AGENDA
ORDINARY COUNCIL MEETING
22 JUNE 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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CCL23/146 LEAVE OF ABSENCE (ID23/1095)

CCL23/147 CONFLICTS OF INTEREST (ID23/1090)
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.

CCL23/148 PUBLIC FORUM (ID23/1085)

CCL23/149 CONFIRMATION OF MINUTES (ID23/1100) 6
Confirmation of the minutes of the proceedings of the Ordinary Council meeting meeting held on 25 May 2023.

INFORMATION ONLY MATTERS:

CCL23/150 MAYORAL APPOINTMENTS AND MEETINGS (ID23/1493) 28
The Council had before it the report dated 7 June 2023 from the Chief Executive Officer regarding Mayoral Appointments and Meetings.

MATTERS CONSIDERED BY COMMITTEES:

CCL23/151 REPORT OF THE INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE - MEETING 8 JUNE 2023 (ID23/1522) 34
The Council had before it the report of the Infrastructure, Planning and Environment Committee meeting held 8 June 2023.

CCL23/152 REPORT OF THE CULTURE AND COMMUNITY COMMITTEE - MEETING 8 JUNE 2023 (ID23/1523) 37
The Council had before it the report of the Culture and Community Committee meeting held 8 June 2023.

CCL23/153 REPORT OF THE CORPORATE SERVICES COMMITTEE - MEETING 8 JUNE 2023 (ID23/1524) 44
The Council had before it the report of the Corporate Services Committee meeting held 8 June 2023.

NOTICES OF MOTION:

CCL23/154 AUDIT OF SIGNS ACROSS THE URBAN AREAS OF THE LGA (ID23/1278) 49
Council had before it a Notice of Motion dated 14 June 2023 from Councillor R Ivey regarding the Audit of Signs Across the Urban Areas of the Local Government Area.

CCL23/155 RESILIENCE ACTIONS (ID23/1429) 51
Council had before it a Notice of Motion dated 15 June 2023 from Councillor R Ivey regarding Resilience Actions.

CCL23/156 **ALCOHOL AND OTHER DRUGS REHABILITATION CENTRE (ID23/1526)** 53
Council had before it a Notice of Motion dated 13 June 2023 from Councillor P Wells regarding the Alcohol and Other Drugs Rehabilitation Centre.

REPORTS FROM STAFF:

CCL23/157 **2023/2024 DRAFT BUDGET, OPERATIONAL PLAN AND ASSOCIATED DOCUMENTS - RESULTS OF PUBLIC EXHIBITION (ID23/1068)** 55
The Council had before it the report dated 13 June 2023 from the Director Strategy, Partnerships and Engagement regarding 2023/2024 Draft Budget, Operational Plan and Associated Documents - Results of Public Exhibition.

CCL23/158 **THE MAKING OF THE RATES AND CHARGES (ID23/1268)** 717
The Council had before it the report dated 9 June 2023 from the Revenue Accountant regarding The Making of the Rates and Charges.

CCL23/159 **2023 DREAM FESTIVAL LANTERN PARADE (ID23/1458)** 729
The Council had before it the report dated 6 June 2023 from the Senior Traffic Engineer regarding 2023 Dream Festival Lantern Parade.

CCL23/160 **DRAFT DEVELOPMENT CONTROL PLAN NORTH-WEST URBAN RELEASE AREA (ID23/1249)** 754
The Council had before it the report dated 9 June 2023 from the Manager Growth Planning regarding Draft Development Control Plan North-West Urban Release Area.

CCL23/161 **DRAFT SOUTHLAKES ESTATE DEVELOPMENT CONTROL PLAN - RESULTS OF PUBLIC EXHIBITION (ID23/319)** 831
The Council had before it the report dated 6 June 2023 from the Team Leader Growth Planning Projects regarding Draft Southlakes Estate Development Control Plan - Results of Public Exhibition.

CCL23/162 DEVELOPMENT APPLICATION D23-155 WAREHOUSE, INDUSTRIAL BUILDING (11 UNITS) AND CAFE LOT 909 DP1288166, 14 FISCAL WAY, DUBBO APPLICANT: DRAYTON GROUP PTY LTD OWNER: MOVE AROUND PTY LTD (ID23/1428) 911

The Council had before it the report dated 6 June 2023 from the Statutory Planning Services Team Leader regarding Development Application D23-155 Warehouse, Industrial Building (11 Units) and Café, Lot 909 DP1288166, 14 Fiscal Way, Dubbo.

CCL23/163 OPEN SPACE MAINTENANCE DEED BETWEEN DUBBO REGIONAL COUNCIL AND MAAS GROUP PROPERTIES SOUTHLAKES PTY LTD (ID23/1423) 959

The Council had before it the report dated 4 June 2023 from the Manager Recreation and Open Space regarding Open Space Maintenance Deed Between Dubbo Regional Council and Maas Group Properties Southlakes Pty Ltd.

CCL23/164 PLAN OF EASEMENTS FOR OVERHEAD POWER LINES FOR BORE INFRASTRUCTURE, LOT 1 DP 1206861 BUNGLEGUMBIE ROAD, DUBBO (ID23/1296) 1011

The Council had before it the report dated 5 June 2023 from the Property Development Officer regarding Plan of Easements for Overhead Power lines for Bore Infrastructure, Lot 1 DP 1206861 Bunglegumbie Road, Dubbo.

CCL23/165 QUESTION ON NOTICE - COUNCILLOR PAM WELLS (ID23/1534) 1024

The Council had before it the report dated 15 June 2023 from the Councillor Pam Wells regarding a Question on Notice.

CCL23/166 COMMENTS AND MATTERS OF URGENCY (ID23/1150)

CONFIDENTIAL

CCL23/167 WRITE OFF OF UNRECOVERABLE DEBTS (ID23/905)

The Council had before it the report dated 5 June 2023 from the Chief Financial Officer regarding Write Off of Unrecoverable Debts.

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: the personal hardship of any resident or ratepayer (Section 10A(2)(b)).

CCL23/168 ACQUISITION OF MACQUARIE LODGE (95L BUNGLEGUMBIE ROAD DUBBO) CONSISTING OF LOT 9 AND 10 DP244001 FOR DUBBO GROUNDWATER SECURITY INFRASTRUCTURE (ID23/1348)

The Council had before it the report dated 5 June 2023 from the Manager Strategy Water Supply and Sewerage regarding Acquisition of Macquarie Lodge (95L Bunglegumbie Road Dubbo) Consisting of Lot 9 and 10 DP244001 for Dubbo Groundwater Security Infrastructure.

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: 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)).

CCL23/169 DUBBO REGIONAL COUNCIL AQUATIC LEISURE CENTRES REQUEST FOR PROPOSAL (RFP) (ID23/1415)

The Council had before it the report dated 2 June 2023 from the Manager Commercial Strategy regarding Dubbo Regional Council Aquatic Leisure Centres Request for Proposal (RFP).

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)).

CCL23/170 COMPULSORY ACQUISITION CONSIDERATIONS RELATING TO THE SOUTHERN DISTRIBUTOR ROAD (ID23/1508)

The Council had before it the report dated 9 June 2023 from the Manager Property and Land Development regarding Compulsory Acquisition Considerations Relating to the Southern Distributor Road.

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)).

CCL23/171 LITTLE RIVER BRIDGE RECONSTRUCTION - ADDITIONAL ROAD WIDENING ACQUISITION AGREEMENT - LOCALITY OF BENOLONG (ID23/884)

The Council had before it the report dated 27 April 2023 from the Property Services Officer regarding Little River Bridge Reconstruction - Additional Road Widening Acquisition Agreement - Locality of Benolong.

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, prejudice the commercial position of the person who supplied it (Section 10A(2)(d)(i)).

Confirmation Of Minutes

Confirmation of the minutes of the proceedings of the Ordinary Council meeting held on 25 May 2023.

RECOMMENDATION

That the minutes of the proceedings of the Dubbo Regional Council at the Ordinary Council meeting held on 25 May 2023 comprising pages 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 20, 21, 22, 23, 24, 25, 26 and 27 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 - 25/05/2023

REPORT
ORDINARY COUNCIL MEETING
25 MAY 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, Governance Officer, the Manager People Culture and Places, the Director Strategy, Partnerships and Engagement, the Communication Services Team Leader, IT Infrastructure Specialist the Director Development and Environment, the Manager Growth Planning, the Manager Building & Development Services, the Director Infrastructure, Manager Strategy Water Supply and Sewage, the Senior Traffic Engineer and the Acting Director Community, Culture and Places (C Arms).

Councillor M Dickerson assumed the Chair of the meeting.

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

CCL23/114 LEAVE OF ABSENCE (ID23/1094)
There were no requests for leave of absence received.

Councillor S Chowdhury and L Burns attended via audio-visual link

CCL23/115 CONFLICTS OF INTEREST (ID23/1089)
The following conflicts of interest were declared:

- Councillor J Black – non pecuniary – less than significant in CCL23/124

CCL23/116 PUBLIC FORUM (ID23/1084)
The Council reports having met with the following persons during Public Forum:

- Mrs Sheila Bryant – regarding CCL23/108 D22-691 - Secondary Dwelling - Lot 461 DP565521, 12 Caves Road Apsley.
- Pauline (Sue) Knowles – Regarding CCL23/130 D22-737 - Seniors Housing (32 Dwellings) - Stage 7 and Stage 9 At 57 Minore Road, Dubbo.

- Mr Bruce Bryant – regarding CCL23/108 D22-691 - Secondary Dwelling - Lot 461 DP565521, 12 Caves Road Apsley.
- Ms Barbara Sutherland – regarding Budget and the Tree Canopy.
- Rebecca Miller – regarding Drug Rehabilitation Centre.
- Ray Murray – regarding Workers in Dubbo and Building Mini Suburb.

CCL23/117 CONFIRMATION OF MINUTES (ID23/1099)

Confirmation of the minutes of the proceedings of the Ordinary Council meeting held on 27 April 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 April 2023 comprising pages 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22 of the series be taken as read, confirmed as correct minutes and signed by the Mayor and the Chief Executive Officer, with the following correction to the resolution in respect of CCC23/18 – Macquarie Conservatorium of Music Facility Options raised by Clr J Gough, being made:

1. **"That Council delegate authority to the Chief Executive Officer to negotiate the terms of the Lease Agreement for the Macquarie Conservatorium to occupy 139 Darling Street, Dubbo including:**
   a. **A peppercorn corn lease per annum for a period of 5 years with an option for an additional 5 year term;**
   b. **That the lease amount be reviewed at the end of the initial 5 year period; and**
   c. **that the Macquarie Conservatorium be responsible for all outgoings under the lease agreement including but not limited to utilities, fit out, repairs and maintenance on the agreed arrangement.**
2. **That it be noted the lease amount is below market value and therefore can be considered as a financial assistance grant to the Macquarie Conservatorium under s356 of the Local Government Act 1993.**
3. **That any necessary documentation in relation to this matter be executed under the Common Seal of Council.**
4. **That it be noted that the preferred location for The Macquarie Conservatorium is part of a cultural hub that Dubbo Regional Council is considering in strategic analysis to be located adjacent to and including the Western Plains Cultural Centre, Dubbo."**

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

INFORMATION ONLY MATTERS:

CCL23/118 MAYORAL APPOINTMENTS AND MEETINGS (ID23/1001)
The Council had before it the report dated 5 May 2023 from the Chief Executive Officer regarding Mayoral Appointments and Meetings.

Moved by Councillor D Mahon and seconded by Councillor R Ivey

MOTION

That the information contained in the 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

MATTERS CONSIDERED BY COMMITTEES:

CCL23/119 REPORT OF THE INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE - MEETING 11 MAY 2023 (ID23/1139)
The Council had before it the report of the Infrastructure, Planning and Environment Committee meeting held 11 May 2023.

Moved by Councillor J Black and seconded by Councillor V Etheridge

MOTION

That the report of the Infrastructure, Planning and Environment Committee meeting held on 11 May 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

CCL23/120 REPORT OF THE CULTURE AND COMMUNITY COMMITTEE - MEETING 11 MAY 2023 (ID23/1140)
The Council had before it the report of the Culture and Community Committee meeting held 11 May 2023.

Moved by Councillor J Gough and seconded by Councillor M Wright

MOTION

That the report of the Culture and Community Committee meeting held on 11 May 2023, be adopted, save and except Clause CCC23/37, with such Clause being dealt with separately.

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

CCC23/37 EVENT ATTRACTION - BOWLS NSW STATE CHAMIONSHIPS (ID23/888)
The Council had before it the report dated 28 April 2023 from the Events and Partnerships Team Leader regarding Event attraction - Bowls NSW State Championships.

Moved by Councillor R Ivey and seconded by Councillor J Gough

MOTION

1. **Bowls NSW requires $55,000 to cover the additional costs to host the Bowls NSW State Championships in a regional location. The State Championships have previously been held in metro and coastal locations for the entire 128 year history of the event.**
2. **That Council commit $15,000 for each event to secure the Bowls NSW tournament in Dubbo for 2024; 2026 and 2028.**
3. **The three hosting Bowls Clubs in Dubbo have agreed, in principle, to combine amongst the three Clubs to contribute the remaining $40,000 for each event to secure the hosting of the State Championships in 2024; 2026 and 2028.**
4. **Council's events team will work with Bowls NSW and the three hosting Bowls Clubs to secure further sponsorship and deliver a successful event.**

CARRIED

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

CCL23/121 REPORT OF THE CORPORATE SERVICES COMMITTEE - MEETING 11 MAY 2023 (ID23/1141)
The Council had before it the report of the Corporate Services Committee meeting held 11 May 2023.

Moved by Councillor D Mahon and seconded by Councillor V Etheridge

MOTION

That the report of the Corporate Services Committee meeting held on 11 May 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

NOTICES OF MOTION:

CCL23/122 EMERGENCY SERVICE LEVY INCREASE (ID23/1104)
The Council had before it a Notice of Motion dated 20 April 2023 from Councillor R Ivey regarding the Emergency Service Levy Increase.

Moved by Councillor R Ivey and seconded by Councillor D Mahon

MOTION

1. **That Council writes to the Treasurer, the Minister for Emergency Services, the Minister for Local Government and local State Member(s):**
   a. **Expressing Council's strong opposition to the NSW Government's last minute decision to impose an enormous Emergency Services Levy (ESL) cost increase on councils for 2023/24 by scrapping the ESL subsidy for councils and at a time after Council has publicly advertised its Operational Plan and annual budget to the community;**
   b. **Noting that as a consequence of the unannounced 73% increase in the State Emergency Service budget and an 18% increase in the Fire and Rescue NSW budget, Council's 3.7% rate increase to provide essential community services and infrastructure has been significantly eroded.**
   c. **Advising that the Government's decision may/will lead to a reduction in important local services and/or the cancellation of necessary infrastructure projects;**
   d. **Calling on the NSW Government to take immediate action to:**
      i. **restore the ESL subsidy in 2023/24**
      ii. **urgently introduce legislation to decouple the ESL from the rate peg to enable councils to recover the full cost**
      iii. **develop a fairer, more transparent and financially sustainable method of funding critically important emergency services in consultation with local government.**
2. **Council writes to the Chair of the Independent Pricing and Regulatory Tribunal (IPART) advising that Council's forced emergency services contribution is manifestly disproportionate to the 2023/24 rate cap, which has resulted in additional financial stress.**
3. **Council writes to the President of LGNSW seeking the Association's ongoing advocacy to bring about a relief in the burden of Councils' emergency services contribution.**
4. **That the impacts of the increase in the Emergency Services Levy be considered in the report to Council that determines the 2023/2024 Operational Plan and Budget.**

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

CCL23/123 THE VOICE REFERENDUM (ID23/1079)
The Council had before it a Notice of Motion dated 15 May 2023 from Councillor P Wells regarding The Voice Referendum.

Moved by Councillor P Wells and seconded by Councillor D Mahon

MOTION

1. **That Council hold an internal workshop for Councillors to consider the educational material regarding the proposed Indigenous Voice in Parliament with a subsequent report to be provided to Council for consideration detailing any logical (sic logistical) or financial considerations.**
2. **That Council develop a program centred on information, education and participation to support the community to make an informed decision on this subject.**
3. **That Council promote the importance of registering on the Australian Electoral Commission (AEC) to enable people to have a voice and counted vote.**

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

CCL23/124 REHAB CENTRE LOCATION AND POSSIBLE RELOCATION (ID23/1158)
The Council had before it a Notice of Motion dated 18 May 2023 from Councillor J Black regarding the Rehab Centre Location and Possible Relocation.

Moved by Councillor J Black and seconded by Councillor P Wells

MOTION

1. **Council opposes the current location proposed for the new Drug and Alcohol Rehabilitation Centre.**
2. **Council write to the relevant Minister raising its objections to the chosen site and confirm Council's commitment to work with Western LHD to identify a more suitable parcel of land for the community.**

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

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 by Parliament of NSW and assigned to the Office of Stephen Lawrence MLC which he was part of the instrumental advocacy for a Rehab Centre and therefore will not affect his decision making on this item.

CCL23/125 PROPOSAL FOR A DUBBO CRIME SUMMIT (ID23/1159)

The Council had before it a Notice of Motion dated 18 May 2023 from Councillor J Black regarding the Proposal for a Dubbo Crime Summit.

Moved by Councillor J Black and seconded by Councillor V Etheridge

MOTION

1. That Council notes community concern about crime rates.
2. That the Chief Executive Officer prepare a report to Council in regard to the facilitation and hosting of a Dubbo Crime Summit in the second half of 2023 focussing on effective and innovative strategies to reduce crime rates.
3. That relevant NSW and Commonwealth Government Ministers be invited to attend, along with a range of other relevant stakeholders and the community.
4. That up to $10,000 be allocated from Council Reserves to cover any costs.
5. That the CEO prepare a report, following the summit, to Council on initiatives that could be implemented to reduce crime rates in the Dubbo LGA.

The motion upon being put to the meeting was lost. LOST

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

During the debate for the original motion, a further motion was foreshadowed.

Moved by Councillor J Black and seconded by Councillor P Wells

MOTION

That Council, through its Social Justice and Youth Committees, work with government agencies, non-government organisations and other stakeholders, to develop a Community Safety Strategy and associated Action Plan.

The foreshadowed motion on being put to the meeting became the motion. CARRIED

The motion on being put to the meeting was carried. 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

REPORTS FROM STAFF:

CCL23/126 AMENDMENTS TO THE KINTYRE HEIGHTS ESTATE DEVELOPMENT CONTROL PLAN (ID23/1013)

The Council had before it the report dated 4 May 2023 from the Growth Planner regarding Amendments to the Kintyre Heights Estate Development Control Plan.

Moved by Councillor V Etheridge and seconded by Councillor M Wright

MOTION

1. **That Council adopt the draft amended Kintyre Heights Estate Development Control Plan (attached in Appendix 1) for the purpose of public exhibition only.**
2. **That the draft amended Kintyre Heights Estate Development Control Plan be placed on public exhibition for a period of not less than 28 days in accordance with the requirements of the Environmental Planning and Assessment Act 1979.**
3. **That following completion of the public exhibition period, a further report be presented to Council for consideration, including the results of 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

CCL23/127 DRAFT PLANNING AGREEMENT - JOIRA ROAD (ID23/1008)

The Council had before it the report dated 5 May 2023 from the Development Contributions Planner regarding Draft Planning Agreement - Joira Road.

Moved by Councillor M Wright 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 provisions of 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, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil

CCL23/128 DEVELOPMENT APPLICATION D22-752 MULTI-DWELLING HOUSING (47 UNITS), 2 MONASH STREET, DUBBO (ID23/1031)

The Council had before it the report dated 10 May 2023 from the Statutory Planning Services Team Leader regarding Development Application D22-752 Multi-dwelling Housing (47 Units), 2 Monash Street, Dubbo.

Moved by Councillor M Wright and seconded by Councillor P Wells

MOTION

That Development Application D22-752 for multi-dwelling housing (47 units) at Lot 101 DP 1271696, 2 Monash Street, Dubbo, be approved subject to the conditions of consent set out in Appendix 2.

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

CCL23/129 SECTION 8.2 REVIEW OF DETERMINATION – D20-608 FOR SERVICE STATION AT LOT 51 DP 712802, 39 COBBORA ROAD, DUBBO (ID22/291)

The Council had before it the report dated 3 May 2023 from the Senior Planner regarding Section 8.2 Review of Determination – D20-608 for Service Station at Lot 51 DP 712802, 39 Cobbora Road, Dubbo.

Moved by Councillor R Ivey and seconded by Councillor M Wright

MOTION

That the Section 8.2 Review of Determination uphold the decision of 15 April 2021 and that the application be refused for the following reasons:

a. The intersection of Cobbora Road (Golden Highway) and White Street has insufficient capacity to service the proposed development and the approval of the proposed development would compromise the safety and efficiency of the intersection.

b. The amended traffic assessment is not practical nor self-enforcing. There is likely to be a high risk of non-compliance with the proposed traffic management strategies, including potential for queuing over the Rail Level Crossing and therefore these strategies are unlikely to alleviate traffic safety and management concerns at the intersection of Cobbora Road (Golden Highway) and White Street.

CARRIED

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

CCL23/130 D22-737 - SENIORS HOUSING (32 DWELLINGS) - STAGE 7 AND STAGE 9 AT 57 MINORE ROAD, DUBBO (ID23/820)

The Council had before it the report dated 5 May 2023 from the Senior Planner regarding D22-737 - Seniors housing (32 Dwellings) - Stage 7 and Stage 9 at 57 Minore Road, Dubbo.

Moved by Councillor M Wright and seconded by Councillor J Black

MOTION

That development application D22-737 for Seniors housing (32 Dwellings) at Lot 21 DP 1143984, 57 Minore Road, Dubbo be approved subject to the conditions of consent set out in Appendix 2.

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

CCL23/131 D22-723 - INTENSIVE LIVESTOCK AGRICULTURE (POULTRY FARM) - LOT 5 DP 664334, 21 GLADSTONE ROAD BODANGORA (ID23/879)

The Council had before it the report dated 3 May 2023 from the Senior Planner regarding D22-723 - Intensive Livestock Agriculture (Poultry Farm) - Lot 5 DP 664334, 21 Gladstone Road Bodangora.

Moved by Councillor R Ivey and seconded by Councillor J Black

MOTION

1. **That development application D22-723 – Intensive Livestock Agriculture (poultry farm) – 21 Gladstone Road, Bodangora be approved subject to conditions (Appendix 1).**
2. **That Council grant delegation to the Chief Executive Officer to sign the determination (approval).**

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

CCL23/132 MARCH 2023 QUARTERLY BUDGET REVIEW STATEMENT (ID23/1042)
The Council had before it the report dated 16 May 2023 from the Chief Financial Officer regarding March 2023 Quarterly Budget Review Statement.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

1. **That the Quarterly Budget Review Statements as at 31 March 2023, as attached to the report of the Chief Executive Officer dated 16 May 2023, be adopted and such sums voted for such purpose.**
2. **That the Statement of the Responsible Accounting Officer that Council is in a satisfactory financial position having regard to the changes herewith to the original budget, 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

CCL23/133 COUNCILLOR AND MAYORAL FEES - 2023/2024 (ID23/1074)
The Council had before it the report dated 15 May 2023 from the Governance Team Leader regarding Councillor and Mayoral Fees - 2023/2024.

Moved by Councillor P Wells and seconded by Councillor V Etheridge

MOTION

1. **That pursuant to the provisions of Section 248(2) of the Local Government Act 1993, the annual fee payable to Councillors for the financial year commencing 1 July 2023 be set at $26,070.**
2. **That pursuant to the provisions of Section 249(3) of the Local Government Act 1993, the annual additional fee payable to the Mayor for the financial year commencing 1 July 2023 be set at $64,390.**

CARRIED

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

CCL23/134 EXECUTION OF COMPULSORY ACQUISITION OF CROWN LAND FOR PUBLIC ROAD, UPGRADE OF GOOLMA ROAD AND TWELVE MILE ROAD INTERSECTION (ID23/1012)

The Council had before it the report dated 7 May 2023 from the Property Development Officer regarding Execution of Compulsory Acquisition of Crown Land for Public Road, Upgrade of Goolma Road and Twelve Mile Road Intersection.

Moved by Councillor J Black and seconded by Councillor D Mahon

MOTION

1. **That Council approve compulsory acquisition of the land noted within the report pursuant to sections 177 and 178 of the *Roads Act 1993 (NSW)* and undertake all necessary actions accordingly, if agreement cannot be reached between Council and the relevant owner of the land.**
2. **That Council acquire by compulsory acquisition under sections 177 and 178 of the *Roads Act 1993 (NSW)*, Lot 11, Lot 12 and Lot 13 in registered acquisition plan DP1292444 for the purposes of public road.**
3. **That Council approve the making of an application to the Minister for Local Government to issue Proposed Acquisition Notice(s) under the *Land Acquisition (Just Terms Compensation) Act 1991 (NSW)* for Council to compulsorily acquire Lot 11, Lot 12 and Lot 13 in registered acquisition plan DP1292444.**
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 Lot 11, Lot 12 and Lot 13 in registered acquisition plan DP 1292444.**
5. **That upon acquisition, Lot 11, Lot 12 and Lot 13 in registered acquisition plan 1292444 be classified as operational land in conformity with the *Local Government Act 1993 (NSW)*.**
6. **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 Lot 11, Lot 12 and Lot 13 in registered acquisition plan 1292444.**
7. **That any documents which may not be executed by the Chief Executive Officer under delegation be executed under the Common Seal of Council.**

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

CCL23/135 CAMERON PARK PLAYGROUND FENCE - RESULTS OF COMMUNITY CONSULTATION (ID23/807)

The Council had before it the report dated 19 April 2023 from the Manager Recreation and Open Space regarding Cameron Park Playground Fence - Results of Community Consultation.

Moved by Councillor P Wells and seconded by Councillor M Wright

MOTION

1. **That a fence be installed around Cameron Park playground as part of the 2023/2024 budget and operational plan similar to Victoria park playground in Dubbo.**
2. **That submitters be thanked for their contribution and advised of Council's resolution.**

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

QUESTIONS ON NOTICE:

CCL23/136 QUESTIONS ON NOTICE - COUNCILLOR SHIBLI CHOWDHURY (ID23/1115)

The Council had before it the report dated 16 May 2023 from Councillor Shibli Chowdhury regarding Questions on Notice.

Moved by Councillor S Chowdhury and seconded by Councillor M Wright

MOTION

That the information contained within the 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

CCL23/137 QUESTIONS ON NOTICE - COUNCILLOR DAMIEN MAHON (ID23/915)

The Council had before it the report dated 3 May 2023 from the Councillor regarding Questions on Notice - Councillor Damien Mahon.

Moved by Councillor D Mahon and seconded by Councillor M Wright

MOTION

That the information contained within the 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

END SECTION:

CCL23/138 COMMENTS AND MATTERS OF URGENCY (ID23/1149)
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:

- *CCL23/139 – Quotation for Supply and Delivery of Two Dual Control Suction Sweepers - Plant 166 and 2166*
  (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.
- *CCL23/140 – Tender for Construction of Northern Bore Field Pipeline Stages 1 to 3*
  (Section 10A(2)(d)(i)) - information that would, if disclosed, prejudice the commercial position of the person who supplied it.
- *CCL23/141 – 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)
- *CCL23/142 – Proposed Acquisition of Land for the River Street West Collector Road Project*
  (Section 10A(2)(d)(i)) - information that would, if disclosed, prejudice the commercial position of the person who supplied it.
- *CCL23/143 – Proposed sale of Council-owned land - 3 Boothenba Road, Dubbo*
  (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.
- *CCL23/144 – Execution of easement over 8 Holls Ave, Dubbo (Lot 200 on DP881153)*
  (Section 10A(2)(d)(i)) - information that would, if disclosed, prejudice the commercial position of the person who supplied it.
- *CCL23/145 – Tender for the Construction of the Legacy Shared Pathway*
  (Section 10A(2)(d)(i)) - information that would, if disclosed, prejudice the commercial position of the person who supplied it.

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

At this juncture it was moved by Councillor V Etheridge and seconded by Councillor D Mahon that the Council resolves into closed session, the time being 8.11pm.

At this juncture it was moved by Councillor P Wells and seconded by Councillor M Wright that the Council resolves into open session, the time being 8.31pm.

The open session resumed at 8.33pm.

The Manager Corporate Governance read out the following resolutions made in the closed session in Council.

CCL23/139 QUOTATION FOR SUPPLY AND DELIVERY OF TWO DUAL CONTROL SUCTION SWEEPERS - PLANT 166 AND 2166 (ID23/1112)

The Council had before it the report dated 16 May 2023 from the Manager Fleet and Depot Services regarding Quotation for Supply and Delivery of Two Dual Control Suction Sweepers - Plant 166 and 2166.

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

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 J Black

MOTION

1. **That the quotation from Rosmech to supply two Isuzu FSR trucks fitted with Rosmech Mistral sweepers for the combined purchase price of $890,152.00 (Excl GST) be approved.**
2. **That plant 166 and 2166 be traded in to Rosmech for a combined price of $280,000 (Excl GST) be approved.**
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, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil

CCL23/140 TENDER FOR CONSTRUCTION OF NORTHERN BORE FIELD PIPELINE STAGES 1 TO 3 (ID23/1147)

The Council had before it the report dated 18 May 2023 from the Manager Strategy Water Supply and Sewerage regarding Tender for Construction of Northern Bore Field Pipeline Stages 1 to 3.

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

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 J Gough and seconded by Councillor V Etheridge

MOTION

1. **That the tenders received for Construction of the Northern Bore Field Pipeline Stages 1 to 3 listed in the report be noted.**
2. **That Dubbo Regional Council engage Leed Engineering and Construction for Construction of the Northern Bore Field Pipeline Stages 1 to 3 for the amount $3,235,100.00 including GST.**
3. **That Council delegate the Chief Executive Officer to approve the extension options for this tender if required.**
4. **That Council delegate the Chief Executive Officer to approve variations to a contract relating to the tender, with a maximum 20% variation above the successful tender amount.**
5. **That all documentation in relation to this matter remain confidential to Council.**
6. **That all documentation in relation to this matter be signed under the Common Seal of Council.**

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

CCL23/141 PEOPLE CULTURE AND SAFETY QUARTERLY METRICS (ID23/1119)

The Council had before it the report dated 16 May 2023 from the Manager People Culture and Safety regarding People Culture and Safety Quarterly Metrics.

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

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 M Wright and seconded by Councillor V Etheridge

MOTION

1. **That the information contained in the People Culture and Safety metrics report be noted.**
2. **That all documentation in relation to this matter remain confidential to Council.**

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

CCL23/142 PROPOSED ACQUISITION OF LAND FOR THE RIVER STREET WEST COLLECTOR ROAD PROJECT (ID23/1116)

The Council had before it the report dated 16 May 2023 from the Manager Property and Land Development regarding Proposed acquisition of land for the River Street West Collector Road project.

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

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 Council commence the process of compulsory acquisition, in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*, over the properties as outlined in the body of this report.**
2. **That, upon acquisition of the relevant areas as described in resolution no. 1 (above), such land is to be classified as operational land in accordance with the *Local Government Act 1993.***
3. **That all documentation in relation to this matter remain confidential to Council.**

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

CCL23/143 PROPOSED SALE OF COUNCIL-OWNED LAND - 3 BOOTHENBA ROAD, DUBBO (ID23/892)

The Council had before it the report dated 1 May 2023 from the Property Services Officer regarding Proposed sale of Council-owned land - 3 Boothenba Road, Dubbo.

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

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 P Wells and seconded by Councillor V Etheridge

MOTION

1. **That Council agrees to sell the property situated at Lot 3 Boothenba Road, Dubbo (described as Lot 3 DP1241494):**
   a. **to the owner of neighbouring property situated at 2L Boothenba Road, Dubbo (described as Lot 122 on DP1052056);**
   b. **for the consideration outlined in the body of this report; and**
   c. **pursuant to terms outlined in the body of this report.**
2. **That the contract for the sale of the property described in resolution no. 1 (above) be executed under the common seal of Council.**
3. **That the Chief Executive Officer is delegated power to execute any operational documentation relating to the finalisation of the sale of the property described in resolution no. 1 (above).**
4. **That all matters relating to this report remain confidential to Council.**

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

CCL23/144 EXECUTION OF EASEMENT OVER 8 HOLLS AVE, DUBBO (LOT 200 ON DP881153) (ID23/588)

The Council had before it the report dated 27 March 2023 from the Property Services Officer regarding Execution of easement over 8 Holls Ave, Dubbo (Lot 200 on DP881153).

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

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 J Black

MOTION

1. **That an easement over part of 8 Holls Avenue, Dubbo (being Lot 200 on DP881153), in the size and location as described in the body of this report, be created as follows:**
   a. **an electrical easement in favour of Essential Energy; and**
   b. **a stormwater easement in favour of Dubbo Regional Council.**
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 J Black, L Burns, S Chowdhury, M Dickerson, V Etheridge, J Gough, R Ivey, D Mahon, P Wells and M Wright.
Against: Nil

CCL23/145 TENDER FOR THE CONSTRUCTION OF THE LEGACY SHARED PATHWAY (ID23/1146)

The Council had before it the report dated 18 May 2023 from the Manager Recreation and Open Space regarding Tender for the Construction of the Legacy Shared Pathway.

Moved by Councillor V Etheridge and seconded by Councillor D Mahon

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 P Wells

MOTION

1. **That Council reject all tenders, on the basis that all tenders exceed the budget amount.**
2. **That Council enter into negotiations with a view to reduce the costs of the constructions to meet budget expectations, as it is not considered that inviting fresh tenders will produce a favourable result.**
3. **That Council delegate to the CEO the authority to award the winning tender within the allocated budget.**
4. **That Council delegate the Chief Executive Officer to approve variations to a contract relating to the tender subject to budget limitations.**
5. **That all documentation in relation to this matter remain confidential to Council.**

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 8.36pm.

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CHAIRPERSON

REPORT: Mayoral Appointments and Meetings

DIVISION: Chief Executive Officer
REPORT DATE: 7 June 2023
TRIM REFERENCE: ID23/1493

EXECUTIVE SUMMARY

Purpose	Provide review or update	
Issue	• Details of Mayoral appointments and meetings for the period 14 May 2023 through to 10 June 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, 15 May 2023
- Attended radio interview with Zoo FM.
- Attended interview with Kenji from ABC Radio.

Tuesday, 16 May 2023
- Attended interview with Nick Lowther from ABC.
- Attended interview with Alexi from the Daily Telegraph.
- Attended interview with Charlotte from Triple M.
- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.

Thursday, 18 May 2023
- *The Deputy Mayor, Councillor Richard Ivey attended the Clontarf 2023 Central West NSW Employment Forum in lieu of the Mayor.*
- Attended along with Councillors Josh Black; Vicki Etheridge; Shibli Chowdhury; Richard Ivey; Damien Mahon; Matt Wright and Council's Chief Executive Officer, Murray Wood a Councillor Workshop – North West Urban Release Planning Update.

Friday, 19 May 2023
- Attended radio interview with 2DU.
- Attended along with Council's Chief Executive Officer, Murray Wood; the Hon. Tara Moriarty, MLC, Minister for Agriculture, Minister for Regional New South Wales and Minister for Western New South Wales; Dugald Saunders, MP, the Member for Dubbo; and Roy Butler, MP, the Member for Barwon, a Board meeting of the Alliance of Western Councils.
- Attended the Regional Australia Bank Dubbo Show VIP Marquee.

Saturday, 20 May 2023
- Recorded Mayoral Memo with Mark Barnes.
- Attended a meeting with Councillor Shibli Chowdhury.
- Attended an official meet and greet with Her Excellency, the Honourable Margaret Beazley, AC, KC Governor of NSW at the Dubbo Show.

- Attended along with Her Excellency, the Honourable Margaret Beazley, AC, KC Governor of NSW and Dugald Saunders, MP, Member for Dubbo the official opening of the 150th Dubbo Show.
- Attended along with The Hon. Andrew Gee, MP, Member for Calare the Wellington Christian School 40th Anniversary.
- Attended the Dubbo Greyhound Racing Club Meet.

Sunday, 21 May 2023

- Attended the launch of the 2023 NSW Variety Bash.

Monday, 22 May 2023

- Attended radio interview with 2BS.
- Attended radio interview with 2WEB.
- Attended the Community Services Fund and Financial Assistance Program Novelty Cheque Presentation.
- Attended along with Council's Chief Executive Officer, Murray Wood a meeting with Executive Director, Youth Justice NSW Paul O'Reilly.

Tuesday, 23 May 2023

- *Deputy Mayor, Councillor Richard Ivey attended the Australia Red Cross Regional Country Zone Representative Conference in lieu of the Mayor.*
- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.
- Attended a meeting with Councillor Matt Wright.
- Attended along with Council's Chief Executive Officer, Murray Wood a meet and greet Networking Event dinner with EnergyCo.

Wednesday, 24 May 2023

- Attended radio interview with Triple M.
- Hosted Macquarie Anglican Grammar School Students for a discussion on Local Government.
- Attended Dubbo South Public School to read to the students as part of National Simultaneous Storytime.

Thursday, 25 May 2023

- Attended a teleconference meeting with Chris Condon, Tony Speirs and Jeff Caldbeck representing three Dubbo Bowls Clubs.
- Attended the Strategic Infrastructure Review, Councils, Local Government and Community Groups roundtable discussion in Sydney.
- Attended a meeting with Councillor Damien Mahon.
- Attended Council Briefing in Wellington.
- Attended Ordinary Council Meeting in Wellington.

Friday, 26 May 2023

- Attended radio interview with 2DU.
- Attended radio interview with Binjang.
- Attended along with Council's Chief Executive Officer, Murray Wood a Country Mayors Meeting in Sydney.
- Attended along with Council's Chief Executive Officer, Murray Wood a CoREM Meeting in Sydney.

Saturday, 27 May 2023

- Recorded Mayoral Memo with Mark Barnes.
- Attended along with the Hon. Stephen Lawrence, MLC, and Dugald Saunders, MP, the Member for Dubbo, the Official Launch and Commissioning of New VRA Rescue Vehicles.

Monday, 29 May 2023

- Attended radio interview with Zoo FM.
- Attended along with Council's Chief Executive Officer, Murray Wood and Local Government Management Solutions, Senior Management Consultant, Christian Morris a meeting regarding the Chief Executive Officer's Performance Agreement.
- Attended an interview with ABC about the Renewable Energy Zone.
- Attended along with Council's Chief Executive Officer, Murray Wood a meeting with representatives from Dubbo Squash Club.

Tuesday, 30 May 2023

- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.
- Attended a radio interview with DC FM.
- Attended along with Deputy Mayor, Councillor Richard Ivey and Director Development and Environment, Stephen Wallace the Climate Change and Resilience Committee Meeting.

Wednesday 31 May 2023

- Attended the Local Government Procurement networking dinner.

Thursday, 1 June 2023

- *The Deputy Mayor, Councillor Richard Ivey attended the Safety Summit to perform official opening in lieu of the Mayor.*
- Attended and opened the Local Government Procurement Networking Meeting.
- Attended along with Councillors Pam Wells and Lewis Burns a National Reconciliation Event hosted by Uniting and National Indigenous Australians Agency.
- Attended a meeting with Katelyn Meredith, Senior Policy Advisor to the NSW Premier.
- Attended a meeting with the Hon. Rose Jackson, MLC, Minister for Water, Minister for Housing, Minister for Homelessness, Minister for Mental Health, Minister for Youth, and Minister for the North Coast.
- Attended a meeting with the Hon. Tara Moriarty, MLC, Minister for Agriculture, Minister for Regional New South Wales and Minister for Western New South Wales.

