraton road x 2**
      - **Dubbo, Corner of Old Dubbo Rd and Hennessy Road x 1**
      - **Wongarbon, Corner of Railway Lane and Beni Street x 2**
      - **Geurie, Corner of Mitchell HWY and Arthurville road x 2**
      - **Wellington, Corner of Mitchell Hwy and Goolma road x 1**
      - **Wellington, Corner of Mitchell Hwy and Showground road x 2**
   b. **The concurrence of TfNSW for the signs to be installed at the Mitchell Highway intersections.**
   c. **The directional signs are to be installed in accordance with by Council's Directional Signs Policy, TfNSW guidelines and the Australian Standard – For Bicycle Trails**
   d. **Council reserves the right to remove the signage**
   e. **The Central West Cycle Trail Committee is responsible for all costs associated with the supply, installation and ongoing maintenance of the trail directional signage. If such signage is not maintained to the satisfaction of Council then the applicant is required to show cause as to why such signage should not be removed.**
   f. **Council's Governance Team Leader must sight a current copy of the Public Liability Insurance Policy for a minimum amount of $20 million on which Dubbo Regional Council and TfNSW are specifically noted to be indemnified against any action resulting from the signage installation.**

Luke Ryan
Director Infrastructure

DV
Senior Traffic Engineer

REPORT

The Central West Cycle Trail (CWCT) was established in late 2019, has been researched and developed by volunteers and traverses more than 400 kilometres on quiet country back roads. It was designed by local riders after a cycling fatality in Mudgee prompted to seek out a safe cycling route away from traffic as much as possible. The CWCT forms a loop of almost 400 kilometres through Mudgee, Gulgong, Dunedoo, Mendooran, Ballimore, Dubbo, Geurie, Wellington, Goolma and Gulgong encompassing the Warrumbungle Shire Council, Mid Western Regional and Dubbo Regional Council Local Government Areas.

The CWCT Regional Map and Information Package (**Appendix 2**) provides an insight into the inception and development of the CWCT experience and engagement with the local communities and growth participants. The CWCT provides many businesses along the way an opportunity to participate through accommodation, meals and refreshments, supply of services such as tour guidance, bike hire and repairs.

The CWCT committee promotes the trail through its website and on social media with 3.7k members in just 12 months.

Initial contact with Council sought approval to place small high visibility yellow green CwC stickers that wrapped around the sign post at selected locations ensuring that cyclists were on the right course. Approval was granted as an interim arrangement until such time as fingerboard signage was developed. The CWCT Committee is seeking the approval from the three Local Government Areas to implement new standard fingerboard directional signs.

The proposed implementation of standard cycle trail directional signage along the CWCT will significantly raise the awareness and profile of the CWCT together with a recognised delineation for guidance when entering and leaving a town or village. The CWCT committee has recognised the importance of an upgraded signage scheme in planning for:

- All signage will be to Australian Standard for Bicycle Trails.
- All signage will only be placed on existing road signage post where there is room and not traffic control posts.
- CWCT would bear the cost of the signage.
- CWCT Committee would be happy to install the signage to Council specifications and have the relevant insurance coverage with a $20,000,000 public liability cover.

Consultation

- Local Traffic Committee, including a NSW Police representative, a representative for the Local State Member or Parliament, Transport for NSW representative and Council representative, will review and discuss all matters put to the Committee.

Resourcing Implications

- The Central West Cycle Trail Committee is responsible for all costs associated with the supply, installation and ongoing maintenance of the trail directional signage.

APPENDICES:

1⇩ Sample of Standard Cycle Trail Signage

2⇩ Central West Cycle Trail Regional Map and Information Package



Image 1.1 - Sample of Standard Cycle Trail Signage



Image 1.2 - Sample of Proposed Central West Cycle Trail Fingerboard Directional Signs



Central West Cycle Trail

August 2021

The Central West Trail (CwC) is a cycling trail in country NSW that has been researched and developed by volunteers to provide cyclists with a country ride on quiet back roads. The CwC forms a loop of almost 400 kilometres through Mudgee-Gulgong-Dunedoo-Mendooran-Ballimore-Dubbo-Geurie-Wellington-Goolma-Gulgong. It provides many businesses along the way an opportunity to participate through accommodation, meals and refreshments, supply of services such as tour guidance, bike hire and repairs. The CwC is driving the growth of visitor numbers into this region of the Central West of NSW.

Large number of cyclists are benefiting from this healthy holiday activity, taking 3 to7 days to circuit and explore country NSW, and bringing new energy into many country towns and villages. The extent of participation is growing on both sides: cyclists and suppliers of services.



Location of the CwC

THE CWC TEAM

We were a group of keen weekend cyclists, many of whom had travelled the world using our cycling as our mode of transport. Envious of other countries and even other states of Australia that have developed opportunities for cycling holidays we were keen to see such a trail in our own state.

The ambition of 'Destination Country and Outback NSW' is our ambition: to provide an inspiring and effective growth to the visitor economy of to this region.[1] Creating a meaningful connection between the place, its communities, and local businesses through cycling.

We pored over maps and cycled many possible routes to arrive at our circuit. We wanted above all to create the safest cycling routes available, while providing genuine connection and commercial opportunities to the villages, towns and farms the cyclists passed through.

[1] Destination Management Plan (DMP

Centralwestcyclingtrail.com.au



We knew this generous length ride would be a unique opportunity in NSW as there were no other cycle trails long enough to constitute a weeklong 'holiday'.

Being all volunteers with limited funding for promotion we naturally used the tools at hand: the existing public communications platform of Facebook, articles in newspapers and magazines, and supporting organisations such as Bicycle NSW. It was also our strategy to encourage feedback from participating cyclists and cycle groups. The idea being that the cyclists themselves would then spread the word and highlight their needs.

An indication of the CwC's growing popularity is our Facebook membership which has soared to 3.7K members in just 12 months.

We endeavour to make sure, so far as possible, that cyclists have a happy and successful trip by providing them with enough information to make sound decisions and to be properly prepared for their cycling adventure. We provide real human contacts through phone numbers, emails and have met up with many cyclists so that we can answer any extra questions that crop up for individuals.

OUR STAKEHOLDERS

Initially our stakeholders were **the cyclists** themselves. They took the opportunity to take a cycling holiday in central NSW.

As cyclist numbers grew the local businesses along the way saw opportunity; the clients rode past their door. Businesses included accommodation, refreshments, farm stays and tours, local produce such as farm eggs and honey, artisan demonstrations such as cheese making, wineries and distilleries, charities, tour support, bike hire and repairs. Some were expansions of existing business while others were completely new. These **businesses became our stakeholders.**

Soon we realised that our stakeholders also included **the residents** of these towns. They could see new economic life appear out of the blue, raising everyone's spirits.