- Attended along with Councillors Josh Black; Lewis Burns; Shibli Chowdhury; Vick Etheridge; Jess Gough; Richard Ivey; Damien Mahon; Pam Wells and Matt Wright a Councillor Workshop - Sandy Creek Solar Farm Project Briefing.

Friday, 2 June 2023

- Attended radio interview with 2DU.
- Hosted along with Councillors Richard Ivey; Vicki Etheridge; Matt Wright and Pam Wells the Leadership Forum Luncheon – Past, Present and Future for current and former Councillors of Dubbo and Wellington.
- Attended along with Councillors Josh Black; Shibli Chowdhury; Vicki Etheridge and Jess Gough and Dugald Saunders, MP, Member for Dubbo, the official opening of the exhibition of the Archibald Prize Finalists from 2022.

Saturday, 3 June 2023

- Recorded Mayoral Memo with Mark Barnes.
- Attended along with Councillor Shibli Chowdhury the opening of Cabra Street Food.

Monday, 5 June 2023

- Attended radio interview with 2BS.
- Attended radio interview with 2WEB.
- Attended the Local Roads Congress in Sydney.

Tuesday, 6 June 2023

- Submitted Mayoral Memo to the Daily Liberal.
- Submitted Mayoral Memo to the Wellington and District Leader.
- Attended a meeting with Councillor Vicki Etheridge.
- Attended media opportunity regarding Touch Football lighting.

Wednesday, 7 June 2023

- Attended a radio interview with Triple M.
- Attended along with Council's Chief Executive Officer, Murray Wood a meeting with Principals of schools on Sheraton Road.
- Attended along with Council's Chief Executive Officer, Murray Wood; the Hon. Penny Sharpe, MLC, Minister for Climate Change, Minister for Energy, Minister for the Environment and Minister for Heritage; Dugald Saunders, MP, Member for Dubbo, and Roy Butler, MP, Member for Barwon, a Central West Orana Renewable Energy Zone roundtable discussion.
- Attended along with Council's Chief Executive Officer, Murray Wood and provided a Welcome for the 2023 Resources, Energy and Industry Innovation Forum.

Thursday, 8 June 2023

- Attended interview with Mahalia Bowles from WIN Central West.
- Attended a meeting with Councillor Jess Gough.
- Attended a meeting with Councillor Richard Ivey.
- Attended a meeting with Kevin Sinclair from the Dubbo Men's Shed.
- Attended a meeting with Council's Chief Executive Officer, Murray Wood.

- Attended Standing Committee Briefing.
- Attended Standing Committee Meeting.
- Attended Councillor Workshop.

Friday, 9 June 2023

- Attended along with Council's Chief Executive Officer, Murray Wood a meeting with representatives from Schneider Electric.
- Attended radio interview with 2DU.
- Attended radio interview with Binjang.
- Attended radio interview with DC FM.
- Attended the MERC Board meeting.
- Attended the Resources Energy Industry and Innovation Forum
- Attended a meeting with representatives from Immigration Advice and Rights Centre.
- Attended a meeting with Councillor Lewis Burns.

Saturday, 10 June 2023

- Recorded Mayoral Memo with Mark Barnes.
- Attended the 100th Anniversary of the Birth of Dubbo resident, Irene Smith.

Report of the Infrastructure, Planning and Environment Committee - meeting 8 June 2023

AUTHOR: Governance Officer
REPORT DATE: 14 June 2023

The Council had before it the report of the Infrastructure, Planning and Environment Committee meeting held 8 June 2023.

RECOMMENDATION

That the report of the Infrastructure, Planning and Environment Committee meeting held on 8 June 2023, be adopted.

REPORT
INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE
8 JUNE 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 Governance Team Leader, Governance Officer, the Director Strategy Partnership and Engagement, the IT Infrastructure Specialist, the Director Development and Environment, the Director Infrastructure and the Director Community Culture and Places (C Arms).

Councillor J Black assumed the chair of the meeting.

The proceedings of the meeting commenced at 5.31pm

IPEC23/19 ACKNOWLEDGEMENT OF COUNTRY (ID23/1218)
Councillor L Burns delivered an Acknowledgment to Country.

IPEC23/20 LEAVE OF ABSENCE (ID23/1234)
There were no request for Leave of Absence.

IPEC23/21 CONFLICT OF INTEREST (ID23/1222)
There were no conflicts of interest.

IPEC23/22 PRESENTATION ON DUBBO MUDGEE SYDNEY PASSENGER RAIL PROPOSAL (ID23/1425)
The Committee were provided with a presentation by Mr M Sweeney regarding this proposal.

IPEC23/23 BUILDING SUMMARY - MAY 2023 (ID23/1191)
The Committee had before it the report dated 31 May 2023 from the Director Development and Environment regarding Building Summary - May 2023.

Moved by Councillor S Chowdhury and seconded by Councillor V Etheridge

MOTION

That the report of the Director Development and Environment, dated 31 May 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

The meeting closed at 5.48pm.

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CHAIRPERSON

Report of the Culture and Community Committee - meeting 8 June 2023

AUTHOR: Governance Officer
REPORT DATE: 14 June 2023

The Council had before it the report of the Culture and Community Committee meeting held 8 June 2023.

RECOMMENDATION

That the report of the Culture and Community Committee meeting held on 8 June 2023, be adopted.

REPORT
CULTURE AND COMMUNITY COMMITTEE
8 JUNE 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 Governance Team Leader, Governance Officer, the Director Strategy Partnership and Engagement, the IT Infrastructure Specialist, the Director Development and Environment, the Director Infrastructure and the Director Community Culture and Places (C Arms).

Councillor J Gough assumed the chair of the meeting.

The proceedings of the meeting commenced at 5.49pm

CCC23/40 LEAVE OF ABSENCE (ID23/1238)

There were no request for Leave of Absence.

CCC23/41 CONFLICT OF INTEREST (ID23/1226)

- Councillor M Dickerson– non pecuniary – less than significant in CCC23/52.
- Councillor S Chowdury – non pecuniary – significant in CCC23/52.

CCC23/42 REPORT OF THE SOCIAL JUSTICE ADVISORY COMMITTEE - MEETING 13 DECEMBER 2022 (ID23/1358)

The Committee had before it the report of the Social Justice Advisory Committee meeting held 13 December 2022.

Moved by Councillor P Wells and seconded by Councillor D Mahon

MOTION

That the report of the Social Justice Advisory Committee meeting held on 13 December 2022, did not did not commence due to no quorum formed, therefore meeting did not proceed, 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

CCC23/43 REPORTS OF THE YOUTH COUNCIL - MEETINGS 7 SEPTEMBER 2022, 7 MARCH 2023 AND 4 APRIL 2023 (ID23/1412)

The Committee had before it the report of the Youth Council meetings held 7 September, 7 March and 4 April 2023.

Moved by Councillor P Wells and seconded by Councillor S Chowdhury

MOTION

1. **That the reports of the Youth Council meeting held on 7 March 2023, 4 April 2023, that did not commence due to no quorum formed, therefore meeting did not proceed, be noted.**
2. **That the report of the Youth Council meeting held on 7 September 2022 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

CCC23/44 REPORTS OF THE WIRADJURI TOURISM PROJECT COMMITTEE – MEETINGS 12 DECEMBER 2022 AND 17 APRIL 2023 (ID23/1364)

The Committee had before it the report of the Wiradjuri Tourism Project Committee meeting held 17 April 2023.

Moved by Councillor L Burns and seconded by Councillor P Wells

MOTION

That the reports of the Wiradjuri Tourism Project Committee meetings held on 12 December 2022 and 17 April 2023, did not did not commence due lack of agenda items, therefore meeting did not proceed, 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

CCC23/45 REPORT OF THE MULTICULTURAL ADVISORY COMMITTEE - MEETING 8 MAY 2023 (ID23/1281)

The Committee had before it the report of the Multicultural Advisory Committee meeting held 8 May 2023.

Moved by Councillor M Wright and seconded by Councillor S Chowdhury

MOTION

That the report of the Multicultural Advisory Committee meeting held on 8 May 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

CCC23/46 REPORT OF THE CULTURAL AND TOURISM FACILITY COMMITTEE - MEETING 10 MAY 2023 (ID23/1171)

The Committee had before it the report of the Cultural and Tourism Facility Committee meeting held 10 May 2023.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

That the report of the Cultural and Tourism Facility Committee meeting held on 10 May 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

CCC23/47 REPORT OF THE SPARC COMMITTEE - MEETING 15 MAY 2023 (ID23/1176)

The Committee had before it the report of the SPARC Committee meeting held 15 May 2023.

Moved by Councillor M Wright and seconded by Councillor J Black

MOTION

That the report of the SPARC Committee meeting held on 15 May 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

CCC23/48 REPORT OF THE AQUATICS WORKING PARTY - MEETING 15 MAY 2023 (ID23/1283)

The Committee had before it the report of the Aquatics Working Party meeting held 15 May 2023.

Moved by Councillor J Black and seconded by Councillor P Wells

MOTION

That the report of the Aquatics Working Party meeting held on 15 May 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

CCC23/49 REPORTS OF THE WELLINGTON TOWN COMMITTEE – MEETINGS 15 DECEMBER 2022 AND 15 MAY 2023 (ID23/1190)

The Committee had before it the report of the Wellington Town Committee meetings held 15 December 2022 and 15 May 2023.

Moved by Councillor R Ivey and seconded by Councillor S Chowdhury

MOTION

That the reports of the Wellington Town Committee meetings held on 15 December 2022 and 15 May 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

CCC23/50 REPORT OF THE VILLAGES COMMITTEE - MEETING 17 MAY 2023 (ID23/1279)

The Committee had before it the report of the Villages Committee meeting held 17 May 2023.

Moved by Councillor R Ivey and seconded by Councillor S Chowdhury

MOTION

That the report of the Villages Committee meeting held on 17 May 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

CCC23/51 REPORTS OF THE RECONCILIATION ACTION PLAN WORKING GROUP – MEETINGS 13 SEPTEMBER 2022, 28 MARCH 2023 AND 23 MAY 2023 (ID23/1196)

The Committee had before it the report of the Reconciliation Action Plan Working Group meetings held 13 September 2022, 28 March 2023 and 23 May 2023.

Moved by Councillor L Burns and seconded by Councillor P Wells

MOTION

1. **That the report of the Reconciliation Action Plan Working Group meeting held on 13 September 2022 be noted.**
2. **That the reports of the Reconciliation Action Plan Working Group meetings held on 28 March 2023 and 23 May 2023, did not commence due to no quorum formed, therefore meeting did not proceed, 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

CCC23/52 FINANCIAL ASSISTANCE REQUEST - DCFM (ID23/1263)

The Committee had before it the report dated 26 May 2023 from the Director Community, Culture and Places regarding Financial Assistance Request - DCFM.

Moved by Councillor R Ivey and seconded by Councillor L Burns

MOTION

That before this council consider the request from Orana broadcasters for the free loan of $100,000.00 that Orana broadcasters be asked to provide council with some background information and that background information would include:

a. A current balance sheet of the organisation;
b. Copies of the profit and loss for the operation of the business for three financial years; and
c. Lastly some information or details of the alternative sources of finance which the organisation may have sort; and
d. Lastly copy of the Constitutional of the organisation.

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

Councillor M Dickerson 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 Dickerson has a regular technology segment on the radio station and therefore will not affect his decision making on this item.

Councillor S Chowdhury declared a non-pecuniary, significant interest in the matter now before the Council and left the room and was out of sight during the Council's consideration of this matter. The reason for such interest is that Councillor S Chowdhury that he knows DCFM Program Director Richard Mutton on a personal level and being a good friend may have an impact on the value of his relationship.

CCC23/53 WELCOMING CITIES MEMBERSHIP FOR DUBBO REGIONAL COUNCIL (ID22/2656)

The Committee had before it the report dated 17 May 2023 from the Manager Community Services regarding Welcoming Cities Membership for Dubbo Regional Council.

Moved by Councillor V Etheridge and seconded by Councillor S Chowdhury

MOTION

That Council join the Welcoming Cities Network, as a Non-Fee Network Member.

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 6.18pm.

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CHAIRPERSON

Report of the Corporate Services Committee - meeting 8 June 2023

AUTHOR: Governance Officer
REPORT DATE: 14 June 2023

The Council had before it the report of the Corporate Services Committee meeting held 8 June 2023.

RECOMMENDATION

That the report of the Corporate Services Committee meeting held on 8 June 2023, be adopted.

REPORT
CORPORATE SERVICES COMMITTEE
8 JUNE 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 Governance Team Leader, Governance Officer, the Director Strategy Partnership and Engagement, the IT Infrastructure Specialist, the Director Development and Environment, the Director Infrastructure and the Director Community Culture and Places (C Arms).

Councillor D Mahon assumed the chair of the meeting.

The proceedings of the meeting commenced at 6.19pm

CSC23/21 LEAVE OF ABSENCE (ID23/1242)
There were no request for Leave of Absence.

CSC23/22 CONFLICT OF INTEREST (ID23/1230)
There were no conflicts of interest.

CSC23/23 REPORT OF THE AUDIT AND RISK MANAGEMENT COMMITTEE - MEETING 20 OCTOBER 2022 (ID23/1280)
The Committee had before it the report of the Audit and Risk Management Committee meeting held 20 October 2022.

Moved by Councillor V Etheridge and seconded by Councillor S Chowdhury

MOTION

That the report of the Audit and Risk Management Committee meeting held on 20 October 2022, 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

CSC23/24 REPORT OF THE FINANCIAL PERFORMANCE COMMITTEE - MEETING 19 July 2022, 15 February 2023, 21 March 2023 and 16 May 2023 (ID23/1194)

The Committee had before it the report of the Financial Performance Committee meeting held 16 May 2023.

Moved by Councillor R Ivey and seconded by Councillor M Wright

MOTION

That the report of the Financial Performance Committee meeting held on 19 July 2022, 15 February 2023, 21 March 2023 and 16 May 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

CSC23/25 MONTHLY REPORTING SNAPSHOT FOR COUNCILLORS - MAY 2023 (ID23/1277)

The Committee had before it the report dated 31 May 2023 from the Chief Executive Officer regarding Monthly Reporting Snapshot for Councillors - May 2023.

Moved by Councillor M Wright and seconded by Councillor V Etheridge

MOTION

That the report from the Chief Executive Officer dated 31 May 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

CSC23/26 INVESTMENT UNDER SECTION 625 OF THE LOCAL GOVERNMENT ACT - MAY 2023 (ID23/1072)

The Committee had before it the report dated 1 June 2023 from the Graduate Accountant regarding Investment Under Section 625 of the Local Government Act - May 2023.

Moved by Councillor R Ivey and seconded by Councillor S Chowdhury

MOTION

That the information contained within the Investment under Section 625 of the Local Government Act Report, dated 1 June 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

CSC23/27 REQUEST FOR COUNCILLOR REPRESENTATION - DISTRICT LIAISON COMMITTEE (ID23/1144)

The Committee had before it the report dated 18 May 2023 from the Emergency and Risk Team Leader regarding Request for Councillor Representation - District Liaison Committee.

Moved by Councillor L Burns and seconded by Councillor V Etheridge

MOTION

1. **That Council determine the two Councillors to become members of the new District Liaison Committee.**
2. **That the two Councillor members and the CEO or his delegate attend the District Liaison committee meetings as per the service agreement with the Rural Fire Service.**

CARRIED

CSC23/27A REQUEST FOR COUNCILLOR REPRESENTATION - DISTRICT LIAISON COMMITTEE

Moved by Councillor R Ivey and seconded by Councillor V Etheridge

MOTION

That the Council nominate the Mayor or his delegate and Councillor Wright, to be the two representatives on the District Liaison committee.

CARRIED

CONFIDENTIAL COUNCIL

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:

- CSC23/28 – Dubbo Regional Airport Hangar Lease Renewals and Rental Assessments
  - *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 a particular item.

At this juncture it was moved by Councillor J Gough and seconded by Councillor V Etheridge that the Council resolves into Closed Session, the time being 6.28pm.

At this juncture it was moved by Councillor V Etheridge and seconded by Councillor J Black that the Council resolves into open session, the time being 6.42pm.

The Open Session resumed at 6.42pm.

The Manager Corporate Governance read out the following resolutions made in the closed session of Council.

CSC23/28 DUBBO REGIONAL AIRPORT HANGAR LEASE RENEWALS AND RENTAL ASSESSMENTS (ID23/1157)

The Committee had before it the report dated 18 May 2023 from the Manager Commercial Strategy regarding Dubbo Regional Airport Hangar Lease Renewals and Rental Assessments.

Moved by Councillor J Gough and seconded by Councillor V Etheridge

MOTION

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 J Gough and seconded by Councillor S Chowdhury

MOTION

1. **That Dubbo Regional Airport hangar site rental assessment valuation report be noted.**
2. **That Council resolves the Chief Executive Officer has the delegated authority to execute the new lease agreements as detailed in this report and in accordance with table six.**
3. **That it be noted the lease amount for year one is below market value and therefore can be considered as a financial assistance grant under s356 of the Local Government Act 1993.**
4. **That all documentation in relation to this matter remain confidential to Council.**
5. **That all leases be subject to a commercial valuation at least every 5 years.**

CARRIED

The meeting closed at 6.43pm.

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CHAIRPERSON

NOTICE OF MOTION: Audit of Signs Across the Urban Areas of the LGA

REPORT DATE: **14 June 2023**
FILE: **ID23/1278**

Council had before it a Notice of Motion dated 14 June 2023 from Councillor R Ivey regarding the Audit of Signs Across the Urban Areas of the LGA as follows:

> *That the CEO provide a report to Council in September 2023 on the accuracy and quality of the signage for which Council has responsibility, across the urban areas of the Local Government Area.*

RECOMMENDATION

That the CEO provide a report to Council in September 2023 on the accuracy and quality of the signage for which Council has responsibility, across the urban areas of the Local Government Area.

RI
Councillor

APPENDICES:

1⇩ Notice of Motion - Clr R Ivey - Audit of Signs in the Urban Areas of the LGA - signed

Councillor Richard Ivey
PO Box 81
DUBBO NSW 2830

14 June 2023

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

Dear Murray

NOTICE OF MOTION – AUDIT OF SIGNS ACROSS URBAN AREA OF THE LGA

I would like to place the following notice of motion on the agenda for the 22 June 2023 Ordinary meeting of Council.

That the CEO provide a report to Council in September 2023 on the accuracy and quality of the signage for which Council has responsibility, across the urban areas of the Local Government Area.

Yours faithfully

Richard Ivey
Councillor

NOTICE OF MOTION: Resilience Actions

REPORT DATE: **15 June 2023**
FILE: **ID23/1429**

Council had before it a Notice of Motion dated 15 June 2023 from Councillor R Ivey regarding Resilience Actions as follows:

1. *That the Chief Executive Officer provide a report to Council that sets out strategies implemented, infrastructure projects completed by Council which will provide greater resilience for our region should it move back into drought conditions.*
2. *That to also be included in this report any other strategies or projects which are being considered or should be considered to further enhance the drought resilience within our Local Government Area.*

RECOMMENDATION

1. **That the Chief Executive Officer provide a report to Council that sets out strategies implemented, infrastructure projects completed by Council which will provide greater resilience for our region should it move back into drought conditions.**
2. **That to also be included in this report any other strategies or projects which are being considered or should be considered to further enhance the drought resilience within our Local Government Area.**

RI
Councillor

APPENDICES:

1⇩ Notice of Motion - Clr R Ivey - Resilience Actions

Councillor Richard Ivey
PO Box 81
DUBBO NSW 2830

15 June 2023

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

Dear Murray

NOTICE OF MOTION – RESILIENCE ACTIONS

I would like to place the following notice of motion on the agenda for the 22 June 2023Ordinary meeting of Council.

1. *That the Chief Executive Officer provide a report to Council that sets out strategies implemented, infrastructure projects completed by Council which will provide greater resilience for our region should it move back into drought conditions.*
2. *That to also be included in this report any other strategies or projects which are being considered or should be considered to further enhance the drought resilience within our Local Government Area.*

Yours faithfully

Richard Ivey
Councillor

NOTICE OF MOTION: Alcohol and Other Drugs Rehabilitation Centre

REPORT DATE: **13 June 2023**
FILE: **ID23/1526**

Council had before it a Notice of Motion dated 13 June 2023 from Councillor P Wells regarding the Alcohol and Other Drugs Rehabilitation Centre as follows:

1. *That council note its support for the construction of an Alcohol and Other Drugs Rehabilitation Facility for the Dubbo Region.*
2. *The CEO provide a report to the July 2023 Ordinary Meeting of Council addressing the financial, regulatory and legal matters around the provision of land for AOD Rehabilitation Facility.*

RECOMMENDATION

1. **That council note its support for the construction of an Alcohol and Other Drugs Rehabilitation Facility for the Dubbo Region.**
2. **That the CEO provide a report to the July 2023 Ordinary Meeting of Council addressing the financial, regulatory and legal matters around the provision of land for AOD Rehabilitation Facility.**

PW
Councillor

APPENDICES:

1⇩ Notice of Motion - Clr P Wells - The Alcohol and Other Drugs Rehabilitation Facility - signed

Councillor Pam Wells
PO Box 81
DUBBO NSW 2830

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13 June 2023

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

Dear Murray

NOTICE OF MOTION – THE ALCOHOL AND OTHER DRUGS REHABILITATION CENTRE

I would like to place the following notice of motion on the agenda for the 22 June 2023 Ordinary meeting of Council.

1. That council note its support for the construction of an Alcohol and Other Drugs Rehabilitation Facility for the Dubbo Region.
2. That the CEO provide a report to the July 2023 Ordinary Meeting of Council addressing the financial, regulatory and legal matters around the provision of land for AOD Rehabilitation Facility.

Yours faithfully

Pam Wells
Councillor

REPORT: 2023/2024 Draft Budget, Operational Plan and Associated Documents - Results of Public Exhibition

DIVISION: Strategy, Partnerships and Engagement
REPORT DATE: 13 June 2023
TRIM REFERENCE: ID23/1068

EXECUTIVE SUMMARY

Purpose	Seek endorsement Adopt a policy	Fulfil legislated requirement/Compliance
Issue	• Council is required to adopt a new Delivery Program and Operational Plan (for the 2023/2024 financial year) before 30 June 2023. • The documents identify how the vision and aspirations from the Towards 2040 Community Strategic Plan will be translated into activities, projects and actions undertaken by Council. • The draft documents were placed on public exhibition from 1 May until 29 May 2023 and Council received 67 submissions.	
Reasoning	• The Local Government Act 1993 • The Integrated Planning and Reporting Guidelines	
Financial Implications	Budget Area	Strategic Strategy, Partnerships and Engagement
	Funding Source	Integrated Planning and Reporting
	Proposed Cost	$15,000 for advertising
	Ongoing Costs	$15,000 per year for advertising
Policy Implications	Policy Title/s	• Delivery Program and Operational Plan • Macquarie Regional Library Operational Plan • Dubbo Regional Council Budget and forward forecasts • Macquarie Regional Library Budget and forward forecasts • Dubbo Regional Council Fees and Charges • Macquarie Regional Library Fees and Charges • Long Term Financial Plan • Annual Statement of Review Policy • Strategic Asset Management Plan
	Impact on Policy	Updated for the 2023/2024 financial year

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

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 the submissions received by Council during the public exhibition period (attached as Appendix 8) be noted.**
2. **That the 2023/2024 Fees and Charges in respect of the Dubbo Regional Airport, Dubbo Aircraft Parking Fees Charge per day per tonne be amended to include that the charge will apply to the hard stand areas only.**
3. **That the 2023/2024 Fees and Charges in respect of the Dubbo Regional Airport, fee for the Wellington Aerodrome and Recreation Park for Aircraft Landing Fees Non RPT Aircraft - per 1000kg maximum take-off weight (MTOW), pro rata of $10.00 to include a discount for Non RPT Aircraft MTOW 1500kg and under - Saturday and Sundays (midnight to midnight) - to be charged 50% of Non RPT Landing Fee.**
4. That the 2023/2024 Fees and Charges in respect of the Statutory Fees for Building and Development Services and Financial Operations be amended to charge the approved fee.
5. That the 2023/2024 Fees and Charges in respect of the Ground Preparation Fee for Cricket Dubbo Seniors be adjusted to $53,998.00 and Cricket Dubbo Juniors be adjusted to $7,363.00.
6. **That the draft 2023/2024 Delivery Program and Operational Plan (as amended and attached as Appendix 1), draft Council 2023/2024 Budget including Capital Expenditure (as amended and attached as Appendix 2), draft 2023/2024 Fees and Charges (attached as Appendix 3), draft 2023/2024 Long Term Financial Plan (as amended and attached as Appendix 4), draft Macquarie Regional Library 2023/2024**

Operational Plan, Budget and Fees and Charges (attached as Appendix 5), draft Strategic Asset Management Plan (attached as Appendix 6), draft 2023/2024 Annual Statement of Revenue Policy (attached as Appendix 7) be adopted and commence operation on 1 July 2023.

7. **That that draft documents be amended to correct minor clarifications and typographical errors.**
8. **That those who made a submission be advised of Council's determination on this matter.**
9. **That in accordance with the requirements of Section 566(3) of the Local Government Act 1993, the interest charged on overdue rates and charges be at the rate of 9.0% per annum for the 2023/2024 financial year.**
10. **That Council undertake a community engagement and education program regarding Council's financial position and the potential for a special rate variation to Independent Pricing and Regulatory Tribunal (IPART). The community will be consulted on options that include:**
    a. **No special rate variation and the related need to reduce operational costs with identified reduction in service levels and impact on addressing asset renewal needs.**
    b. **A special rate variation that addresses current service delivery and asset renewal needs.**
    c. **A special rate variation to increase service levels in areas identified by the community.**

Murray Wood
Chief Executive Officer

NC
Director Strategy, Partnerships and Engagement

BACKGROUND

Previous Resolutions of Council

27 April 2023 CCL23/102	*In part:* 1. That the 2023/2024 draft Dubbo Regional Council Budget (including Fees and Charges) and Forward Forecasts for 2024/2025, 2025/2026 and 2026/2027 be adopted by Council for the purposes of public exhibition only. 2. That the 2023/2024 draft Dubbo Regional Council Budget (including Fees and Charges) and Forward Forecasts for 2024/2025, 2025/2026 and 2026/2027 be placed on public exhibition from Monday, 1 May 2023 until 5 pm Monday, 29 May 2023. 3. That the 2023/2024 draft Macquarie Regional Library Budget (including Fees and Charges) and Forward Forecasts for 2024/2025, 2025/2026 and 2026/2027 be adopted by Council for the purposes of public exhibition only. 4. That the 2023/2024 draft Macquarie Regional Library Budget (including Fees and Charges) and Forward Forecasts for 2024/2025, 2025/2026 and 2026/2027 be placed on public exhibition from Monday, 1 May 2023 until 5 pm Monday, 29 May 2023.
27 April 2023 CCL23/103	*In part:* 1. That the draft 2023/2024 Delivery Program and Operational Plan, draft Macquarie Regional Library 2023/2024 Operational Plan, draft Long Term Financial Plan and Strategic Asset Management Plan be endorsed by Council for the purposes of public exhibition. 2. That the draft 2023/2024 Delivery Program and Operational Plan, draft Macquarie Regional Library 2023/2024 Operational Plan, draft Long Term Financial Plan and Strategic Asset Management Plan be placed on public exhibition from Monday, 1 May 2023 until 5 pm Monday, 29 May 2023.

Integrated Planning and Reporting Framework

All Councils in NSW are required to use the Local Government Act 1993 and the Integrated Planning and Reporting (IP&R) Framework to guide short, medium and long-term planning. The IP&R Framework is based on comprehensive community engagement and aims to create a clear vision for the future and provides a roadmap for delivering community priorities in a sustainable manner.

The IP&R Framework consists of the following documents:

- The Community Strategic Plan (CSP) identifies the community's vision and aspirations for the future of the Local Government Area. The draft CSP is the subject of a separate report for the consideration of Council.

- The Resourcing Strategy identifies, in general terms, how Council will allocate resources to deliver the CSP objectives that it is responsible for. It includes the Long Term Financial Plan, Workforce Management Plan and Asset Management Strategy.
- The Delivery Program details the principal activities Council will undertake in the adopted four year Councillor timeframe to implement the CSP strategies.
- The Operational Plan details the activities and projects Council will undertake during the financial year to address the principal activities outlined in the Delivery Program. It also includes a detailed annual budget and the statement of revenue policy.

Council is required to adopt the relevant documents before 30 June 2023.

Challenging environment

Financial sustainability is a key challenge facing Council due to several factors including increased demand for services beyond those traditionally provided, cost shifting from other levels of government, ageing infrastructure, constraints on increasing revenue and risk of reliance on external funding sources.

To respond effectively to these challenges, Council will need to take a holistic approach to maximise integration between strategic planning, long term financial planning and delivering on community expectations.

In developing the draft budgets, Council models different scenarios as part of the budget sensitivity analysis including conservative, planned and optimistic, that assumed both revenue and expenditure were reduced, maintained and above-average. The 2023/2024 draft budget and the forward forecasts have been based on the planned model.

During the month of May 2023 when documents were placed on public exhibition Council received the following advice and the draft budget has been updated to reflect these:

- The NSW Government increased the Emergency Services Levy (ESL) imposed on all councils without warning for the 2023/2024 financial year. The ESL is a cost imposed on councils and insurance policy holders to fund the emergency services budget in NSW and represents cost shifting, as it is imposed on councils without any mechanism for councils to recover costs. For Council, the net budgeted ESL has increased by $616,666 for 2023/2024, bringing the total Council contribution to $1,836,094. This amounts to 42% of the expected increase in rate income for 2023/2024.
- Local Government NSW and the Unions reached in principle an agreement on conditions relating to the 2023-2026 NSW Local Government State Award. For Council, the net impact (above what increases were already budgeted) has increased by $1.9M for 2023/2024.

The below table financially articulates the challenge of Council continuing to provide the same or higher level of service to our community and rising costs of operations largely outside of Council's control. This is namely evident in the general fund operating loss of $7.8M as revenue is not able to match the increased cost of providing those services. To ensure long term financial sustainability this challenge needs to be addressed.

Funding Position – 2023/2024	Consolidated	General Fund	Sewer Fund	Water Fund
Profit and Loss:				
Operating Revenue (exc. Capital Grants)	152,450,413	107,349,556	23,748,709	21,352,148
Operating Expenditure (exc. Depreciation)	(102,271,809)	(76,949,467)	(15,123,029)	(10,199,313)
Net Operating Profit / (Loss) - Before non-cash items	50,178,604	30,400,089	8,625,680	11,152,835
Depreciation	(50,133,234)	(38,289,898)	(6,295,444)	(5,547,892)
Net Operating Profit / (Loss)	45,370	(7,889,809)	2,330,236	5,604,943
Balance Sheet:				
Add Back: Non-cash items	49,939,985	37,844,564	6,440,972	5,654,449
Capital revenue (Capital Grant/Contribution Income)	32,305,906	21,478,380	9,494,082	1,333,444
Capital Expenditure				
- Capital Projects	(93,530,887)	(68,697,042)	(15,781,766)	(9,052,079)
- Other Capital Expenditure	(3,785,276)	(298,072)	(1,243,498)	(2,243,706)
Funds Returned To Council / (Required From Council)	(15,024,902)	(17,561,979)	1,240,026	1,297,051
Cash – Spent	17,561,979	17,561,979		
Cash – Saved	2,537,077		1,240,026	1,297,051
Budget Balanced	0	0	0	0

Securing long term financial sustainability

In recent years Council has narrowed its focus on securing long term financial sustainability. Actions undertaken and being undertaken, in accordance with the adopted long term financial plan include:

- undertaking a Service Review Program on functions across the organisation
- identifying budget expenditure reductions without significant reduction in service levels
- productivity improvements and initiatives
- review of utilisation of internally restricted assets
- asset rationalisation program to identify under-utilised assets or assets not contributing to the achievement of strategic goals

- review of infrastructure contributions system to meet the increased demand generated by population growth
- an asset management enhancement program to ensure more accurate forecasts, and
- utilisation of a number of funding sources to more effectively fund new capital works.

In addition to these efforts, as part of securing long term financial sustainability and addressing a growing infrastructure backlog, Council should consider undertaking a comprehensive engagement program with community to consider a special rate variation options.

Councils can apply to the IPART for a Special Variation to the rate peg which will be considered against the guidelines set by the NSW Office of Local Government, including the level of community awareness and how efficiently the council has been managing its finances. IPART requires councils to actively engage residents in discussions about the proposed increase above the rate peg. IPART will consider how effective each council's community inclusion has been before determining its application to increase charges above the set rate. Councils need to show IPART there is:

- a demonstrated need for higher increases to charges
- community awareness of their plans
- a reasonable impact on ratepayers
- a process to exhibit relevant council documents to the public
- a history of well-documented council productivity improvements and cost containment strategies

The standard timetable of special rate variation assessments is:

- Council to undertake community consultation
- Council to notify IPART intention to apply; November
- Council to apply for a special rate variation; February
- IPART undertake community consultation; February
- Final report; May

IPART has approved 21 Special Rate Variations in the last two financial years. The variations range from 6.35% over 1 year to 92.83% over 4 years and focus on addressing financial

sustainability, maintaining essential community infrastructure, maintaining existing services and service levels and reducing infrastructure backlogs.

Following a number of challenging years (drought, COVID, floods, inflation) Council was already experiencing financial pressure. The recently announced impact of Council being required to fund an additional $2.5M in year one, compounded in future years, brings increased urgency to ensuring long term financial sustainability.

REPORT

1. Draft 2023/2024 Delivery Program and Operational Plan

The draft Plan attached as **Appendix 1** identifies the activities and projects Council will undertake during the financial year**.** The document has been updated to reflect proposed changes mentioned under the 'Responses to community feedback' section within this report.

2. Draft Budget and forward forecast including capital expenditure

The draft Budget including capital expenditure is attached as **Appendix 2.**
The draft Budget has been updated to reflect the Emergency Services Levy and award increases a as detailed earlier in this report

3. Draft 2023/2024 Fees and Charges

The draft 2023/2024 Fees and Charges is attached as **Appendix 3.**

The document has been updated to reflect proposed changes mentioned under the 'Responses to community feedback' section within this report. Updates have also been made to reflect statutory changes that were advised in recent weeks.

4. Draft 2023/2024 Long Term Financial Plan

The draft Plan attached as **Appendix 4** expresses, in financial terms, the activities Council will undertake over the short, medium and long term, to provide a sound basis for strategic decision making. It also guides the future strategies and actions of Council to ensure that it continues to operate in a manner that achieves financial sustainability. The Plan has been updated to reflect Emergency Service Levy and award increases.

5. Draft 2023/2024 Macquarie Regional Library Operational Plan, Budget and Fees and charges

The draft Operational Plan, Budget and fees and charges is attached as **Appendix 5** to provide high quality library services to the Macquarie Regional Library Service communities.

6. Draft 2023/2024 Strategic Asset Management Plan

The draft Strategic Asset Management Plan is attached as **Appendix 6.** No changes were made as a result of the Public Exhibition period.

7. Draft 2023/2024 Annual Statement of Revenue Policy

The draft Annual Statement of Revenue Policy is attached as **Appendix 7.** No changes were made as a result of the Public Exhibition period.

8. Formal submissions

Council received 67 submissions during the public exhibition period. All submissions are attached in **Appendix 8.**

A number of submissions had multiple topics/points of interest/statements. The numbers below reflect these counts which is why the numbers are greater than the number of submissions. A summary of topics raised in submissions is listed below:

TOPIC	NUMBER OF MENTIONS*
Airport fees and charges	42
Environmental restoration, Climate change, including street trees, tree canopy etc.	34
Housing	9
Essential services, transport and roads including capital works (including footpaths and cycleways)	31
Arts, culture and tourism facilities/services	26
Parks, playgrounds and recreational spaces	18
Community areas (including cemeteries, meeting spaces)	5
Villages (broader issues)	2
All other topics	30
TOTAL TOPICS	**197**

*some submissions covered multiple topics which is why the total exceeds 67

Consultation

The draft documents were placed on public exhibition from 1 May until 29 May 2023. Council received 67 submissions during the public exhibition period. 54 of these submissions were made through Council's new online community consultation platform Your Say.

The draft documents were available for viewing at the Dubbo and Wellington Customer Experience Centres, Macquarie Regional Library – Dubbo and Wellington Branches and through a dedicated project page on Your Say.

Engagement activities undertaken to support community participation include print, digital and radio media, consultation sessions and a proactive social media engagement program. A report on these activities is attached as **Appendix 9.**

During the exhibition period there were 1,262 visits to the project page on Your Say and 611 downloads from the document library. Community members that provided formal submissions were provided with a community engagement summary of the project and directly advised of next steps in the decision making process. This summary is attached as

Appendix 10.

A Councillor workshop was held on 8 June 2023 to serve as an initial briefing on community feedback and provide an indication of proposed management responses to feedback.

Response to community feedback

Feedback from the community include an estimated increase in capital service delivery of $9.37M and operational service delivery of $2.38M. In considering requests for new or increased services, management have examined the ability to deliver within current resource levels, possible options of reprioritisation of activities within the relevant function budget or options of funding from elsewhere in the budget.

Council staff have considered community feedback and responses to individual submissions, attached as **Appendix 11**. A summary of proposed, specific changes to service delivery or fees and charges is below.

1. Add Operational Plan action: Collaborate with neighbouring LGAs to investigate and consider formal boundary adjustments for areas such as Yeoval and North Yeoval.

2. Add Operational Plan action: Development of a future focused Cultural Precinct Plan at the Western Plains Cultural Centre.

3. Delete Draft action 1.2.1.3: as works are included within action 1.2.2.1.

4. Add Operational Plan action: Council amends its existing fleet policy to be aligned to Council's Zero Emissions Fleet Strategy goals for light vehicles.

5. Add Operational Plan task: Investigate interim measures to support community, arts and cultural groups with spaces to hold meetings. The investigation should include a review of Council owned assets, leases and licences agreements and identify opportunities to increase use of any underutilised facilities.

6. Add Operational Plan task: working paper be developed to analyse the current challenges and opportunities for Wellington CBD heritage revitalisation as part of the Economic Development Services Action Plan.

7. Add Operational Plan task: Assessment of maintenance standards and cost benefit of current dog free leash areas will be undertaken before December 2023. This will allow Council to access service provision in the future.

8. Add Operational Plan task: A community and corporate partnership program be developed for consideration to support public spaces tree planting and maintenance as part of the Marketing Services Action Plan.

9. Fees and Charges alteration: Increased subsidy for Dubbo District Cricket Association ($9,000 negative impact).

10. Fees and Charges alteration: limiting the aircraft parking charge at Dubbo to hard stand areas only and adjustment of weekend Wellington rates (estimated $6,800 negative impact).

11. Capital program change: Investment in shared pathway in Wellington (Showground Road replacement) $1.2M - proposed to add Operational Plan Action to undertake design in 2023/2024 period to enable project to be ready for future grant applications.

12. Capital program consideration: Further analysis to be undertaken in regards to reprioritisation options within the capital works program to bring forward for investment in a shared pathway in Dubbo (Sheraton/Boundary). Estimated cost $700,000.

Planned Communications

- All formal submissions, where appropriate contact details have been received, will be notified of the outcome of the Council decision.
- The Your Say project page will be updated to reflect Council's decision and close of the community consolation process.
- The corporate website will be updated to reflect adopted documents.

Timeframe

KEY DATE	EXPLANATION
1 July 2023	Delivery Program and Operational Plan, Budget and Fees and Charges for the 2023/2024 year come into effect.
February 2024	Six month report on Delivery Program to Council.