'*Mayfield' near Gulgong where cyclists can drop in for morning tea or lunch and have a farm visit. Mick McDonald.*

TOURISM IS A MAJOR OPPORTUNITY FOR OUR REGION.[2]

Most of our towns are vulnerable to reduced business activity in the future due to a loss of traditional local employment. Mudgee and Gulgong will eventually lose their coal mining enterprises, a major employer. Small towns such as Mendooran, Wongarbon and Dunedoo are losing their population as younger people moved to much larger centres for work and education. Tourism is a major opportunity for us all. Our goal was to utilise this opportunity by attracting cyclists to the region. Cyclists are mobile spenders taking in most every opportunity along their way to participate, bringing their dollars to the door.

The CwC provides a major opportunity for 'Country NSW' destinations to add 'Central West cycling trails' to the successful 'Journeys & Touring Routes'.[3] This is the longest cycling trail in NSW, where cyclists spend many nights in the region.

The back-roads cycling experience is compelling. Whilst some of the visitors may have already been familiar with the small or main towns we visit; the back roads and quiet tracks are invariably a new experience to them and alive with opportunity to see a different face of the country.[4] Natural scenery, native and farm animals, birds and lizards, and real contact with the locals has a lasting effect on our visitors. To re-phrase a statement from our local Destination Outlook's Management Plan we were:

> *Developing the existing assets and infrastructure, using existing back roads and nature trails, and linking these to existing attractions, creating a world-class experience that connects our cycling visitors to the central west and its character.*[5]



Waterhole crossing (Eva McNaughton)

[2] DNCO. Management Plan 'Tourism is a significant opportunity to grow the NSW visitor economy and achieve the long-term targets of overnight expenditure of $45 billion by 2025 and $55 billion by 2030'
[3] DNCO Management Plan p94
[4] DNCO Target Market 'motivating new people to visit the region as well as encouraging repeat visitation p9
[5] DNCO. P6 Management Plan 2018-2020 – the long term ambition

Just what constitutes a great 'experience' to visiting cyclists has been impossible to predict but it includes the excitement generated by such things as cattle and sheep on the roads, bogged tractors, rain puddles turning into swimming holes, goannas wandering across the path, wonderful bird song and extreme local hospitality. Existing known experiences such as viewing the painted silo art at Dunedoo and the world class zoo at Dubbo are great initial experiences, but the cyclists will discover a good deal more depth to their country visit.

Our ongoing campaign to provide Central West Cycling trail information has proved to be very successful in a short time, with huge potential to develop further.

Our promotion through our web site, and Facebook, provides information free to all comers; an egalitarian service the CwC gives everyone with a bike and a sense of adventure, the opportunity to holiday in our region. From campers in jeans to cyclists in state-of-the-art lycra, cyclists of all ages are welcome. A holiday can cost as little at $70 a day and as much as $500. The trail information is provided in different formats to suit the range of cyclist from straightforward written trip notes to downloadable digital maps. The routes are then marked by our logo as signage to offer reassurance. The logo, a unique symbol of CWC appears along the trail.

The cyclists moving through the region have aided the promotion through a very active Facebook feedback. There are great comments and stories of support and hospitality. Some snippets:

> One group heading for Dunedoo had left their run too late – sun was setting with 20 km to go, so we phoned their evening venue. '*To our absolute joy Trevor at our Dunedoo hotel called a mate with a ute to rescue us. He was there in 10 min and on top of that, the venue had great food for breakfast and served us with a smile.'* FB L. Cooke 29

> '*Many times we stopped to soak in the tranquillity, the calm weather and the cloudy day. Then the sun popped out and it just got better'!*
>
> FB N. Butler 2 July 21

We encourage suppliers – cafes, accommodation, and services to add their voice to the Facebook by promoting themselves. They are delighted when they realise this advertising costs them nothing and are encouraged to add comments to the FB generally.

The trail needed to be customer focussed, designed as self-guided at the outset, with the opportunity for cycle companies to come in and take up the opportunity[6]. As envisioned many hundreds of cyclists came to cycle the trail as self-guided, singles and groups of friends. Now four companies are able to offer guided tours to bring many more cyclists to the CwC. These companies will allow growth in international markets when Australia is able to open its borders again.

Our target market was very broad. Cyclists are often divided into categories of road cyclists, mountain bikers and gravel riders. Regular cyclists generally cycle from 30 to 100 km socially. However, they were all potentially our market. Cyclists who were at the lower end of fitness, or the upper age bracket, could compensate their ability with e-bikes, and many have. Bike hire for e-bikes has grown considerably in the area and some cyclists have bought their e-bikes especially for this experience. Age is no limit and we have already had many children on the circuit with their parents and many older riders in their 80s.

The **appeal of the CwC is national with potential for international**. From the outset we had cyclists arriving from Sydney, Newcastle, and the ACT. A few found their way from Queensland and Victoria and even one from NZ. While Covid reigns, travel will be limited, but through Facebook shares we are hoping to reach a broad audience once travel borders open. Companies such as AllTrails and World Expeditions will look to OS markets in the future.

We understand why it is good to cycle, so we understand our cyclist's motivations.

- **Healthier overall** – regular exercise such as 30 minutes 5 times a week – leads to reduced risk of heart disease by 30 %, bowel cancer 45%, dementia and stoke by 30%, Diabetes by 40 % and it will cut high blood pressure.[7]
- **Think better** – extra oxygen and adrenalin- leads to better thought processes and reduces depression.
- **Sleep** – if you cycle 30 mins each day you probably sleep better.
- **Look better longer** – Stamford Uni says Increased circulation through exercise delivers oxygen and nutrients to skin cells more effectively, while flushing harmful toxins out.

And cycling is good for the planet. Compared with cars, each km of cycling reduces Co2 emissions by 0.3 kg. [8]

[6] At least 4 companies to date have taken up the trail : Cooper tours, AllTrails, World Expeditions and Peddleadventures.
[7] www.the guardian.com/society/2015/feb/13/doctor's promote miracle cure
[8] ACP flyer

FEEDBACK

We encourage feedback. This is a useful tool to improve the cycling experience and to recognise areas we need to work on.

The Facebook page offers cyclist quick answers. Asking questions and providing information back to others, and often displaying their favourite photos of the trail, are typical Facebook page offerings.

Questions like: *'where can I park my car safely for a week'; ' which is the best café in Wellington'; or 'how is the mice plague going'* have been questions on Facebook which enable the CWC team to offer answers along with many comments offered by fellow cyclists.

Riders often provide detailed travelogues and videos of their adventures.