APPENDICES:

1⇩ Draft 2023/2024 Delivery Program and Operational Plan

2⇩ Draft 2023/2024 Budget and Forward Forecasts and Capital Expenditure

3⇩ Draft 2023/2024 Fees and Charges

4⇩ Draft 2023/2024 Long Term Financial Plan

5⇩ Draft 2023/2024 Macquarie Regional Library Operational Plan, Budget and Fees and Charges

6⇩ Draft Strategic Assent Management Plan

7⇩ Draft 2023/2024 Annual Statement of Revenue Policy

8⇩ Copies of submissions to Draft 2023/2024 Budget, Delivery Program and Operational Plan

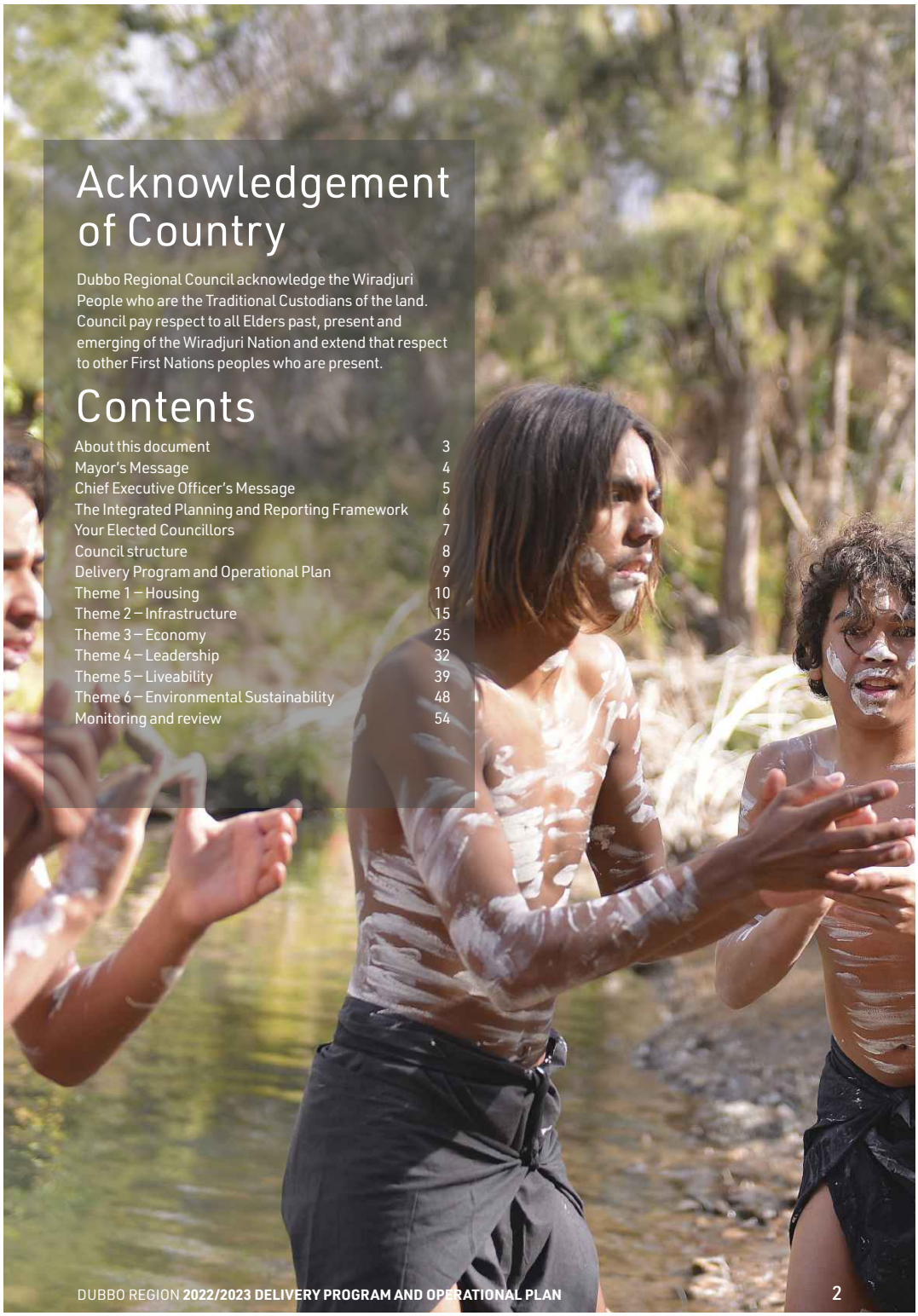
9⇩ Draft 2023/2024 Budget and Operational Plan Engagement Program Summary

10⇩ Draft 2023/2024 Budget and Operational Plan Community Engagement Summary

11⇩ Draft 2023/2024 Budget and Operational Plan - Submission summary and responses

DUBBO REGIONAL COUNCIL

2023/2024 DELIVERY PROGRAM AND OPERATIONAL PLAN



Acknowledgement of Country

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

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About this document

This document incorporates the 2022-2025 Delivery Program and 2023/2024 Operational Plan, which details Council's role in the delivery of services and projects to realise the long-term strategic goals of the community. It should be read in conjunction with the Towards 2040 Community Strategic Plan and Resourcing Strategy.

Community Strategic Plan

The Community Strategic Plan identifies the main priorities and aspirations for the future of the Local Government Area. It is the highest level strategy that guides and influences the direction of Council, the community and other levels of Government over the coming years. It provides a blueprint for achieving the community's vision for the future, while being flexible and fit-for-purpose over the term of its life.

Resourcing Strategy

The Resourcing Strategy identifies, in general terms, how Council will allocate resources to deliver the objectives of the Community Strategic Plan it is responsible for. It incorporates the Long Term Financial Management Plan, Workforce Management Strategy and Asset Management Strategy.

Delivery Program

The Delivery Program identifies the principal activities Council will undertake over the four year Councillor term to implement the strategies and objectives established by the Community Strategic Plan. It addresses the full range of Council's operations, and is the key "go to" document for Councillors as it is a statement of commitment to the community.

Operational Plan

The Operational Plan is updated annually and identifies the activities and projects Council will undertake during the financial year to address the principal activities in the Delivery Program. The Operational Plan includes an annual budget and revenue policy showing how Council will finance the activities and projects.

The Delivery Program and Operational Plan are combined in a single document to make it easier to understand, easier to read and more straightforward for our community.

Mayor's Message

I am pleased to present the draft 2023/2024 Delivery Program and Operational Plan. A year ago, Councillors provided you with a plan that responded to our environment while also being proactive and meeting upcoming challenges. We have focused on transparency, communication, community collaboration and outcomes. And over the past year, we have delivered on our focus.

We now welcome new challenges over the next twelve months, using this new Delivery Program and Operational Plan to guide us and help ensure we achieve your priorities.

Together as a community we have a strength and focus which ensures our region continues to prosper, grow and provide an excellent and affordable quality of life for all those who decide to live here.

This region is full of great experiences and opportunities.

Looking around the Local Government Area, there is variety offered by the city of Dubbo, the town of Wellington and the villages of Ballimore; Brocklehurst; Elong Elong; Eumungerie; Geurie; Mumbil; Stuart Town and Wongarbon along with the surrounding rural areas. Combined there is an amazing opportunity for great lifestyle and prosperity.

The region also provides excellent visitor experiences and amazing opportunities for everyone to live, work and play.

This plan strives to increase those experiences and opportunities and guide Councillors through the next twelve months as we make decisions as your elected representatives.

Chief Executive Officer's Message

I am pleased to present the 2023/2024 Delivery Program and Operational Plan, which outlines the actions we are committed to delivering for our community in the year ahead.

Council continues to be focused at the highest level on providing essential services, supporting residents and businesses to thrive, collaborating with other tiers of government to provide the services you need, creating employment opportunities and working hard to improve our financial position.

The actions in this plan are aligned to Council's guiding principles and reflect our integrated approach to planning.

The plan is a blueprint for our staff and our elected representatives in achieving the goals the community has for our region, as well as ensuring services and resources are aligned to meet community expectation and needs.

We face challenges in the year ahead, but these also represent a great opportunity for us and the community. This plan provides us with the road map we follow for the upcoming year.

Council prides itself on its commitment to serving the community and providing you with a transparent, collaborative team that allow us to get the job done.

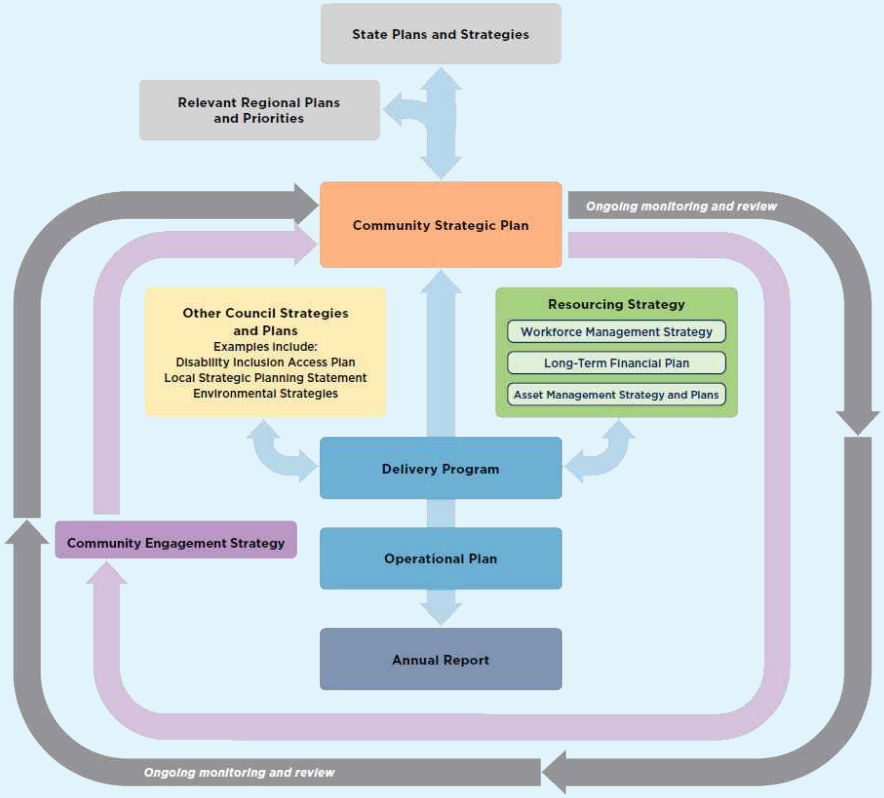
As we look to the year ahead we are guided by your vision for Dubbo – a great quality of life, greater opportunities to grow as a community and our balanced lifestyle and wellbeing.

We hope this report shows your our commitment as we continue to progress through these goals in order to ensure the region remains the best place to live, work and play.

The Integrated Planning and Reporting Framework

The Delivery Program and Operational Plan are part of Council's Integrated Planning and Reporting Framework. The Framework is a suite of plans that identify a vision for the future, and strategic actions to achieve them. It requires Council to undertake 'whole of council' planning for the short, medium and long term future. It allows Council to draw various plans together, understand how they interact and get the maximum leverage from their efforts by planning holistically for the future.

Council's Integrated Planning and Reporting Framework is provided below:



Council is the key driver of the Towards 2040 Community Strategic Plan, but its implementation is the shared responsibility of all community stakeholders. Council has an important role to play in advocating for and partnering with other stakeholders including government agencies, non-government organisations, community groups and individuals.

Your Elected Councillors

Mayor
Mathew Dickerson

Deputy Mayor
Richard Ivey

Councillor
Joshua Black

Councillor
Lewis Burns

Councillor
Shibli Chowdhury

Councillor
Vicki Etheridge

Councillor
Jessica Gough

Councillor
Damien Mahon

Councillor
Pamella Wells

Councillor
Matthew Wright

Council structure

Council delivers services to the community through five divisions.

Delivery Program and Operational Plan

How to read this section

This Plan is linked to the Towards 2040 Community Strategic Plan as actions are grouped by themes and strategies. When preparing the Community Strategic Plan, our community identified the following common themes:

1. Housing
2. Infrastructure
3. Economy
4. Leadership
5. Liveability
6. Environmental Sustainability

The actions under each theme and strategy are concise statements of how Council will achieve the overall objectives of the community in one particular area of Council's operations.

A guide to interpreting this Plan is provided below:

Timeframe – June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
1.3	**Short-term and emergency accommodation is available**

Community Strategic Plan objective

Timeframe – June 2025 / Timeframe – June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
1.3.1	Short-term accommodation is available for the workforce associated with significant infrastructure, major projects and employment generators	1.3.1.1	Advocate to the State Government to ensure short term accommodation is available to support the Central-West Orana Renewable Energy Zone and other industry needs	Development and Environment Culture and Economy
		1.3.1.2	Prepare a Short-Term Accommodation Position Paper for Dubbo and Wellington to identify short-term accommodation needs as a result of the Central-West Orana Renewable Energy Zone	Development and Environment
1.3.2	Crisis and emergency accommodation supports the needs of the community	1.3.2.1	Advocate to the State Government and developers to increase the level of crisis and emergency accommodation available	Community, Culture and Places
		1.3.2.2	Investigate alternative infrastructure contribution schemes for operators of affordable, crisis and emergency accommodation	Development and Environment

Delivery Program strategy

Council division responsible for delivering the action

Reference number which links to relevant CSP Theme

Operational Plan actions to achieve the objectives of the CSP and Delivery Program

Theme 1 – Housing

Housing choice, affordability and availability holds great importance across our community. Council holds a number of roles across the housing spectrum, including setting appropriate policy positions through planning instruments, assessing applications in a timely manner, building relationships with stakeholders, and negotiating with government in respect of the need and demand for short-term, public housing and crisis accommodation.

Our Community Expects:

- Red tape to be cut to manage costs for the housing industry
- A variety of housing styles, types and densities
- Planning controls to provide for the development of a variety of housing styles, types and densities
- Rental accommodation to be available at a range of price points
- Residential land to be available in Dubbo and Wellington
- Affordable housing to be available in the region
- Better planning and more opportunities for growth in our villages and rural areas
- Urban renewal to occur in the Dubbo CBD and Wellington Town Centre
- Council to work proactively with the residential development industry to realise the economic potential of the region.

Our Partners:

- Department of Planning and Environment
- Department of Communities and Justice
- Development industry
- Real Estate industry
- Finance industry
- First home buyers
- Residential land owners
- Not-for-profit and affordable social housing providers

Alignment to quadruple bottom line:

SOCIAL ECONOMIC ENVIRONMENT

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
1.1	**Housing meets the current and future needs of our community**

Timeframe - June 2025 Timeframe - June 2024

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
1.1.1	A variety of housing types and densities are located close to appropriate services and facilities	1.1.1.1	Assess applications for residential housing in a timely manner	Development and Environment
1.1.2	Housing is affordable and secure	1.1.2.1	Undertake regular engagement with stakeholders to monitor issues impacting housing affordability and choice	Development and Environment
		1.1.2.2	Investigate mechanisms to incentivise the development and release of new residential zoned land to assist the timely release of new housing supply	Development and Environment
1.1.3	Urban renewal occurs in the Dubbo Central Business District and Wellington Town Centre	1.1.3.1	Review planning controls to ensure residential development is promoted in the Dubbo CBD and the Wellington Town Centre	Development and Environment
1.1.4	Public and social housing are integrated into residential areas	1.1.4.1	Advocate to the State Government and developers to increase the level of public and social housing	Community, Culture and Places
1.1.5	Development opportunities are communicated to the community	1.1.5.1	Undertake regular engagement and education activities with stakeholders to communicate development trends, permissibility of residential development, and processes	Development and Environment

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
1.2	**An adequate supply of land is located close to community services and facilities**

Timeframe - June 2025 Timeframe - June 2024

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
1.2.1	Land is suitably zoned, sized and located to facilitate a variety of housing types and densities	1.2.1.1	Implement the structure plan for North-West Residential Urban Release Area	Development and Environment
		1.2.1.2	Prepare a structure plan for land in the South-West Residential Urban Release Area	Development and Environment
		1.2.1.3	Consider planning proposals in a timely manner	Development and Environment
		1.2.1.4	Review and make submissions on proposed changes to the Environmental Planning & Assessment Act, associated regulations and planning policies as opportunities arise	Development and Environment
		1.2.1.5	Develop a Master Plan for Keswick estate that investigates options and opportunities for rezoning to encourage a variety of housing types and densities around neighbourhood hubs	Organisational Performance
		1.2.1.6	Prepare a structure plan for residential land in Montefiores	Development and Environment
		1.2.1.7	Effective use of external sales and marketing resources to facilitate sales for future releases	Organisational Performance
1.2.2	Adequate land is available in the villages for development	1.2.2.1	Prepare a Large Lot Residential Strategy for land in the peri-urban areas and villages	Development and Environment

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
1.2	**An adequate supply of land is located close to community services and facilities**

Timeframe - June 2025 Timeframe - June 2024

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
1.2.3	Development is supported by a strategic and affordable infrastructure framework	1.2.3.1	Maintain Council's development Contribution Framework and Planning Agreement frameworks and associated registers	Development and Environment
		1.2.3.2	Assess requests to enter into Planning Agreements and Works-In-Kind Agreements in a timely manner	Development and Environment
		1.2.3.3	Prepare a new Developer Servicing Plan for Water and Sewer infrastructure	Development and Environment
		1.2.3.4	Prepare a new Roads, Traffic Facilities and Car Parking developer contributions plan for Dubbo	Development and Environment
1.2.4	Rural and productive agricultural land is managed sustainably	1.2.4.1	Advocate to the State Government to ensure development in the Central-West Orana Renewable Energy Zone is compatible with the agricultural and primary land uses	Development and Environment
		1.2.4.2	Investigate funding and smart technology opportunities to expand the Urban Salinity Monitoring Network	Development and Environment

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
1.3	**Short-term and emergency accommodation is available**

Timeframe - June 2025 Timeframe - June 2024

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
1.3.1	Short-term accommodation is available for the workforce associated with significant infrastructure, major projects and employment generators	1.3.1.1	Partner with the State Government and other industry bodies to ensure short term accommodation is available to support the Central-West Orana Renewable Energy Zone and other industry needs	Strategy, Partnerships and Engagement
		1.3.1.2	Implement recommendations from the Short-Term Accommodation Position Paper for Dubbo and Wellington	Development and Environment
1.3.2	Crisis and emergency accommodation supports the needs of the community	1.3.2.1	Continue to work with State Government and developers to increase the level of crisis and emergency accommodation available	Community, Culture and Places
		1.3.2.2	Investigate alternative infrastructure contribution schemes for operators of affordable, crisis and emergency accommodation	Development and Environment

Theme 2 – Infrastructure

The provision and maintenance of infrastructure is a key consideration for Council and the community. Council holds a number of roles in relation to local roads, advocacy for state roads, water, sewer, stormwater, pedestrian and bicycles and generally how we move around the region. The provision of appropriate infrastructure provides economic development opportunities and ensures our community can continue to benefit.

Our Community Expects:

- Urban and rural infrastructure to be well-maintained and fit-for-purpose
- Internet speed to be world standard
- Better mobile and telecommunications coverage in our villages
- Council assets to be managed in a sustainable and cost-effective manner
- The Dubbo Regional Airport to provide access to a variety of destinations
- The Wellington Aerodrome and Recreation Park to remain a vital asset for the Wellington community
- Expanded public transport services
- Additional bridges across the Macquarie River
- Overtaking lanes on the Mitchell Highway between Dubbo and Wellington

Our Partners:

- Transport for NSW
- Australia Rail Track Corporation
- Department of Planning and Environment
- Department of Infrastructure, Transport, Regional Development and Communications
- Transport industry
- Cycling, running and walking groups
- Telecommunications providers
- Energy providers
- Public and community transport providers

Alignment to quadruple bottom line:

ECONOMIC

ENVIRONMENT

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.1	**The road transportation network is safe, convenient and efficient**

Timeframe - June 2025 Timeframe - June 2024

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.1.1	Traffic management facilities enhance the safety and efficiency of the road transport network	2.1.1.1	Maintain effective processes to identity, consider and prioritise new or renewed traffic management facilities	Infrastructure
		2.1.1.2	Implement the Dubbo Regional Council Dubbo Transportation Strategic Plan in conjunction with Transport for NSW	Infrastructure
		2.1.1.3	Deliver and support initiatives in line with Transport for NSW's 2026 Road Safety Action Plan	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.1	**The road transportation network is safe, convenient and efficient**

Timeframe - June 2025		Timeframe - June 2024		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.1.2	The road network meets the needs of users in terms of traffic capacity, functionality and economic and social connectivity	2.1.2.1	Update and maintain Council's Roads Asset Management Plan to inform future road programs	Infrastructure
		2.1.2.2	Undertake regular inspections to identify road defects and prioritise, schedule, and complete maintenance activities	Infrastructure
		2.1.2.3	Investigate opportunities to monitor the condition of the road network through smart technology	Infrastructure
		2.1.2.4	Undertake road infrastructure planning for the Dubbo Urban Release Areas	Infrastructure
		2.1.2.5	Undertake road infrastructure planning for the Central West Orana Renewable Energy Zone	Infrastructure
		2.1.2.6	Conduct a service review of rural road maintenance and use recommendations to help inform business improvement and decision making	Infrastructure
		2.1.2.7	Undertake a detailed analysis of car parking requirements in the Dubbo CBD that includes identifying future infrastructure needs and associated funding strategies	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.1	**The road transportation network is safe, convenient and efficient**

Timeframe - June 2025		Timeframe - June 2024		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.1.2	The road network meets the needs of users in terms of traffic capacity, functionality and economic and social connectivity	2.1.2.8	Continue to secure route for the Western distributor in line with the Dubbo transportation Strategic Plan to support advocacy efforts for highway bypass	Infrastructure
		2.1.2.9	Ongoing advocacy to support new highway distributor route	Infrastructure
		2.1.2.10	Installation of the Blueridge link road	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.1	**The road transportation network is safe, convenient and efficient**

Timeframe - June 2025		Timeframe - June 2024		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.1.3	Additional flood-free road access over the Macquarie River at Dubbo is provided	2.1.3.1	Progress a business case and feasibility analysis for an additional southern crossing of the Macquarie River in Dubbo	Infrastructure
2.1.4	Adequate and convenient car parking is available in commercial centres	2.1.4.1	Provide education programs and ensure compliance around parking problem/hot-spot areas, bus and school zones in the commercial centres	Development and Environment
		2.1.4.2	Analyse data from parking sensor trial in and around the Brisbane, Talbragar and Macquarie street shopping precincts in Dubbo and provide reports to Council	Development and Environment
		2.1.4.3	Ongoing analysis and solution identification for car parking and vehicle access in Dubbo and Wellington	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.1	**The road transportation network is safe, convenient and efficient**

Timeframe - June 2025		Timeframe - June 2024		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.1.5	Council works collaboratively with government and stakeholders on transport-related issues	2.1.5.1	Work with regional stakeholders to explore strategic opportunities to improve access and connectivity including road, rail and port.	Strategy, Partnerships and Engagement
		2.1.5.2	Pursue opportunities for additional funding of road projects through the State and Federal Government	Infrastructure
		2.1.5.3	Collaborate with State and Federal governments in relation to transportation issues and limitations in the Central West Orana Renewable Energy Zone	Infrastructure
		2.1.5.4	Advocate to the State and Federal Government for funding for a business case for the western distributor road that incorporating the needs of heavy freight	Infrastructure
		2.1.5.5	Advocate to the State Government for additional overtaking lanes on the Mitchell Highway between Dubbo and Wellington	Infrastructure
		2.1.5.6	Collaborate with State and Federal Governments in relation to issues and truck configuration limitations on the Newell, Mitchell and Golden Highways	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.2	**Infrastructure meets the current and future needs of our community**

Timeframe - June 2025		Timeframe - June 2024		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.2.1	Water and sewer infrastructure and services meet the needs of the community	2.2.1.1	Supply water to customers in accordance with Council's adopted service levels	Infrastructure
		2.2.1.2	Supply sewerage services to customers in accordance with Council's adopted service levels	Infrastructure
		2.2.1.3	Progress the Integrated Water Cycle Management Plan	Infrastructure
2.2.2	Solid waste management services meet the needs of the community	2.2.2.1	Supply solid waste services to customers in accordance with Council's adopted service levels	Development and Environment
		2.2.2.2	Implement the Local Government Area Waste Strategy	Development and Environment
		2.2.2.3	Undertake a weekly organic waste service for Dubbo, Wellington, Wongarbon and Geurie	Development and Environment
		2.2.2.4	Undertake regular consultation and information programs on waste collection and facilities in the villages	Development and Environment
2.2.3	Urban drainage systems meet the needs of the community	2.2.3.1	The presentation of the Villages is maintained in accordance with the adopted Parks and Bushcare Program and other adopted strategies to effective resource maintenance activities	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.2	**Infrastructure meets the current and future needs of our community**

Timeframe - June 2025		Timeframe - June 2024		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.2.4	Enhanced telecommunications coverage is available in the region	2.2.4.1	Advocate to the State and Federal Governments and providers to progress the Smart Region Strategy and for the continued and expeditious roll-out of internet, telecommunications and data services throughout the LGA	Strategy, Partnerships and Engagement
2.2.5	Council maintains infrastructure and delivers services at the adopted service levels as agreed with the community	2.2.5.1	Undertake regular monitoring of Council's Assets Management Strategy	Organisational Performance
		2.2.5.2	Asset Management Plans undergo annual monitoring and review to reflect any changes in asset condition or services level of the asset portfolio	Organisational Performance
		2.2.5.3	Undertake a review of Council's building assets to determine the present and future needs and opportunities for these assets	Organisational Performance
		2.2.5.4	Feasibility and options considered for Duke of Wellington Bridge	Community, Culture and Places
2.2.6	Council utilises a modern and efficient plant fleet that meets operational needs	2.2.6.1	Review the make-up of the fleet to ensure operational requirements are being met in a cost-effective manner	Infrastructure
		2.2.6.2	Monitor motor vehicle incidents involving Council vehicles and implement appropriate action as required	Infrastructure
		2.2.6.3	Council amends its existing fleet policy to be aligned to Council's Zero Emissions Fleet Strategy goals for light vehicles	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.3	**The transportation systems support connections within and outside the region**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.3.1	Appropriate and well-connected rail infrastructure is available	2.3.1.1	Work with rail authorities to ensure the safety and functionality of existing level crossings	Infrastructure
		2.3.1.2	Advocate to the State Government to improve access and timing for passenger train services to reach major destinations	Strategy, Partnerships and Engagement
		2.3.1.3	Advocate to the State Government to ensure Dubbo is considered as part of the Fast Rail business case	Infrastructure
2.3.2	A network of cycleways and pedestrian facilities is provided and maintained	2.3.2.1	Review and implement the Pedestrian Access and Mobility Plan for the Local Government Area	Infrastructure
2.3.3	Public transport services are available in our villages	2.3.3.1	Collaborate with Transport for NSW as part of the 16 Cities Program to improve public transport services within the region	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
2.3	**The transportation systems support connections within and outside the region**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
2.3.4	Our community has convenient air access to a variety of destinations	2.3.4.1	Establish and maintain partnerships to promote air travel and support route viability and affordability	Organisational Performance
		2.3.4.2	Implement Strategic Growth Plan for Wellington Aerodrome and Recreation Park	Organisational Performance
		2.3.4.3	Maintain leases, licenses, fees and charges at the Dubbo Regional Airport and Wellington Aerodrome and Recreation Park in line with facility maintenance and long term development opportunities	Organisational Performance
2.3.5	Roadside environments and entrance statements are developed and maintained	2.3.5.1	Develop village maintenance and mowing service levels, including enabling volunteers, and communicate the results to village landowners	Infrastructure
		2.3.5.2	Monitor for hot-spots of illegal dumping	Development and Environment

Theme 3 – Economy

The form and function of the local economy, including the importance of our visitor economy, key industry sectors, and attracting further economic development, is a key consideration for Council. Council has a role in providing leadership in the region to both promote the significant economic development opportunities available and to partner with existing business, industry and providers to ensure our workforce has the appropriate range of skills and experience to meet industry demands.

Our Community Expects:

- Local employment opportunities for people of all ages and abilities
- A vibrant and diverse local economy that supports local businesses and opportunities for development, and attracts appropriately-skilled and qualified professionals
- The region to be promoted as a transport and logistics hub
- The region to be promoted as a 'Gateway to Western NSW'
- Revitalised Central Business Districts and Town Centres, with beautification treatments and opportunities for placemaking
- Our villages to be marketed to increase their visitation and economic activity
- The Dubbo Regional Airport to provide access to a variety of destinations
- The Wellington Aerodrome and Recreation Park to remain a vital asset for the Wellington community
- The region to be promoted as a Mining Services Centre and Critical Minerals Hub to create advanced manufacturing jobs
- A variety of agritourism, cultural tourism and visitor economy opportunities
- The benefits of the Brisbane to Melbourne Inland rail to be leveraged for business and industry

Our Partners:

- Destination NSW
- Regional Development Australia
- Chamber of Commerce and business providers
- Tourism and visitor providers
- Education and training institutions
- Department Planning and Environment
- Department of Premier and Cabinet

Alignment to quadruple bottom line:

ECONOMIC

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
3.1	**Visitor economy growth is supported**

Timeframe - June 2025 Timeframe - June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
3.1.1	Diverse and unique visitor opportunities are explored, developed and supported	3.1.1.1	Implement Local Government actions in the Country and Outback Destination Management Plan	Strategy, Partnerships and Engagement
		3.1.1.2	Promote the region on destination marketing platforms and collaborative programs	Strategy, Partnerships and Engagement
		3.1.1.3	Operate Visitor Information Centres and provide information to tourists about the region's attractions, maps and other items relevant to tourism	Strategy, Partnerships and Engagement
		3.1.1.4	Implement Strategic Plans and Internal Business Strategies for the Old Dubbo Gaol	Community, Culture and Places
		3.1.1.5	Implement Strategic Plans and Internal Business Strategies for the Wellington Caves	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
3.1	**Visitor economy growth is supported**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
3.1.1	Diverse and unique visitor opportunities are explored, developed and supported	3.1.1.6	Deliver the Destination Dubbo International Ready Project (Heritage Plaza, Wiradjuri Tourism Centre and Macquarie River Precinct) in accordance with approved budgets and timelines	Community, Culture and Places
		3.1.1.7	Opportunities to have e-Bikes available for community and visitors is explored	Strategy, Partnerships and Engagement
		3.1.1.8	Council partners with the Taronga Western Plains Zoo on the Regional Hospitality and Tourism Centre of Excellence Business Case to support the development of unique visitor opportunities	Strategy, Partnerships and Engagement
		3.1.1.9	Implement and monitor the Destination marketing Services Action Plan	Strategy, Partnerships and Engagement
		3.1.1.10	Develop a business case and feasibility analysis for renewing Phosphate Mine	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
3.1	**Visitor economy growth is supported**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
3.1.2	Events that foster cultural, recreational and community interaction opportunities are supported	3.1.2.1	Economic and social event outcomes supported with funding in accordance with Council's Financial Assistance Policy	Community, Culture and Places
		3.1.2.2	Implement the Event Attraction and Support Strategy	Community, Culture and Places
		3.1.2.3	Implement strategic plans for the Dubbo and Wellington showgrounds	Community, Culture and Places
		3.1.2.4	Ongoing implementation of the Regional Event Action Plan to increase community events use of public space	Community, Culture and Places
3.1.3	Visitor accommodation is available	3.1.3.1	Develop and monitor tourism accommodation visitation reports	Strategy, Partnerships and Engagement
		3.1.3.2	Maintain and operate the Wellington Caves Holiday Complex	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
3.2	**Employment opportunities are available in all sectors of our economy**

Timeframe - June 2025 Timeframe - June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
3.2.1	Employment and investment opportunities for all sectors of the community are fostered	3.2.1.1	Develop and maintain strong partnerships with diverse advisory groups, industry representatives and government agencies to encourage economic growth	Strategy, Partnerships and Engagement
		3.2.1.2	Provide support to stakeholders seeking government funding in line with community strategic priorities	Strategy, Partnerships and Engagement
		3.2.1.3	Monitor and review policies and procedures to promote local business especially SMEs and Aboriginal organisations within the LGA	Organisational Performance
		3.2.1.4	Delivery of master planning and construction of Moffatt Estate	Organisational Performance
3.2.2	Traineeships and employment pathways are available for all sectors of the community	3.2.2.1	Advocate and support the employment of youth, Aboriginal, long-term unemployed and people with a disability in major public projects	Strategy, Partnerships and Engagement
		3.2.2.2	Collaborate with local schools, universities, businesses and government agencies to identify employment pathways and traineeship opportunities	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
3.2	**Employment opportunities are available in all sectors of our economy**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
3.2.3	The growth, development and diversification of the agricultural industry is supported	3.2.3.1	Maintain the Dubbo Regional Livestock Markets to appropriately support the agricultural sector	Organisational Performance
3.2.4	The Dubbo Central Business District and Wellington Town Centre are supported by commercial activation programs and activities	3.2.4.1	Implement and measure outcomes of the Economic Development Services Action Plan	Strategy, Partnerships and Engagement
		3.2.4.2	Improve food safety outcomes and conduct regular food inspections of retail food businesses	Development and Environment
3.2.5	Neighbourhood shopping centres provide attractive and convenient services and facilities	3.2.5.1	Identify funding opportunities to develop and implement neighbourhood shopping centre enhancement plans for the existing neighbourhood shopping centres in Tamworth Street and Victoria Street	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
3.3	**A strategic framework is in place to maximise the realisation of economic development opportunities for the region**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
3.3.1	Land is suitably zoned, sized and located to facilitate a variety of development and employment generating activities	3.3.1.1	Undertake regular engagement with businesses in regards to land zoning, appropriateness of proposed sites and approval pathways	Development and Environment
3.3.2	The Dubbo Central Business District and Wellington Centre are supported by long-term plans	3.3.2.1	Implement and monitor the Wellington Town Centre Plan	Development and Environment
3.3.3	Major investment is proactively attracted and supported in line with regional opportunities	3.3.3.1	Create an investment attraction strategy that targets large scale opportunities related to new technology, renewable energy and public infrastructure	Strategy, Partnerships and Engagement
		3.3.3.2	Collaborate with supply chain business to help support a diverse and growing regional economy	Strategy, Partnerships and Engagement

Theme 4 – Leadership

Council aims to ensure the delivery of the actions and initiatives is achieved by a variety of connected stakeholders, including all levels of government, our community and other interconnected service providers. The long term sustainable use of resources, asset management, financial sustainability and the importance of a united Council ensures our community can continue to benefit.

Our Community Expects:

- Council to be open, transparent and accountable
- To be a key component in Council's decision making processes
- Council to provide a focus on customer service and close the feedback loop
- Our elected officials to work together for the betterment of the region
- Council to sustainably manage finances to ensure there is no impact to land rates
- Council to employ a skilled and experienced workforce to deliver the actions and initiatives included in this Plan
- Council to seek all relevant grant funding opportunities to ensure there are no impacts to land rates
- Positive media coverage of our region

Our Partners:

- Department of Premier and Cabinet
- Office of Local Government
- All members of the community

Alignment to quadruple bottom line:

NSW GOVERNMENT

CIVIC LEADERSHIP

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
4.1	**Council provides transparent, fair and accountable leadership and governance**

Timeframe - June 2025 Timeframe - June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
4.1.1	Council encourages and facilitates two-way communication with and between stakeholders and the community	4.1.1.1	Administer the use of community engagement tools, platforms and practices	Strategy, Partnerships and Engagement
		4.1.1.2	Provide opportunities for the community to interact and communicate with Councillors	Organisational Performance
		4.1.1.3	Review existing and additional communication channels to support effective engagement and communications between Council, community and stakeholders	Strategy, Partnerships and Engagement
		4.1.1.4	Conduct a range of civic events and ceremonies, including Australia Day, Remembrance Day, Anzac Day, and Community Leaders Breakfast	Organisational Performance
		4.1.1.5	Collaborate with neighbouring LGAs to investigate and consider formal boundary adjustments for areas such as Yeoval and North Yeoval	Organisational Performance

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
4.1	**Council provides transparent, fair and accountable leadership and governance**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
4.1.2	Council's decision-making processes are open, transparent and accountable	4.1.2.1	Provide an annual report to the community	Strategy, Partnerships and Engagement
		4.1.2.2	Ensure Council meeting business papers, agendas and minutes are publicly available in accordance with legislation	Organisational Performance
		4.1.2.3	Ensure adopted strategies and key documents are available on Council's website following their adoption, and are easily accessible	Organisational Performance
		4.1.2.4	Ensure community awareness of Council funding program and effective provision of funding in accordance with Financial Assistance Policy	Strategy, Partnerships and Engagement
		4.1.2.5	Implement and measure outcomes of Communication Services Action Plan	Strategy, Partnerships and Engagement

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
4.1	**Council provides transparent, fair and accountable leadership and governance**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
4.1.3	Council provides quality customer service	4.1.3.1	Implement and monitor the Customer Experience Strategy	Strategy, Partnerships and Engagement
		4.1.3.2	Ensure staff respond to customer requests and correspondence in accordance with Council's Customer Experience Charter	Strategy, Partnerships and Engagement
		4.1.3.3	Expand and promote services available through the DRC&Me Portal	Strategy, Partnerships and Engagement
		4.1.3.4	Ensure business continuity plans are in place for the provision of Council services, and implement when required	Organisational Performance
		4.1.3.5	Conduct the biennial Community Needs and Satisfaction Survey in May 2024	Strategy, Partnerships and Engagement
4.1.4	Statutory requirements are met and services are provided in a cost-effective and timely manner	4.1.4.1	Maintain the Integrated Planning and Reporting Framework	Strategy, Partnerships and Engagement
		4.1.4.2	Ensure governance reports to external agencies comply with statutory requirements	Organisational Performance
		4.1.4.3	Review and maintain appropriate governance frameworks	Organisational Performance
		4.1.4.4	Review and adopt the Audit Plan in accordance with Audit and Risk Management Committee	Organisational Performance
		4.1.4.5	Implement the Work Health and Safety Action Plan	Organisational Performance
		4.1.4.6	Manage and support the Audit and Risk Management Committee to facilitate and enhance risk accountability	Organisational Performance

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
4.2	**The resources of Council are sustainably managed**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
4.2.1	The system of raising revenue is equitable, and revenue from grants and other income sources is maximised	4.2.1.1	Review the Statement of Review Policy for the year covered by the operational plan	Organisational Performance
		4.2.1.2	Review the rating structure	Organisational Performance
		4.2.1.3	Complete annual financial statements, other statutory reports and returns as required	Organisational Performance
		4.2.1.4	Completion of quarterly budget review statements	Organisational Performance
		4.2.1.5	Monitor the level of State and Federal government grants payable to Council, including Financial Assistance Grants and lodge submissions accordingly	Organisational Performance
		4.2.1.6	Invest Council funds in accordance with legislative requirements and Council's Investment Strategy and Policy	Organisational Performance
		4.2.1.7	The Long Term Financial Plan review annually and review in detailed as part of the 4yearly review of the Delivery Program	Organisational Performance
		4.2.1.8	Pursue opportunities for strategic alliances and collaboration with neighbouring Councils and regional stakeholders.	Strategy, Partnerships and Engagement

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
4.2	**The resources of Council are sustainably managed**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
4.2.2	Technological capabilities meet the requirements of Council and the community	4.2.2.1	Ongoing implementation of the Smart Council Strategy to support to use of new technology to improving customer experience and organisational performance	Strategy, Partnerships and Engagement
		4.2.2.2	Maintain corporate information in accordance with the State Records Act	Strategy, Partnerships and Engagement
		4.2.2.3	Maintain a comprehensive and accurate Geographical Information System and effective internal and external service provision	Strategy, Partnerships and Engagement
		4.2.2.4	Maintain an accurate Land Information System database	Development and Environment
		4.2.2.5	Ongoing implementation of the Smart Region Strategy to create economic opportunity, support environmental sustainability, and promote wellbeing and safety is undertaken in conjunction with relevant functions of Council and key stakeholders	Development and Environment

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
4.2	**The resources of Council are sustainably managed**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
4.2.3	A highly skilled, diverse and motivated workforce is maintained	4.2.3.1	Design and implement a new workforce management strategy	Organisational Performance
		4.2.3.2	Effectively manage the corporate training program to ensure value and return on investment	Organisational Performance
		4.2.3.3	Facilitate opportunities for employee engagement and feedback	Organisational Performance
		4.2.3.4	Design and implement an employee recognition program and implement annual performance management program	Organisational Performance
		4.2.3.5	Implement Council's Equal Employment Opportunity Management Plan and Aboriginal Employment Strategy	Organisational Performance
		4.2.3.6	Implement ongoing support and opportunity for professional development programs for all Councillors	Organisational Performance
4.2.4	The business activities of Council provide financial returns to the community	4.2.4.1	Develop and implement strategic plans for the Dubbo Regional Livestock Markets	Organisational Performance
		4.2.4.2	Provide cost-effective supply, contract administration and procurement services	Organisational Performance
4.2.5	Service reviews are conducted to improve the performance of Council	4.2.5.1	Implement adopted service review program to inform strategic business planning, organisational performance and Council decision making	Strategy, Partnerships and Engagement

Theme 5 – Liveability

The quality of life and the liveability of our community is underpinned by a number of key elements, including access to health care, education, safety, community facilities, recreation and open space areas, and a greater understanding of our First Nations and European heritage.