Screenshot example of Facebook feedback by Naomi Butler



Our web-based Survey page also offers feedback and thoughts about the future needs of the CWC. Quotes include: 'nice easy ride on quiet backroads', 'can't wait to do this ride', 'an absolute credit to those who put it together', 'The little towns are amazing'…

We have had over 276 groups register on our survey so far. Many offer praise and suggestions. We collate these and offer back relevant advice on our web site.

ON-GOING ISSUES & OPORTUNITIES FOR THE CYCLE TRAIL

1. One problem is that of **travelling with bikes on public transport**. Cyclists have to ''Box Up" their bikes on country trains and it must weigh less than 20kilos. This is not the case in other states in Australia and is nigh-impossible if you are travelling with a bike loaded up for camping!! Cycle friends in Sydney have volunteered to take this issue up with the local politicians. It is understood that new trains planned for Dubbo in the future will accommodate roll on bikes.

2. A **request for more signage.** Local councils have all been approached by us to install signage. Our detailed trail descriptions and digital maps can be downloaded, but clear post signage at the entry and exit to our towns would be a bonus, both for the cyclists and for the locals.

3. The **CwC covers 3 council areas:** the Mid-Western, Dubbo Region and the Warrumbungle's LGAs. We have members on our team that represent each of these LGAs, and we have had general support from each of them. On Australia Day this year, 2021, the CWC was recognised as the 'Community Event of the Year' in the Warrumbungle Shire region.

4. **Transport of cyclist's bags** would be a great bonus. This is requested from time to time by our cyclists and we have been able to arrange some transport. This is an area of opportunity for a carrier.

5**. Weather can be a problem.** The season of winter, the coldest months of July-August and Summer, the hottest months, January- February, will reduce cyclist activity, particularly the campers. We use both Facebook and the Web to bring the problems of weather extremes to our cyclist's attention. e.g encouragement to carry additional water in summer; notices about road closures or flooding creeks and even a travelogue letting cyclists know where they can take a swim!

6. The CwC will attract **visitors outside of peak periods**. They are not coming for a festival or conference, but for a quiet sojourn on country back roads.



Central West Cycle
NSW AUSTRALIA

The success of the trail would be enhanced not by large government expenditure, but by permissions:

- permission to put bikes in the luggage section of buses and trains
- permission to use the rail corridor (places where rail in no longer in use: Birriwa to Dunedoo, Mendooran to Starkey's Rd, Mudgee to Rylstone.)
- permission to put up signs
- permission to put material in a tourist office

PROMOTION

Our promotional efforts to date include

1. To publicise the first official ride.

2. To design and create a promotional video.

3. Plus many opportunities to promote on Facebook.

Our video production

This is available on our web page and was designed to showcase the trail while describing the core values in cycling the Central West of NSW, the freedom, the experience, and the lifelong memories. The words we used were designed to blend with the film clip:

> *If you would love a new cycling adventure why not escape to the Central West of NSW and discover this amazing region.*
> *The full loop is over 400 km long and follows quiet tracks wherever possible, away from the traffic. It takes you through the land of the indigenous Wiradjuri nation.*
> *Cornerstones of the trail are the towns of Mudgee with its wineries, Gulgong with its Gold rush history; the friendly villages of Ballimore and Dunedoo, historic Mendooran on the Castlereagh River, Wellington on the beautiful Bell River and city of Dubbo with its renowned Western Plains zoo.*
> *Self-guided cycling at its peaceful best -enjoying the company of your cycling mates, and the locals you meet along the way!.*
> *Be part of the trail for a day or a week with memories for a lifetime.*



Video by Thomas Gerrard

IN PRINT

Some of cyclists on the trail were writers who responded with newspaper and magazine stories. One of the first was Bicycle NSW entitled

'The Central West Cycle Trail is Open!'. 3 July 2020 *https://bicyclensw.org.au ›*

Soon after 'Visit NSW' featured the trail in Dunedoo, and then in October the SMH printed a major article: "The New Central West Cycling Trail' featuring the food along the trail. Ty Domin, a cyclist who had completed the ride provided excellent images along with Amber Creations in Mudgee.



The Butcher shop café in Gulgong. Courtesy Ty Domin



Cyclists resting at the Ballimore 'Hair of the Dog' café. Courtesy Amber Hooper.

MARKETING PLAN AND THE FUTURE

CwC plan to continue to provide sufficient detailed information to cyclists so that they can cycle the trail their way, with confidence. What makes us different from other bike trails is that we remain in communication with the cyclists. They are our focus, our service is free, and we enable our clients to make the trail their own. We also encourage additional services and accommodation along the trail.

Our target market are any cyclists who want to take a cycling holiday. They are a great range of people and as a group form a new market. Overnight cyclists are from all walks of life, from electric bike riding grey nomads to families, solo riders and groups on gravel bikes.

- There are road cyclists who don't like the dirt but love the challenge. They tend to do the ride in 3 days with vehicle back up.
- The gravel riders who love the dirt and we provide them with additional extra hard side-tracks and diversions.
- The cycle club who sends out a small party to do the research and check the ride for their members (eg the Western Sydney Cycling Network)
- The social groups with mixed abilities – often campers, who take their time on the ride and just want to take it all in.
- The parent riders, taking their kids along for the 'memory of a life-time'
- The Grey Nomads who sport themselves with a new e-bike enabling them to love their cycling holiday. When 2 older cyclists were spotted coming back int Mudgee on the CWC they were

asked: 'What were the highlights!'- 'Too many', they said, 'the whole thing was a highlight! We bought these ebikes for this exact purpose.'

- The bike packers devoted to camping and the night sky experience.
- There are even some cyclists who bring their pets!
- Repeat cyclists. Many comments come into our Facebook: '*we will do this again*'!


M Michael and son.

We continue to encourage

- Existing and new bike services and suppliers to support riders on the circuit. Talking with cycle tour companies, bicycle hire companies and bike repairers.
- Accommodation and refreshment suppliers. The committee looks to areas where there is a need for additional services, and we sometimes make approaches where we see opportunity.
- New initiatives include looking at alternate routes and side trips to improve the experience.
- We hold regular meetings to allocate tasks, occasionally holding these meetings at one of our destinations (eg Goolma, Mendooran). This provides us with an opportunity to meet the local service suppliers and improve communications.
- We hope in the future to incorporate into the CwC any local rail-trail facility should it ever becomes available.
- We encourage Farm Stay experiences and now have five farm stays offering CwC experiences.
- Local experiences along the trail such as Trivia nights, Concerts, or Festivals, can add value and we can alert our cyclists via Facebook.

The success of our strategies are reflected in a strong market presence, the growth of business opportunities and the good will fostered by our Facebook feedback and on the 'intention to ride' on our web site.

Centralwestcyclingtrail.com.au

FUNDING AND RESOURCES

Although we are a not-for-profit group, we do need some resources.

To date we have sought funding and support from local councils; We also applied to a local bank and a bicycle clothing company, both of whom have sponsored some of our set up costs.

Tourism Destination NSW states:

'Volunteers play an important role in delivering visitor services and assisting the development and management of events throughout Country and Outback NSW. Their contribution to the visitor economy is invaluable. However, a key challenge is to ensure appropriate recognition of and motivation for people to volunteer to avoid volunteer fatigue.'

We hope one day that the DNCO will recognise our contribution and assist us with access to additional funding sources to supplement our budget, to sponsor our partnership with our local Tourist Offices, and for small infrastructure projects such as finger posts in and out of our towns and villages, and central town maps displaying the trail.

BUSINESSES BENEFITING FROM THE CENTRAL WEST CYCLING TRAIL.

There are too many to name them all, but some examples of businesses that are benefitting from the CwC trail are

Birriwa

Farm stopover for morning or afternoon tea, lunch, or just for fresh water and a farm tour at 'Mayfield' on Bus Route South. A new farm stay at 'Roxanna' also on Bus Route South.

Dunedoo

Community groups have been engaging with youth to brighten up the street with recycled painted bikes. Dunedoo has several places providing accommodation and refreshments. All are now doing better business because of the passing cyclists. This includes:

In town The Royal Hotel, Dunedoo Swan Motel, the Caravan Park, B&B cottage: 'the Caddy Shack', Redbank Gums B&B, The White Rose Café, Jacqui Coe's Café and Cafe 2844, the Dunedoo Hotel, the Dunedoo Bowling Club (on weekends) and the Dunedoo Sports Club.

Farm Stays on the way into Dunedoo at Bolinda Vale –'*Dunedoo Shearer's Huts*', and Cobbora Station**,** offering cottage beds, camping and meal options.



Hotel Dunedoo – image by Greg McCarthy

Mendooran

This small town has been very much impacted by the additional cyclists coming through. Including:

Royal Hotel, Crackez Bakery, Manusu House and Cabin, The Mendooran Black Gate Distillery.
The Sky-Blue Cheese factory offers cheese making demonstrations to cyclists

Wongarbon

Another small village. Businesses that are benefitting include:

Billy'O Bush Retreat on Barbigal Road; The Wongarbon Post Office, 'Peppercorn Cottage', the Gratton Gallery and the Wongarbon Hotel.

Geurie

A very small village now welcomes cyclists to the Devil Dog Coffee Shop. The local pub (Mitchell Inn) is now regularly accommodating cyclists.

Ballimore

The only accommodation and refreshments in the village is the pub 'The Hair of the Dog'. The staff say they are averaging 16 cyclists through Ballimore per night and have 8 rooms regularly let plus dinner and refreshments. Secure bike lock up is provided.



The Ballimore Inn.

Dubbo

Dubbo offers a myriad of accommodation both in hotels, motels, camping and Bed & Breakfasts, and cyclists are also using the special camping facility at the Zoo.

Mudgee

Mudgee, like Dubbo, also offer a myriad of accommodation both in hotels, motels, and Bed & Breakfasts.

Gulgong

The town of Gulgong is doing particularly well as it is the start and finish of many rider's circuits. Services and accommodation include The Butcher Shop Café, Gulgong bakery, the Prince of Wales hotel, The showground camping area, and The Ten Dollar Motel.



Image by
Kim Sullivan

Centralwestcyclingtrail.com.au

Wellington

Wellington offers good accommodation in hotels, motels, and Bed & Breakfasts. Special mentions include The Riverside Caravan Park which welcomes cyclists and has on-site cabins and camp kitchen.

Jespresso Coffee Co is very popular with cyclists and Arthurs Pass café; The Lion of Waterloo hotel at Montefiores and The Bridge Motel. The manager there says that at least 50% of his business in the autumn were cyclists. He is converting some spare space into a safe cycle storage area.

Cycling Companies

Several cycling companies have created regular events around the CwC trail including:

- AllTrails Bicycle tours
- World expeditions; Australian Cycle Tours.
- Cooper's tours Dubbo
- Peddle-adventures Lithgow



Kim Sullivans group ready to start with Cooper's Tours Dubbo.

CYCLIST NUMBERS

The results of our campaign to bring cyclist to the central west of NSW is reflected in the growth of cycling in the region. We have estimated the numbers in two ways.

1. The pinch point on the trail is the small village of Ballimore. The publican in the village has kept a record of cyclist numbers passing through and or staying at Ballimore.

2. Our web survey 'intention to ride' provides numbers of cyclists planning to take the ride.

The Central West Cycle trail which has now been operating for just over one year, and we estimate that **as many as 3000 cyclist days per month**, are cycling in the region[9]**'** excepting the hottest and coldest months. We estimate that our figures are correct for about 8 months of the year.

At the present time the smallest village destination is Ballimore. Most cyclists who do the circuit will pass through Ballimore. The pub at Ballimore recently reported to us (May 2021) they had an average of 16 [10]cyclists at their destination per night. Some stay there and others camp nearby. There are 7 destinations, so using this as a basis there are about 112 cyclists per day travelling on the CwC or 3,300 bike ride days per month.

Cyclists can register their 'intention to ride' on our web site. We estimate only about 30 % register their intention. Based on the month of May, 161 cyclists registered to be on the CwC. With an average trip time of 6 nights. This computes to 966 bike rider days in a month. If this is 30% of the actual cyclists then there may be around 3000 cycle days per spring and autumn months.

MONEY SPENT ON THE TRAIL

Information on **money spent on the trail** has come from direct conversations with cyclists and from the Web survey. Average spend by campers was given as low as $70 per person per day and $150 given per person for those staying in accommodation. The average is then $110 pp, per night. This equates to around $360,000 per month spent in the CwC trail for about 7-8 months of the year. From March to June and September to November. **Approx. $3 million per annum** in our first year 20-21.

[9] To provide a clearer statistical picture of cyclist activity we have broken it down to Cyclist Days on the Trail. Some strong cyclists are on the trail for just a few days travelling around 150 km a day; other 'average' cyclists may spend 8 days and travel at a more leisurely pace and take in all the sights.

[10] Based on average at smallest destination - Ballimore

The activity on Facebook is also an indicator of interest in the trail. Numbers of members of our Facebook Page has grown from 0 to 3.7 K members in just over 1 year.

Our Facebook members are active when news is placed on the page.