Our community wants opportunities that support wellbeing and a sense of belonging.

Our Community Expects:

- Provision of First Nations communities cultural heritage opportunities
- Effective medical services and facilities to available, including a residential drug and alcohol rehabilitation centre, more specialist medical and allied health practitioners, and greater resources for mental health facilities and services
- 24 hour policing to be provided across the region
- Access to a full range of educational opportunities
- Access to a full range of recreational and sporting opportunities
- Promotion of the heritage assets of Wellington and our villages
- A variety of high quality cultural services and facilities to be available
- Increased opportunities for public art

Our Partners:

- Department of Premier and Cabinet
- Department of Education
- Department of Communities and Justice
- Department of Planning and Environment
- Western NSW Local Health district
- Orana-Mid Western Police
- Aboriginal Land Councils, First Nations organisations and the First Nations community
- Education and training institutions
- Not-for-profit and non-government organisations
- Sporting groups and associations

Alignment to quadruple bottom line:

SOCIAL

ENVIRONMENT

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.1	**The health and safety of the community is improved**

Timeframe - June 2025 Timeframe - June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.1.1	Effective medical services and facilities are available	5.1.1.1	Advocate for appropriate health service provision and collaborate with government agencies and industry to support key work attraction initiatives	Community, Culture and Places
		5.1.1.2	Work with stakeholders in the Dubbo Health, Education and Wellbeing Precinct to support the growth of services and facilities	Development and Environment
5.1.2	The needs of older people and people with a disability are monitored to ensure appropriate services and facilities are available	5.1.2.1	Develop and implement strategic plans when making decisions that may impact older people and people with a disability	Community, Culture and Places
		5.1.2.2	Participate in regular interagency groups to assess the needs of older people and people with a disability	Community, Culture and Places
		5.1.2.3	Maintain and implement the Disability Inclusion Action Plan	Community, Culture and Places
5.1.3	There is an appropriate level of policing in our region	5.1.3.1	Participate in relevant crime prevention networks and help the community understand the enablers of crime	Community, Culture and Places
		5.1.3.2	Advocate to the State Government to provide 24-hour police services in Wellington	Community, Culture and Places
		5.1.3.3	Advocate to the State Government for the establishment of a Youth Koori Court in Dubbo	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.2	**Our First Nations communities and cultures are celebrated and enhanced**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.2.1	The health, education and socio-economic status of our First Nations communities is improved	5.2.1.1	Council undertakes high level communication activities to support local community to access information regarding 'the Voice' referendum with links to published Australian Government information	Community, Culture and Places
		5.2.1.2	Provide and maintain an Aboriginal liaison service and participate in advisory groups to support and assist our First Nations community	Community, Culture and Places
		5.2.1.3	Maintain positive working relationships with representative bodies such as the Aboriginal Working Party, Wellington Leaders Groups, traditional owners and Aboriginal Land Councils	Community, Culture and Places
		5.2.1.4	Maintain Supply Nation membership in Council's Procurement Policy to include the First Nations business sector	Organisational Performance
5.2.2	The culture of our First Nations communities is recognised and celebrated	5.2.2.1	Implement Council's Reconciliation Plan to address national Closing the Gap initiatives including health, cultural, economic and social outcomes	Community, Culture and Places
5.2.3	Items, areas and places of First Nations cultural heritage significance are protected and conserved	5.2.3.1	Collaborate with the First Nations communities to identify and protect items of cultural significance	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.3	**The lifestyle and social needs of the community are supported**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.3.1	The social services requirements of our community are identified and met	5.3.1.1	Participate in interagency groups in regard to social service issues	Community, Culture and Places
		5.3.1.2	Provide support for the operations of the Dubbo and Wellington Neighbourhood centres and associated service providers	Community, Culture and Places
		5.3.1.3	Community service outcomes supported with funding in accordance with Council's Financial Assistance Policy	Community, Culture and Places
		5.3.1.4	A highly skilled, diverse and motivated workforce is maintained. Opportunities are explored to effectively enhance Council's related services and improve community outcomes through community based partnerships and volunteerism	Strategy, Partnerships and Engagement
		5.3.1.5	Multicultural audiences are catered for in corporate and destination communication platforms	Community, Culture and Places
5.3.2	A variety of youth activities and entertainment is available	5.3.2.1	Operate and resource the Youth Council and support participation in National Youth Week	Community, Culture and Places
5.3.3	People have access to a range of burial and interment options	5.3.3.1	Develop long term management plans for cemetery facilities and ensure required service support	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.3	**The lifestyle and social needs of the community are supported**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.3.4	Our community values domestic, companion and other animals	5.3.4.1	Provide animal shelter and impounding services in Dubbo and Wellington	Development and Environment
		5.3.4.2	Complete construction of the new Dubbo Animal Shelter	Development and Environment
		5.3.4.3	Implement an education program to educate residents on the requirements of keeping companion animals	Development and Environment
		5.3.4.4	Deliver Ranger Services to assist with lost, stray, noisy or nuisance animals	Development and Environment

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.4	**Our community has access to a full range of educational opportunities**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.4.1	Access to a variety of high quality education facilities, opportunities and choice is available	5.4.1.1	Advocate for appropriate primary, secondary and tertiary education service provision and collaborate with government agencies and industry to support key worker attraction initiatives	Community, Culture and Places
		5.4.1.2	Provide ongoing support to Macquarie Conservatorium in exploring ongoing service provision in the LGA, including state government advocacy and funding application support	Community, Culture and Places
5.4.2	Childhood, pre-school and after hours care meets the needs of the community	5.4.2.1	Provide and maintain Family Day Care services in Dubbo and Wellington	Community, Culture and Places
		5.4.2.2	Advocate to the State Government and private education providers to provide and expand childcare, preschool and after-hours services in the villages	Community, Culture and Places
5.4.3	Access to a high standard of library services and facilities is available	5.4.3.1	Undertake a strategic review and options analysis of library services in the region	Community, Culture and Places
		5.4.3.2	Prepare an annual report on the Macquarie Regional Library	Community, Culture and Places
		5.4.3.3	Implement the findings of the Macquarie Regional Library Service Review	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.5	**Our community has access to a diverse range of recreational opportunities**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.5.1	Passive and active open space is located to maximise access and use by the community	5.5.1.1	Conduct a review of the Strategic Open Space Master Plan	Community, Culture and Places
		5.5.1.2	Identify government grants to further environmental restoration and rehabilitation works as part of the adopted Macquarie River Master Plan	Community, Culture and Places
		5.5.1.3	Engage with the community in the planning and development of public open space areas	Community, Culture and Places
		5.5.1.4	Develop Public Open Space Guidelines to identify standards for future developments	Community, Culture and Places
5.5.2	Unique recreation and open space facilities are available	5.5.2.1	Revitalise Pioneer Park in Wellington, including repair of flood damage to the facility	Community, Culture and Places
		5.5.2.2	Identify external funding opportunities to install shade for the multi-purpose courts at Rygate Park	Community, Culture and Places
5.5.3	Our sporting facilities cater for a wide range of events and opportunities	5.5.3.1	Undertake a review of the operational efficiency and effectiveness of the Aquatic Leisure Centre function	Community, Culture and Places
		5.5.3.2	Actively engage and collaborate with sports user groups and Dubbo Regional Sports Council to support effective asset management and development and viable and responsive service delivery	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.6	**The diversity of our heritage, cultural services and facilities are maintained and promoted**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.6.1	Our community participates in and celebrates the high quality of cultural services and facilities available	5.6.1.1	Implement and monitor the SPARC Plan (Cultural Plan)	Community, Culture and Places
		5.6.1.2	Develop a seasonal program that attracts a range of shows and community events to the Dubbo Regional Theatre and Convention Centre	Community, Culture and Places
		5.6.1.3	Implement Strategic Plans and Internal Business Strategies for the Dubbo Regional Theatre and Convention Centre	Community, Culture and Places
		5.6.1.4	Develop a seasonal program that attracts a range of cultural and arts events to the Western Plains Cultural Centre	Community, Culture and Places
		5.6.1.5	Implement Strategic Plans and Internal Business Strategies for the Western Plains Cultural Centre	Community, Culture and Places
		5.6.1.6	Implement a Public Art Strategy for culture and space activation within the region	Community, Culture and Places
		5.6.1.7	Development of a future focused Cultural Precinct Plan	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
5.6	**The diversity of our heritage, cultural services and facilities are maintained and promoted**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
5.6.2	Culturally and Linguistically Diverse peoples' culture and heritage is celebrated	5.6.2.1	Collaborate with the culturally and linguistically diverse local community to identify needs and respond to opportunities for celebration of diversity in culture and heritage in the LGA	Community, Culture and Places
		5.6.2.2	Identify external funding opportunities to create a multicultural park, incorporating a mother language monument	Community, Culture and Places
		5.6.2.3	Maintain Sister Cities relationships and support opportunities for cultural exchange	Community, Culture and Places
5.6.3	Items of heritage significance are protected, conserved and adapted for re-use where appropriate	5.6.3.1	Heritage protection outcomes supported with funding in accordance with Council's Financial Assistance Policy	Development and Environment
		5.6.3.2	Provide a heritage advisory service to protect and enhance heritage assets, and to identify items of heritage significance	Development and Environment

Theme 6 – Environmental Sustainability

Our unique natural environment must be preserved while recognising the need for sustainably managing growth and development. Council and our community can become more sustainable by promoting renewable energy, reducing waste and protecting our natural resources. We face national and global challenges that need co-ordinated solutions and education across all levels of society to achieve more sustainable ways of living.

Our Community Expects:

- The use of renewable energy to be encouraged, supported and increased
- Electric vehicles to become more prevalent, with charging stations located in key areas
- Growth and development to be sustainable, with minimal impacts on the environment
- The impacts of climate change to be recognised and planned for
- The impacts on important biodiversity, ecological communities, environmental assets and endangered habitats to be minimised
- To be resilient against natural events and disasters, including fires, flooding and drought
- Master-planning our river environments to guide their use, restoration and conservation

Our Partners:

- Department of Planning and Environment
- Department of Primary Industries
- National Parks and Wildlife Service
- Environment Protection Authority
- State Emergency Services and local emergency management groups
- Development industry
- Local environment groups

Alignment to quadruple bottom line:

ENVIRONMENT

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
6.1	**We achieve net zero emissions**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
6.1.1	Investment in renewable energy opportunities are encouraged and supported	6.1.1.1	Develop and implement appropriate policies to ensure new development and street lighting upgrades adopt LED technology	Infrastructure
		6.1.1.2	Collaborate with the State Government to ensure development in the Central-West Orana Renewable Energy Zone takes a strategic approach to community development	Development and Environment
		6.1.1.3	Implement the Energy Strategy and Implementation Plan	Development and Environment
		6.1.1.4	Maintain membership in the Cities Power Partnership	Development and Environment
6.1.2	Council buildings and facilities are energy efficient, carbon neutral and utilise renewable energy sources	6.1.2.1	Investigate opportunities for energy efficiency and renewable energy use for Council buildings and facilities, and implement where appropriate	Organisational performance
		6.1.2.2	Monitor and report the energy performance of Council buildings and facilities via Council's energy management tool	Development and Environment
		6.1.2.3	Implementation and application of Council's Sustainable Building Policy	Development and Environment
		6.1.2.4	Comply with Council's Net Zero Strategy	Development and Environment
		6.1.2.5	Conduct strategic review of opportunities for offsetting Councils electricity costs through renewable energy projects at high energy consumption sites	Infrastructure

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
6.1	**We achieve net zero emissions**

Timeframe - June 2025 Timeframe - June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
6.1.3	Alternative modes of transport are available	6.1.3.1	Investigate the provision of electric vehicle charging stations, along with opportunities to fund installation of these facilities	Development and Environment
		6.1.3.2	Collaborate with the State Government as part of the NSW Electric Vehicle Strategy	Development and Environment
6.1.4	Existing and new development is sustainable, has sufficient greenspace and efficiently uses resources	6.1.4.1	Investigate mechanisms and smart technologies to reduce the urban heat effect	Development and Environment
		6.1.4.2	Implement the Street Tree Master Plans and Street Tree Maintenance Guidelines to improve the quality of street appeal in the region in line with budget and resources	Community, Culture and Places
		6.1.4.3	Implement the Dubbo Regional Council Tree Preservation Order and Significant Tree Register 2023 (as resolved by Council)	Community, Culture and Places

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
6.2	**We recognise, plan for and respond to the impacts of climate change**

Timeframe - June 2025 Timeframe - June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
6.2.1	The impacts of climate change are identified and addressed through collaboration with our community and government	6.2.1.1	Support and encourage community groups and programs to undertake environmental restoration works	Community, Culture and Places
		6.2.1.2	Consider climate change risk planning for Council and Council's assets within the development of Council's Risk Management Framework and associated documents	Organisational Performance
		6.2.1.3	Adopt an urban forest tree canopy target and deliver against actions and associated policies	Development and Environment
6.2.2	Water supply is provided efficiently and sustainably to our community	6.2.2.1	Promote and encourage water savings initiatives to the community	Infrastructure
		6.2.2.2	Investigate activities and funding strategies to ensure long-term water security	Infrastructure
6.2.3	Waste management processes reduce our environmental footprint and impact on the environment	6.2.3.1	Investigate smart technology to improve waste management practices	Development and Environment
		6.2.3.2	Work with NetWaste on waste projects and opportunities for greater diversion from landfill	Development and Environment

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
6.3	**Land use management sustains and improves the built and natural environment**

Timeframe - June 2025 Timeframe - June 2023

DELIVERY PROGRAM		OPERATIONAL PLAN		
Code	Strategy	Code	Action	Responsibility
6.3.1	The quality of the Macquarie, Talbragar and Bell river corridors are managed and enhanced	6.3.1.1	Support and encourage participation in Council's Parks and Bushcare Program	Infrastructure
6.3.2	Stormwater discharge into receiving waters is limited	6.3.2.1	Appropriately designed stormwater treatment devices and detention systems are to be implemented or conditioned on new or existing stormwater catchments where practical and in consideration of full lifecycle costs	Infrastructure
6.3.3	Endangered ecological communities, threatened species, habitats and environmental assets are protected	6.3.3.1	Advocate to the State Government for funding to map all endangered environmental assets	Development and Environment
		6.3.3.2	Advocate to the State Government for funding to restore degraded environments	Community, Culture and Places
		6.3.3.3	Report on the Weed Action Program (Department of Primary Industry)	Infrastructure
		6.3.3.4	Assess major infrastructure projects so that they reasonably avoid endangered ecological communities, threatened species, habitats and environmental assets	Development and Environment

Timeframe - June 2040

COMMUNITY STRATEGIC PLAN	
Code	Objective
6.4	**We plan for and mitigate the impacts of natural events and disasters**

Timeframe - June 2025		Timeframe - June 2023		
DELIVERY PROGRAM		**OPERATIONAL PLAN**		
Code	Strategy	Code	Action	Responsibility
6.4.1	People and property are protected from fire-related incidents	6.4.1.1	Review bushfire prone mapping for the region	Development and Environment
6.4.2	Development does not place the community at risk from flood impacts	6.4.2.1	Prepare and adopt a Floodplain Risk Management Plan for Geurie	Infrastructure
		6.4.2.2	Complete planning activities for stormwater drainage and flooding works in Wongarbon, and investigate funding opportunities and mechanisms	Infrastructure
		6.4.2.3	Develop an appropriate flood planning policy for Eumungerie following adoption of the Floodplain Risk Management Plan	Infrastructure
6.4.3	Local emergency management organisations and local State Emergency Services are capable of responding to emergencies	6.4.3.1	Progress Council's Enterprise Risk management Framework and local Emergency Responses	Organisational Performance
		6.4.3.2	Coordinate Council's response and assist relevant agencies during emergencies and disasters	Organisational Performance

Monitoring and review

As Council implements the Delivery Program and Operational Plan, we need to keep track of our progress. Monitoring and evaluation of the Plan ensures that strategies and actions are being provided to our community in a timely and financially sustainable manner.

Council measures and evaluates progress in the following ways:

THEME	MEASURE	RESPONSIBLE DIRECTORATE
Theme 1: Housing	Development applications and approvals for all housing types, relative to population growth	Development and Environment
	Increasing number and diversity of the house typologies planned for	Development and Environment
	Number of Planning Agreements that meet the needs of community	Development and Environment
	Residential Land Monitor and the maintenance of a land development pipeline	Development and Environment
	Strategic actions taken to contribute to decreased housing stress	Development and Environment
Theme 2: Infrastructure	Length of rural and urban roads constructed, rebuilt or re-sheeted	Infrastructure
	Length of cycleways and pathways constructed or rebuilt	Infrastructure
	Improved performance of the water utility service	Infrastructure
	Reduction in call-outs relating to the sewer network	Infrastructure
	Decreasing number of reported vehicle and pedestrian incidents	Infrastructure
	Development and implementation of key infrastructure strategies	Infrastructure
Theme 3: Economy	Increasing number of visitors to Council owned tourist facilities	Community, Culture and Places
	Increasing total tourist expenditure and average length of visitor stay	Strategy, Partnerships and Engagement
	Timely commercial and industrial development approvals	Development and Environment
	Value and number of business investment into the Region	Strategy, Partnerships and Engagement
	Plan, prepare and harness regional employment in new industries for positive regional outcomes	Strategy, Partnerships and Engagement

THEME	MEASURE	RESPONSIBLE DIRECTORATE
Theme 4: Leadership	Increasing community satisfaction in line with Council's Customer Experience Charter	Strategy, Partnerships and Engagement
	Effective community engagement practices undertaken in line with Council's Community Engagement Strategy	Strategy, Partnerships and Engagement
	Sustainable financial management practices and performance in accordance with regulators such as Office of Local Government benchmarks	Organisational Performance
	Behaviours of Councillors and staff meet community expectations and adhere to the Model Code of Conduct	Organisational Performance
	Community funding and support provided in a transparent and purposeful manner	Organisational Performance
Theme 5: Liveability	Responsive and partnered approaches to addressing social community challenges	Community, Culture and Places
	Community satisfaction with Council recreational and cultural facilities	Community, Culture and Places, Infrastructure
	Increasing annual attendance and participation in cultural events at Council facilities	Community, Culture and Places
	Number of children in child care facilities relative to demographic trends and socioeconomic needs	Community, Culture and Places
	Number of strategic placemaking activities supported or facilitated	Community, Culture and Places

THEME	MEASURE	RESPONSIBLE DIRECTORATE
Theme 6: Environmental Sustainability	Sustainable and strategic development of the open space network	Community, Culture and Places
	Progress towards targets adopted though policies relating to Net Zero commitments	Development and Environment
	Decreasing percentage of waste going to landfill	Development and Environment
	Increasing number of trees planted in public spaces each year	Community, Culture and Places

Council monitors progress in the following ways:

DOCUMENT	DESCRIPTION	FREQUENCY
Budget Review Statement	A revised estimate of income and expenditure with reference to the Statement of Council's Revenue Policy	Prior to 1 December, 1 March and 1 June
Progress Report	Report on the progress of achieving the Delivery Program principal activities	Present to Council at least every six months
Annual Report	Report on the achievements in implementing the Delivery Program principal activities and their effectiveness in achieving CSP objectives	Adopt by 30 November every year
State of our Region Report	Report on Council's achievements in implementing the CSP over the previous four years	Present at second meeting of a newly elected Council and include in Annual Report in year of an election

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DUBBO REGIONAL COUNCIL

DRAFT 2023/2024 DUBBO REGIONAL COUNCIL BUDGET AND FORWARD FORECASTS

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DUBBO REGIONAL COUNCIL

2023/2024 Budget

	Community Culture and Places														
	Aquatic Leisure Centres	Cemeteries	Community Services	Family Day Care	Library Services	Old Dubbo Gaol	Open Space	Rainbow Cottage	Recreation and Sporting	Regional Theatre and Convention Centre	Showgrounds	Wellington Caves Complex	Western Plains Cultural Centre	Wiradjuri Tourism Centre	Community Culture and Places Total
Profit and Loss:															
Operating Revenue (exc. Capital Grants)	1,052,821	460,259	420,378	1,276,479	221,325	971,834	65,709	1,315,440	327,422	1,604,127	347,273	998,633	295,491	-	**9,357,191**
Operating Expenditure (exc. Depreciation)	(2,312,924)	(618,260)	(2,961,838)	(1,452,043)	(2,603,259)	(755,431)	(4,898,990)	(1,683,656)	(2,744,907)	(2,938,991)	(511,479)	(1,325,992)	(2,562,297)	(250,000)	**(27,620,067)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,260,103)**	**(158,001)**	**(2,541,460)**	**(175,564)**	**(2,381,934)**	**216,403**	**(4,833,281)**	**(368,216)**	**(2,417,485)**	**(1,334,864)**	**(164,206)**	**(327,359)**	**(2,266,806)**	**(250,000)**	**(18,262,876)**
Depreciation	(606,514)	(57,651)	(695,783)	(868)	(245,308)	(138,542)	(1,756,440)	(61,788)	(3,441,566)	(1,037,963)	(791,979)	(153,298)	(531,058)	-	**(9,518,758)**
Net Operating Profit / (Loss)	**(1,866,617)**	**(215,652)**	**(3,237,243)**	**(176,432)**	**(2,627,242)**	**77,861**	**(6,589,721)**	**(430,004)**	**(5,859,051)**	**(2,372,827)**	**(956,185)**	**(480,657)**	**(2,797,864)**	**(250,000)**	**(27,781,634)**
Balance Sheet:															
Add Back: Non-cash Items	606,514	57,651	695,783	868	245,308	138,542	1,756,440	61,788	3,441,566	1,037,963	791,979	153,298	531,058	-	**9,518,758**
Capital revenue (Capital Grant/Contribution Income)	-	-	60,622	-	-	-	845,697	-	-	-	-	-	-	-	**906,319**
Capital Expenditure															
- Capital Projects	(188,000)	-	(41,324)	-	(30,000)	(324,291)	(3,893,536)	(10,000)	(1,086,500)	(111,000)	(250,000)	(330,000)	(375,000)	-	**(6,639,651)**
- Other Capital Expenditure	(50,984)	-	-	-	-	-	-	-	(219,532)	(732,779)	-	-	(415,571)	-	**(1,418,866)**
Funds Returned To Council / (Required From Council)	**(1,499,087)**	**(158,001)**	**(2,522,162)**	**(175,564)**	**(2,411,934)**	**(107,888)**	**(7,881,120)**	**(378,216)**	**(3,723,517)**	**(2,178,643)**	**(414,206)**	**(657,359)**	**(3,057,377)**	**(250,000)**	**(25,415,074)**
Cash - Spent	-	92,500	35,000	20,326	-	4,291	2,801,839	-	366,500	-	-	157,675	50,000	-	**3,528,131**
Cash - Saved	26,809	-	-	-	-	-	-	-	-	-	-	-	-	-	**26,809**
Budget Balanced - Cash Saved / (Spent)	**(1,525,896)**	**(65,501)**	**(2,487,162)**	**(155,238)**	**(2,411,934)**	**(103,597)**	**(5,079,281)**	**(378,216)**	**(3,357,017)**	**(2,178,643)**	**(414,206)**	**(499,684)**	**(3,007,377)**	**(250,000)**	**(21,913,752)**

2023/2024 Budget

	Development and Environment							Strategy Partnerships and Engagement			
	Building and Development Services	Compliance	Environment and Health	Growth Planning	Resource Recovery and Efficiency	Waste Management	Development and Environment Total	Customer Experience	Information Services	Strategic Partnerships and Investment	Strategy Partnerships and Engagement Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	2,325,375	453,795	143,195	323,000	-	13,898,638	**17,144,003**	18,637	46,871	429,361	**494,869**
Operating Expenditure (exc. Depreciation)	(1,911,078)	(1,539,201)	(556,091)	(1,123,033)	(193,397)	(10,945,931)	**(16,268,731)**	(1,604,483)	(4,667,984)	(3,631,296)	**(9,903,763)**
Net Operating Profit / (Loss) - *Before non-cash items*	**414,297**	**(1,085,406)**	**(412,896)**	**(800,033)**	**(193,397)**	**2,952,707**	**875,272**	**(1,585,846)**	**(4,621,113)**	**(3,201,935)**	**(9,408,894)**
Depreciation	(2,984)	(36,875)	(2,687)	(597)	-	(507,127)	**(550,270)**	-	(607,734)	(113,700)	**(721,434)**
Net Operating Profit / (Loss)	**411,313**	**(1,122,281)**	**(415,583)**	**(800,630)**	**(193,397)**	**2,445,580**	**325,002**	**(1,585,846)**	**(5,228,847)**	**(3,315,635)**	**(10,130,328)**
Balance Sheet:											
Add Back: Non-cash Items	2,984	36,875	2,687	597	-	837,823	**880,966**	-	607,734	113,700	**721,434**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	40,000	-	-	**40,000**	-	-	-	**-**
Capital Expenditure											
- Capital Projects	-	(1,547,000)	-	-	-	(1,711,461)	**(3,258,461)**	-	(590,000)	-	**(590,000)**
- Other Capital Expenditure	-	-	-	-	-	237,467	**237,467**	-	-	-	**-**
Funds Returned To Council / (Required From Council)	**414,297**	**(2,632,406)**	**(412,896)**	**(760,033)**	**(193,397)**	**1,809,409**	**(1,775,026)**	**(1,585,846)**	**(5,211,113)**	**(3,201,935)**	**(9,998,894)**
Cash - Spent	-	1,500,000	-	-	-	-	**1,500,000**	-	170,000	26,825	**196,825**
Cash - Saved	-	-	-	40,000	-	1,809,409	**1,849,409**	-	-	-	**-**
Budget Balanced - Cash Saved / (Spent)	**414,297**	**(1,132,406)**	**(412,896)**	**(800,033)**	**(193,397)**	**-**	**(2,124,435)**	**(1,585,846)**	**(5,041,113)**	**(3,175,110)**	**(9,802,069)**

2023/2024 Budget

	Infrastructure										
	Depot Services	Fleet Services	Greenspace Operations	Infrastructure Strategy and Design	Roads Network	Sewerage Services	Stormwater	Street Lighting	Traffic Management	Water Supply	Infrastructure Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	17,059	330,164	106,910	250,000	6,000,727	21,352,148	1,640,769	203,000	114,899	23,748,709	**53,764,385**
Operating Expenditure (exc. Depreciation)	19,808	3,241,878	(2,141,436)	(606,526)	(9,576,883)	(10,199,313)	(635,110)	(1,042,714)	(683,103)	(15,123,029)	**(36,746,428)**
Net Operating Profit / (Loss) - *Before non-cash items*	**36,867**	**3,572,042**	**(2,034,526)**	**(356,526)**	**(3,576,156)**	**11,152,835**	**1,005,659**	**(839,714)**	**(568,204)**	**8,625,680**	**17,017,957**
Depreciation	(382,873)	(3,272,812)	(4,558)	(20,044)	(15,673,044)	(5,547,892)	(2,193,878)	-	(55,071)	(6,295,444)	**(33,445,616)**
Net Operating Profit / (Loss)	**(346,006)**	**299,230**	**(2,039,084)**	**(376,570)**	**(19,249,200)**	**5,604,943**	**(1,188,219)**	**(839,714)**	**(623,275)**	**2,330,236**	**(16,427,659)**
Balance Sheet:											
Add Back: Non-cash Items	382,873	2,524,572	4,558	20,044	15,673,044	5,654,449	2,193,878	-	27,281	6,440,972	**32,921,671**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	-	16,676,830	1,333,444	300,000	-	1,659,251	9,494,082	**29,463,607**
Capital Expenditure											
- Capital Projects	(520,000)	(6,477,478)	-	-	(35,128,493)	(9,052,079)	(3,765,460)	-	-	(15,781,766)	**(70,725,276)**
- Other Capital Expenditure	-	2,166,947	-	-	(63,761)	(2,243,706)	(175,494)	-	(311,860)	(1,243,498)	**(1,871,372)**
Funds Returned To Council / (Required From Council)	**(483,133)**	**(1,486,729)**	**(2,034,526)**	**(356,526)**	**(22,091,580)**	**1,297,051**	**(2,635,295)**	**(839,714)**	**751,397**	**1,240,026**	**(26,639,029)**
Cash - Spent	-	1,796,893	-	-	9,777,498	-	1,770,068	-	-	-	**13,344,459**
Cash - Saved	17,059	-	-	-	-	1,297,051	-	-	1,451,499	1,240,026	**4,005,635**
Budget Balanced - Cash Saved / (Spent)	**(500,192)**	**310,164**	**(2,034,526)**	**(356,526)**	**(12,314,082)**	**-**	**(865,227)**	**(839,714)**	**(700,102)**	**-**	**(17,300,205)**

2023/2024 Budget

	Organisational Performance												TOTAL
	Building Assets	Corporate Governance	Corporate Overheads	Dubbo Regional Airport	Dubbo Regional Livestock Markets	Financial Operations	Fire and Emergency Services	People Culture and Safety	Procurement	Property and Land Development	Rates and General Revenue	Organisational Performance Total	
Profit and Loss:													
Operating Revenue (exc. Capital Grants)	366,486	1,000	-	6,097,435	3,530,703	243,807	440,858	100,000	5,000	5,292,134	55,612,542	**71,689,965**	**152,450,413**
Operating Expenditure (exc. Depreciation)	(1,824,016)	(4,773,619)	7,110,583	(3,539,267)	(2,684,265)	(3,597,903)	(2,364,602)	278,377	(436,282)	(1,293,211)	1,391,385	**(11,732,820)**	**(102,271,809)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,457,530)**	**(4,772,619)**	**7,110,583**	**2,558,168**	**846,438**	**(3,354,096)**	**(1,923,744)**	**378,377**	**(431,282)**	**3,998,923**	**57,003,927**	**59,957,145**	**50,178,604**
Depreciation	(893,286)	(68)	-	(2,210,362)	(1,654,197)	-	(1,134,639)	(4,604)	-	-	-	**(5,897,156)**	**(50,133,234)**
Net Operating Profit / (Loss)	**(2,350,816)**	**(4,772,687)**	**7,110,583**	**347,806**	**(807,759)**	**(3,354,096)**	**(3,058,383)**	**373,773**	**(431,282)**	**3,998,923**	**57,003,927**	**54,059,989**	**45,370**
Balance Sheet:													
Add Back: Non-cash Items	893,286	68	-	2,210,362	1,654,197	-	1,134,639	4,604	-	-	-	**5,897,156**	**49,939,985**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	782,500	-	10,892	1,102,588	-	-	-	-	**1,895,980**	**32,305,906**
Capital Expenditure													
- Capital Projects	-	(79,120)	-	(1,895,000)	(122,684)	-	(1,102,588)	-	-	(9,118,107)	-	**(12,317,499)**	**(93,530,887)**
- Other Capital Expenditure	(389,954)	-	-	-	-	-	-	-	-	-	(342,551)	**(732,505)**	**(3,785,276)**
Funds Returned To Council / (Required From Council)	**(1,847,484)**	**(4,851,739)**	**7,110,583**	**1,445,668**	**723,754**	**(3,343,204)**	**(1,923,744)**	**378,377**	**(431,282)**	**(5,119,184)**	**56,661,376**	**48,803,121**	**(15,024,902)**
Cash - Spent	-	-	-	-	-	-	616,666	10,000	-	5,619,184	-	**6,245,850**	**24,815,265**
Cash - Saved	-	70,880	-	845,668	250,972	-	-	388,377	-	-	2,352,613	**3,908,510**	**9,790,363**
Budget Balanced - Cash Saved / (Spent)	**(1,847,484)**	**(4,922,619)**	**7,110,583**	**600,000**	**472,782**	**(3,343,204)**	**(1,307,078)**	**-**	**(431,282)**	**500,000**	**54,308,763**	**51,140,461**	**-**

2024/2025 Forecast

	Community Culture and Places														
	Aquatic Leisure Centres	Cemeteries	Community Services	Family Day Care	Library Services	Old Dubbo Gaol	Open Space	Rainbow Cottage	Recreation and Sporting	Regional Theatre and Convention Centre	Showgrounds	Wellington Caves Complex	Western Plains Cultural Centre	Wiradjuri Tourism Centre	Community Culture and Places Total
Profit and Loss:															
Operating Revenue (exc. Capital Grants)	1,099,635	471,766	410,011	1,255,941	221,534	786,445	66,904	1,348,326	349,633	1,651,091	355,384	1,121,787	281,263	170,000	**9,589,720**
Operating Expenditure (exc. Depreciation)	(2,410,260)	(551,988)	(2,987,691)	(1,441,133)	(2,699,311)	(775,215)	(4,624,611)	(1,730,910)	(2,778,084)	(2,986,509)	(541,861)	(1,293,476)	(2,583,933)	(570,000)	**(27,974,982)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,310,625)**	**(80,222)**	**(2,577,680)**	**(185,192)**	**(2,477,777)**	**11,230**	**(4,557,707)**	**(382,584)**	**(2,428,451)**	**(1,335,418)**	**(186,477)**	**(171,689)**	**(2,302,670)**	**(400,000)**	**(18,385,262)**
Depreciation	(606,514)	(57,651)	(695,783)	(868)	(245,308)	(138,542)	(1,756,440)	(61,788)	(3,441,566)	(1,037,963)	(791,979)	(153,298)	(531,058)	-	**(9,518,758)**
Net Operating Profit / (Loss)	**(1,917,139)**	**(137,873)**	**(3,273,463)**	**(186,060)**	**(2,723,085)**	**(127,312)**	**(6,314,147)**	**(444,372)**	**(5,870,017)**	**(2,373,381)**	**(978,456)**	**(324,987)**	**(2,833,728)**	**(400,000)**	**(27,904,020)**
Balance Sheet:															
Add Back: Non-cash Items	606,514	57,651	695,783	868	245,308	138,542	1,756,440	61,788	3,441,566	1,037,963	791,979	153,298	531,058	-	**9,518,758**
Capital revenue (Capital Grant/Contribution Income)	-	-	62,138	-	-	-	130,000	-	-	-	-	-	-	-	**192,138**
Capital Expenditure															
- Capital Projects	(128,100)	-	(41,940)	-	(30,000)	-	(321,806)	(26,000)	(1,593,000)	(249,000)	-	(277,000)	(90,000)	-	**(2,756,846)**
- Other Capital Expenditure	(54,117)	-	-	-	-	-	-	-	(233,020)	(783,289)	-	-	(435,571)	-	**(1,505,997)**
Funds Returned To Council / (Required From Council)	**(1,492,842)**	**(80,222)**	**(2,557,482)**	**(185,192)**	**(2,507,777)**	**11,230**	**(4,749,513)**	**(408,584)**	**(4,254,471)**	**(2,367,707)**	**(186,477)**	**(448,689)**	**(2,828,241)**	**(400,000)**	**(22,455,967)**
Cash - Spent	-	12,500	41,296	29,934	-	-	-	-	-	-	-	-	-	-	**83,730**
Cash - Saved	-	-	-	-	-	-	111,000	-	-	-	-	-	-	-	**111,000**
Budget Balanced - Cash Saved / (Spent)	**(1,492,842)**	**(67,722)**	**(2,516,186)**	**(155,258)**	**(2,507,777)**	**11,230**	**(4,860,513)**	**(408,584)**	**(4,254,471)**	**(2,367,707)**	**(186,477)**	**(448,689)**	**(2,828,241)**	**(400,000)**	**(22,483,237)**

2024/2025 Forecast

	Development and Environment							Strategy Partnerships and Engagement			
	Building and Development Services	Compliance	Environment and Health	Growth Planning	Resource Recovery and Efficiency	Waste Management	Development and Environment Total	Customer Experience	Information Services	Strategic Partnerships and Investment	Strategy Partnerships and Engagement Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	2,240,591	426,262	140,993	73,000	-	14,595,126	**17,475,972**	19,103	47,789	262,214	**329,106**
Operating Expenditure (exc. Depreciation)	(1,988,853)	(1,594,652)	(577,401)	(925,204)	(198,233)	(11,432,449)	**(16,716,792)**	(1,668,875)	(4,798,442)	(3,654,626)	**(10,121,943)**
Net Operating Profit / (Loss) - *Before non-cash items*	**251,738**	**(1,168,390)**	**(436,408)**	**(852,204)**	**(198,233)**	**3,162,677**	**759,180**	**(1,649,772)**	**(4,750,653)**	**(3,392,412)**	**(9,792,837)**
Depreciation	(2,984)	(36,875)	(2,687)	(597)	-	(507,127)	**(550,270)**	-	(607,734)	(113,700)	**(721,434)**
Net Operating Profit / (Loss)	**248,754**	**(1,205,265)**	**(439,095)**	**(852,801)**	**(198,233)**	**2,655,550**	**208,910**	**(1,649,772)**	**(5,358,387)**	**(3,506,112)**	**(10,514,271)**
Balance Sheet:											
Add Back: Non-cash Items	2,984	36,875	2,687	597	-	837,823	**880,966**	-	607,734	113,700	**721,434**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	40,000	-	-	**40,000**	-	-	-	**-**
Capital Expenditure											
- Capital Projects	-	(4,124,000)	-	-	-	(115,000)	**(4,239,000)**	-	(224,000)	-	**(224,000)**
- Other Capital Expenditure	-	-	-	-	-	(30,763)	**(30,763)**	-	-	-	**-**
Funds Returned To Council / (Required From Council)	**251,738**	**(5,292,390)**	**(436,408)**	**(812,204)**	**(198,233)**	**3,347,610**	**(3,139,887)**	**(1,649,772)**	**(4,974,653)**	**(3,392,412)**	**(10,016,837)**
Cash - Spent	-	3,941,372	-	-	-	-	**3,941,372**	-	-	-	**-**
Cash - Saved	-	-	-	20,000	-	3,347,610	**3,367,610**	-	-	-	**-**
Budget Balanced - Cash Saved / (Spent)	**251,738**	**(1,351,018)**	**(436,408)**	**(832,204)**	**(198,233)**	**-**	**(2,566,125)**	**(1,649,772)**	**(4,974,653)**	**(3,392,412)**	**(10,016,837)**