- A recent announcement that we had received sponsored funding from a NZ cycling clothing company to cover initial overheads attracted 162 likes and 32 very affirmative comments.
- When a request for photographs went out on our FB page it attracted 81 likes with over 18 members then contributing images, many of professional quality.
- A general request from our admin to be mindful of farm animals attracted 73 likes in one day.



Image by Patrick Tangye

The CwC is a great opportunity as a new market for Destination Country NSW. Paraphrasing the words of the DNCO-MP we *"Dare to be different and memorable. We stand out from the crowd in a highly competitive marketplace by adopting a customer-centric approach and recognising the value of partnerships and collaboration.'*

REPORT: Regional Precincts and Partnerships Program

DIVISION: Strategy, Partnerships and Engagement
REPORT DATE: 18 September 2023
TRIM REFERENCE: ID23/2285

EXECUTIVE SUMMARY

Purpose	Seek endorsement	
Issue	Council has the opportunity to submit applications before end of October 2023 under the Regional Precincts and Partnerships Program that meet the program guidelines.	
Reasoning	• A process has been undertaken to assess potential projects against the funding criteria of the two available streams. • A project is recommended for Stream 1 application and a project is recommended for Stream 2 application. And this report seeks Council's endorsement to submit the applications.	
Financial Implications	Budget Area	N/A
	Funding Source	N/A
	Proposed Cost	N/A
	Ongoing Costs	N/A
Policy Implications	Policy Title	There are no policy implications arising from this report.
	Impact on Policy	N/A
Consultation	Senior Leadership Team	Meeting held with relevant Directors and managers to discuss proposed projects and understand status of proposed projects in context of grant funding criteria.

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 six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 4 Leadership

CSP Objective: 4.2 The resources of Council are sustainably managed

Delivery Program Strategy: 4.2.1 The system of raising revenue is equitable and revenue from grants and other income sources is maximised

RECOMMENDATION

1. **That the Chief Executive Officer submit an application for the Wellington CBD Precinct Plan for Stream 1 in the September/October 2023 round of the Regional Precincts and Partnerships Program.**
2. **That the Chief Executive Officer submit an application for Dubbo North West Precinct delivery for Stream 2 in the September/October 2023 round of the Regional Precincts and Partnerships Program.**
3. **That Councillors be advised as to the status of applications as the information becomes available.**
4. **That a further report be provided to Council in January 2024 with recommendations for the March/April 2024 funding round.**

Natasha Comber
Director Strategy, Partnerships and Engagement

AK
Executive Officer Strategy Partnerships and Engagement

BACKGROUND

The Regional Precincts and Partnerships Program seeks to deliver transformative investment in regional, rural and remote Australia based on the principles of unifying regional places, growing their economies and serving their communities. Focusing on a partnership approach, bringing together governments and communities to deliver regional precincts that are tailored to local needs and have a shared vision in how that precinct connects to the region.

The program will support the planning and delivery of regional, rural and remote precincts. Regional precincts or 'places with a purpose' are user-defined geographic areas with a specific shared need or theme. Regional precincts may include business districts, neighbourhoods, activity centres, commercial hubs or community and recreational areas.

The program will run over three years from 2023-24 to 2025-26. The program was announced as part of the 2022-23 October budget and reflects the Governments Regional Investment Framework. Guidelines for the Program were released on 24 August 2023.

There are two grant opportunities as part of this program:

- Stream One: Precinct development and planning up to 100 per cent of the eligible expenditure of $500,000 - $5 million. The project must be completed 31 March 2026.
- Stream Two: Precinct delivery up to 100 per cent of the eligible expenditure of $5 million - $50 million. The project must be completed 31 March 2026.

The guidelines identify two application rounds for both streams, being September/October 2023 and March/April 2024. Projects must start 3 months after funding is provided.

Stream One - Precinct Development and Planning

The Precinct Development and Planning grant provides opportunities to develop a precinct idea, activate partnerships and to deliver an investment-ready precinct plan.

The project is considered to be a plan for the entire precinct, even if you are only considering future investment in one element of the precinct.

The intended outcomes of the grant opportunity are to:

- establish partnerships comprised of relevant government entities, community organisations and businesses that have a shared vision for a regional precinct
- deliver precinct plans that are tailored to their local contexts and based on community feedback and engagement
- support precinct plans to become investment ready.

Eligible activities must directly relate to the project and may include:

- scoping, planning, design and consultation activities for the proposed precinct
- development, formalisation and operation of partnership relationships and responsibilities
- business cases and feasibility studies

Stream Two - Precinct Delivery

The Precinct Delivery grant opportunity provides funding to deliver one or more elements of a precinct. This could include enabling public infrastructure (roads, pathways, underground infrastructure), open spaces between elements, or a particular building/s that is the catalyst for, or complements, other investment within a precinct.

The project is considered to be one or more elements of a precinct. This grant opportunity will provide funding for the delivery of projects, rather than entire precincts.

The intended outcomes of the grant opportunity are to:

- deliver project/s that form part of a precinct or foundational infrastructure that activates a precinct;
- support the delivery of regional precincts that are tailored to their local contexts and based on a shared vision.

Eligible activities must directly relate to the project and may include:

- projects that will develop or improve a regional precinct including:
  - upgrade or extension of existing infrastructure to enhance a precinct
  - construction of new infrastructure
- procurement of suitable equipment and infrastructure

Links below to the Regional Precincts and Partnership Program, Stream One and Stream Two:

- https://business.gov.au/grants-and-programs/regional-precincts-and-partnerships-program-precinct-development-and-planning
- https://business.gov.au/grants-and-programs/regional-precincts-and-partnerships-program-precinct-delivery

REPORT

To identify projects to progress to application for the Regional precincts and partnerships program an assessment matrix has been developed. This assessment looks at ability to meet funding program criteria, strength of project against funding assessment areas and readiness for application.

Given the resourcing required to submit strong applications it is important that priority approach is taken and that only projects that are fully considered in scope, funding, design and consultation progress.

Stream 1 Precinct Planning assessment matrix:
The Wellington CBD Precinct Plan (option A) has been identified as the preferred project for the application, achieving a score of 14/14 for eligibility requirements and 85/100 for application criteria. There is minimal work required to improve the score against criteria prior to application.

		Option A	Option B	Option C	Option D
PROJECT DETAILS					
	Title:	**Wellington CBD Precinct Plan**	**Dubbo Regional Airport Precinct**	**Dubbo South West Housing Precinct Plan**	**Dubbo Central Business District Access, Movement and Infrastructure Analysis**
	High level description:	Detailed precinct plan that identifies opportunity, costs and infrastructure designs to inform CBD redevelopment to support housing, business sustainability and community wellbeing. Precinct plan will provide detailed actions for REZ contribution investment, private investment and priority infrastructure renewals. Plan will ensure benefit and long term legacy for Wellington community.	Detailed airside and landside precinct plan including commercial and government partnerships and developments. Detailed designs would enable the precinct to be investment ready and would be informed by the (in development) business case for a permanent LAT base and runway lengthening.	Strategic planning activities associated with background constraints review studies, infrastructure planning and master planning for the South-West Dubbo Residential Urban Release Area.	The CBD is undergoing a significant level of development investment with a number of residential and mixed use projects now approved. It is important to ensure that the CBD has appropriate future infrastructure to support growth, access and amenity.
	Partners:	Energy Co, Lands Council, RDA Orana, REZ proponents, Wellington Artz, Wellington Town Community Committee.	Airport tenants, RFS, RFDS, airlines, aviation and accommodation sector.	Development industry, Department of Planning and Environment.	CBD businesses, infrastructure and service suppliers.
CRITERIA					
INTERNAL CAPACITY AND ALIGNMENT	Capacity to complete application	YES	NO	YES	NO
	IF NO: can another resource be supplied within function IF NO: what is the priority weighting of the project; ELT determine other resources		NO		NO
	Project alignment to Councils Strategic Priorities (external CSP)	YES	YES	YES	YES
CRITERIA					
ELIGIBILITY REQUIREMENTS	Is the project in an eligible location	YES	YES	YES	YES
	Will the project be completed by 30/03/2026	YES	YES	YES	YES
	Deliver plan for entire precinct (even if only considering investment in one element)	YES	YES	YES	YES
	Shared vision with community and partners tailored to local context	YES	YES	YES	YES
	Have authority for use of the land or infrastructure required to undertake the project at the nominated site	YES	YES	NO	NO
	Can identify the project partner/s that form your partnership supported with a governance structure for precinct	YES	NO	YES	NO
	Can provide evidence that the relevant State or Territory government have been invited to participate in the partnership.	YES	NO	YES	NO
	Can provide evidence that the relevant local government agency or body have been invited to participate in the partnership.	YES	NO	NO	NO
	Can provide evidence that the relevant Regional Development Australia (RDA) support concept.	YES	NO	NO	NO
	Can provide evidence that the relevant Traditional Owner/First Nations groups support concept/or will be consulted.	YES	YES	YES	YES
	Be aimed at meeting the objectives of the grant opportunity, as outlined in Section 2.1	YES	YES	YES	YES
	Have at least $500,000 - $5 million in eligible expenditure	YES	YES	YES	YES
Assessment against criteria on current status of project		**14/14**	**9/14**	**11/14**	**8/14**
CRITERIA					
APPLICATION CRITERIA	**Project alignment with program objectives and Australian Government priorities (35 points).**	MED - 20	MED - 20	MED - 20	LOW - 12
	Project Need (35 points).	HIGH - 35	MED - 20	MED - 20	MED - 20
	Community engagement, collaboration and partnership (20 points).	HIGH - 20	LOW - 8	LOW - 8	LOW - 8
	Capacity, capability and resources to deliver the project (10 points).	HIGH - 10	LOW - 3	LOW - 3	LOW - 3
Assessment against criteria on current status of project		**85/100**	**51/100**	**51/100**	**43/100**

Stream 2 Precinct Delivery assessment matrix.

The North West Dubbo Precinct (option A) has been identified as the preferred project for the application, achieving score of 17/17 for eligibility requirements and 90/100 for application criteria. There is minimal work required to improve the score against criteria prior to application.

		Option A	Option B
PROJECT DETAILS			
	Title:	**North West Dubbo intersection ($11M) and stormwater ($2M)**	**Green Hub**
	High level description:	Critical intersection to connect the new Dubbo bridge and the North West urban release area, CBD and North Dubbo. This will support delivery of 5000 housing lots. Timing is critical to deliver as part of the new Dubbo bridge project.	Aims to substantiate the presence of Green Energy for the region and the Renewable Energy Zone. The hub promises an industry-leading green energy precinct that serves the Central West Orana Renewable Energy Zone (CWOREZ) enabling manufacturers and industries to operate there.
	Partners:	NSW Government (new bridge project and $9M funding for arterial road) and private developers	Neighbouring Councils, renewable proponents, circular economy stakeholders and private land holders
CRITERIA			
INTERNAL CAPACITY AND ALIGNMENT	Capacity to complete application IF NO: can another resource be supplied within function IF NO: what is the priority weighting of the project; ELT determine other resources	Yes	No
	Project alignment to Councils Strategic Priorities (external	Yes	Yes
CRITERIA			
ELIGIBILITY REQUIREMENTS	Is the project in an eligible location	Yes	Yes
	Will the project be completed by 30/03/2026	Yes	TBC
	Deliver project/s that form part of a precinct or foundational infrastructure that activates a precinct	Yes	Yes
	Support the delivery of regional precincts that are tailored to their local contexts and based on a shared vision.	Yes	Yes
	Have a completed business case, a precinct master plan or equivalent and a project design which is part of the master plan or related to an existing precinct development plan,	Yes	Part
	Have a project budget and funding strategy	Yes	No
	Have authority for use of the land or infrastructure required to undertake the project at the nominated site (you are required to provide a letter to confirm this authority from the land or infrastructure owner)	Yes	No
	Can identify the project partner/s that form your partnership supported with a governance structure outlining the anticipated engagement to carry out a	Yes	No
	Can provide evidence that the relevant State or Territory government have been invited to participate in the partnership. If the relevant State or Territory government is not part of the partnership, reasoning should be	Yes	Part
	Can provide evidence that the relevant local government agency or body have been invited to participate in the partnership. If the relevant local government agency or body is not part of the partnership, reasoning should be	Yes	Yes
	Can provide evidence that the relevant Regional Development Australia (RDA) committee has been	Yes	Part
	Can provide evidence that the relevant Traditional Owner/First Nations groups form part of the partnership or will be consulted on a regular basis throughout the implementation of the precinct in order to ensure their	Yes	No
	Be ready to commence construction with a business case, design and consultation already completed	Yes	No
	Be aimed at meeting the objectives of the grant opportunity, as outlined in Section 2.1	Yes	Yes
	Have at least $5M - $50M in eligible expenditure	Yes	Yes
Assessment against criteria on current status of project		**17/17**	**7/17**
CRITERIA			
APPLICATION CRITERIA	**Project alignment with program objectives and Australian Government priorities (25 points)**	HIGH - 25	HIGH - 25
	Project Need (20 points).	HIGH - 20	HIGH - 20
	Community engagement, collaboration and partnership (20 points).	MEDIUM - 10	MEDIUM - 10
	Capacity, capability and resources to deliver the project (35 points).	HIGH - 35	LOW - 10
Assessment against criteria on current status of project		**90/100**	**65/100**

Consultation

- Consultation with community and key stakeholder including developers regarding North West precinct was undertaken as part of the North West masterplan. Consultation with Transport for NSW regarding intersection need and design has been ongoing for over 12 months.
- Consultation with community and key stakeholder including renewable energy proponents regarding investment priorities and/or need to identify invest priorities in the Wellington CBD has been undertaken as part of Community Strategic Planning process, drafting of planning agreements and discussions at Wellington Town Community Committee.