2024/2025 Forecast

	Infrastructure										
	Depot Services	Fleet Services	Greenspace Operations	Infrastructure Strategy and Design	Roads Network	Sewerage Services	Stormwater	Street Lighting	Traffic Management	Water Supply	Infrastructure Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	17,571	336,367	108,442	250,000	6,001,856	21,652,907	1,708,823	203,000	114,899	24,100,034	**54,493,899**
Operating Expenditure (exc. Depreciation)	9,977	3,241,685	(2,199,565)	(650,604)	(9,598,112)	(10,593,575)	(559,475)	(1,281,098)	(671,877)	(15,557,094)	**(37,859,738)**
Net Operating Profit / (Loss) - *Before non-cash items*	**27,548**	**3,578,052**	**(2,091,123)**	**(400,604)**	**(3,596,256)**	**11,059,332**	**1,149,348**	**(1,078,098)**	**(556,978)**	**8,542,940**	**16,634,161**
Depreciation	(382,873)	(3,272,812)	(4,558)	(20,044)	(15,673,044)	(5,547,892)	(2,193,878)	-	(55,071)	(6,295,444)	**(33,445,616)**
Net Operating Profit / (Loss)	**(355,325)**	**305,240**	**(2,095,681)**	**(420,648)**	**(19,269,300)**	**5,511,440**	**(1,044,530)**	**(1,078,098)**	**(612,049)**	**2,247,496**	**(16,811,455)**
Balance Sheet:											
Add Back: Non-cash Items	382,873	2,524,572	4,558	20,044	15,673,044	5,654,449	2,193,878	-	27,281	6,440,972	**32,921,671**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	-	1,853,433	1,329,964	300,000	-	1,659,251	2,234,362	**7,377,010**
Capital Expenditure											
- Capital Projects	-	(9,054,135)	-	-	(22,813,858)	(8,754,817)	(3,477,809)	-	-	(14,486,624)	**(58,587,243)**
- Other Capital Expenditure	-	3,232,775	-	-	(68,855)	(1,301,486)	(189,405)	-	(336,773)	(1,367,763)	**(31,507)**
Funds Returned To Council / (Required From Council)	**27,548**	**(2,991,548)**	**(2,091,123)**	**(400,604)**	**(24,625,536)**	**2,439,550**	**(2,217,866)**	**(1,078,098)**	**737,710**	**(4,931,557)**	**(35,131,524)**
Cash - Spent	-	3,307,915	-	-	9,947,492	-	1,389,024	-	-	4,931,557	**19,575,988**
Cash - Saved	17,571	-	-	-	-	2,439,550	-	-	1,426,370	-	**3,883,491**
Budget Balanced - Cash Saved / (Spent)	**9,977**	**316,367**	**(2,091,123)**	**(400,604)**	**(14,678,044)**	**-**	**(828,842)**	**(1,078,098)**	**(688,660)**	**-**	**(19,439,027)**

2024/2025 Forecast

	Organisational Performance												TOTAL
	Building Assets	Corporate Governance	Corporate Overheads	Dubbo Regional Airport	Dubbo Regional Livestock Markets	Financial Operations	Fire and Emergency Services	People Culture and Safety	Procurement	Property and Land Development	Rates and General Revenue	Organisational Performance Total	
Profit and Loss:													
Operating Revenue (exc. Capital Grants)	367,815	11,000	-	6,166,034	4,064,144	246,215	441,197	100,000	5,000	17,176,002	57,133,545	**85,710,952**	**167,599,649**
Operating Expenditure (exc. Depreciation)	(1,899,765)	(5,803,477)	7,252,796	(3,661,642)	(2,747,597)	(3,700,102)	(2,367,200)	(45,982)	(397,105)	(1,317,709)	107,290	**(14,580,493)**	**(107,253,948)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,531,950)**	**(5,792,477)**	**7,252,796**	**2,504,392**	**1,316,547**	**(3,453,887)**	**(1,926,003)**	**54,018**	**(392,105)**	**15,858,293**	**57,240,835**	**71,130,459**	**60,345,701**
Depreciation	(893,286)	(68)	-	(2,210,362)	(1,654,197)	-	(1,134,639)	(4,604)	-	-	-	**(5,897,156)**	**(50,133,234)**
Net Operating Profit / (Loss)	**(2,425,236)**	**(5,792,545)**	**7,252,796**	**294,030**	**(337,650)**	**(3,453,887)**	**(3,060,642)**	**49,414**	**(392,105)**	**15,858,293**	**57,240,835**	**65,233,303**	**10,212,467**
Balance Sheet:													
Add Back: Non-cash Items	893,286	68	-	2,210,362	1,654,197	-	1,134,639	4,604	-	-	-	**5,897,156**	**49,939,985**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	-	-	10,892	-	-	-	-	-	**10,892**	**7,620,040**
Capital Expenditure													
- Capital Projects	(620,000)	-	-	(19,000)	(377,684)	-	-	-	-	(6,055,680)	-	**(7,072,364)**	**(72,879,453)**
- Other Capital Expenditure	(442,534)	-	-	-	-	-	-	-	-	-	(394,235)	**(836,769)**	**(2,405,036)**
Funds Returned To Council / (Required From Council)	**(2,594,484)**	**(5,792,477)**	**7,252,796**	**2,485,392**	**938,863**	**(3,442,995)**	**(1,926,003)**	**54,018**	**(392,105)**	**9,802,613**	**56,846,600**	**63,232,218**	**(7,511,997)**
Cash - Spent	-	430,000	-	-	-	-	616,666	10,000	-	-	1,922,626	**2,979,292**	**26,580,382**
Cash - Saved	-	-	-	1,885,392	454,261	-	-	64,018	-	9,302,613	-	**11,706,284**	**19,068,385**
Budget Balanced - Cash Saved / (Spent)	**(2,594,484)**	**(5,362,477)**	**7,252,796**	**600,000**	**484,602**	**(3,442,995)**	**(1,309,337)**	**-**	**(392,105)**	**500,000**	**58,769,226**	**54,505,226**	**-**

2025/2026 Forecast

	Community Culture and Places														
	Aquatic Leisure Centres	Cemeteries	Community Services	Family Day Care	Library Services	Old Dubbo Gaol	Open Space	Rainbow Cottage	Recreation and Sporting	Regional Theatre and Convention Centre	Showgrounds	Wellington Caves Complex	Western Plains Cultural Centre	Wiradjuri Tourism Centre	Community Culture and Places Total
Profit and Loss:															
Operating Revenue (exc. Capital Grants)	1,139,053	483,560	384,965	1,262,287	221,748	805,413	68,482	1,382,034	365,775	1,690,619	364,251	1,154,274	285,282	190,000	**9,797,743**
Operating Expenditure (exc. Depreciation)	(2,513,022)	(566,794)	(3,064,374)	(1,458,946)	(2,780,952)	(799,190)	(4,685,232)	(1,783,910)	(2,797,309)	(2,994,318)	(555,387)	(1,277,242)	(2,618,772)	(590,000)	**(28,485,448)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,373,969)**	**(83,234)**	**(2,679,409)**	**(196,659)**	**(2,559,204)**	**6,223**	**(4,616,750)**	**(401,876)**	**(2,431,534)**	**(1,303,699)**	**(191,136)**	**(122,968)**	**(2,333,490)**	**(400,000)**	**(18,687,705)**
Depreciation	(606,514)	(57,651)	(695,783)	(868)	(245,308)	(138,542)	(1,756,440)	(61,788)	(3,441,566)	(1,037,963)	(791,979)	(153,298)	(531,058)	-	**(9,518,758)**
Net Operating Profit / (Loss)	**(1,980,483)**	**(140,885)**	**(3,375,192)**	**(197,527)**	**(2,804,512)**	**(132,319)**	**(6,373,190)**	**(463,664)**	**(5,873,100)**	**(2,341,662)**	**(983,115)**	**(276,266)**	**(2,864,548)**	**(400,000)**	**(28,206,463)**
Balance Sheet:															
Add Back: Non-cash Items	606,514	57,651	695,783	868	245,308	138,542	1,756,440	61,788	3,441,566	1,037,963	791,979	153,298	531,058	-	**9,518,758**
Capital revenue (Capital Grant/Contribution Income)	-	-	63,691	-	-	-	130,000	-	212,000	-	-	-	-	-	**405,691**
Capital Expenditure															
- Capital Projects	(67,400)	-	(25,000)	-	(230,000)	-	(596,000)	-	(1,980,000)	-	-	(35,000)	(25,000)	-	**(2,958,400)**
- Other Capital Expenditure	-	-	-	-	-	-	-	-	-	(857,480)	-	-	-	-	**(857,480)**
Funds Returned To Council / (Required From Council)	**(1,441,369)**	**(83,234)**	**(2,640,718)**	**(196,659)**	**(2,789,204)**	**6,223**	**(5,082,750)**	**(401,876)**	**(4,199,534)**	**(2,161,179)**	**(191,136)**	**(157,968)**	**(2,358,490)**	**(400,000)**	**(22,097,894)**
Cash - Spent	-	12,500	-	-	-	-	-	-	848,000	-	-	-	-	-	**860,500**
Cash - Saved	-	-	-	-	-	-	111,000	-	-	-	-	-	-	-	**111,000**
Budget Balanced - Cash Saved / (Spent)	**(1,441,369)**	**(70,734)**	**(2,640,718)**	**(196,659)**	**(2,789,204)**	**6,223**	**(5,193,750)**	**(401,876)**	**(3,351,534)**	**(2,161,179)**	**(191,136)**	**(157,968)**	**(2,358,490)**	**(400,000)**	**(21,348,394)**

2025/2026 Forecast

	Development and Environment							Strategy Partnerships and Engagement			
	Building and Development Services	Compliance	Environment and Health	Growth Planning	Resource Recovery and Efficiency	Waste Management	Development and Environment Total	Customer Experience	Information Services	Strategic Partnerships and Investment	Strategy Partnerships and Engagement Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	2,267,987	355,307	140,993	73,000	-	15,326,308	**18,163,595**	19,581	49,324	435,138	**504,043**
Operating Expenditure (exc. Depreciation)	(2,070,139)	(1,652,773)	(599,771)	(938,662)	(202,198)	(12,202,287)	**(17,665,830)**	(1,731,664)	(5,227,588)	(3,828,762)	**(10,788,014)**
Net Operating Profit / (Loss) - *Before non-cash items*	**197,848**	**(1,297,466)**	**(458,778)**	**(865,662)**	**(202,198)**	**3,124,021**	**497,765**	**(1,712,083)**	**(5,178,264)**	**(3,393,624)**	**(10,283,971)**
Depreciation	(2,984)	(36,875)	(2,687)	(597)	-	(507,127)	**(550,270)**	-	(607,734)	(113,700)	**(721,434)**
Net Operating Profit / (Loss)	**194,864**	**(1,334,341)**	**(461,465)**	**(866,259)**	**(202,198)**	**2,616,894**	**(52,505)**	**(1,712,083)**	**(5,785,998)**	**(3,507,324)**	**(11,005,405)**
Balance Sheet:											
Add Back: Non-cash Items	2,984	36,875	2,687	597	-	837,823	**880,966**	-	607,734	113,700	**721,434**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	40,000	-	-	**40,000**	-	-	-	**-**
Capital Expenditure											
- Capital Projects	-	(94,000)	-	-	-	(149,964)	**(243,964)**	-	(70,000)	-	**(70,000)**
- Other Capital Expenditure	-	-	-	-	-	37,710	**37,710**	-	-	-	**-**
Funds Returned To Council / (Required From Council)	**197,848**	**(1,391,466)**	**(458,778)**	**(825,662)**	**(202,198)**	**3,342,463**	**662,207**	**(1,712,083)**	**(5,248,264)**	**(3,393,624)**	**(10,353,971)**
Cash - Spent	-	-	-	-	-	-	**-**	-	-	-	**-**
Cash - Saved	-	177,360	-	40,000	-	3,342,463	**3,559,823**	-	-	-	**-**
Budget Balanced - Cash Saved / (Spent)	**197,848**	**(1,568,826)**	**(458,778)**	**(865,662)**	**(202,198)**	**-**	**(2,897,616)**	**(1,712,083)**	**(5,248,264)**	**(3,393,624)**	**(10,353,971)**

2025/2026 Forecast

	Infrastructure										
	Depot Services	Fleet Services	Greenspace Operations	Infrastructure Strategy and Design	Roads Network	Sewerage Services	Stormwater	Street Lighting	Traffic Management	Water Supply	Infrastructure Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	18,098	342,694	108,442	250,000	6,003,014	22,037,068	1,779,377	203,000	114,899	24,535,507	**55,392,099**
Operating Expenditure (exc. Depreciation)	(407)	3,241,484	(2,259,966)	(699,442)	(9,619,485)	(11,097,630)	(549,242)	(1,340,694)	(659,198)	(16,111,826)	**(39,096,406)**
Net Operating Profit / (Loss) - *Before non-cash items*	**17,691**	**3,584,178**	**(2,151,524)**	**(449,442)**	**(3,616,471)**	**10,939,438**	**1,230,135**	**(1,137,694)**	**(544,299)**	**8,423,681**	**16,295,693**
Depreciation	(382,873)	(3,272,812)	(4,558)	(20,044)	(15,673,044)	(5,547,892)	(2,193,878)	-	(55,071)	(6,295,444)	**(33,445,616)**
Net Operating Profit / (Loss)	**(365,182)**	**311,366**	**(2,156,082)**	**(469,486)**	**(19,289,515)**	**5,391,546**	**(963,743)**	**(1,137,694)**	**(599,370)**	**2,128,237**	**(17,149,923)**
Balance Sheet:											
Add Back: Non-cash Items	382,873	2,524,572	4,558	20,044	15,673,044	5,654,449	2,193,878	-	27,281	6,440,972	**32,921,671**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	-	1,711,473	1,360,373	2,300,000	-	1,659,251	2,225,795	**9,256,892**
Capital Expenditure											
- Capital Projects	-	(6,338,039)	-	-	(15,508,146)	(4,181,457)	(3,343,220)	-	-	(9,234,710)	**(38,605,572)**
- Other Capital Expenditure	-	2,865,011	-	-	(74,355)	(186,609)	(203,554)	-	(363,678)	(975,591)	**1,061,224**
Funds Returned To Council / (Required From Council)	**17,691**	**(637,090)**	**(2,151,524)**	**(449,442)**	**(17,487,499)**	**8,038,302**	**(16,639)**	**(1,137,694)**	**723,484**	**584,703**	**(12,515,708)**
Cash - Spent	-	959,784	-	-	392,766	-	-	-	-	-	**1,352,550**
Cash - Saved	18,098	-	-	-	-	8,038,302	446,709	-	1,399,245	584,703	**10,487,057**
Budget Balanced - Cash Saved / (Spent)	**(407)**	**322,694**	**(2,151,524)**	**(449,442)**	**(17,094,733)**	**-**	**(463,348)**	**(1,137,694)**	**(675,761)**	**-**	**(21,650,215)**

2025/2026 Forecast

	Organisational Performance												TOTAL
	Building Assets	Corporate Governance	Corporate Overheads	Dubbo Regional Airport	Dubbo Regional Livestock Markets	Financial Operations	Fire and Emergency Services	People Culture and Safety	Procurement	Property and Land Development	Rates and General Revenue	Organisational Performance Total	
Profit and Loss:													
Operating Revenue (exc. Capital Grants)	369,171	1,000	-	6,289,013	4,932,023	248,683	441,543	100,000	5,000	11,730,986	58,758,493	**82,875,912**	**166,733,392**
Operating Expenditure (exc. Depreciation)	(1,994,925)	(5,630,231)	7,397,851	(3,728,431)	(2,871,266)	(3,844,026)	(2,369,511)	(220,343)	(408,361)	(1,343,141)	(501,667)	**(15,514,051)**	**(111,549,749)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,625,754)**	**(5,629,231)**	**7,397,851**	**2,560,582**	**2,060,757**	**(3,595,343)**	**(1,927,968)**	**(120,343)**	**(403,361)**	**10,387,845**	**58,256,826**	**67,361,861**	**55,183,643**
Depreciation	(893,286)	(68)	-	(2,210,362)	(1,654,197)	-	(1,134,639)	(4,604)	-	-	-	**(5,897,156)**	**(50,133,234)**
Net Operating Profit / (Loss)	**(2,519,040)**	**(5,629,299)**	**7,397,851**	**350,220**	**406,560**	**(3,595,343)**	**(3,062,607)**	**(124,947)**	**(403,361)**	**10,387,845**	**58,256,826**	**61,464,705**	**5,050,409**
Balance Sheet:													
Add Back: Non-cash Items	893,286	68	-	2,210,362	1,654,197	-	1,134,639	4,604	-	-	-	**5,897,156**	**49,939,985**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	-	-	10,892	-	-	-	-	-	**10,892**	**9,713,475**
Capital Expenditure													
- Capital Projects	(120,000)	-	-	(109,000)	(74,265)	-	-	-	-	(2,800,000)	-	**(3,103,265)**	**(44,981,201)**
- Other Capital Expenditure	(116,485)	-	-	-	-	-	-	-	-	-	(365,069)	**(481,554)**	**(240,100)**
Funds Returned To Council / (Required From Council)	**(1,862,239)**	**(5,629,231)**	**7,397,851**	**2,451,582**	**1,986,492**	**(3,584,451)**	**(1,927,968)**	**(120,343)**	**(403,361)**	**7,587,845**	**57,891,757**	**63,787,934**	**19,482,568**
Cash - Spent	-	-	-	-	-	-	616,666	120,343	-	-	2,304,458	**3,041,467**	**5,254,517**
Cash - Saved	-	150,000	-	1,851,582	1,489,778	-	-	-	-	7,087,845	-	**10,579,205**	**24,737,085**
Budget Balanced - Cash Saved / (Spent)	**(1,862,239)**	**(5,779,231)**	**7,397,851**	**600,000**	**496,714**	**(3,584,451)**	**(1,311,302)**	**-**	**(403,361)**	**500,000**	**60,196,215**	**56,250,196**	**-**

2026/2027 Forecast

	Community Culture and Places														
	Aquatic Leisure Centres	Cemeteries	Community Services	Family Day Care	Library Services	Old Dubbo Gaol	Open Space	Rainbow Cottage	Recreation and Sporting	Regional Theatre and Convention Centre	Showgrounds	Wellington Caves Complex	Western Plains Cultural Centre	Wiradjuri Tourism Centre	Community Culture and Places Total
Profit and Loss:															
Operating Revenue (exc. Capital Grants)	1,184,615	495,649	390,269	1,269,880	221,967	822,123	71,365	1,416,585	376,300	1,731,138	364,251	1,182,618	289,334	195,000	**10,011,094**
Operating Expenditure (exc. Depreciation)	(2,585,527)	(582,125)	(3,162,796)	(1,470,774)	(2,855,441)	(817,675)	(4,737,540)	(1,838,942)	(2,828,889)	(2,976,975)	(573,009)	(1,319,990)	(2,663,944)	(595,000)	**(29,008,627)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,400,912)**	**(86,476)**	**(2,772,527)**	**(200,894)**	**(2,633,474)**	**4,448**	**(4,666,175)**	**(422,357)**	**(2,452,589)**	**(1,245,837)**	**(208,758)**	**(137,372)**	**(2,374,610)**	**(400,000)**	**(18,997,533)**
Depreciation	(606,514)	(57,651)	(695,783)	(868)	(245,308)	(138,542)	(1,756,440)	(61,788)	(3,441,566)	(1,037,963)	(791,979)	(153,298)	(531,058)	-	**(9,518,758)**
Net Operating Profit / (Loss)	**(2,007,426)**	**(144,127)**	**(3,468,310)**	**(201,762)**	**(2,878,782)**	**(134,094)**	**(6,422,615)**	**(484,145)**	**(5,894,155)**	**(2,283,800)**	**(1,000,737)**	**(290,670)**	**(2,905,668)**	**(400,000)**	**(28,516,291)**
Balance Sheet:															
Add Back: Non-cash Items	606,514	57,651	695,783	868	245,308	138,541	1,756,440	61,788	3,441,566	1,037,963	791,979	153,298	531,058	-	**9,518,757**
Capital revenue (Capital Grant/Contribution Income)	-	-	65,283	-	-	-	111,000	-	-	-	-	-	-	-	**176,283**
Capital Expenditure															
- Capital Projects	(50,300)	-	(25,000)	-	(30,000)	-	(432,000)	-	-	(481,531)	-	(35,000)	(25,000)	-	**(1,078,831)**
- Other Capital Expenditure	-	-	-	-	-	1	-	-	-	(926,712)	-	-	-	-	**(926,711)**
Funds Returned To Council / (Required From Council)	**(1,451,212)**	**(86,476)**	**(2,732,244)**	**(200,894)**	**(2,663,474)**	**4,448**	**(4,987,175)**	**(422,357)**	**(2,452,589)**	**(2,654,080)**	**(208,758)**	**(172,372)**	**(2,399,610)**	**(400,000)**	**(20,826,793)**
Cash - Spent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Cash - Saved	-	-	-	-	-	-	111,000	-	-	-	-	-	-	-	**111,000**
Budget Balanced - Cash Saved / (Spent)	**(1,451,212)**	**(86,476)**	**(2,732,244)**	**(200,894)**	**(2,663,474)**	**4,448**	**(5,098,175)**	**(422,357)**	**(2,452,589)**	**(2,654,080)**	**(208,758)**	**(172,372)**	**(2,399,610)**	**(400,000)**	**(20,937,793)**

2026/2027 Forecast

	Development and Environment							Strategy Partnerships and Engagement			
	Building and Development Services	Compliance	Environment and Health	Growth Planning	Resource Recovery and Efficiency	Waste Management	Development and Environment Total	Customer Experience	Information Services	Strategic Partnerships and Investment	Strategy Partnerships and Engagement Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	2,296,077	361,658	143,195	73,000	-	16,093,914	**18,967,844**	20,071	50,271	267,535	**337,877**
Operating Expenditure (exc. Depreciation)	(2,130,083)	(1,713,823)	(623,037)	(973,459)	(206,242)	(12,269,463)	**(17,916,107)**	(1,796,947)	(5,181,387)	(3,887,353)	**(10,865,687)**
Net Operating Profit / (Loss) - *Before non-cash items*	**165,994**	**(1,352,165)**	**(479,842)**	**(900,459)**	**(206,242)**	**3,824,451**	**1,051,737**	**(1,776,876)**	**(5,131,116)**	**(3,619,818)**	**(10,527,810)**
Depreciation	(2,984)	(36,875)	(2,687)	(597)	-	(507,127)	**(550,270)**	-	(607,734)	(113,700)	**(721,434)**
Net Operating Profit / (Loss)	**163,010**	**(1,389,040)**	**(482,529)**	**(901,056)**	**(206,242)**	**3,317,324**	**501,467**	**(1,776,876)**	**(5,738,850)**	**(3,733,518)**	**(11,249,244)**
Balance Sheet:											
Add Back: Non-cash Items	2,984	36,875	2,687	597	-	837,823	**880,966**	-	607,734	113,700	**721,434**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	40,000	-	-	**40,000**	-	-	-	**-**
Capital Expenditure											
- Capital Projects	-	-	-	-	-	(1,590,816)	**(1,590,816)**	-	(70,000)	-	**(70,000)**
- Other Capital Expenditure	-	-	-	-	-	430,082	**430,082**	-	-	-	**-**
Funds Returned To Council / (Required From Council)	**165,994**	**(1,352,165)**	**(479,842)**	**(860,459)**	**(206,242)**	**2,994,413**	**261,699**	**(1,776,876)**	**(5,201,116)**	**(3,619,818)**	**(10,597,810)**
Cash - Spent	-	-	-	-	-	-	**-**	-	-	-	**-**
Cash - Saved	-	181,822	-	40,000	-	2,994,413	**3,216,235**	-	-	-	**-**
Budget Balanced - Cash Saved / (Spent)	**165,994**	**(1,533,987)**	**(479,842)**	**(900,459)**	**(206,242)**	**-**	**(2,954,536)**	**(1,776,876)**	**(5,201,116)**	**(3,619,818)**	**(10,597,810)**

2026/2027 Forecast

	Infrastructure										
	Depot Services	Fleet Services	Greenspace Operations	Infrastructure Strategy and Design	Roads Network	Sewerage Services	Stormwater	Street Lighting	Traffic Management	Water Supply	Infrastructure Total
Profit and Loss:											
Operating Revenue (exc. Capital Grants)	18,641	349,148	108,442	250,000	5,999,062	21,940,499	1,852,523	203,000	114,899	25,338,075	**56,174,289**
Operating Expenditure (exc. Depreciation)	(11,288)	3,239,354	(2,322,734)	(750,848)	(9,625,864)	(11,685,252)	(538,320)	(1,403,270)	(644,989)	(16,948,975)	**(40,692,186)**
Net Operating Profit / (Loss) - *Before non-cash items*	**7,353**	**3,588,502**	**(2,214,292)**	**(500,848)**	**(3,626,802)**	**10,255,247**	**1,314,203**	**(1,200,270)**	**(530,090)**	**8,389,100**	**15,482,103**
Depreciation	(382,873)	(3,272,812)	(4,558)	(20,044)	(15,673,044)	(5,547,892)	(2,193,878)	-	(55,071)	(6,295,444)	**(33,445,616)**
Net Operating Profit / (Loss)	**(375,520)**	**315,690**	**(2,218,850)**	**(520,892)**	**(19,299,846)**	**4,707,355**	**(879,675)**	**(1,200,270)**	**(585,161)**	**2,093,656**	**(17,963,513)**
Balance Sheet:											
Add Back: Non-cash Items	382,873	2,524,572	4,558	20,044	15,673,044	5,654,449	2,193,878	-	27,281	6,440,972	**32,921,671**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	-	111,473	1,394,383	2,275,000	-	1,659,251	2,225,795	**7,665,902**
Capital Expenditure											
- Capital Projects	-	(5,561,344)	-	-	(13,309,099)	(2,086,767)	(6,037,484)	-	-	(5,926,947)	**(32,921,641)**
- Other Capital Expenditure	-	2,615,394	-	-	(80,295)	(154,238)	(218,679)	-	(392,731)	(1,074,092)	**695,359**
Funds Returned To Council / (Required From Council)	**7,353**	**(105,688)**	**(2,214,292)**	**(500,848)**	**(16,904,723)**	**9,515,182**	**(2,666,960)**	**(1,200,270)**	**708,640**	**3,759,384**	**(9,602,222)**
Cash - Spent	-	434,836	-	-	-	-	-	-	-	-	**434,836**
Cash - Saved	18,641	-	-	-	111,473	9,515,182	451,188	-	1,369,911	3,759,384	**15,225,779**
Budget Balanced - Cash Saved / (Spent)	**(11,288)**	**329,148**	**(2,214,292)**	**(500,848)**	**(17,016,196)**	**-**	**(3,118,148)**	**(1,200,270)**	**(661,271)**	**-**	**(24,393,165)**

2026/2027 Forecast

	Organisational Performance												TOTAL
	Building Assets	Corporate Governance	Corporate Overheads	Dubbo Regional Airport	Dubbo Regional Livestock Markets	Financial Operations	Fire and Emergency Services	People Culture and Safety	Procurement	Property and Land Development	Rates and General Revenue	Organisational Performance Total	
Profit and Loss:													
Operating Revenue (exc. Capital Grants)	370,554	11,000	-	6,412,633	5,425,930	251,718	441,896	100,000	5,000	5,611,131	60,315,089	**78,944,951**	**164,436,055**
Operating Expenditure (exc. Depreciation)	(2,125,382)	(6,147,324)	7,545,808	(3,860,279)	(2,945,728)	(3,956,069)	(2,371,869)	(525,089)	(420,067)	(1,369,548)	(1,192,546)	**(17,368,093)**	**(115,850,700)**
Net Operating Profit / (Loss) - *Before non-cash items*	**(1,754,828)**	**(6,136,324)**	**7,545,808**	**2,552,354**	**2,480,202**	**(3,704,351)**	**(1,929,973)**	**(425,089)**	**(415,067)**	**4,241,583**	**59,122,543**	**61,576,858**	**48,585,355**
Depreciation	(893,286)	(68)	-	(2,210,362)	(1,654,197)	-	(1,134,639)	(4,604)	-	-	-	**(5,897,156)**	**(50,133,234)**
Net Operating Profit / (Loss)	**(2,648,114)**	**(6,136,392)**	**7,545,808**	**341,992**	**826,005**	**(3,704,351)**	**(3,064,612)**	**(429,693)**	**(415,067)**	**4,241,583**	**59,122,543**	**55,679,702**	**(1,547,879)**
Balance Sheet:													
Add Back: Non-cash Items	893,286	68	-	2,210,362	1,654,197	-	1,134,639	4,604	-	-	-	**5,897,156**	**49,939,984**
Capital revenue (Capital Grant/Contribution Income)	-	-	-	-	-	10,892	-	-	-	-	-	**10,892**	**7,893,077**
Capital Expenditure													
- Capital Projects	-	-	-	(9,000)	(30,000)	-	-	-	-	(3,848,000)	-	**(3,887,000)**	**(39,548,288)**
- Other Capital Expenditure	(2,539)	-	-	-	-	-	-	-	-	-	(223,023)	**(225,562)**	**(26,832)**
Funds Returned To Council / (Required From Council)	**(1,757,367)**	**(6,136,324)**	**7,545,808**	**2,543,354**	**2,450,202**	**(3,693,459)**	**(1,929,973)**	**(425,089)**	**(415,067)**	**393,583**	**58,899,520**	**57,475,188**	**16,710,062**
Cash - Spent	-	-	-	-	-	-	616,666	425,089	-	106,417	4,536,226	**5,684,398**	**6,119,234**
Cash - Saved	-	150,000	-	2,185,212	1,941,070	-	-	-	-	-	-	**4,276,282**	**22,829,296**
Budget Balanced - Cash Saved / (Spent)	**(1,757,367)**	**(6,286,324)**	**7,545,808**	**358,142**	**509,132**	**(3,693,459)**	**(1,313,307)**	**-**	**(415,067)**	**500,000**	**63,435,746**	**58,883,304**	**-**

DUBBO REGIONAL COUNCIL
CAPITAL EXPENDITURE

	2023/2024 Budget	2024/2025 Forecast	2025/2026 Forecast	2026/2027 Forecast
Aquatic Leisure Centres				
Aquatic Leisure Cntre -Asset Renewals -Maintenance				
01.09470 - Asset Renewal - Other Structures				
7284 - Pool Blankets Pulley	10,000	0	0	0
7310 - DALC Laneropes - 50m Pool	0	18,200	0	0
7312 - Pool Blankets - 50m Pool	0	48,000	0	0
7314 - DALC Pool Rollers - 50m Pool	0	12,000	0	0
7316 - DALC Waterslide Staircase	0	10,000	0	0
7318 - DALC Shade Structure Renewal	30,000	0	0	0
7323 - DALC Pool Structures & Waterslides	60,000	0	0	0
7326 - ALC - Pump Renewals	0	39,900	17,400	50,300
7330 - WALC - Dosing System/Upgrade Controllers	18,000	0	0	0
7331 - DALC - Splash Park Renewal	0	0	50,000	0
7332 - Replacement Robotic Pool Vacuums	70,000	0	0	0
01.09470 - Asset Renewal - Other Structures Total	**188,000**	**128,100**	**67,400**	**50,300**
Aquatic Leisure Cntre -Asset Renewals -Maintenance Total	**188,000**	**128,100**	**67,400**	**50,300**
Aquatic Leisure Centres Total	**188,000**	**128,100**	**67,400**	**50,300**
BILT				
BILT - Expenditure on Grants				
01.09372 - Destination Dubbo				
1000 - Old Dubbo Gaol Plaza	585,568	0	0	0
01.09372 - Destination Dubbo Total	**585,568**	**0**	**0**	**0**
BILT - Expenditure on Grants Total	**585,568**	**0**	**0**	**0**
BILT Total	**585,568**	**0**	**0**	**0**
Building Assets				
Civic Admin. Buildings - Acquisition of Assets				
01.09665 - CAB - Furniture & Fittings				
7952 - Dubbo CAB Fittings	0	500,000	0	0
7953 - Wellington CAB Fittings	0	120,000	0	0
01.09665 - CAB - Furniture & Fittings Total	**0**	**620,000**	**0**	**0**
Civic Admin. Buildings - Acquisition of Assets Total	**0**	**620,000**	**0**	**0**
Civic Admin. Buildings - Asset Renewals - Maint.				
01.08280 - Wellington Administration Building - Asset Renewal				
5911 - Refurbishment	0	0	120,000	0
01.08280 - Wellington Administration Building - Asset Renewal Total	**0**	**0**	**120,000**	**0**
Civic Admin. Buildings - Asset Renewals - Maint. Total	**0**	**0**	**120,000**	**0**
Building Assets Total	**0**	**620,000**	**120,000**	**0**
Community Services				
Community Services - Acquisition of Assets				
01.09418 - Recreation Services - Other Structures				
7210 - South Dubbo Scout Hall Fence	16,324	0	0	0
7211 - Girl Guides Hall - Painting	0	16,940	0	0
01.09418 - Recreation Services - Other Structures Total	**16,324**	**16,940**	**0**	**0**
Community Services - Acquisition of Assets Total	**16,324**	**16,940**	**0**	**0**
Community Services - Asset Renewals - Maintenance				
01.09507 - Community Services - Other Assets				
7302 - CCTV Purchase & Installation	25,000	25,000	25,000	25,000
01.09507 - Community Services - Other Assets Total	**25,000**	**25,000**	**25,000**	**25,000**
Community Services - Asset Renewals - Maintenance Total	**25,000**	**25,000**	**25,000**	**25,000**
Community Services Total	**41,324**	**41,940**	**25,000**	**25,000**
Compliance				

Compliance - Acquisition of Assets				
01.09361 - Compliance - Furniture & Fittings				
7000 - Minor Furniture and Fittings	0	30,000	0	0
01.09361 - Compliance - Furniture & Fittings Total	**0**	**30,000**	**0**	**0**
01.09365 - Compliance - Other Structures				
7001 - Animal Shelter	1,500,000	4,000,000	0	0
01.09365 - Compliance - Other Structures Total	**1,500,000**	**4,000,000**	**0**	**0**
01.09370 - Compliance - Plant and Equipment				
7000 - Minor Plant and Equipment	47,000	94,000	94,000	0
01.09370 - Compliance - Plant and Equipment Total	**47,000**	**94,000**	**94,000**	**0**
Compliance - Acquisition of Assets Total	**1,547,000**	**4,124,000**	**94,000**	**0**
Compliance Total	**1,547,000**	**4,124,000**	**94,000**	**0**
Corporate Governance				
Corporate Governance - Acquisition of Assets				
01.09510 - Executive Services - Office Equipment				
7312 - Council Chambers Streaming System	79,120	0	0	0
01.09510 - Executive Services - Office Equipment Total	**79,120**	**0**	**0**	**0**
Corporate Governance - Acquisition of Assets Total	**79,120**	**0**	**0**	**0**
Corporate Governance Total	**79,120**	**0**	**0**	**0**
Depot Services				
Depot Services - Acquisition of Assets				
01.09696 - Depot - Other Structures				
8000 - Amaroo Dr Depot Wash Bay Compliance	50,000	0	0	0
01.09696 - Depot - Other Structures Total	**50,000**	**0**	**0**	**0**
01.09697 - Depot - Buildings				
7849 - Hawthorn St Depot Inf Office Block	410,000	0	0	0
8088 - Maughan St Depot Amenities	60,000	0	0	0
01.09697 - Depot - Buildings Total	**470,000**	**0**	**0**	**0**
Depot Services - Acquisition of Assets Total	**520,000**	**0**	**0**	**0**
Depot Services Total	**520,000**	**0**	**0**	**0**
Dubbo Regional Airport				
Dubbo Regional Airport - Acquisition of Assets				
01.09201 - Airport Furniture & Fittings				
6935 - Flight Information Display System (FIDS)	0	10,000	0	0
01.09201 - Airport Furniture & Fittings Total	**0**	**10,000**	**0**	**0**
01.09202 - Airport - Other Assets				
6941 - Advertising Blades	0	0	50,000	0
01.09202 - Airport - Other Assets Total	**0**	**0**	**50,000**	**0**
01.09206 - Airport - Buildings				
6951 - Replace Air-Conditioning Unit	261,000	0	0	0
01.09206 - Airport - Buildings Total	**261,000**	**0**	**0**	**0**
Dubbo Regional Airport - Acquisition of Assets Total	**261,000**	**10,000**	**50,000**	**0**
Dubbo Regional Airport - Asset Renewals - Maint.				
01.09208 - Airport - Other Structures				
6951 - CCTV Enhancement	9,000	9,000	9,000	9,000
01.09208 - Airport - Other Structures Total	**9,000**	**9,000**	**9,000**	**9,000**
01.09209 - Airport - Furniture & Fittings				
7000 - Carpet - Terminal Building	50,000	0	50,000	0
01.09209 - Airport - Furniture & Fittings Total	**50,000**	**0**	**50,000**	**0**
01.09212 - Airport - Infrastructure Pavements				
7027 - RAP3 - GA Drainage Upgrade	925,000	0	0	0

7030 - RAP3 - WARP Apron & Runway Renewal	650,000	0	0	0
01.09212 - Airport - Infrastructure Pavements Total	**1,575,000**	**0**	**0**	**0**
Dubbo Regional Airport - Asset Renewals - Maint. Total	**1,634,000**	**9,000**	**59,000**	**9,000**
Dubbo Regional Airport Total	**1,895,000**	**19,000**	**109,000**	**9,000**
Dubbo Regional Livestock Markets				
Livestock Markets - Acquisition of Assets				
01.09167 - Livestock Markets - Other Structures				
6909 - Cattle Crush	50,000	0	0	0
6946 - Shade Structures (Cattle Yards)	0	250,000	0	0
6951 - Cattle Yards Rubber Matting	52,684	52,684	54,265	10,000
01.09167 - Livestock Markets - Other Structures Total	**102,684**	**302,684**	**54,265**	**10,000**
Livestock Markets - Acquisition of Assets Total	**102,684**	**302,684**	**54,265**	**10,000**
Livestock Markets - Asset Renewals - Maintenance				
01.09177 - Livestock Markets - Other Structures				
6895 - Security Cameras	20,000	20,000	20,000	20,000
01.09177 - Livestock Markets - Other Structures Total	**20,000**	**20,000**	**20,000**	**20,000**
01.09179 - Livestock Markets - Other Assets				
6924 - Hard Hose Travelling Irrigator	0	55,000	0	0
01.09179 - Livestock Markets - Other Assets Total	**0**	**55,000**	**0**	**0**
Livestock Markets - Asset Renewals - Maintenance Total	**20,000**	**75,000**	**20,000**	**20,000**
Dubbo Regional Livestock Markets Total	**122,684**	**377,684**	**74,265**	**30,000**
Fire and Emergency Services				
Fire Services - Acquisition of Assets				
01.09164 - Fire Control - Buildings				
6903 - NSW RFS Aviation Centre of Excellence	1,102,588	0	0	0
01.09164 - Fire Control - Buildings Total	**1,102,588**	**0**	**0**	**0**
Fire Services - Acquisition of Assets Total	**1,102,588**	**0**	**0**	**0**
Fire and Emergency Services Total	**1,102,588**	**0**	**0**	**0**
Fleet Services				
Fleet - Acquisition of Assets				
01.09617 - Assets Purchased - Equipment				
7611 - Workshop Equipment	30,000	0	0	0
01.09617 - Assets Purchased - Equipment Total	**30,000**	**0**	**0**	**0**
01.09619 - Assets Purchased - Minor Plant ($50000 to $149999) Total	**821,500**	**773,648**	**466,612**	**948,915**
01.09621 - Assets Purchased - Major Plant (>$150 & 000) Total	**3,680,000**	**6,136,596**	**3,729,091**	**1,950,379**
01.09623 - Assets Purchased - Light Vehicles Total	**1,727,349**	**1,843,992**	**1,900,525**	**2,463,683**
01.09625 - Assets Purchased - Small Plant ($10000 to $49999) Total	**218,629**	**299,899**	**241,811**	**198,367**
Fleet - Acquisition of Assets Total	**6,477,478**	**9,054,135**	**6,338,039**	**5,561,344**
Fleet Services Total	**6,477,478**	**9,054,135**	**6,338,039**	**5,561,344**
Information Services				
Information Services - Acquisition of Assets				
01.09653 - Office Equipment				
7928 - Hardware Purchases - Server	100,000	94,000	30,000	30,000
7962 - Upgrade Network at Remote Sites	40,000	80,000	40,000	40,000
7971 - GPS Equipment	0	50,000	0	0
8352 - Hardware Purchases-Storage Area Network	100,000	0	0	0
8473 - Unified Communications System (Phone)	350,000	0	0	0
01.09653 - Office Equipment Total	**590,000**	**224,000**	**70,000**	**70,000**
Information Services - Acquisition of Assets Total	**590,000**	**224,000**	**70,000**	**70,000**
Information Services Total	**590,000**	**224,000**	**70,000**	**70,000**
Library Services				

Library Services - Asset Renewal - Maintenance				
01.09442 - Library - Buildings Renewal				
7245 - Building Improvements	30,000	30,000	30,000	30,000
01.09442 - Library - Buildings Renewal Total	**30,000**	**30,000**	**30,000**	**30,000**
01.09447 - Library - Furniture and Fiittings Renewal				
7000 - Air Conditioning Unit	0	0	200,000	0
01.09447 - Library - Furniture and Fiittings Renewal Total	**0**	**0**	**200,000**	**0**
Library Services - Asset Renewal - Maintenance Total	**30,000**	**30,000**	**230,000**	**30,000**
Library Services Total	**30,000**	**30,000**	**230,000**	**30,000**
Old Dubbo Gaol				
Old Dubbo Gaol - Acquisition of Assets				
01.09458 - Assets Purchased - Other Assets				
6519 - Solar Panel Male Cell Block	70,000	0	0	0
6522 - Stone Works Front Gates	50,000	0	0	0
6525 - G - CCC00125 - Digital Upgade	204,291	0	0	0
01.09458 - Assets Purchased - Other Assets Total	**324,291**	**0**	**0**	**0**
Old Dubbo Gaol - Acquisition of Assets Total	**324,291**	**0**	**0**	**0**
Old Dubbo Gaol Total	**324,291**	**0**	**0**	**0**
Open Space				
Open Space - Acquisition of Assets				
01.09555 - Horticultural Services - Other Structures				
7496 - Teresa Maliphant Playground	0	0	155,000	0
7522 - Teresa Maliphant Fencing	0	0	60,000	0
9465 - Dubbo CBD Macquarie River Sharded Pathwa	2,510,273	0	0	0
01.09555 - Horticultural Services - Other Structures Total	**2,510,273**	**0**	**215,000**	**0**
01.09612 - Parks & Landcare Operations - Other Structures				
7854 - Rural Reserve Fencing	0	0	50,000	0
01.09612 - Parks & Landcare Operations - Other Structures Total	**0**	**0**	**50,000**	**0**
Open Space - Acquisition of Assets Total	**2,510,273**	**0**	**265,000**	**0**
Open Space - Asset Renewals - Maintenance				
01.09558 - Renewal of Assets-Asset Capital Program-West				
7500 - Caroline Reserve Picnic Settings	0	14,000	0	0
01.09558 - Renewal of Assets-Asset Capital Program-West Total	**0**	**14,000**	**0**	**0**
01.09563 - Horticultural Service- Other Structures (Renewals)				
7400 - Cameron Park - Lighting	250,000	0	0	0
7401 - Victoria Park - Queens Monument	30,000	0	0	0
7454 - Sir Roden Cutler Irrigation	20,000	0	158,000	0
7497 - Elston Park Lights	80,000	0	0	0
7547 - Lions Park West Playground	0	0	100,000	0
7553 - Victoria Park Picnic Settings	0	25,806	0	0
7555 - Wambool Park Playground	50,000	0	0	0
7556 - Wellington Japanese Gardens Irrigation	20,000	0	0	0
7559 - Sir Roden Cutler BBQ`s	0	0	18,000	0
7560 - LCRI3 –Tracker Riley & Riverside Signage	229,777	0	0	0
8495 - Wahroonga Park Picnic Settings (1)	0	0	30,000	30,000
8597 - Devil`s Hole Shelters	0	0	0	52,000
8598 - Sandy Beach Amenities	0	0	0	350,000
9028 - Hans Clavan Fencing	0	0	25,000	0
9033 - Riverbank Park Nth - Fitness Centre	0	60,000	0	0
9037 - Moxon Park - BBQ	0	10,000	0	0
9042 - Riverbank park Nth LH Ford East- Fencing	0	12,000	0	0
01.09563 - Horticultural Service- Other Structures (Renewals) Total	**679,777**	**107,806**	**331,000**	**432,000**
01.09566 - Horticultural Services - Amenities (Renewals)				
7494 - Victoria Park Amenities	403,486	0	0	0
7514 - Lions Park West - Amenities	300,000	0	0	0

8513 - Butler`s Falls Amenities Major Refurb	0	200,000	0	0
01.09566 - Horticultural Services - Amenities (Renewals) Total	**703,486**	**200,000**	**0**	**0**
Open Space - Asset Renewals - Maintenance Total	**1,383,263**	**321,806**	**331,000**	**432,000**
Open Space Total	**3,893,536**	**321,806**	**596,000**	**432,000**
Property and Land Development				
Property Development - Acquisition of Assets				
01.09233 - Assets Constructed - Landscaping				
7076 - Keswick Future Releases	0	0	0	100,000
7079 - Open Space	0	0	0	500,000
01.09233 - Assets Constructed - Landscaping Total	**0**	**0**	**0**	**600,000**
01.09234 - Assets Const - Land Development - Stormwater				
7080 - Keswick Stage 5 Releae 3	1,079,600	0	0	0
7082 - Moffat S4 Stormwater	666,000	0	690,000	0
7083 - Keswick Stage 6	0	2,078,920	0	0
7084 - Keswick Stage 7	0	0	0	792,000
7085 - RSL Development	230,000	0	0	0
7086 - Open Space	100,000	0	0	0
01.09234 - Assets Const - Land Development - Stormwater Total	**2,075,600**	**2,078,920**	**690,000**	**792,000**
01.09238 - Assets Const - Land Development - Water				
7080 - Keswick Stage 5 Release 3	1,079,600	0	0	0
7082 - Moffat S4 Water	666,000	0	690,000	0
7083 - Keswick Stage 6	0	1,078,920	0	0
7084 - Keswick Stage 7	0	0	0	792,000
7085 - RSL Subdivision	200,000	0	0	0
7086 - Open Space	20,000	20,000	20,000	40,000
01.09238 - Assets Const - Land Development - Water Total	**1,965,600**	**1,098,920**	**710,000**	**832,000**
01.09240 - Assets Const - Land Development - Sewer				
7080 - Keswick Stage 5 Release 3	1,079,600	0	0	0
7082 - Moffat S4 Sewer	666,000	0	690,000	0
7083 - Keswick Stage 6	0	1,078,920	0	0
7084 - Keswick Stage 7	0	0	0	792,000
7085 - RSL Subdivision	654,206	0	0	0
7086 - Open Space	20,000	20,000	20,000	40,000
01.09240 - Assets Const - Land Development - Sewer Total	**2,419,806**	**1,098,920**	**710,000**	**832,000**
01.09242 - Assets Const - Land Development - Roads				
7095 - Keswick Stage 5 Release 3	1,079,600	0	0	0
7096 - Moffatt S4	666,000	0	690,000	0
7097 - Keswick Stage 6	0	1,578,920	0	0
7098 - Keswick Stage 7	0	0	0	792,000
7099 - Cobra St Crossing	640,000	200,000	0	0
7100 - RSL Subdivision	271,501	0	0	0
01.09242 - Assets Const - Land Development - Roads Total	**2,657,101**	**1,778,920**	**690,000**	**792,000**
Property Development - Acquisition of Assets Total	**9,118,107**	**6,055,680**	**2,800,000**	**3,848,000**
Property and Land Development Total	**9,118,107**	**6,055,680**	**2,800,000**	**3,848,000**
Rainbow Cottage				
Rainbow Cottage - Asset Renewals - Maintenance				
01.09517 - Rainbow - Furniture & Fittings				
7305 - Bathroom	0	26,000	0	0
01.09517 - Rainbow - Furniture & Fittings Total	**0**	**26,000**	**0**	**0**
01.09518 - Rainbow - Other Structures				
7306 - Rainbow - Playground Landscaping	10,000	0	0	0
01.09518 - Rainbow - Other Structures Total	**10,000**	**0**	**0**	**0**
Rainbow Cottage - Asset Renewals - Maintenance Total	**10,000**	**26,000**	**0**	**0**
Rainbow Cottage Total	**10,000**	**26,000**	**0**	**0**

Recreation and Sporting				
Sporting Facilities - Acquisition of Assets				
Sporting Facilities - Asset Renewals - Maintenance				
01.09600 - Sporting Fac. -Other Structures (Renewals)				
7773 - Lights at Victoria Park No. 1	0	18,000	0	0
7896 - Apex Oval - Floodlighting	0	0	40,000	0
7906 - Bob Dowling - Irrigation	0	350,000	0	0
7907 - John McGrath - Irrigation	100,000	150,000	0	0
7919 - Barden Park Track	0	0	1,200,000	0
7921 - Apex Oval - Tank pump & water connection	0	0	80,000	0
7926 - Jubilee Oval Irrigation	0	0	450,000	0
7927 - Kennard Park Sports LIghts	0	350,000	0	0
7928 - Barden Park & Katrina Gibbs&SD Oval Lights	75,000	75,000	0	0
7929 - Elston Park - Water Park and Bubblers	0	650,000	0	0
7930 - Vic Park No.1 & Vic Park Road Reseal	250,000	0	0	0
7931 - Apex Outer Fields (EDSC) Irrigation	0	0	200,000	0
7932 - G - SWF -Pioneer Park Pathway & Footpath	661,500	0	0	0
01.09600 - Sporting Fac. -Other Structures (Renewals) Total	**1,086,500**	**1,593,000**	**1,970,000**	**0**
01.09601 - Sporting Facilities - Buildings - Amenities				
7679 - Pineer Park - External Wall Repair	0	0	10,000	0
01.09601 - Sporting Facilities - Buildings - Amenities Total	**0**	**0**	**10,000**	**0**
Sporting Facilities - Asset Renewals - Maintenance Total	**1,086,500**	**1,593,000**	**1,980,000**	**0**
Recreation and Sporting Total	**1,086,500**	**1,593,000**	**1,980,000**	**0**
Regional Theatre and Convention Centre				
Regional Theatre Convention Ctr-Acquisition Assets				
Regional Theatre Convntn-Asset Renewals-Mainten				
01.09578 - DRTCC - Furniture & Fittings				
7304 - Air Conditioners	65,000	95,000	0	0
7315 - DRTCC Carpet Replacement	0	150,000	0	0
01.09578 - DRTCC - Furniture & Fittings Total	**65,000**	**245,000**	**0**	**0**
01.09582 - Wellington Civic Centre - Buildings				
7000 - Wellington Civic Centre	11,000	4,000	0	0
7009 - Grease Trap and Basket Wastes	35,000	0	0	0
7027 - Building External Finishes	0	0	0	481,531
01.09582 - Wellington Civic Centre - Buildings Total	**46,000**	**4,000**	**0**	**481,531**
Regional Theatre Convntn-Asset Renewals-Mainten Total	**111,000**	**249,000**	**0**	**481,531**
Regional Theatre and Convention Centre Total	**111,000**	**249,000**	**0**	**481,531**
Roads Network				
Footpaths & Cycleways - Acquisition of Assets				
01.09006 - Paved Footpaths - Construction				
6599 - Planned Footpath Construction Program	0	180,000	183,600	187,272
6614 - Volta Avenue (Hindmarsh Esp to Page Ave)	168,525	0	0	0
6615 - Bourke Street (37 Bourke St to River St)	126,000	0	0	0
6616 - Page Avenue (Volta Ave to Wheelers Lane)	201,125	0	0	0
01.09006 - Paved Footpaths - Construction Total	**495,650**	**180,000**	**183,600**	**187,272**
01.09008 - Cycleways Construction				
6555 - Mitchell Hwy (Capstan Dr to Sheraton Rd)	210,000	0	0	0
6556 - Cobborah Road (68 to 78 Cobbora Road)	73,500	0	0	0
6557 - Fitzroy St (Bultje to Cobra)	91,875	0	0	0
01.09008 - Cycleways Construction Total	**375,375**	**0**	**0**	**0**
Footpaths & Cycleways - Acquisition of Assets Total	**871,025**	**180,000**	**183,600**	**187,272**
Footpaths & Cycleways - Asset Renewals				
01.09004 - Paved Footpaths - Reconstruction				
6685 - Planned Footpath Reconstruction Program	0	424,408	432,896	441,554
6687 - Gipps St (Wingewarra to Bultje)	318,860	0	0	0
6689 - Brisbane St (Reakes to Mitchell)	444,864	0	0	0

01.09004 - Paved Footpaths - Reconstruction Total	**763,724**	**424,408**	**432,896**	**441,554**
Footpaths & Cycleways - Asset Renewals Total	**763,724**	**424,408**	**432,896**	**441,554**
Rural Roads - Acquisition of Assets				
01.09076 - Roads To Recovery Program				
6680 - Planned Roads to Recovery Program	230,498	786,498	596,498	672,498
01.09076 - Roads To Recovery Program Total	**230,498**	**786,498**	**596,498**	**672,498**
01.09082 - Bridge Improvements Program				
6682 - Terrabella Bridge	351,681	0	0	0
6683 - Burrendong Bridge No 2	421,657	0	0	0
6685 - Benolong Bridge Replacement	3,934,429	0	0	0
6686 - Burrendong Bridge No 1	1,747,370	0	0	0
6688 - Molong St Stuart Town	1,320,000	0	0	0
6689 - Comobella Bridge - Saxa Road	182,127	0	0	0
01.09082 - Bridge Improvements Program Total	**7,957,264**	**0**	**0**	**0**
Rural Roads - Acquisition of Assets Total	**8,187,762**	**786,498**	**596,498**	**672,498**
Rural Roads - Asset Renewals - Asset Maintenance				
01.09072 - Rural Road-Major Construction & Reconstruction				
5003 - RLRRP - Burrendong Way Heavy Patching	1,000,000	0	0	0
5004 - RLRRP - Collie Road Heavy Patching	31,000	0	0	0
5016 - RLRRP - Dripstone Rd Heavy Patching	325,539	0	0	0
5018 - RLRRP - Obley Rd Heavy Patching	195,304	0	0	0
5020 - RLRRP - Mogriguy Rd Heavy Patching	47,000	0	0	0
5021 - RLRRP -Renshaw-McGirr Way Heavy Patching	720,000	0	0	0
5022 - RLRRP - Saxa Rd Heavy Patching	661,236	0	0	0
6658 - Regional Roads Upgrading Program	900,000	900,000	900,000	900,000
6785 - SRP - Burrendong Way	5,307,485	0	0	0
6804 - Benolong Rd Stage 3	0	560,000	0	0
6806 - Mogriguy Rd (Mcanallys Rd to Greggs Rd)	0	0	1,170,000	0
6808 - Arthurville Road	0	800,000	0	0
6820 - FLR4 Ballimore Rd (Wongajong-Westella)	1,791,179	0	0	0
6825 - Eulalie Ln Stg 2 (Weonga Rd to Seal)	0	80,000	1,600,000	0
6830 - Obley Road (Peak Hill Road to Camp Road)	0	0	450,000	0
6831 - Dick St-Bodangora (Goolma Rd to Mine Rd)	0	43,000	700,000	0
6832 - Eurimbla Rd (Highway-Cotombal Rd) Stg 1	0	20,000	300,000	0
6833 - Eurimbla Rd (Highway-Cotombal Rd) Stg 2	0	0	0	704,000
6834 - Rawsonville Rd (Bridge Rd-Enterprise Rd)	0	0	200,000	0
6835 - Nulla Road	120,000	0	0	0
6836 - Railway Lane (Eulomogo to Reservoir)	0	0	0	640,000
6837 - Bela Vista Ln (Saxa Rd-Goolma Rd) Stg 1	0	0	400,000	0
6840 - Bela Vista Ln (Saxa Rd-Goolma Rd) Stg 2	0	0	200,000	0
6841 - Benolong Rd (Benolong Br to Bulwarra Dr)	0	0	610,000	0
6842 - Maryvale Rd (Seatonville Rd to Saxa Rd)	0	0	0	770,000
6843 - Campbells Lane (Goolma Rd to Saxa Road)	0	0	120,000	1,000,000
6850 - River St West Collector Rd (Stage 1)	1,000,000	11,306,825	0	0
6851 - FCR - Saxa Rd (Maryvale Rd - Bakers Ln)	0	2,032,454	0	0
01.09072 - Rural Road-Major Construction & Reconstruction Total	**12,098,743**	**15,742,279**	**6,650,000**	**4,014,000**
01.09073 - Rural Road- Construction & Reconstruction Backlog				
6713 - Rural Road Backlog Construction	630,000	1,130,000	1,630,000	1,630,000
01.09073 - Rural Road- Construction & Reconstruction Backlog Total	**630,000**	**1,130,000**	**1,630,000**	**1,630,000**
01.09077 - Rural Roads - Renewals				
6695 - Annual Reseal Program	1,075,628	1,030,482	1,051,092	1,072,114
6697 - Rural Unsealed - Resheeting (West)	280,972	327,549	334,100	360,000
6698 - Rural Unsealed - Resheeting (East Zone)	655,602	764,281	779,567	840,000
01.09077 - Rural Roads - Renewals Total	**2,012,202**	**2,122,312**	**2,164,759**	**2,272,114**
Rural Roads - Asset Renewals - Asset Maintenance Total	**14,740,945**	**18,994,591**	**10,444,759**	**7,916,114**
Urban Roads - Acquisition of Assets				

01.09043 - Preconstruction				
6617 - Project Development	207,442	208,894	210,356	214,563
01.09043 - Preconstruction Total	**207,442**	**208,894**	**210,356**	**214,563**
Urban Roads - Acquisition of Assets Total	**207,442**	**208,894**	**210,356**	**214,563**
Urban Roads - Asset Renewals - Asset Maintenance				
01.09041 - Urban Road Construction & Reconstruct				
6667 - Talbragar St - Macquarie to Brisbane	0	100,000	2,100,000	0
6670 - Tamworth St Roundabout (Darling St)	434,000	0	0	0
6709 - Wheelers Lane (Rail to Myall)	2,800,000	0	0	0
6710 - Tamworth St (Fitzroy St to Sterling St)	1,796,000	0	0	0
6711 - Gisbourne St (Lee to Thornton St)	274,996	0	0	0
6718 - Samuel St (Curtis to Thornton St	61,000	0	0	0
6719 - Jean St (Thornton to Pierce)	59,000	0	0	0
6720 - Minore Rd (St Andrew to Joira)	0	468,000	0	0
6721 - Minore Rd (Joira to Chapmaigne)	0	173,000	0	0
6722 - LRCI 3 Wheelers Ln (Birch to Rail X)	1,914,355	0	0	0
6724 - Gisbourne St (Thornton to Pierce St)	0	0	37,000	0
6725 - Talbragar St (Darling to Brisbane)	0	0	0	2,100,000
6726 - Durum Circuit (Cobbity to Keswick Pkwy)	0	0	0	140,000
6727 - Trumans Ave (Arthur to Simpson)	0	0	0	59,000
6728 - Brewery Lane (Ford to Raymond)	0	0	0	45,000
6731 - Glasson St (Simpson to Thornton St)	68,000	0	0	0
6738 - Oxley Ave (Bushrangers Ck to End)	96,000	0	0	0
6739 - Barton St (Charles to Samuel St)	11,200	0	0	0
01.09041 - Urban Road Construction & Reconstruct Total	**7,514,551**	**741,000**	**2,137,000**	**2,344,000**
01.09044 - Urban Roads - Renewals				
6730 - Annual Reseal Program	683,715	728,589	743,161	758,024
6731 - Heavy Patching Program	1,216,160	499,878	509,876	520,074
01.09044 - Urban Roads - Renewals Total	**1,899,875**	**1,228,467**	**1,253,037**	**1,278,098**
01.09055 - K&G Construct / Reconstruction				
6677 - Gipps St (Wingewarra to Bultje)	200,465	0	0	0
6691 - Planned Kerb & Gutter	0	250,000	250,000	255,000
6695 - Brisbane St (Reakes to Mitchell)	157,136	0	0	0
01.09055 - K&G Construct / Reconstruction Total	**357,601**	**250,000**	**250,000**	**255,000**
Urban Roads - Asset Renewals - Asset Maintenance Total	**9,772,027**	**2,219,467**	**3,640,037**	**3,877,098**
Roads Network Total	**34,542,925**	**22,813,858**	**15,508,146**	**13,309,099**
Sewerage Services				
Sewerage Services - Acquisition of Assets				
03.08053 - Plant & Equipment Purchases Total	**185,300**	**174,817**	**131,457**	**436,767**
03.08071 - Augmentation				
5002 - Augmentation Program	150,000	150,000	150,000	150,000
5995 - Keswick Upgrade RM & Pipeline (C)	260,000	1,000,000	0	0
6007 - Cootha SPS - RM (C)	0	130,000	1,700,000	0
6018 - Margaret Cres - Sewer Cross Connections	500,000	0	0	0
6027 - Keswick SPS - Upgrade (C)	0	700,000	0	0
6060 - Troy Gully Upgrade Switch Board	2,406,779	0	0	0
6065 - Well STP Reline Lagoon-Bypass Capacity	300,000	0	0	0
6105 - Wellington STP Aerator Upgrade	400,000	0	0	0
6204 - DSTP - Bio Solids Handling	1,150,000	2,000,000	0	0
6207 - Blue Ridge to Southlakes gravity main	0	2,000,000	0	0
6215 - West Dubbo-Duplicate(Joira to Cootha PS)	0	700,000	700,000	0
03.08071 - Augmentation Total	**5,166,779**	**6,680,000**	**2,550,000**	**150,000**
03.08073 - Asset Replacement/Refurbishment >$10K				
6533 - Dubbo STP Switchboard	1,800,000	0	0	0
6617 - Mech/Elect Renewals	200,000	200,000	200,000	200,000

03.08073 - Asset Replacement/Refurbishment >$10K Total	**2,000,000**	**200,000**	**200,000**	**200,000**
Sewerage Services - Acquisition of Assets Total	**7,352,079**	**7,054,817**	**2,881,457**	**786,767**
Sewerage Services - Asset Renewals - Asset Mainten				
03.08077 - Main Rehabilitation				
5653 - Mains Rehabilitation	1,600,000	1,600,000	1,200,000	1,200,000
5662 - Manhole Rectification Program	100,000	100,000	100,000	100,000
03.08077 - Main Rehabilitation Total	**1,700,000**	**1,700,000**	**1,300,000**	**1,300,000**
Sewerage Services - Asset Renewals - Asset Mainten Total	**1,700,000**	**1,700,000**	**1,300,000**	**1,300,000**
Sewerage Services Total	**9,052,079**	**8,754,817**	**4,181,457**	**2,086,767**
Showgrounds				
Showgrounds - Asset Renewals - Maintenace				
01.09295 - Showground - Buildings				
7132 - Dubbo Cattle Pavilion Upgrade	250,000	0	0	0
01.09295 - Showground - Buildings Total	**250,000**	**0**	**0**	**0**
Showgrounds - Asset Renewals - Maintenace Total	**250,000**	**0**	**0**	**0**
Showgrounds Total	**250,000**	**0**	**0**	**0**
Stormwater				
Stormwater - Acquisition of Assets				
01.09135 - Drainage Extensions				
6835 - Bourke Street - Myall St to River St	100,000	1,748,289	0	0
6840 - Fitzroy St Laterals-Myall St to Edwin St	0	0	0	210,000
6841 - Laughton St Extension	130,000	0	0	0
6842 - Cobra St Channel Replacement	0	50,000	506,520	0
6843 - Edwin St Extension	0	0	0	550,000
6844 - Roper St Extension	0	0	0	930,000
6845 - Taylor/Jubilee St Flooding Rectification	100,171	0	0	0
6849 - Elizabeth St Extension	476,662	0	0	0
6851 - Macquarie St (Margeret to Fitzroy)	0	1,036,500	0	0
6873 - Macquarie St - (Dianne to Fitzroy St)	33,605	0	0	0
01.09135 - Drainage Extensions Total	**840,438**	**2,834,789**	**506,520**	**1,690,000**
01.09145 - Wongarbon Drainage Scheme				
4629 - 23 Derribong St Drainage	150,000	0	0	0
01.09145 - Wongarbon Drainage Scheme Total	**150,000**	**0**	**0**	**0**
Stormwater - Acquisition of Assets Total	**990,438**	**2,834,789**	**506,520**	**1,690,000**
Stormwater - Asset Renewals - Asset Maintenance				
01.09127 - Asset Renewals/Maintenance				
6819 - Devils Hole Outfall Reconstruction	1,500,000	0	0	0
6840 - Pipe Relining	914,620	358,020	365,180	372,484
7000 - West Dubbo Main Drain Reconstruction	150,000	0	2,000,000	1,975,000
7001 - Ford St Outfall Reconstruction	0	175,000	0	0
7002 - Marsh St Outfall Relocation	0	60,000	0	0
7009 - Muller St Drain Reconstruction	0	50,000	471,520	0
01.09127 - Asset Renewals/Maintenance Total	**2,564,620**	**643,020**	**2,836,700**	**2,347,484**
01.09142 - Hennessy Road Detention Basin Section 7.11				
4620 - Hennessy Rd Detention Basin Construction	0	0	0	2,000,000
01.09142 - Hennessy Road Detention Basin Section 7.11 Total	**0**	**0**	**0**	**2,000,000**
01.09144 - Troy Basin				
4628 - Troy Gully Floodplain Reconstruction	210,402	0	0	0
01.09144 - Troy Basin Total	**210,402**	**0**	**0**	**0**
Stormwater - Asset Renewals - Asset Maintenance Total	**2,775,022**	**643,020**	**2,836,700**	**4,347,484**
Stormwater Total	**3,765,460**	**3,477,809**	**3,343,220**	**6,037,484**
Waste Management - Domestic				
Domestic Waste - Acquisition of Assets				

01.09103 - DWM - Plant & Equipment Purchases Total	**131,461**	**0**	**89,132**	**1,296,344**
Domestic Waste - Acquisition of Assets Total	**131,461**	**0**	**89,132**	**1,296,344**
Waste Management - Domestic Total	**131,461**	**0**	**89,132**	**1,296,344**
Waste Management - Other				
Other Waste - Acquisition of Assets				
01.08113 - Other Assets				
6506 - Minor Other Assets	15,000	15,000	15,000	0
01.08113 - Other Assets Total	**15,000**	**15,000**	**15,000**	**0**
01.09114 - Other Waste - Plant & Equipment				
01.09114 - Other Waste - Plant & Equipment Total	**1,465,000**	**0**	**45,832**	**294,472**
01.09120 - Other Waste - Land Improvements				
6784 - Landfill Rehabilitation - Wellington Tip	100,000	100,000	0	0
01.09120 - Other Waste - Land Improvements Total	**100,000**	**100,000**	**0**	**0**
Other Waste - Acquisition of Assets Total	**1,580,000**	**115,000**	**60,832**	**294,472**
Waste Management - Other Total	**1,580,000**	**115,000**	**60,832**	**294,472**
Water for the Future				
Water for the Future - Acquisition of Assets				
02.09701 - Acquisition of Assets				
2000 - Water Security Trade	3,636	0	0	0
3000 - Groundwater Infrastructure	342,190	0	0	0
3001 - Non-Potable Pipeline	113,610	0	0	0
4500 - Geurie Bore and Pipeline	101,476	0	0	0
4502 - Wellington Bore and Pipeline	1,907,589	0	0	0
4504 - Northern Borefields	4,729,696	0	0	0
4620 - PFAS Bore Investigation	13,344	0	0	0
02.09701 - Acquisition of Assets Total	**7,211,541**	**0**	**0**	**0**
Water for the Future - Acquisition of Assets Total	**7,211,541**	**0**	**0**	**0**
Water for the Future Total	**7,211,541**	**0**	**0**	**0**
Water Supply				
Water Supply - Acquisition of Assets				
02.08051 - Works Plant - Purchases Total	**659,000**	**396,624**	**244,710**	**236,947**
02.08069 - Augmentation Works				
2628 - Emergency Generator - Myall St PS	0	500,000	0	0
6212 - Pipeline Rifle Range-Chapmans to Minore	0	2,250,000	0	3,200,000
6501 - Mumbil WTP - Install Water Softener	50,000	700,000	0	0
6521 - Mumbil Rising Water Main-200AC	1,149,239	0	0	0
6526 - Filter Upgrade JGWTP (C)	700,000	400,000	0	0
6530 - Chelmsford St Extension	200,000	0	0	0
6535 - Geurie Water Treatment Plant upgrade	184,682	0	0	0
6537 - Pipeline-R Main Capstan Dr- Buningyong	200,000	3,000,000	3,000,000	0
6539 - Newtown Pump Station-Backup power gen	0	150,000	0	0
6543 - Upgrade Fluoride Dosing System	1,300,000	0	0	0
6544 - Optimisation Study	160,000	0	0	0
02.08069 - Augmentation Works Total	**3,943,921**	**7,000,000**	**3,000,000**	**3,200,000**
02.08071 - Asset Replacement / Refurbishment >$10 & 000				
5572 - Minor Plant and Equipment	50,000	50,000	50,000	50,000
5664 - Clarifier No. 1 Remediation Works	300,000	0	0	0
5674 - JGWTP - Clarifier Replacement	300,000	3,500,000	3,500,000	0
5717 - Bore Asset Renewal	50,000	50,000	50,000	50,000
5719 - Booster Pump Stations	50,000	50,000	50,000	50,000
5720 - Reservoir Asset Renewals	30,000	30,000	30,000	30,000
5766 - SCADA RTU Upgrades	80,000	80,000	80,000	80,000
6502 - WTP Online Instrument Replacement	80,000	80,000	80,000	80,000
6609 - Dubbo Mech/Elect	100,000	100,000	100,000	100,000
6612 - Bunninyong Reservoir 2 recoat int/ext	0	700,000	0	0

6619 - Wellington WTP Electrical Renewals	50,000	50,000	50,000	50,000
02.08071 - Asset Replacement / Refurbishment >$10 & 000 Total	**1,090,000**	**4,690,000**	**3,990,000**	**490,000**
Water Supply - Acquisition of Assets Total	**5,692,921**	**12,086,624**	**7,234,710**	**3,926,947**
Water Supply - Asset Renewals - Asset Maintenance				
02.08073 - Mains Replacement				
5673 - Jubilee and Sterling St	0	80,000	0	0
5792 - Macquarie St - Ronald to Regand Park	350,000	0	0	0
5794 - Alder Place - Birch to Oak	0	80,000	0	0
5795 - Tamworth St - Darling - Brisbane Sts	500,000	500,000	500,000	0
5796 - Macleay St	0	0	200,000	200,000
5797 - Charmere St - from Waverly Drive	0	0	180,000	0
5799 - Darling St	0	0	100,000	0
5800 - Dalton St	0	0	0	350,000
5802 - Brisbane St	0	0	0	150,000
5805 - Macquarie St	350,000	0	0	0
5806 - Osbourne Place	0	0	0	150,000
5807 - Palmer St	0	0	0	200,000
5808 - Gipps St	0	0	0	250,000
5809 - Truman Ave - Arthur to Simpson St	130,000	0	0	0
5810 - Gobolion St	20,000	0	0	0
5833 - North St (Baird to Bent Sts)	0	175,000	0	0
6535 - River St - (Fitzroy to Dowton Sts)	0	80,000	0	0
6536 - Moonah St (Brigalow to Wheelers)	0	100,000	150,000	0
6675 - Talbragar St - Darling to Gipps	0	0	0	150,000
6681 - Fitzroy St - Wingewarra to Bultje Sts	0	0	200,000	100,000
6700 - Bultje St Main Replacement	300,000	0	0	0
6750 - Muller St - Fitzroy St to Railway Line	0	0	200,000	0
6753 - Mains replacement	100,000	285,000	470,000	450,000
6757 - Bishop St Main Replacement	450,000	0	0	0
6759 - Birch Ave (Viceroy Ave and Sheraton Rd)	0	700,000	0	0
6771 - Bultje St (Darling to Bourke)	0	400,000	0	0
6774 - Quinn St - Bourke to Gipps	363,604	0	0	0
6777 - Nancarrow - Mary to Gipps	313,700	0	0	0
02.08073 - Mains Replacement Total	**2,877,304**	**2,400,000**	**2,000,000**	**2,000,000**
Water Supply - Asset Renewals - Asset Maintenance Total	**2,877,304**	**2,400,000**	**2,000,000**	**2,000,000**
Water Supply Total	**8,570,225**	**14,486,624**	**9,234,710**	**5,926,947**
Wellington Caves Complex				
Wellington Caves Complex - Acquisition of Assets				
01.08150 - Caravan Park - Other Structures				
5002 - Carvan Park Fencing	0	150,000	0	0
5003 - Lighting Upgrade	0	20,000	0	0
01.08150 - Caravan Park - Other Structures Total	**0**	**170,000**	**0**	**0**
01.08153 - Caravan Park - Furniture & Fittings				
5100 - Cabin Furniture & Fittings	10,000	10,000	10,000	10,000
5101 - Washing Machines	0	12,000	0	0
01.08153 - Caravan Park - Furniture & Fittings Total	**10,000**	**22,000**	**10,000**	**10,000**
01.08171 - Wellington Caves - Furniture & Fittings				
7054 - Conference Room Furniture	10,000	0	0	0
01.08171 - Wellington Caves - Furniture & Fittings Total	**10,000**	**0**	**0**	**0**
Wellington Caves Complex - Acquisition of Assets Total	**20,000**	**192,000**	**10,000**	**10,000**
Wellington Caves Complex - Asset Renewals - Maint.				
01.08200 - Land & Buildings				
7114 - Maintenance Compound Fence	15,000	0	0	0
7119 - Solar Panels VEC	100,000	0	0	0
7120 - Bathroom Motels - Tile Replacement	25,000	25,000	0	0
7121 - Motel Rooms Hot Water Systems	20,000	0	0	0

7122 - Camp Amenities Hot Water System	0	25,000	0	0
7124 - Motel Room Door Replacements	15,000	0	0	0
7125 - Motel Room Deck Refurbishments	35,000	0	0	0
7126 - Motel Rooms Swipe Card Access System	25,000	0	0	0
01.08200 - Land & Buildings Total	**235,000**	**50,000**	**0**	**0**
01.08202 - Plant and Equipment				
7049 - Carbon Dioxide Monitors Fixed	10,000	10,000	0	0
01.08202 - Plant and Equipment Total	**10,000**	**10,000**	**0**	**0**
01.08203 - Infrastructure - Road & Bridge & Footpath				
7002 - Access Road	25,000	25,000	25,000	25,000
7050 - Paving Motel Rooms	40,000	0	0	0
01.08203 - Infrastructure - Road & Bridge & Footpath Total	**65,000**	**25,000**	**25,000**	**25,000**
Wellington Caves Complex - Asset Renewals - Maint. Total	**310,000**	**85,000**	**25,000**	**25,000**
Wellington Caves Complex Total	**330,000**	**277,000**	**35,000**	**35,000**
Western Plains Cultural Centre				
Cultural Centre - Acquisition of Assets				
01.09541 - WPCC - Furniture & Fittings				
7123 - Corporate Office Space	10,000	0	0	0
01.09541 - WPCC - Furniture & Fittings Total	**10,000**	**0**	**0**	**0**
01.09542 - WPCC - Plant & Equipment				
7461 - Digital Projectors - Gallery	40,000	0	0	0
01.09542 - WPCC - Plant & Equipment Total	**40,000**	**0**	**0**	**0**
01.09545 - Cultural Facilities - Buildings				
7415 - BMS System	25,000	25,000	25,000	25,000
7417 - Museum - P & P & P exhibition upgrade	200,000	0	0	0
01.09545 - Cultural Facilities - Buildings Total	**225,000**	**25,000**	**25,000**	**25,000**
Cultural Centre - Acquisition of Assets Total	**275,000**	**25,000**	**25,000**	**25,000**
Cultural Centre - Asset Renewals - Maintenance				
01.09533 - WPCC - Furniture & Fittings				
7307 - Fan Coil Unit	50,000	0	0	0
7312 - Humidifier	30,000	30,000	0	0
7326 - PAC Unit Replacement	0	35,000	0	0
01.09533 - WPCC - Furniture & Fittings Total	**80,000**	**65,000**	**0**	**0**
01.09544 - Ex Dubbo High School - Buildings				
7381 - Replacement Gutter & Downpipe	20,000	0	0	0
01.09544 - Ex Dubbo High School - Buildings Total	**20,000**	**0**	**0**	**0**
Cultural Centre - Asset Renewals - Maintenance Total	**100,000**	**65,000**	**0**	**0**
Western Plains Cultural Centre Total	**375,000**	**90,000**	**25,000**	**25,000**
Total	**93,530,887**	**72,879,453**	**44,981,201**	**39,548,288**

Draft Fees & Charges 2023/2024

Dubbo Regional Council

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

DUBBO REGIONAL COUNCIL

Pricing Policy

FCR – Full Cost Recovery
Price set to recover the full cost of providing the goods/services. In determining whether this principle is appropriate consideration is given to whether there are community service obligations or equity issues that would warrant an alternative pricing principle.

IS – Industry Standard
Price is set by regulation or statute. These fees are set and Council has no discretionary power to alter these amounts

MB – Market Based
Price is set by reference to local market prices. Fees are set to be competitive with local service providers

NC – No Charge
No price charged for the service.

PCR – Part Cost Recovered
Price is discounted to below the full cost of providing the goods/services in recognition of a community service obligation. Funding for these services is sourced from other revenue and by charging a nominal fee to help offset the cost of providing the services.

S – Statutory Amount
Price is set by statute. These fees are set by State Government and Council has no discretionary power to charge more than amount.

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This document includes the details of each fee, charge or contribution, Council's pricing policy and a comment as to the purpose of the fee, charge or contribution.

Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

COMMUNITY CULTURE AND PLACES

AQUATIC LEISURE CENTRES

Charges applied to users of the aquatic facilities to partially offset the operational and capital costs of the Aquatic Leisure Centres.

Admission categories:

Adult - Ages 18+
Child - Ages 3-17
Concession - Holder of concession cards including Pensioner, Veterans, Disability or Seniors
Family - As per Medicare Card

MERCHANDISE AND CAFE

Merchandise and Cafe Sales			Recommended retail price	Y	MB	10%

FACILITY & LANE HIRE

Bookings are essential for all facility and lane hire and subject to availability.
A 50% non-refundable deposit is payable for facility bookings.
Bookings on Public Holidays attract a 10% surcharge.