Resourcing Implications

Completion of two funding applications is able to be undertaken within existing resources however there will be a delay on the delivery of some projects including service reviews.

Options Considered

- Stream 1: Wellington CBD Precincts Plan
- Stream 1: Dubbo Regional Airport Precincts Plan
- Stream 1:Dubbo Central Business District Access, Movement and Infrastructure Analysis
- Stream 1: Dubbo South West Housing Precinct Plan
- Stream 2: North West Dubbo Precinct – intersection and stormwater
- Stream 2: Green Hub Hydrogen Precinct

Preferred Option

September/October 2023 round

- Stream 1: Wellington CBD Precincts Plan
- Stream 2: Dubbo North West Precinct – intersection and stormwater

March/April 2023 round

- Stream 1: to be determined
- Stream 2: Green Hub Hydrogen Precinct (pending positive business case which is currently in development and formalised partnership).

Timeframe

Key Date	Explanation
Assessment of applications	September/October 2023 and March/April 2024
Approval and announcement of successful applicants	November/December 2023 and May/June 2024
Negotiations and award of grant agreements	1-3 weeks

Notification to unsuccessful applicants	2 weeks
Earliest start date of project	The date you are notified that your proposal has been successful
Project completion date	31 March 2026
End date of grant commitment	30 June 2026

Next Steps

Following resolution of Council grant applications for round one are to be submitted by 31 October 2023.

REPORT: Questions on Notice - Councillor Jess Gough

DIVISION: Elected Members
REPORT DATE: 19 July 2023
TRIM REFERENCE: ID23/1810

QUESTION ON NOTICE

As per section 3 clause 3.13 of Council's Code of Meeting practice a Councillor may, by way of a notice submitted under clause 3.9, ask a question for response by the Chief Executive Officer about the performance or operations of the council.
Clause 3.15 permits the Chief Executive Officer or their nominee, to respond by way of a report included in the business papers for the relevant meeting of the council.
This allows the question and response to be public. Councillors are not able to further debate these responses it is only for notation.

Council has received the following Questions on Notice from Councillor J Gough. The questions are submitted below for the information of Councillors.

Councillor J Gough:

1. *Could the relevant area of Council please provide the current status of leash free locations in the urban areas of Dubbo and Wellington?*
2. *What are the current actions required in the adopted Operational Plan to be delivered in regards to leash free areas in Wellington?*

Response

1. Dubbo currently has 9 Dog Friendly Fence Spaces or Leash-free Public Spaces. These are located at the following sites:
   Dog Friendly Fence Spaces:
   - Douglas Mawson / Wheelers Lane (fenced)
   - South Dubbo Park (fenced)
   - Kester Leonard – Delroy Parklands (fenced)

   Leash-free Public Spaces

   - Joira Road
   - Bourke Hill Park
   - Devils Hole (Lower end Brisbane Street)
   - Caroline Reserve
   - Mountbatten Drive Easement
   - Joan Flint Park

A further fenced leash-free area is currently in design at Regand Park (Northern end)

Wellington has two Leash-free Public Spaces for Dogs

- Apex Park
- John Oxley Park

Geurie has one Leash-free Public Spaces for Dogs

- Wise Park

2. Under the adopted 2023/2024 Delivery Program and Operational Plan there are no specific actions with regards to the provision of leash-free areas. Under the theme Liveability there does exist the following:
   - 5.5.1 Passive and active open space is located to maximise access and use by the community.
     - 5.5.1.3 Engage with the community in the planning and development of public open spaces.

This enabled Community Culture and Places and Development and Environment staff to work proactively together to review and identify dog friendly spaces for Dubbo, Wellington and Geurie. This resulted in a new Dubbo Regional Council Leash-free Areas flyer to be produced.

RECOMMENDATION

That the information contained in the report be noted.

JG
Councillor

APPENDICES:

1⇩ Leash Free Brochure 2023

Leash Free Area Rules

- Dogs must always be under effective control of a competent person over 16 years of age;
- Dogs must be on a leash prior to entering or leaving the dog friendly fenced space;
- No more than three(3) dogs are to be off leash at any one time; in small fenced areas e.g. South Dubbo Parkand no limit for large areas.
- Owner must provide their own bags and dispose of dog waste in appropriate bin. Fines apply for failing to pick up after your dog;
- Declared Dangerous dogs or Restricted Breed dogs are not permitted to use the leash free areas;
- Vaccinations must be current;
- Your dog must not become a nuisance or show aggressive behaviour; and
- Be considerate of other users by putting your dog on a leash before entering and sharing the facility.

Responsibilities of Dog Owners

To ensure the comfort, safety and health of the community the Companion Animals Act places certain responsibilities on all dog owners including:

- All dogs must be microchipped and registered;
- If your dog is in a public place it must be under the effective control of a competent person by means of an adequate chain, cord or leash.
- You are not permitted to walk more than four (4) dogs on a leash at any one time in an on-leash area or off-leash area;
- If your dog defecates in a public place it is an offence not to remove the faeces; and
- Dogs are prohibited in children's play areas, food preparation/consumption areas, sporting facilities, recreation areas, public bathing areas, school grounds, child care centres, shopping areas and wild life protection areas.