Full exclusive use of the entire facility (closed to the public) - admission not included - per hour (excludes Waterslide)	$310.00	$29.09	$320.00	Y	PCR	10%
Full exclusive use of the entire facility (closed to the public) - admission not included - per 6 hour block (excludes Waterslide)	$1,030.00	$96.36	$1,060.00	Y	PCR	10%
50m Pool - Admission not included - per hour (1 lane must remain open to public)	$77.00	$7.27	$80.00	Y	PCR	10%
50m Pool - Admission not included - per 6 hour block (1 lane must remain open to public)	$260.00	$24.55	$270.00	Y	PCR	10%
Entire Leisure/Learn to Swim Pool/Splash Park - admission not included - per hour	$45.00	$4.55	$50.00	Y	PCR	10%
Entire Leisure/Learn to Swim Pool/Splash Park - admission not included - per 6 hour block	$134.00	$13.64	$150.00	Y	PCR	10%
Entire 25m Pool (Geurie only) with lane ropes if required - admission not included - per hour	$45.00	$4.55	$50.00	Y	PCR	10%
Entire 25m Pool (Geurie only) with lane ropes if required - admission not included - per 6 hour block	$134.00	$13.64	$150.00	Y	PCR	10%
Lane Hire - Private - per hour	$29.00	$2.73	$30.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
FACILITY & LANE HIRE [continued]						
Lane Hire - Clubs, Carnivals & Recreational School Visits - per lane - per hour	$6.00	$0.59	$6.50	Y	PCR	10%
Partial Leisure Pool for Community Aqua Aerobics program - per session	$17.00	$1.64	$18.00	Y	PCR	10%
Clubroom/Multi-Purpose Room - per 6 hour block	$125.00	$11.82	$130.00	Y	PCR	10%
Clubroom/Multi-Purpose Room - per hour	$32.00	$3.00	$33.00	Y	PCR	10%
Clubroom/Multi-Purpose Room - per season - Swim Clubs only	$210.00	$20.00	$220.00	Y	PCR	10%
Out of Hours Staffing fee - Dubbo/Wellington - per Structure/Amenity - Per Hour - Admission and facility hire not included	$70.00	$6.55	$72.00	Y	PCR	10%
Out of Hours Staffing Fee - Geurie - Per Hour - Admission and facility hire not included	$35.00	$3.27	$36.00	Y	PCR	10%
Waterslide Hire - per half hour (non-exclusive 11am-4pm weekends, school holidays & public holidays)	$90.00	$8.64	$95.00	Y	PCR	10%
Waterslide Hire - Per half hour (exclusive 10am-11am or 4pm-5pm weekends, school holidays & public holidays)	$110.00	$10.91	$120.00	Y	PCR	10%
Waterslide Hire - per hour (non-exclusive 11am-4pm weekends, school holidays & public holidays)	$150.00	$14.55	$160.00	Y	PCR	10%
Waterslide Hire - per hour (exclusive use 10am-11am or 4pm-5pm weekends, school holidays & public holidays)	$170.00	$17.27	$190.00	Y	PCR	10%
Pool Party Package - includes admission for 15 children, 2 adults, 1 hour non-exclusive waterslide pass, use of BBQ, shelter and tables	$200.00	$19.09	$210.00	Y	PCR	10%
Storage Room Hire - per square metre - per season	$7.00	$0.73	$8.00	Y	PCR	10%
Additional Cleaning - Amenities/Meeting Rooms/Clubhouses			Actual Cost	Y	FCR	10%
Loss/Damage/Repair of equipment			Actual Cost	Y	FCR	10%
LEARN TO SWIM						
Active Kids & First Lap Vouchers can be used for Learn to Swim lessons at all facilities. Includes admission for 1 student and 1 guardian.						
Learn to swim - Skill level assessment			FREE	N	NC	GST Free
Learn to Swim - Survival Skills - Per lesson - Group (1:5)	$13.00	$0.00	$15.00	N		GST Free
Learn to Swim - Survival Skills - Per lesson - Private Lessons (1:1)	$30.00	$0.00	$30.00	N		GST Free
Learn to Swim - Advanced Skills - Per lesson - Group (1:5)	$14.00	$1.45	$16.00	Y	PCR	10%
Learn to Swim - Advanced Skills - Per lesson - Private Lessons (1:1)	$31.00	$2.82	$31.00	Y	PCR	10%
Learn to Swim - Adult group lesson (1:3+)	$13.00	$1.36	$15.00	Y	PCR	10%
Learn to Swim - Adult private lesson (1:1)	$30.00	$2.73	$30.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SCHOOLS PROGRAMS & CARNIVALS						
Hire of DRC Learn to Swim Instructor - School Swimming & Water Safety Program - Per session	$30.00	$3.64	$40.00	Y	PCR	10%
Admission - Schools and Carnivals - per student - Lane/Facility Hire additional	$4.00	$0.45	$5.00	Y	PCR	10%
Admission - Schools and Carnivals - Parents & Spectators	$2.00	$0.18	$2.00	Y	PCR	10%
Admission - Schools and Carnivals - Teachers & Officials assisting with event			FREE	Y	NC	GST Free
Learn to Swim Equipment Hire - Per Session	$10.00	$1.36	$15.00	Y	PCR	10%
AQUATIC PROGRAMS						
Aqua Aerobics - Adult (with Season Pass, 10 visit pass or Fitness Passport)	$9.50	$0.91	$10.00	Y	PCR	10%
Aqua Aerobics - Child/Concession (with Season Pass, 10 visit pass or Fitness Passport)	$6.50	$0.64	$7.00	Y	PCR	10%
Aqua Aerobics - Adult - includes admission	$15.00	$1.45	$16.00	Y	PCR	10%
Aqua Aerobics - Child/Concession - includes Admission	$10.00	$1.00	$11.00	Y	PCR	10%
NSW Industry Occupational Aquatic Competency Assessment - per person - includes admission	$10.00	$0.91	$10.00	Y	PCR	10%
Active Pools Program - per child - includes 8 week All Access Membership	$100.00	$10.91	$120.00	Y	PCR	10%
ONLINE PAYMENT FEES						
Direct Debit Transaction Fee - per transaction attempt	$0.67	$0.00	$0.69	N	FCR	10%
Direct Debit Dishonour Fee - per failed transaction	$5.50	$0.00	$5.50	N	FCR	10%
Direct Debit Dishonour Fee - Per Failed Transaction		2% per transaction attempt		N	FCR	10%

DUBBO AQUATIC LEISURE CENTRE

DALC/WALC Memberships include admission to Dubbo & Wellington facilities for the duration of the season.

ADMISSION

DALC/WALC Season Pass - Adult	$120.00	$11.82	$130.00	Y	PCR	10%
DALC/WALC Season Pass - Child	$80.00	$8.18	$90.00	Y	PCR	10%
DALC/WALC Season Pass - Concession	$80.00	$8.18	$90.00	Y	PCR	10%
DALC/WALC Season Pass - Family	$290.00	$27.27	$300.00	Y	PCR	10%
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Adult	$25.00	$2.36	$26.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ADMISSION [continued]						
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Child	$20.00	$1.91	$21.00	Y	PCR	10%
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Concession	$20.00	$1.91	$21.00	Y	PCR	10%
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Family	$45.00	$4.18	$46.00	Y	PCR	10%
10 Entry Pass - Adult	$45.00	$4.55	$50.00	Y	PCR	10%
10 Entry Pass - Child	$25.00	$2.73	$30.00	Y	PCR	10%
10 Entry Pass - Concession	$25.00	$2.73	$30.00	Y	PCR	10%
Single Entry/Casual Pass - Adult	$6.00	$0.64	$7.00	Y	PCR	10%
Single Entry/Casual Pass - Child	$4.00	$0.45	$5.00	Y	PCR	10%
Single Entry/Casual Pass - Concession	$4.00	$0.45	$5.00	Y	PCR	10%
Single Entry - Family	$18.50	$1.82	$20.00	Y	PCR	10%
Non-Swimmer & Visitor	$2.00	$0.18	$2.00	Y	PCR	10%
Children aged 2 and under			No Charge	Y	NC	N/A
Child Pick-up (under 10 minutes)			No Charge	Y	NC	N/A
Companion Card			No Charge	Y	NC	N/A
Waterslide - 30 minutes - unlimited	$10.00	$0.91	$10.00	Y	PCR	10%
Waterslide for 6 rides	$4.00	$0.36	$4.00	Y	PCR	10%
Waterslide - day pass	$30.00	$2.73	$30.00	Y	PCR	10%
Replacement Membership Tag	$2.00	$0.18	$2.00	Y	PCR	10%
GEURIE POOL						
ADMISSION						
Season Pass - Geurie Only - Adult	$95.00	$9.09	$100.00	Y	PCR	10%
Season Pass - Geurie Only - Child	$60.00	$5.91	$65.00	Y	PCR	10%
Season Pass - Geurie Only - Concession	$60.00	$5.91	$65.00	Y	PCR	10%
Season Pass - Geurie Only - Family	$150.00	$14.55	$160.00	Y	PCR	10%
28 Day Pass - Geurie Only - (Direct Debit or Manual) - Adult	$22.00	$2.09	$23.00	Y	PCR	10%
28 Day Pass - Geurie Only - (Direct Debit or Manual) - Child	$17.00	$1.64	$18.00	Y	PCR	10%
28 Day Pass - Geurie Only - (Direct Debit or Manual) - Concession	$17.00	$1.64	$18.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ADMISSION [continued]						
28 Day Pass - Geurie Only - (Direct Debit or Manual) - Family	$38.00	$3.64	$40.00	Y	PCR	10%
10 Entry Pass - Adult	$30.00	$3.18	$35.00	Y	PCR	10%
10 Entry Pass - Child	$20.00	$2.27	$25.00	Y	PCR	10%
10 Entry Pass - Concession	$20.00	$2.27	$25.00	Y	PCR	10%
Single Entry - Adult	$4.50	$0.55	$6.00	Y	PCR	10%
Single Entry - Child	$3.50	$0.36	$4.00	Y	PCR	10%
Single Entry - Concession	$3.50	$0.36	$4.00	Y	PCR	10%
Single Entry - Family	$11.00	$1.36	$15.00	Y	PCR	10%
Non Swimmer/Visitor	$2.00	$0.18	$2.00	Y	PCR	10%
Children aged 2 and under			No Charge	Y	NC	N/A
Child Pick-up (under 10 minutes)			No Charge	Y	NC	N/A
Companion Card			No Charge	Y	NC	N/A
Replacement Membership Tag	$2.00	$0.18	$2.00	Y	FCR	10%

WELLINGTON AQUATIC LEISURE CENTRE

DALC/WALC Memberships include admission to Dubbo & Wellington facilities for the duration of the season.

ADMISSION

DALC/WALC Season Pass - Adult	$120.00	$11.82	$130.00	Y	PCR	10%
DALC/WALC Season Pass - Child	$80.00	$8.18	$90.00	Y	PCR	10%
DALC/WALC Season Pass - Concession	$80.00	$8.18	$90.00	Y	PCR	10%
DALC/WALC Season Pass - Family	$290.00	$27.27	$300.00	Y	PCR	10%
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Adult	$25.00	$2.36	$26.00	Y	PCR	10%
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Child	$20.00	$1.91	$21.00	Y	PCR	10%
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Concession	$20.00	$1.91	$21.00	Y	PCR	10%
DALC/WALC 28 Day Pass (Direct Debit or Manual) - Family	$45.00	$4.18	$46.00	Y	PCR	10%
10 Entry Pass - Adult	$45.00	$4.55	$50.00	Y	PCR	10%
10 Entry Pass - Child	$25.00	$2.73	$30.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ADMISSION [continued]						
10 Entry Pass - Concession	$25.00	$2.73	$30.00	Y	PCR	10%
Single Entry - Adult	$6.00	$0.64	$7.00	Y	PCR	10%
Single Entry - Child	$4.00	$0.45	$5.00	Y	PCR	10%
Single Entry - Concession	$4.00	$0.45	$5.00	Y	PCR	10%
Single Entry - Family	$18.50	$1.82	$20.00	Y	PCR	10%
Non-Swimmer Attendee / Shower Only	$2.00	$0.18	$2.00	Y	PCR	10%
Children aged 2 and under			No Charge	Y	NC	N/A
Child Pick-up (under 10 minutes)			No Charge	Y	NC	N/A
Companion Card holders			No Charge	Y	NC	N/A
Replacement Membership Tag	$2.00	$0.18	$2.00	Y	PCR	10%

CEMETERIES

CEMETERY FEES

Note: Special Circumstances

Includes, but is not limited to, services that are offered before 7.00am and after 3:00pm on weekdays, anytime on weekends, public holidays, designated Dubbo Regional Council shut downs or instances where safety of staff or contractors are at risk.

Fees applied for interment and reservations to all cemeteries within the Local Government Area and to partially offset operational costs.

Fee for accessing, research or printing required information	$77.00	$0.00	$77.00	N	PCR	GST Exempt
Administration Fee for refund of Exclusive Right of interment	$85.00	$8.00	$88.00	Y	PCR	10%
EXCLUSIVE RIGHT OF INTERMENT						
New Dubbo Cemetery	$1,738.00	$162.00	$1,782.00	Y	PCR	10%
Wellington Lawn Cemetery	$1,644.00	$162.91	$1,792.00	Y	PCR	10%
Dubbo and Wellington Villages	$1,375.00	$128.18	$1,410.00	Y	PCR	10%
Tubba-Gah Aboriginal Burial Ground			No Charge	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
EXCLUSIVE RIGHT OF INTERMENT [continued]						
Above ground vault - Peace Section - New Dubbo Cemetery - per m2	$283.00	$26.45	$291.00	Y	PCR	10%
GRAVE DIGGING						
Still born baby and deceased infant up to 12 months - all cemeteries			No Charge	Y	NC	N/A
Includes grave site, digging and perpetual maintenance monument approval						
Deceased infant older than 12 months and within a 1.1m Casket - Nursery Section (Children's Section) - New Dubbo Cemetery	$646.00	$60.27	$663.00	Y	IS	10%
Includes grave site, digging and perpetual maintenance monument approval						
GRAVE DIGGING - NEW DUBBO CEMETERY						
Single Depth/Reopening - Weekday	$2,078.00	$193.64	$2,130.00	Y	PCR	10%
Single Depth/Reopening - Special circumstances - see notes	$2,795.00	$260.45	$2,865.00	Y	PCR	10%
Double Depth - Weekday	$3,023.00	$281.64	$3,098.00	Y	PCR	10%
Double Depth - Special circumstances - see notes	$3,719.00	$346.55	$3,812.00	Y	PCR	10%
GRAVE DIGGING - WELLINGTON TOWN CEMETERIES - LAWN AND HOLY FAMILY						
Single Depth/Reopening - Weekday	$1,651.00	$171.09	$1,882.00	Y	PCR	10%
Single Depth/Reopening - Special circumstances - see notes	$2,446.00	$240.18	$2,642.00	Y	PCR	10%
Double Depth - Weekday	$2,190.00	$233.00	$2,563.00	Y	PCR	10%
Double Depth - Special circumstances - see notes	$2,742.00	$289.18	$3,181.00	Y	PCR	10%
GRAVE DIGGING - ALL VILLAGE CEMETERIES						
Single Depth/Reopening - Weekday	$2,311.00	$215.36	$2,369.00	Y	PCR	10%
Single Depth/Reopening - Special circumstances - see notes	$3,023.00	$281.73	$3,099.00	Y	PCR	10%
Double Depth - Weekday	$3,242.00	$302.18	$3,324.00	Y	PCR	10%
Double Depth - Special circumstances - see notes	$3,955.00	$368.55	$4,054.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ASHES EXCLUSIVE RIGHT OF INTERMENT						
Ashes Garden - New Dubbo Cemetery	$640.00	$59.73	$657.00	Y	PCR	10%
Columbarium Wall Niche - Wellington/Geurie/Yeoval/Stuart Town	$488.00	$51.00	$561.00	Y	PCR	10%
Ashes Rose or Memorial Garden - Wellington Lawn Cemetery	$452.00	$49.36	$543.00	Y	PCR	10%
ASHES INTERMENT						
Dubbo Town Cemeteries without Right of Interment	$374.00	$34.82	$383.00	Y	PCR	10%
Wellington Town Cemeteries	$364.00	$36.09	$397.00	Y	PCR	10%
All Village Cemeteries	$416.00	$38.82	$427.00	Y	PCR	10%
Dubbo and Wellington Town Cemeteries - Special circumstances - see notes	$571.00	$53.27	$586.00	Y	PCR	10%
All Village Cemeteries - Special circumstances - see notes	$706.94	$65.87	$724.62	Y	PCR	10%
PLAQUES						
Wall of Memories - Old Dubbo Cemetery - includes installation	$697.00	$65.00	$715.00	Y	PCR	10%
Town and Village Cemeteries - wall and garden plaques - includes standard installation	$387.00	$36.09	$397.00	Y	PCR	10%
Custom Plaque - design, manufacture and delivery		Actual Cost + Freight		Y	PCR	10%
Custom Plaque - administration and installation	$160.00	$14.55	$160.00	Y	PCR	10%
Registration Fee without Interment	$86.00	$8.09	$89.00	Y	PCR	10%
REMOVAL OF CORPSE						
Exhumation and relocation - within Local Government Area	$3,677.00	$342.64	$3,769.00	Y	PCR	10%
Exhumation only - relocation outside Local Government Area	$1,841.00	$171.64	$1,888.00	Y	PCR	10%

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COMMUNITY SERVICES

"Itinerant Trader Fee" - 200% increase on standard fee for hire facilities at venue. Itinerant Trader means a person, generally a retailer, who may (or may not) have one central fixed place of business and who travels between towns to sell goods directly to the Public. An Itinerant trader is not based in Dubbo LGA. The Itinerant Trade fee does not apply to vendors that are a part of an event, carnival, market, community fund-raising activity or the like held on public land.

Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DUBBO PIPE BAND HALL						
Community Group Use	$32.00	$3.00	$33.00	Y	PCR	10%
SOUTH SCOUT HALL						
PLAYGROUP						
per annum	$791.00	$73.73	$811.00	Y	PCR	10%
WONGARBON COMMUNITY HALL HIRE FEE						
Fees applied to hirers of this facility to partially offset operational costs.						
Short Meetings (Up to 2 hours)	$32.00	$3.00	$33.00	Y	PCR	10%
Wongarbon Primary School – per annum	$468.00	$43.64	$480.00	Y	PCR	10%
WELLINGTON SENIOR CITIZENS CENTRE						
BACK ROOM :						
Use of Facilities - Senior Citizens Centre						
Short Meetings (Up to 2 Hours)	$32.00	$3.00	$33.00	Y	PCR	10%
HALL :						
Use of Facilities - Senior Citizens Centre						
Short Meetings (Up to 2 Hours)	$37.00	$3.45	$38.00	Y	PCR	10%
Half a Day	$79.00	$7.36	$81.00	Y	PCR	10%
Full Day (9am – 5pm)	$158.00	$14.73	$162.00	Y	PCR	10%
GENERAL:						
Use of Facilities - Senior Citizens Centre						
Use of Facilities 5pm – 11pm (Out of Hours – Open & Lock Up)	$178.00	$16.64	$183.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
MUMBIL HALL						
Civic Events (ANZAC Day, Australia Day)				Y	NC	N/A
Commercial Functions (per day or part thereof)	$228.00	$21.27	$234.00	Y	PCR	10%
Mumbil Progress Association (Annual Fee)	$569.00	$53.09	$584.00	Y	PCR	10%
Sport / Recreation Activity / Meeting (per 4 hour block)	$14.00	$1.32	$14.50	Y	PCR	10%
FAMILY DAY CARE						
CARERS & PARENTS CHARGES						
Fees applied to users of Family Day Care Services.						
All fees set at a rate for service to remain market competitive and to partially offset costs of managing the Service.						
Playgroup – per child per session	$2.70	$0.00	$2.80	N	PCR	GST Free
LEVY						
Professional Partnership Levy – per week per educator	$13.70	$0.00	$14.00	N	PCR	GST Free
Levy for Parents – per hour per child	$1.85	$0.00	$1.95	N	PCR	GST Free
FEES						
Playroom Hire – per session	$21.54	$0.00	$22.34	N	PCR	GST Free
Playroom Resource Fee – per session	$10.76	$0.00	$11.16	N	PCR	GST Free
Enrolment fee – per family	$70.00	$0.00	$73.00	N	PCR	GST Free
Enrolment fee Occasional Care – per family	$33.00	$0.00	$35.00	N	PCR	GST Free
Discounted Annual Enrolment Fee – per family	$33.00	$0.00	$35.00	N	PCR	GST Free
Information Search Fee – per item	$47.15	$0.00	$48.88	N	PCR	GST Free
Training Course Fees – per course			Actual Cost	N	PCR	GST Free
Educator Registration Fee – per educator	$360.00	$0.00	$375.00	N	PCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

OLD DUBBO GAOL

Prices valid from 1st February

GAOL ADMISSION PROMOTIONAL DISCOUNTS:

10% Discount - Online Ticket Sales
15% Discount - Promotional Ticket Discount for Partners including Motel Operators
20% Discount - Promotional Discount available at Managers discretion for Promotional Campaigns during non-peak periods
25% Discount - Multibuy Discount - Applicable for the puchase of Old Dubbo Gaol and Wellington Caves Tickets when purchased as part of a multibuy ticketing promotion or scheme.

**Discounts only applicable to attraction General Admission tickets during normal operating times.*

ADMISSION CHARGES

Charge applied to partially cover operating, maintenance, restoration and capital improvements at this tourist attraction

DAY ADMISSION

Adult	$22.50	$2.05	$22.50	Y	PCR	10%
Concession	$18.50	$1.68	$18.50	Y	PCR	10%
Student (16 years & above)	$18.50	$1.68	$18.50	Y	PCR	10%
Child (4 years to 15 years)	$8.00	$0.73	$8.00	Y	PCR	10%
Preschool Child (under 4 years)			No Charge	Y	NC	N/A
Family (2 adults & 2 children)	$55.00	$5.00	$55.00	Y	PCR	10%
Additional children (per child)	$7.50	$0.68	$7.50	Y	PCR	10%

ORGANISED GROUP/COACH (15-49 PAX) - SELF GUIDED TOUR

Adult	$20.50	$1.86	$20.50	Y	PCR	10%
Concession	$16.50	$1.50	$16.50	Y	PCR	10%
Student (16 years & above)	$16.50	$1.50	$16.50	Y	PCR	10%
Child (4 years to 15 years)	$7.50	$0.68	$7.50	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ORGANISED GROUP/COACH (50+ PAX) - SELF GUIDED TOUR						
Adult	$18.50	$1.68	$18.50	Y	PCR	10%
Concession	$14.50	$1.32	$14.50	Y	PCR	10%
Student (16 years & above)	$14.50	$1.32	$14.50	Y	PCR	10%
Child (4 years to 15 years)	$7.00	$0.64	$7.00	Y	PCR	10%
ORGANISED GROUP/COACH - SELF GUIDED TOUR						
Preschool Child (under 4 years)			No Charge	Y	NC	N/A
Carers			No Charge	Y	NC	N/A
Tour Operator/Coach Captain			No Charge	Y	NC	N/A
Accompanying adults in organised groups for each 10 children/students			No Charge	Y	NC	N/A
ORGANISED GROUP (15 - 49 PAX) - GUIDED TOUR (1 GUIDE PER 30 PAID PATRONS)						
Adult	$29.50	$2.68	$29.50	Y	PCR	10%
Concession	$23.50	$2.14	$23.50	Y	PCR	10%
Student (16 years & above)	$23.50	$2.14	$23.50	Y	PCR	10%
Child (4 years to 15 years)	$16.00	$1.45	$16.00	Y	PCR	10%
ORGANISED GROUP - GUIDED TOUR (1 GUIDE PER 30 PAID PATRONS)						
Preschool Child (under 4 years)			No Charge	Y	NC	N/A
Carers			No Charge	Y	NC	N/A
Tour Operator/Coach Captain			No Charge	Y	NC	N/A
Accompanying adults in organised groups for each 10 children/students			No Charge	Y	NC	N/A
ORGANISED GROUP/COACH (50+ PAX) - GUIDED TOUR (1 GUIDE PER 30 PAID PATRONS)						
Adult	$27.50	$2.50	$27.50	Y	PCR	10%
Concession	$23.50	$2.14	$23.50	Y	PCR	10%
Student (16 years & above)	$23.50	$2.14	$23.50	Y	PCR	10%
Child (4 years to 15 years)	$16.00	$1.45	$16.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
VENUE HIRE						
Venue Hire (Community – Not for Profit Events)	$575.00	$52.27	$575.00	Y	MB	10%
Venue Hire (Private & Commercial Events)	$875.00	$79.55	$875.00	Y	MB	10%
TRADING STOCK						
Souvenir sales, drinks, confectionery and bar sales		Recommended retail price		Y	MB	10%
TWILIGHT TOURS						
(includes Night Tour and Day admission Valid day of or day after Night Tour)						
Single Admission	$37.00	$3.36	$37.00	Y	MB	10%
Family (Admit 4 – Maximum 2 adults)	$115.00	$10.45	$115.00	Y	MB	10%
Additional Children on Family Ticket	$27.00	$2.45	$27.00	Y	MB	10%
Student Admission	$32.00	$2.91	$32.00	Y	MB	10%
Concession Admission	$32.00	$2.91	$32.00	Y	MB	10%
GROUP BOOKING - TWILIGHT TOUR (MIN 10 IN ONE TRANSACTION)						
Single Admission	$33.00	$3.00	$33.00	Y	MB	10%
Student Admission	$28.00	$2.55	$28.00	Y	MB	10%
Concession Admission	$28.00	$2.55	$28.00	Y	MB	10%
GROUP BOOKING - TWILIGHT TOUR (GROUP SURCHARGE)						
Sunday & Public Holiday Surcharge Guided Tour	$160.00	$14.55	$160.00	Y	MB	10%
BEYOND THE GRAVE TOURS						
(includes Night Tour and Day admission Valid day of or day after Beyond the Grave Tour)						
Single Admission	$50.00	$4.55	$50.00	Y	MB	10%
Student Admission	$44.00	$4.00	$44.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
BEYOND THE GRAVE TOURS [continued]						
Concession Admission	$44.00	$4.00	$44.00	Y	MB	10%
GROUP BOOKING - BEYOND THE GRAVE TOUR (MIN 10 IN ONE TRANSACTION)						
(includes Night Tour and Day admission Valid day of or day after Beyond the Grave Tour)						
Single Admission	$45.00	$4.09	$45.00	Y	MB	10%
Student Admission	$39.00	$3.55	$39.00	Y	MB	10%
Concession Admission	$39.00	$3.55	$39.00	Y	MB	10%
GROUP BOOKING - BEYOND THE GRAVE TOUR (GROUP SURCHARGE)						
Sunday & Public Holiday Surcharge Guided Tour	$160.00	$14.55	$160.00	Y	MB	10%
ADDITIONAL SERVICES AVAILABLE:						
Additional hire/bump hours (not included in hire alloc)	$130.00	$11.82	$130.00	Y	MB	10%
Additional hire/bump hours (not included in hire alloc after 12pm)	$260.00	$23.64	$260.00	Y	MB	10%
Additional Night Tour (20 Guests)	$260.00	$23.64	$260.00	Y	MB	10%
Alcohol Service (including Security – external contractor)	$600.00	$54.55	$600.00	Y	MB	10%
5M Inflatable Screen	$420.00	$38.18	$420.00	Y	MB	10%
Pedestal Fans			No Charge	Y	NC	N/A
Table Hire	$18.00	$1.64	$18.00	Y	MB	10%
Table Cloth Hire	$8.50	$0.77	$8.50	Y	MB	10%
Chair Hire (white pippi)	$3.50	$0.32	$3.50	Y	MB	10%
Pop up Marquee Hire (3x3m)	$180.00	$16.36	$180.00	Y	MB	10%
Pop up Marquee Hire (8x4m)	$330.00	$30.00	$330.00	Y	MB	10%
Marquee Lighting (per marquee)	$67.00	$6.09	$67.00	Y	MB	10%
PA System	$130.00	$11.82	$130.00	Y	MB	10%
Bar Tables	$22.00	$2.00	$22.00	Y	MB	10%
Umbrellas and Stand	$22.00	$2.00	$22.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ADDITIONAL SERVICES AVAILABLE: [continued]						
Additional Staff (Performers and Wait staff – Per Hour)	$90.00	$8.18	$90.00	Y	MB	10%
Venue Hire Sunday and Public Holiday Surcharge	$380.00	$34.55	$380.00	Y	MB	10%
Stage 3 x 3	$250.00	$22.73	$250.00	Y	MB	10%
Stage 4 X 3	$280.00	$25.45	$280.00	Y	MB	10%
Pop Up Marquee Hire (4x4m)	$290.00	$26.36	$290.00	Y	MB	10%
INMATES PROGRAM						
General admissions for local residents			No Charge	Y	NC	N/A
OPEN SPACE						
CONSULTANCY SERVICES CHARGES						
Charge to cover the cost of staff involved in consultations with developers/consultants						
HORTICULTURAL & LANDCARE ADVICE						
per hour	$342.00	$32.64	$359.00	Y	FCR	10%
COMMUNITY LAND ACCESS FEE						
per Pre and Post Access Inspection	$0.00	$20.00	$220.00	Y	FCR	10%
DEVELOPER CONTRIBUTIONS - OPEN SPACE (SEC 7.11) - DUBBO						
Contributions required from Developers in accordance with Section 7.11 Contributions Plan - Open Space & Recreation Facilities						
Note 1: Indexing is as per Sec.B10 of Contribution Plan.						
CITYWIDE						
Central (NTH)	$627.65	$0.00	$674.10	N	REG	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CITYWIDE [continued]						
Central (STH)	$627.65	$0.00	$674.10	N	REG	GST Exempt
East (NTH)	$627.65	$0.00	$674.10	N	REG	GST Exempt
East (STH)	$627.65	$0.00	$674.10	N	REG	GST Exempt
West (NTH)	$627.65	$0.00	$674.10	N	REG	GST Exempt
West (STH)	$627.65	$0.00	$674.10	N	REG	GST Exempt
LOCAL PLANNING UNIT						
Central (NTH)	$1,245.20	$0.00	$1,337.35	N	REG	GST Exempt
Central (STH)	$890.65	$0.00	$956.60	N	REG	GST Exempt
East (NTH)	$1,245.20	$0.00	$1,337.35	N	REG	GST Exempt
East (STH)	$1,317.55	$0.00	$1,415.05	N	REG	GST Exempt
West (NTH)	$1,444.95	$0.00	$1,551.90	N	REG	GST Exempt
West (STH)	$1,493.65	$0.00	$1,604.20	N	REG	GST Exempt
DRAFTING OF PLAN						
Central (NTH)	$5.48	$0.00	$5.90	N	REG	GST Exempt
Central (STH)	$5.48	$0.00	$5.90	N	REG	GST Exempt
East (NTH)	$5.48	$0.00	$5.90	N	REG	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DRAFTING OF PLAN [continued]						
East (STH)	$5.48	$0.00	$5.90	N	REG	GST Exempt
West (NTH)	$5.48	$0.00	$5.90	N	REG	GST Exempt
West (STH)	$5.48	$0.00	$5.90	N	REG	GST Exempt
PLAN ADMINISTRATION						
Central (NTH)	$21.15	$0.00	$22.75	N	REG	GST Exempt
Central (STH)	$21.15	$0.00	$22.75	N	REG	GST Exempt
East (NTH)	$21.15	$0.00	$22.75	N	REG	GST Exempt
East (STH)	$21.15	$0.00	$22.75	N	REG	GST Exempt
West (NTH)	$21.15	$0.00	$22.75	N	REG	GST Exempt
West (STH)	$21.15	$0.00	$22.75	N	REG	GST Exempt
MACQUARIE RIVER EVENT PRECINCT HIRE FEES						
STAGE HIRE						
Stage hire - full day - Commercial (basic)	$0.00	$500.00	$5,500.00	Y	FCR	10%
Stage hire - 1-5 hours - Commercial (basic)	$0.00	$300.00	$3,300.00	Y	FCR	GST Exempt
Stage hire - full day - Community (basic)	$0.00	$300.00	$3,300.00	Y	PCR	GST Exempt
Stage hire - 1-5 hours - Community (basic)	$0.00	$200.00	$2,200.00	Y	PCR	GST Exempt
Stage hire - full day - Commercial (full)	$0.00	$700.00	$7,700.00	Y	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
STAGE HIRE [continued]						
Stage hire - 1-5 hours - Commercial (full)	$0.00	$500.00	$5,500.00	Y	FCR	GST Exempt
Stage hire - full day - Community (full)	$0.00	$400.00	$4,400.00	Y	PCR	GST Exempt
Stage hire - 1-5 hours - Community (full)	$0.00	$300.00	$3,300.00	Y	PCR	GST Exempt
POP-UP SITE HIRE						
Event 1 - 500 pax - full day/part	$0.00	$50.00	$550.00	Y	FCR	10%
Event 501 - 6,000+ - full day/part	$0.00	$200.00	$2,200.00	Y	FCR	10%
OLLIE ROBBINS ARENA HIRE						
Ollie Robbins Arena - Commercial	$0.00	$150.00	$1,650.00	Y	FCR	10%
Ollie Robbins Arena - Commercial/Cultural	$0.00	$100.00	$1,100.00	Y	FCR	10%
CHURCH STREET PLAZA HIRE						
Commercial event - full day/part	$0.00	$200.00	$2,200.00	Y	FCR	10%
Community/Cultural event full day/part	$0.00	$100.00	$1,100.00	Y	PCR	10%
VICTORIA PARK MAJOR EVENTS						
Victoria Park Event (with truck stage) - local Cultural Event	$0.00	$200.00	$2,200.00	Y	PCR	10%
Victoria Park Event (with truck stage) - non local Cultural Event	$0.00	$400.00	$4,400.00	Y	PCR	10%

TREE CHARGES

Charge to cover the loss of amenity value of public tree within streetscapes and/or public lands.

Remove of public tree (request)	As per adopted Policy. Public Tree Removal - Amenity Valuation			N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
GARDENING SERVICES						
Private Work	Actual Costs + 25%			Y	FCR	10%
NOXIOUS WEED REINSPECTION FEE						
Charge to cover cost of reinspection						
1st Inspection	$277.00	$0.00	$290.00	N	FCR	GST Exempt
2nd Inspection	$318.00	$0.00	$334.00	N	FCR	GST Exempt
NOXIOUS WEED CERTIFICATE FEE						
Fee to cover the cost of issuing Noxious Weeds Certificate						
per certificate	$75.50	$0.00	$79.00	N	IS	GST Exempt
MEMORIAL PLAQUES						
BRONZE PLAQUE						
Bevel finished includes supply and delivery cost						
A5 - 210mm x 148mm (5 lines)	$253.00	$24.18	$266.00	Y	PCR	10%
A4 - 380mm x 215mm (6 lines)	$402.00	$38.36	$422.00	Y	PCR	10%
Additional line (fee per line)	$36.00	$3.45	$38.00	Y	PCR	10%
Images	at cost and delivery if applicable			Y	PCR	10%
ROCK						
Rock - granite boulder cost (supply only)	$169.13	$16.18	$178.00	Y	PCR	10%
INSTALLATION OF PLAQUE & ROCK						
A5 plaque	$1,465.75	$139.91	$1,539.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INSTALLATION OF PLAQUE & ROCK [continued]						
A4 plaque	$3,066.80	$292.73	$3,220.00	Y	PCR	10%
INSTALLATION OF PARK BENCH						
Seat/Slab/Installation			Actual cost + 25%	Y	PCR	10%
LICENCES/LEASES - LAND						
Community Groups (excluding sporting groups)	Minimum Crown land charge in accordance with CLM Act.			Y	MB	10%
Urban Land - per square metre	$4.00	$0.40	$4.40	Y	PCR	10%
Rural Land	Based on 6% of land values in immediate area - where available.			Y	MB	10%
LICENCES/LEASES - BUILDINGS						
Building <10 years old - per square metre	$0.00	$1.00	$11.00	Y	PCR	10%
Building >10 years old - per square metre	$0.00	$1.60	$17.60	Y	PCR	10%

RAINBOW COTTAGE

Fees for 1 July 2023 to 31 December 2023 will be identical to the amount currently charged.
From 1 January 2024 the fee as shown in the "Year 2023/2024" column will apply.

Fees applied to users of the Long Day Care facility to partially offset the maintenance, operational and capital costs of the Centre and set at market rates.

PER CHILD

0-2 years room – per day	$106.00	$0.00	$109.00	N	MB	GST Free
2-5 years room – per day	$104.00	$0.00	$107.00	N	MB	GST Free
Equipment Levy – per family	$171.00	$0.00	$176.00	N	MB	GST Free
Holding Bond – per family (refundable upon leaving Centre)	$158.00	$0.00	$162.00	N	MB	GST Free
Casual Care Fee – per day – per child, for child giving up day	$6.00	$0.00	$6.15	N	MB	GST Free
Casual Care Fee -per day – per child , for child receiving care (plus relevant child care fee)	$4.90	$0.00	$5.05	N	MB	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
½ DAY SHARE BY PERMANENT CHILDREN						
Admin fee	$11.00	$0.00	$12.00	N	MB	GST Free
0-2 years room- per ½ day	$57.00	$0.00	$59.00	N	MB	GST Free
2-5 years room- per ½ day	$55.00	$0.00	$57.00	N	MB	GST Free
½ DAY CASUAL CHILD (IE. NOT ENROLLED)						
0-2 years room	$58.00	$0.00	$60.00	N	MB	GST Free
2-5 years room	$56.00	$0.00	$58.00	N	MB	GST Free
DUPLICATE RECEIPT PREPARATION						
per computer receipt	$5.00	$0.00	$5.00	N	MB	GST Free
LATE PICK UP FEE						
per child per 15 minutes or part thereof 1st child			$25/1st child	N	MB	GST Free
per child per 15 minutes or part thereof 2nd child			$15/2nd child	N	MB	GST Free
per child per 15 minutes or part thereof 3rd child & Subsequent child			$10.00 3rd & subsequent Child	N	MB	GST Free

RECREATION AND SPORTING

"Itinerant Trader Fee" - 200% increase on standard fee for hire facilities at venue. Itinerant Trader means a person, generally a retailer, who may (or may not) have one central fixed place of business and who travels between towns to sell goods directly to the Public. An Itinerant trader is not based in Dubbo LGA. The Itinerant Trade fee does not apply to vendors that are a part of an event, carnival, market, community fund-raising activity or the like held on public land.

SPORTING FACILITIES FEES

Dubbo Regional Sports Council – Affiliation Fee (set by Sports Council)	$55.00	$5.45	$60.00	Y	FCR	10%
Membership Fee (set by Dubbo Regional Sports Council @ AGM)						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
GROUND PREPARATION FEE						
Fees and charges applied to users of sporting facilities as per agreed briefs for sport specific preparation. Litter control to be charged to sporting organisations on a full cost recovery basis, noting that such charge would not apply if respective clubs undertake their own litter control.						
Dubbo Australian Rules	$979.42	$125.55	$1,381.00	Y	PCR	10%
Dubbo Junior Rugby League	$5,185.95	$693.36	$7,627.00	Y	PCR	10%
Dubbo Junior Rugby Union	$3,333.00	$521.73	$5,739.00	Y	PCR	10%
Dubbo Netball	$7,880.21	$737.18	$8,109.00	Y	PCR	10%
Wellington Netball	$488.95	$55.64	$612.00	Y	PCR	10%
Dubbo Cycle Club	$708.40	$86.73	$954.00	Y	PCR	10%
Dubbo Ultimate Frisbee	$80.00	$7.27	$80.00	Y	PCR	10%
Dubbo Softball	$107.80	$8.91	$98.00	Y	PCR	10%
Wellington Junior Rugby League	$691.85	$153.36	$1,687.00	Y	PCR	10%
Wellington Junior Rugby Union	$647.20	$38.73	$426.00	Y	PCR	10%
RUGBY LEAGUE						
Trial Match – per Match			Actual Costs	Y	FCR	10%
Macquarie – normal seasonal requirements	$5,323.92	$565.82	$6,224.00	Y	PCR	10%
CYMS – normal seasonal requirements	$5,111.13	$579.18	$6,371.00	Y	PCR	10%
Cowboys – normal seasonal requirements	$1,697.45	$200.36	$2,204.00	Y	PCR	10%
RUGBY UNION						
Trial Match – per match			Actual Costs	Y	FCR	10%
Kangaroos – normal seasonal requirements	$6,702.54	$699.09	$7,690.00	Y	PCR	10%
Rhinos – normal seasonal requirements	$3,425.82	$366.64	$4,033.00	Y	PCR	10%
Redbacks – normal seasonal requirements	$654.90	$39.36	$433.00	Y	PCR	10%
CRICKET						
Additional Wicket preparation			Actual Costs	Y	FCR	10%
Dubbo Junior	$6,768.05	$669.36	$7,363.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CRICKET [continued]						
Dubbo Senior	$49,632.36	$4,908.91	$53,998.00	Y	PCR	10%
Wellington Cricket Association	$9,377.83	$789.00	$8,679.00	Y	PCR	10%
ATHLETICS						
Dubbo Athletics	$5,886.49	$490.55	$5,396.00	Y	PCR	10%
Wellington Little Athletics Club	$1,767.92	$241.91	$2,661.00	Y	PCR	10%
TOUCH FOOTBALL						
Dubbo Summer Competition	$9,929.47	$1,233.09	$13,564.00	Y	PCR	10%
Dubbo Winter Competition	$2,286.45	$395.09	$4,346.00	Y	PCR	10%
Wellington Touch Football Association	$1,241.24	$260.64	$2,867.00	Y	PCR	10%
SOCCER						
Dubbo Soccer	$6,608.38	$591.09	$6,502.00	Y	PCR	10%
Wellington Soccer Association	$138.60	$12.55	$138.00	Y	PCR	10%
Macquarie United	$2,872.47	$214.82	$2,363.00	Y	PCR	10%
Orana Spurs	$2,061.17	$277.64	$3,054.00	Y	PCR	10%
Dubbo Bulls	$1,667.44	$258.18	$2,840.00	Y	PCR	10%

GENERAL FEES

Fees applied to hirers of this facility to partially offset operational costs.