Leash-Free Area Locations

Dog Friendly Fenced Spaces

1. Douglas Mawson /Wheelers lane
2. South Dubbo Park
3. Kester Leonard - Delroy Parklands

Leash-Free Public Spaces

4. Joira Road
5. Bourke Hill Park
6. Devils hole (Lower end of Brisbane Street)
7. Caroline Reserve
8. Mountbatten Drive Easement
9. Joan Flint Park

WELLINGTON

10. Apex Park
11. John Oxley Park

GEURIE

12. Wise Park

Chip In 1 2 Register

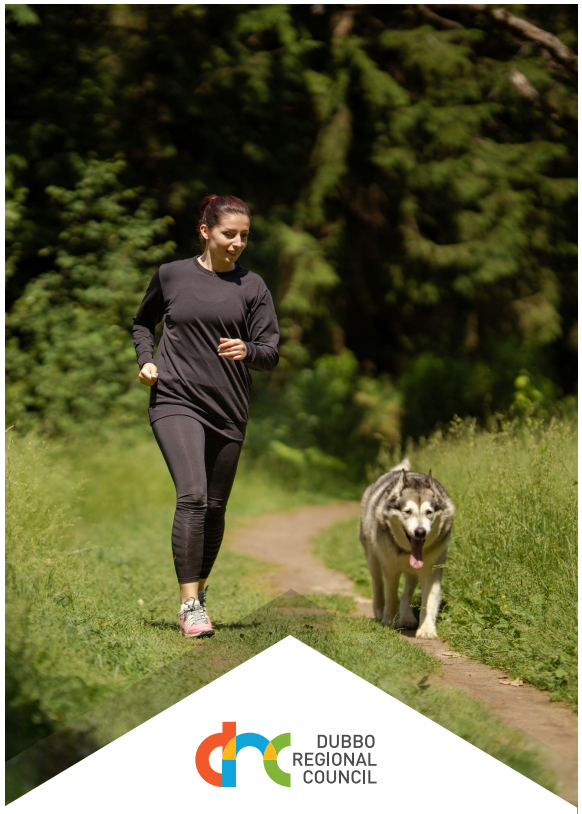
Lifetime protection for your pet.

For further information please contact:

Ranger Services
Dubbo Regional Council
PO Box 81
DUBBO NSW 2830

Telephone: 02 6801 4000
Email: council@dubbo.nsw.gov.au
Web: www.dubbo.nsw.gov.au

The information contained in this brochure has been provided by Dubbo Regional Council and the Office of Local Government, and is not intended to be comprehensive, complete or to constitute legal advice. While its content is correct at the time of publication, changes to the Companion Animals Act after this date may impact upon the accuracy of the information presented.
As such, this brochure is for general information only, and should not substitute professional advice or your own legal enquiries as to the application of the Companion Animals Law in relation to any matter.

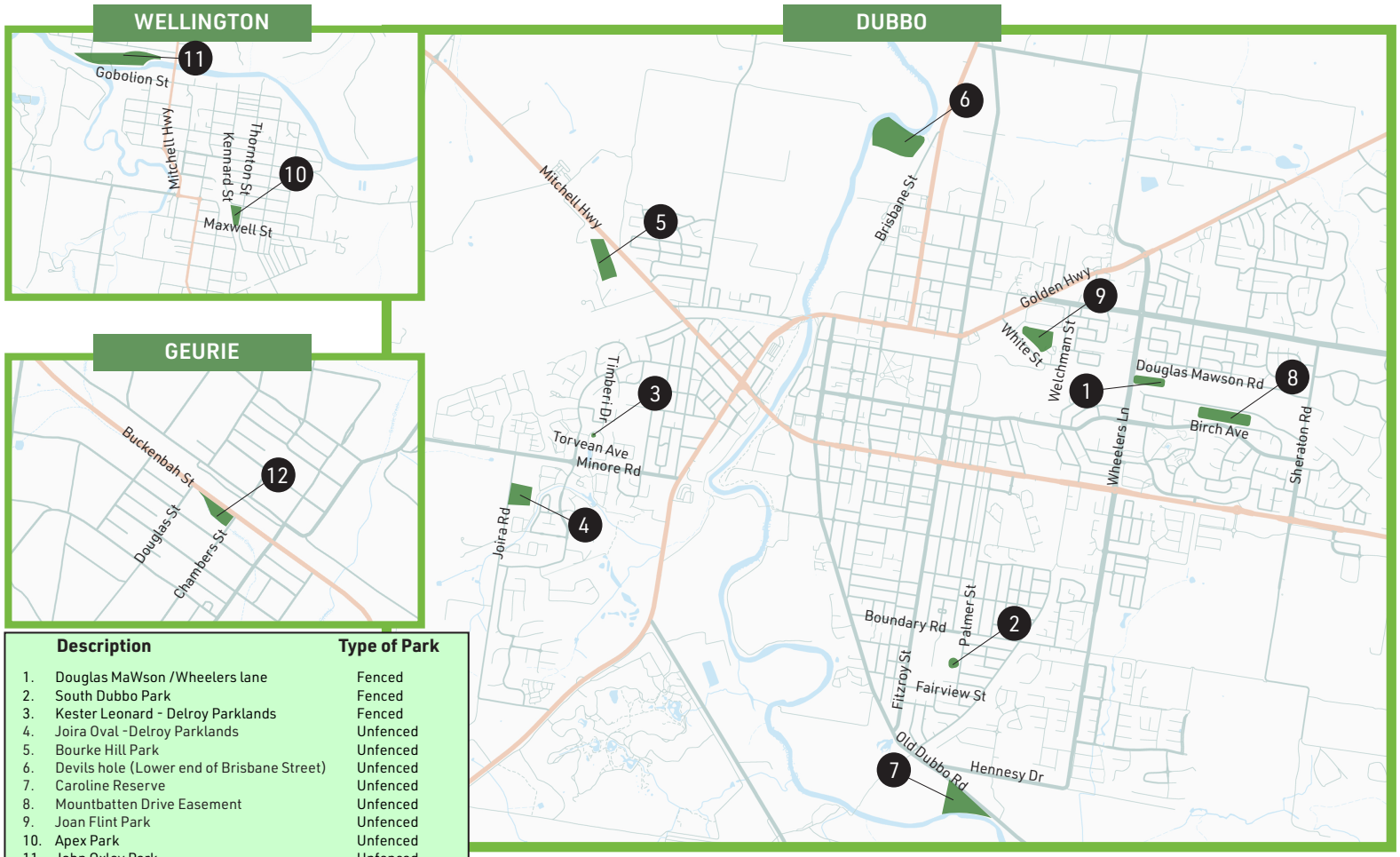


DUBBO REGIONAL COUNCIL

LEASH-FREE AREAS

REMEMBER ALL DOGS IN NEW SOUTH WALES MUST BE MICROCHIPPED AND REGISTERED ON THE NSW COMPANION ANIMALS REGISTER

DUBBO REGIONAL COUNCIL LEASH-FREE AREAS



	Description	Type of Park
1.	Douglas MaWson /Wheelers lane	Fenced
2.	South Dubbo Park	Fenced
3.	Kester Leonard - Delroy Parklands	Fenced
4.	Joira Oval -Delroy Parklands	Unfenced
5.	Bourke Hill Park	Unfenced
6.	Devils hole (Lower end of Brisbane Street)	Unfenced
7.	Caroline Reserve	Unfenced
8.	Mountbatten Drive Easement	Unfenced
9.	Joan Flint Park	Unfenced
10.	Apex Park	Unfenced
11.	John Oxley Park	Unfenced
12.	Wise Park	Unfenced