Cleaning Additional - Amenities/Canteen/Function Rooms/Clubhouses			Actual Cost	Y	IS	10%
Linemarking			Actual Cost	Y	IS	10%
Litter Control			Actual Cost	Y	FCR	10%
Bin Collection - per bin - scheduled weekly collection	$4.70	$0.45	$5.00	Y	FCR	10%
Bin Collection - per bin - additional collection			Actual Cost	Y	FCR	10%
Additional Bin Supply and Collection			Actual Cost	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
GENERAL FEES [continued]						
Key Purchase – Barden Park/Apex Oval/Vic Park/Dubbo Regional Cycling Facility	$200.00	$0.00	$210.00	N	FCR	GST Exempt
Alarm / Security Call Out Fee (plus $50.00 Administration Charge)			Actual Cost + $50	Y	FCR	10%
Full cost recovery of contractor charge plus administration charge						
Loss / Damage / Repair of Equipment			Actual Cost	Y	FCR	10%
Full cost recovery of contractor charge						
Traffic Management – barrier boards, water barriers, fence webbing etc			Actual Cost	Y	FCR	10%
Community and Recreation on call staff call out - user group fault/post event inspection	$109.00	$10.18	$112.00	Y	FCR	10%
USE OF LIGHTS CHARGES						
Fees applied to hirers of this facility to partially offset operational costs.						
GENERAL USE FOR CASUAL HIRE AND TRAINING						
All fields Dubbo & Wellington			Net Metered Cost (NMC) + 100%.	Y	PCR	10%
SPORTING CLUBS STORAGE CHARGE						
Fee to partially cover costs associated with providing the facility.						
COUNCIL BUILDINGS - PERMANENT STORAGE						
Annual Council Storage/storage containers - per square metre	$5.40	$0.55	$6.00	Y	FCR	10%
PARKS/GARDENS/RESERVE/SPORTING GROUND HIRE FEE						
Fees applied to hirers of this facility to partially offset operational costs.						
School Sport			Free	Y	PCR	10%
Commercial Event - less than 3 hours	$0.00	$40.91	$450.00	Y	PCR	10%
Commercial Event- per day	$1,072.00	$100.00	$1,100.00	Y	PCR	10%
Community Event - additional services - per day	$297.00	$27.73	$305.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PARKS/GARDENS/RESERVE/SPORTING GROUND HIRE FEE [continued]						
Community Event - NFP/Charity - no additional services - less than 3 hours	$90.00	$8.64	$95.00	Y	PCR	10%
Community Event - Charity/NFP - no additional services - per day	$0.00	$18.64	$205.00	Y	PCR	10%
Apex Oval/Victoria Park - High Impact Events eg. motor sports	$10,000 + Bond + 150% Cost of repair			Y	PCR	10%
Markets - NFP - per day	$305.00	$29.09	$320.00	Y	PCR	10%
Markets - Charity - per day	$176.00	$16.82	$185.00	Y	PCR	10%
Markets - Commercial - per day	$420.00	$40.91	$450.00	Y	PCR	10%
Wongarbon Clubhouse Hire - per day	$34.00	$3.18	$35.00	Y	PCR	10%
Wongarbon Clubhouse Hire - per hour	$12.00	$1.18	$13.00	Y	PCR	10%
DRBG/Wellington Japanese Garden - Wedding Hire	$225.50	$21.36	$235.00	Y	PCR	10%
SPORTING FACILITIES - HIRE FEE						
APEX OVAL\BARDEN PARK\VICTORIA PARK NO.1 OVAL\DUBBO REGIONAL CYCLING FACILITY						
Fees applied to various users of the services to partially offset operational costs.						
Meeting Hire <2 hours - excluding cleaning if required - per use	$46.00	$4.36	$48.00	Y	PCR	10%
Casual Hire Function Room - NFP - excluding cleaning if required - per use	$125.00	$11.82	$130.00	Y	PCR	10%
Casual Hire Function Room & Kitchen/Canteen - NFP - excluding cleaning if required - per use	$250.00	$23.64	$260.00	Y	PCR	10%
Casual Hire Function Room & Kitchen/Canteen - Private Function - excluding cleaning if required - per use	$564.00	$52.73	$580.00	Y	PCR	10%
Casual Hire Function Room- Private - excluding cleaning if required - per use	$370.00	$35.00	$385.00	Y	PCR	10%
Casual Hire - Apex Corporate Lounge - per use	$91.00	$8.64	$95.00	Y	PCR	10%
Barden Park Downstairs Area - excluding cleaning if required - per use	$170.00	$16.36	$180.00	Y	PCR	10%
Barden Park Downstairs Area - per hour excluding cleaning if required - per use	$23.00	$2.18	$24.00	Y	PCR	10%
NFP Regular Sporting - User Group - Apex Oval/Victoria Park No. 1 Oval/Barden Park - Annual Function Room Hire	$0.00	$45.45	$500.00	Y	PCR	10%
NFP Regular Sporting - User Group - Apex Oval/Barden Park/Victoria Park No. 1 Oval - Annual Canteen Hire	$0.00	$54.55	$600.00	Y	PCR	10%
NFP Regular Sporting - User Group - Lady Cutler/Victoria Park 2 & 3/Riverside - Annual Canteen Hire	$0.00	$18.18	$200.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DUBBO RUGBY CLUBHOUSE/DUBBO TOUCH CLUBHOUSE/DUBBO JUNIOR RUGBY LEAGUE CLUBHOUSE						
Fees applied to various users of the services to partially offset operational costs.						
Casual hire - NFP - per use - excluding clean if required	$181.00	$16.91	$186.00	Y	PCR	10%
Casual hire - private - per use - excluding clean if required	$418.00	$39.00	$429.00	Y	PCR	10%
Meeting Hire <2 hours - per use - excluding clean if required	$46.00	$4.36	$48.00	Y	PCR	10%
Junior Rugby League Clubhouse - per use - NRL/CRL			No Charge	Y	PCR	10%
Junior Rugby League Canteen (including coffee machine) - per use - excluding clean if required	$513.00	$47.82	$526.00	Y	PCR	10%
Junior Rugby League Canteen (not including coffee machine) - per use - excluding clean if required	$350.00	$32.73	$360.00	Y	PCR	10%
BARDEN PARK ATHLETICS FACILITY						
Little Athletics/Senior Athletics - Regional Carnival - Full Facility	$1,692.00	$161.45	$1,776.00	Y	PCR	10%
Little Athletics/Senior Athletics - State/National Carnival - Full Facility	$3,220.00	$307.36	$3,381.00	Y	PCR	10%
Coaching - NFP - per hour	$12.00	$1.18	$13.00	Y	PCR	10%
Coaching - Professional - per hour	$23.00	$2.27	$25.00	Y	PCR	10%
Hurdles			Actual Cost	Y	PCR	10%
Steeple Chase Hurdles			Actual Cost	Y	PCR	10%
Pole Vault			Actual Cost	Y	PCR	10%
SCHOOLS USAGE FEE (GENERAL FEES MAY APPLY)						
Fee to partially cover costs associated with providing the facility.						
SCHOOL ATHLETICS CARNIVAL - BARDEN PARK						
per day	$490.00	$54.55	$600.00	Y	PCR	10%
SCHOOL ATHLETICS CARNIVAL - RYGATE PARK						
per day	$130.00	$14.55	$160.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CONSULTANCY SERVICES CHARGES						
per hour	$342.00	$31.91	$351.00	Y	FCR	10%
REGIONAL EVENTS						
All Major Event Applications must be submitted at least 6 weeks prior to the event. Should Council receive the Application or any documentation required as part of the Application within 6 weeks of the event, a **'Processing Fee'** will apply.						
PROCESSING FEE						
Commercial	$198.00	$18.45	$203.00	Y	PCR	10%
Community/Not for profit	$108.00	$10.09	$111.00	Y	PCR	10%
EVENT PARTNERSHIP PROGRAM						
Listing	$0.00	$9.09	$100.00	Y	PCR	10%
Level 3	$0.00	$27.27	$300.00	Y	PCR	10%
Level 2	$0.00	$54.55	$600.00	Y	PCR	10%
Level 1	$0.00	$100.00	$1,100.00	Y	PCR	10%
Premium	$0.00	$150.00	$1,650.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

REGIONAL THEATRE & CONVENTION CENTRE

Services included in Hire Fees

* Up to six (6) hours of meetings with Manager and/or Staff to discuss requirements.

* A Venue Supervisor for up to 8 hours on the day of the event (beyond 8 hours additional labour fees will apply).

All Professional/Commercial/Community hirers must provide a copy of their Public Liability Insurance cover with a minimum indemnity limit of $20M prior to the event.

The venue hire fees quoted below DO NOT INCLUDE additional equipment and labour costs.

Dubbo Regional Theatre and Convention Centre DEFINITIONS:

"LGA" - Local Government Area

"Hourly Rate" - When hourly rates are charged, use of a proportion of an hour shall be computed to the next quarter hour.

"Per Day" - refers to the hours 7am - 12 midnight (public must vacate venue by 12 midnight).

"Net Box Office" - Gross ticket sales less DRTCC Booking Fee = Net Box Office.

"Ticket Booking Fee" - A ticket booking fee of $5.50 per ticket and $1.00 per complimentary ticket applies for Professional/Commercial and Performing Arts Businesses. Any ticketed event must be sold through the DRTCC Box Office, directly from the client and not through a third party ticket agent/seller.

"Itinerant Trader Fee" - 200% increase on standard fee for hire facilities at venue. Itinerant Trader means a person, generally a retailer, who may (or may not) have one central fixed place of business and who travels between towns to sell goods directly to the Public. An Itinerant trader is not based in Dubbo LGA. The Itinerant Trade fee does not apply to vendors that are a part of an event, carnival, market, community fund-raising activity or the like held on public land.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

THEATRE

Includes use of Theatre Foyer and Green Room.

MONDAY - THURSDAY

PER DAY

Professional/Commercial or 12% of Net Box Office income – whichever is the greater.	$1,607.00	$149.82	$1,648.00	Y	PCR	10%
Performing Arts Businesses in the LGA	$1,386.00	$129.18	$1,421.00	Y	PCR	10%
Community/Not-for-Profit	$1,245.50	$116.09	$1,277.00	Y	PCR	10%

FRIDAY - SUNDAY AND PUBLIC HOLIDAYS

PER DAY

Professional/Commercial or 12% of Net Box Office income – whichever is the greater.	$1,849.50	$172.36	$1,896.00	Y	PCR	10%
Performing Arts Businesses	$1,617.00	$150.73	$1,658.00	Y	PCR	10%
Community/Not-for-Profit	$1,499.50	$139.73	$1,537.00	Y	PCR	10%

LOCAL COMMUNITY & NON COMMERCIAL PERFORMING ARTS ORGANISATIONS

Monday-Thursday per day for first 300 seats	$1,153.50	$107.50	$1,182.50	Y	PCR	10%
For each seat thereafter	$1.30	$0.13	$1.40	Y	PCR	10%
Friday-Sunday per day for first 300 seats	$1,240.50	$115.64	$1,272.00	Y	PCR	10%
For each seat thereafter	$2.30	$0.22	$2.40	Y	PCR	10%

SCALED TICKET BOOKING FEE FOR COMMUNITY, NOT-FOR-PROFIT, SCHOOLS AND CHARITIES:

Ticket Price			Booking Fee	Y	PCR	10%
$0-$30			$2.50	Y	PCR	10%
$31-$40			$3.00	Y	PCR	10%
$41-$50			$3.50	Y	PCR	10%
$51+			$4.00	Y	PCR	10%
and $1.00 per complimentary ticket				Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CONFERENCES AND MEETINGS						
(Includes use of Theatre Foyer and Green Room)						
(4 HOURS)						
Professional/Commercial	$772.00	$72.00	$792.00	Y	PCR	10%
Community/Not-for-Profit	$519.00	$48.36	$532.00	Y	PCR	10%
(1 DAY)						
Professional/Commercial	$1,537.50	$143.27	$1,575.94	Y	PCR	10%
Community/Not-for-Profit	$1,252.00	$116.73	$1,284.00	Y	PCR	10%
(2 DAYS - TOTAL)						
Professional/Commercial	$2,747.00	$255.97	$2,815.67	Y	PCR	10%
Community/Not-for-Profit	$2,211.00	$206.09	$2,267.00	Y	PCR	10%
(3 DAYS - TOTAL)						
Professional/Commercial	$3,877.00	$361.27	$3,974.00	Y	PCR	10%
Community/Not-for-Profit	$3,121.50	$290.91	$3,200.00	Y	PCR	10%
AUDITORIUM FOYER						
Stand alone events including trade shows, exhibitions, displays, launches and cocktail events (does not include sit down lunches or dinners)						
8 HOURS DURATION						
per day – Professional/Commercial	$583.50	$54.41	$598.50	Y	PCR	10%
per day – Community/Not-for-Profit	$225.00	$21.00	$231.00	Y	PCR	10%
CITY OF DUBBO EISTEDDFOD						
Venue Hire of the full DRTCC charged as a daily rate including up to 12 hours hire. Additional fees apply for hire of equipment and staff overtime.	$1,146.00	$106.82	$1,175.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CITY OF DUBBO EISTEDDFOD [continued]						
Pro-rata daily rate for usage over 8 hours and under 12 hours - per hour after minimum 8 hours	$96.50	$9.00	$99.00	Y	PCR	10%
Event organisers to provide advice to Council by 12pm day prior to have pro-rata fee applied.						
Per ticket booking fee for Eisteddfod session tickets priced at $10.00 or less if using the Box Office. Includes complimentary tickets. Tickets over $10.00, scaled ticket booking fee applies.	$1.00	$0.09	$1.00	Y	PCR	10%
GREEN ROOM (MEETING ROOM FOR 6 PEOPLE)						
MINIMUM THREE (3) HOUR BOOKING						
Only available Mon-Fri 9am-5pm and on non performance related days						
per hour	$38.00	$3.55	$39.00	Y	PCR	10%
GUIDED BACKSTAGE TOUR						
Behind the Scenes 1.5 hours (maximum 30 per tour) - per adult	$15.50	$1.36	$15.00	Y	MB	10%
Behind the Scenes 1.5 hours (maximum 30 per tour) - per concession	$10.50	$0.91	$10.00	Y	MB	10%
School Education 1.5 hours (10-30 per tour) - per group	$102.50	$9.55	$105.00	Y	MB	10%
CONVENTION CENTRE						
Venue Hire fee includes Convention Centre Foyer and Oxley Room when FULL Macquarie Auditorium is hired.						
FULL MACQUARIE AUDITORIUM						
PER DAY						
Professional/Commercial	$1,543.00	$143.82	$1,582.00	Y	PCR	10%
Community/Not-for-Profit	$1,219.00	$113.64	$1,250.00	Y	PCR	10%
HALF MACQUARIE AUDITORIUM						
PER DAY						
Professional/Commercial	$583.50	$54.41	$598.50	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PER DAY *[continued]*						
Community/Not-for-Profit	$477.00	$44.45	$489.00	Y	PCR	10%
KITCHEN HIRE						
Commercial Kitchen Hire	$0.00	$23.91	$263.00	Y	PCR	10%
OXLEY ROOM						
PER DAY						
Professional/Commercial	$260.50	$24.32	$267.50	Y	PCR	10%
Community/Not-for-Profit	$233.00	$21.73	$239.00	Y	PCR	10%
OXLEY ROOM PHOTOGRAPHY SPACE - STILLS AND MEET & GREETS/PRE OR POST BAR REQUEST						
PER HOUR						
Professional/Commercial	$130.50	$12.18	$134.00	Y	PCR	10%
Performing Arts Businesses in the LGA	$119.00	$11.09	$122.00	Y	PCR	10%
Community/Not-for-Profit	$109.00	$10.18	$112.00	Y	PCR	10%
CELEBRATION PACKAGE						
110 guests	$1,667.00	$166.73	$1,834.00	Y	MB	10%
Includes venue hire (8 hours), white linen napkins and tablecloths, bridal and cake skirting, kitchen hire fee, radio microphone and Venue Supervisor.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
REHEARSALS/BUMP IN AND OUT - THEATRE & CONVENTION CENTRE						
(Not on Performance Day)						
Rehearsals						
Those times when no members of the public are present and the company is rehearsing on a day other than the performance day. No front-of-house access.						
Bump-in/Bump-out						
To be setting up and packing up (set up and set down) for an event including unloading sets, costumes, lights, sound gear, receiving deliveries, setting tables, displaying banners and not on the day of the event/performance. The bump-in/bump-out fee is charged at an hourly rate minimum of four hours. This rate includes one Venue Supervisor.						
Performing Arts Businesses in the LGA	$0.00	$9.09	$100.00	Y	PCR	10%
PER HOUR - MINIMUM 4 HOURS						
Professional/Commercial	$102.50	$9.55	$105.00	Y	PCR	10%
Performing Arts Businesses in the LGA	$97.50	$9.09	$100.00	Y	PCR	10%
Community/Not-for-Profit	$92.50	$8.64	$95.00	Y	PCR	10%
CATERED EVENTS						
Sit down lunches, dinners including balls, dances, weddings, award presentations.						
Includes tables, chairs, crockery, cutlery and glassware.						
Charge – per person – in lieu of Venue Hire Fee	$8.50	$0.77	$8.50	Y	PCR	10%
Per person charge or minimum venue hire fee applies - whichever is the greater						
CONTINGENCY VENUE HIRE (IE WET WEATHER)						
Bare set up in Oxley Room (Empty Space)	$100.00	$10.00	$110.00	Y	MB	10%
Bare set up in Macquarie Auditorium or any foyer (Empty space)	$266.00	$24.82	$273.00	Y	MB	10%
8 business hours notice required. Deposit must be paid to guarantee availability of the venue and is non-refundable. If booking proceeds, deposit will be credited to the balance owing.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

CONTINGENCY VENUE HIRE (IE WET WEATHER) [continued]

Bare set up in Theatre (Standard Rig)	$339.00	$30.82	$339.00	Y	MB	10%

Deposit must be paid to guarantee availability of the venue and is non-refundable. If booking proceeds, deposit will be credited to the balance owing. 24 business hours notice required if booking is to proceed.

STAFF WAGES (PER STAFF MEMBER, PER HOUR - MINIMUM 3 HOUR CALL)

Venue Supervisor for bump-in/set-up or at the event	$68.00	$6.18	$68.00	Y	MB	10%

Up to 8 hours included in venue hire fee. $68.00 per hour thereafter. The Venue Supervisor's chargeable time begins at the time of public entry and finishes either when access to backstage is no longer required or at the discretion of the Technical and Production Co-ordinator, depending on the requirements and complexity of the event. The Venue Supervisor oversees all technical aspects of the event including audio, lighting, the raised stage and the flying system (only DRTCC staff members permitted to do this). The Venue Supervisor is the Hirer's first point of contact for information and assistance with any AV or technical aspects of the event and venue and is also there to supervise and assist any external AV providers. The Venue Supervisor will not and cannot be assigned a dedicated task or technical role that they are unable to walk away from in the event of an emergency. The Venue Supervisor must always be available to troubleshoot, provide information to technical staff etc. The Hirer will be invoiced for all additional hours over 8 hours worked by the Venue Supervisor where a Venue Supervisor has been allocated to an event. The Technical and Production Co-ordinator determines the need for the Venue Supervisor depending on the requirements and complexity of the event.

Front-of-House Staff	$68.00	$6.36	$70.00	Y	MB	10%

Up to 8 hours included in venue hire fee. $70.00 per hour thereafter. The Front-of-House Duty Person's chargeable time begins from the time the client accesses the building and ends when the public and client vacates the venue. The staff are responsible for overseeing the event from a Workplace Health and Safety (WH&S), First Aid, Responsible Service of Alcohol (RSA) perspective including supervising all bar staff and is the Chief Warden in the case of a fire evacuation. The Front-of-House Duty Person is also the Hirer's first point of contact for information regarding the venue and assistance with controlling and instructing patrons. The Hirer will be invoiced for all additional hours over 8 hours worked by the Front-of-House Duty Person.

Technical Staff - per hour	$68.00	$6.18	$68.00	Y	MB	10%
Ushers – minimum 3 hour call	$97.50	$9.09	$100.00	Y	MB	10%
Cleaning Staff - per hour	$61.50	$5.77	$63.50	Y	MB	10%
Merchandise Staff/Brochure distributors - per hour	$44.50	$4.15	$45.60	Y	MB	10%
Bar Staff for special events "does not apply" in operating hours - 3 hour call minimum - per hour	$46.50	$4.36	$48.00	Y	MB	10%
Sunday - per hour	$89.50	$8.36	$92.00	Y	MB	10%
Public Holidays - per hour	$113.00	$10.55	$116.00	Y	MB	10%

WELLINGTON CIVIC CENTRE

FULL HALL (MAIN SECTION AND FORMER SUPPER ROOM)

Venue Hire includes use of the Foyer, dressing rooms, stage, lighting & standard cleaning.

Use of Facilities - Civic Centre

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
FULL HALL (MAIN SECTION AND FORMER SUPPER ROOM) [continued]						
Professional/Commercial	$1,230.00	$111.82	$1,230.00	Y	PCR	10%
Community/Not-For-Profit	$815.00	$76.36	$840.00	Y	PCR	10%
TWO THIRDS HALL (FORMERLY MAIN SECTION)						
Use of Facilities - Civic Centre						
Professional/Commercial	$831.50	$77.50	$852.50	Y	PCR	10%
Community/Not-For-Profit	$681.00	$63.45	$698.00	Y	PCR	10%
ONE THIRD HALL ONLY (FORMERLY SUPPER ROOM)						
Use of Facilities - Civic Centre						
Professional/Commercial	$217.50	$20.27	$223.00	Y	PCR	10%
Community/Not-For-Profit	$195.00	$18.18	$200.00	Y	PCR	10%
BAR/KIOSK						
Use of Facilities - Civic Centre						
Professional/Commercial	$200.00	$18.64	$205.00	Y	PCR	10%
Community/Not-For-Profit	$162.00	$15.18	$167.00	Y	PCR	10%
KITCHEN HIRE (CHARGED DIRECTLY TO THE CLIENT UNLESS OTHERWISE STIPULATED)						
Including utilities such as gas, electricity and water.						
Use of Facilities - Civic Centre						
per day	$190.00	$17.73	$195.00	Y	MB	10%
WELLINGTON EISTEDDFOD SOCIETY INC						
Venue hire of the full WCC charged as a daily rate including up to 12 hours hire. Additional fees apply for hire of equipment and staff overtime - per day	$949.50	$88.50	$973.50	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
WELLINGTON EISTEDDFOD SOCIETY INC [continued]						
Pro-rata daily rate for usage over 8 hours and under 12 hours - per hour after minimum 8 hours	$79.50	$7.41	$81.50	Y	PCR	10%
Event organisers to provide advice to Council by 12pm day prior to have pro-rata fee applied.						
Per ticket booking fee for Eisteddfod session tickets priced at $10.00 or less if using the Box Office. Includes complementary tickets. Tickets over $10.00, scaled ticket booking fee applies.	$1.00	$0.09	$1.00	Y	PCR	10%
CIVIC CENTRE FOYER PER HOUR						
Use of Facilities - Civic Centre						
per hour	$81.00	$7.64	$84.00	Y	PCR	10%
REHEARSALS/BUMP-IN AND BUMP-OUT						
Not on Performance or Event day.						
Rehearsals Those times when no members of the public are present and the client is rehearsing on a day other than performance day.						
Bump-in/Bump-out To be setting up and packing up (set up and set down) for an event including unloading sets, costumes, lights, sound gear, receiving deliveries, setting tables, displaying banners and not on the day of the event/performance. The bump-in/bump-out fee is charged at an hourly rate minimum of four hours. The rate includes one staff member.						
Professional/Commercial	$93.50	$9.55	$105.00	Y	PCR	10%
Performing Arts Businesses in the LGA	$0.00	$9.09	$100.00	Y	PCR	10%
Community/Not-For Profit	$81.00	$8.64	$95.00	Y	PCR	10%
CONTINGENCY VENUE HIRE (IE WET WEATHER)						
Bare Set up in Hall (Empty Space)	$195.00	$18.18	$200.00	Y	MB	10%
8 business hours notice required. Deposit must be paid to guarantee availability of the venue and is non-refundable. If booking proceeds, deposit will be credited to the balance owing.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CATERED EVENTS						
Sit down lunches & dinners including balls, weddings & award presentations. Includes tables, chairs, crockery, cutlery and glassware.						
Charge - per person - in lieu of Venue Hire Fee	$8.80	$0.77	$8.50	Y	PCR	10%
Per person charge or minimum venue hire fee applies - whichever is the greater.						
STAFF WAGES - VENUE SUPERVISOR - PER HOUR						
Up to 8 hours included in venue hire fee. $70.00 per hour thereafter. The Front-of-House Duty Person's chargeable time begins from the time the client accesses the building and ends when the public and client vacates the venue. The staff are responsible for overseeing the event from a Workplace Health and Safety (WH&S), First Aid, Responsible Service of Alcohol (RSA) perspective including supervising all bar staff and is the Chief Warden in the case of a fire evacuation. The Front-of-House Duty Person is also the Hirer's first point of contact for information regarding the venue and assistance with controlling and instructing patrons. The Hirer will be invoiced for all additional hours over 8 hours worked by the Front-of-House Duty Person.						
Venue Supervisor - per hour	$66.00	$6.36	$70.00	Y	PCR	10%
Sunday - per hour	$90.50	$8.36	$92.00	Y	MB	10%
Public Holidays - per hour	$111.00	$10.55	$116.00	Y	PCR	10%
Cleaning Staff fee - per hour	$61.50	$5.77	$63.50	Y	PCR	10%
FUNERALS & COMMUNITY INFO SESSIONS (UP TO 4 HOURS)						
Full Hall Hire	$410.00	$39.09	$430.00	Y	PCR	10%
SHOWGROUNDS						
"Itinerant Trader Fee" - 200% increase on standard fee for hire facilities at venue. Itinerant Trader means a person, generally a retailer, who may (or may not) have one central fixed place of business and who travels between towns to sell goods directly to the Public. An Itinerant trader is not based in Dubbo LGA. The Itinerant Trade fee does not apply to vendors that are a part of an event, carnival, market, community fund-raising activity or the like held on public land.						
REFUNDABLE BOND						
Refundable Bond (if required)	$300.00	$0.00	$300.00	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
POWER/WATER USAGE CHARGES						
Casual Light/Power Use Charges	Net Metered Cost (NMC) + 100%			Y	IS	10%
PAVILION/COMPLEX HIRE						
EXPO & EWEN MACINNES						
Expo Pavilion - per day - Commercial	$723.00	$56.59	$622.50	Y	PCR	10%
Expo Pavilion - per day - Community (Not for Profit)	$524.00	$42.44	$466.88	Y	PCR	10%
Ewen MacInnes Pavilion - per day - Commercial	$866.00	$81.36	$895.00	Y	PCR	10%
Ewen MacInnes Pavilion - per day - Community (Not for Profit)	$595.00	$61.02	$671.25	Y	PCR	10%
CATTLE SHED (120 LED CATTLE CAPACITY) SHED ONLY NO STABLES						
per day - Commercial	$861.00	$38.18	$420.00	Y	PCR	10%
per day - Community (Not for Profit)	$595.00	$28.64	$315.00	Y	PCR	10%
CENTENARY PAVILION						
per day - Commercial	$646.00	$31.82	$350.00	Y	PCR	10%
per day - Community (Not for Profit)	$524.00	$23.86	$262.50	Y	PCR	10%
RAY CLARK PAVILION						
per day - Commercial	$724.00	$25.00	$275.00	Y	PCR	10%
per day - Community (Not for Profit)	$524.00	$18.75	$206.25	Y	PCR	10%
ALLAN MORRIS PAVILION						
per day - Commercial	$697.00	$20.36	$224.00	Y	PCR	10%
per day - Community (Not for Profit)	$658.00	$15.27	$168.00	Y	PCR	10%
ORANA EQUESTRIAN CENTRE - INDOOR						
per day - Commercial	$723.00	$60.45	$665.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ORANA EQUESTRIAN CENTRE - INDOOR [continued]						
per day - Community (Not for Profit)	$324.00	$30.23	$332.50	Y	PCR	10%
WOOLPACK FUNCTION CENTRE HIRE FEES						
Function / Conference - Full Day - whole Centre - Commercial	$759.00	$68.73	$756.00	Y	PCR	10%
Function / Conference - Full day - whole Centre - Community (Not for Profit)	$420.00	$51.55	$567.00	Y	PCR	10%
Meeting - room only - whole Centre - max 50 pax - no kitchen use - Commercial + Community rate	$352.00	$24.55	$270.00	Y	PCR	10%
Bar Hire (Client provides own Stock & Staff)	$297.00	$27.73	$305.00	Y	PCR	10%
Note: Temporary Liquor Licence must be provided along with applicable RSA's, House Policy, operational hours and conditions apply as per Hire Agreement.						
MAIN ARENA						
Per Head Attendee - High Impact Events - Community & Commercial	$1.10	$0.10	$1.15	Y	PCR	10%
Per Head Attendee - Low Impact Events - Community & Commercial	$1.10	$0.10	$1.15	Y	PCR	10%
Half Arena - Low Impact Events (eg. Static Motor Show) - Community (Not for Profit) - per day	$633.00	$66.55	$732.00	Y	PCR	10%
Half Arena - Low Impact Events (eg: static Motor Show) - Commercial - per day	$1,394.00	$133.09	$1,464.00	Y	PCR	10%
Half Arena - High Impact Events (eg. concerts) - Community (Not for Profit) - per day	$1,409.00	$249.55	$2,745.00	Y	PCR	10%
Half Arena - High Impact Events (eg. concerts) - Commercial - per day	$3,515.00	$332.73	$3,660.00	Y	PCR	10%
Whole Arena - High Impact Events (eg. concerts) – Community (Not for Profit) - per day	$2,788.00	$499.09	$5,490.00	Y	PCR	10%
Whole Arena - High Impact Events (eg. concerts) Commercial - per day	$7,029.00	$665.45	$7,320.00	Y	PCR	10%
Whole Arena - Low Impact Events (eg. Static Motor Show) – Community (Not for Profit) - per day	$1,268.00	$133.09	$1,464.00	Y	PCR	10%
Whole Arena - Low impact events (eg Static Motor Show) - Commercial - per day	$2,760.00	$266.18	$2,928.00	Y	PCR	10%
COMMERCIAL ACTIVITIES/TRADE SITES						
GRASSED AREAS - REFER TO DUBBO SHOWGROUND SITE MAP						
Site 1 - South of MacInnes (hire includes Memorial Heritage Hut) - per day	$131.00	$19.49	$214.40	Y	PCR	10%
Site 6 - South of Alan Morris Pavillion - per day	$103.00	$2.65	$29.20	Y	PCR	10%
Site 9 - Rear of Ray Clarke - per day	$81.00	$2.95	$32.40	Y	PCR	10%
Site 11 - North of Cattle Shed - per day	$195.00	$9.53	$104.80	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
GRASSED AREAS - REFER TO DUBBO SHOWGROUND SITE MAP [continued]						
Site 12 - Woodchop Area - per day	$81.00	$4.29	$47.20	Y	PCR	10%
Site 13 - Front of Boardies Bar - per day	$104.00	$8.11	$89.20	Y	PCR	10%
Site 16 - OEC Outdoor grounds only - per day	$318.00	$31.84	$350.29	Y	PCR	10%
Site 17 - Hardstand area - per day	$318.00	$42.00	$462.00	Y	PCR	10%
Site 20 - Western side of MacInnes Pavilion (parking area and grassed area) - per day	$318.00	$13.13	$144.40	Y	PCR	10%
*High impact events will be charged @ $0.08 per sqm for grass. (Total area of Site)						
WELLINGTON SHOWGROUND						
HIRE OF GROUNDS :						
per day - Commercial	$2,346.05	$218.61	$2,404.70	Y	PCR	10%
per day - Community (Not for Profit)	$1,854.00	$172.82	$1,901.00	Y	PCR	10%
Note: Exclusive use of grounds, excluding Turf track, stables, race tower and Wellington Race Club office.						
Exclusive Use of Part of Ground up to half hectare	$186.00	$17.36	$191.00	Y	PCR	10%
CASUAL USE OF COUNCIL BUILDINGS :						
Grandstand	$278.00	$25.91	$285.00	Y	PCR	10%
Any Building Only	$191.00	$17.82	$196.00	Y	PCR	10%
Storage (Per Week or Part Thereof)	$133.00	$12.45	$137.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

WELLINGTON CAVES COMPLEX

Prices valid from 1st February

RATES TERMS & CONDITIONS

- All accommodation base prices are based on accommodation type per night.
- Minimum night stay at Manager's discretion during the following periods:
  - Easter Holidays
  - Christmas / New Year Holidays
  - September & April school holidays
  - Event weekends
- The tariff is based on the number and type of guests for the specified time and duration. Any changes thereto may change the tariff.
- Prices quoted at the time of booking, inclusive of GST and firm upon full payment for the specified time and duration.
- No booking can extend past 14 consecutive days
- Where a room booking is 7 days or more the room will be serviced midway through the stay(or as close to) at no extra charge
- A minimum deposit of $15 for sites, $50 for suites & cabins
- One discount per customer per stay
- Persons under 18 must be accompanied by a parent or guardian.
- “Mates Rates”, with a 50% discount will apply to visitors who reside within the Dubbo LGA and can supply photo identification. "Mates Rates" do not apply to group bookings.

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CARAVAN PARK REFUND POLICY

Refunds of deposits and fees paid are available under the following circumstances:

Notice given at least 15 days before check-in:
Where at least 15 days notice of full or part cancellation has been given a full refund will apply.

Notice given between 14 days and 72 hours before check-in:
Where notice has been given between 14 days and 72 hours prior to check-in a refund of site fees payed above the deposit amount will be given. Deposits will not be refund and are not transferable to future bookings.

Notice given less than 72 hours before check-in:
Where notice is given less than 72 hours prior to check-in, no refund will be given.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

WELLINGTON CAVES COMPLEX [continued]

An additional administration fee of $30 will be deducted from all refunds made by cheque.

- 'No shows; and cancellations after check–in, forfeit all fees paid. If after arrival guests are dissatisfied with any aspect of their accommodation and decide to terminate their stay, the amount refunded, if any, will be at the discretion of management. The Park reserves the right to cancel bookings for 'no shows'.
- Refunds will only be given in regard to the above conditions. Refunds will not be given if guests simply changed their mind, their circumstances change, choose wrong accommodation or due to weather conditions (except in the case of the emergency services evacuating the Park).

NB. Mid/peak season – where minimum booking stays are required no refunds will be made when the bookings open to shorter stays

CARAVAN PARK ONLINE RESERVATIONS

All online reservations require payment in full at the time of booking. Should guests prefer to only pay an initial deposit (subject to the conditions above) they will need to call the reservations staff to confirm their reservation. Some rates and specials displayed online may not be bookable over the phone or may require payment in full regardless of booking method. Remember to check the conditions of all specials.

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SCHOOL/GROUP BOOKINGS TERMS & CONDITIONS

Acceptance of a School/Group booking is acknowledgement and agreement to these terms and conditions:

TOURS

- A minimum of 15 paid tickets is required to receive the school/group booking rate
- 1 Teacher/supervising adult is free per 15 paid tickets
- Tour capacities are inclusive of supervising teachers, tour leaders, carers, coach captains and tour operators
- Regular tour time pricing refers to those listed on the Education & Group bookings form and apply to weekdays during the NSW School Term only. Group bookings outside these times (but within operating hours) will pay the outside regular tour times rate.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

WELLINGTON CAVES COMPLEX [continued]

- The afterhours rate applies to tour bookings before 8:30am or after 5:00pm
- Minimum and maximum numbers (difference of 5 students allowable between min & max) must be confirmed 1 week prior to visit.

CATERING

- *Minimum and* maximum numbers (difference of 5 students allowable between min & max) must be received a minimum of 2 weeks prior to the booking.
- Any special catering or dietary requirements must be confirmed 2 weeks prior to the booking
- Additional numbers will require payment accordingly.

CARAVAN PARK ACCOMMODATION

- Minimum and maximum numbers (difference of 5 students allowable between min & max) must be received a minimum of 2 weeks prior to the booking.
- The allocation of rooms will be based on the minimum amount of rooms required to sleep the number of female/male students and female/male teachers/adults.

PAYMENT

- Once confirmation of minimum numbers is received, this is the minimum number the school/group will be charged, increases above the minimum number will be charged accordingly.
- A group booking must be paid for in one payment.
- Payment can be by cash, credit card or eftpos.
- Payment via invoice can be arranged post visit. Dubbo Regional Council invoice terms apply.

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WELLINGTON CAVES COMPLEX [continued]

CAVES TOURS PROMOTIONAL DISCOUNTS:

10% Discount - Online Ticket Sales
15% Discount - Promotional Ticket Discount for Partners including Motel Operators
20% Discount - Promotional Discount available at Managers discretion for Promotional Campaigns during non-peak periods
25% Discount - Multibuy Discount - Applicable for the puchase of Old Dubbo Gaol and Wellington Caves Tickets when purchased as part of a multibuy ticketing promotion or scheme.

**Discounts only applicable to attraction General Admission tickets during normal operating times.*

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TOUR TICKETS

Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
Adult 1 Tour	$29.50	$2.68	$29.50	Y	PCR	10%
Child 1 Tour	$14.50	$1.32	$14.50	Y	PCR	10%
Concession 1 Tour	$27.00	$2.45	$27.00	Y	PCR	10%
Adult 2 Tours	$49.00	$4.45	$49.00	Y	PCR	10%
Child 2 Tours	$24.00	$2.18	$24.00	Y	PCR	10%
Concession 2 Tours	$44.00	$4.00	$44.00	Y	PCR	10%
Adult 3 Tours	$64.50	$5.86	$64.50	Y	PCR	10%
Child 3 Tours	$31.50	$2.86	$31.50	Y	PCR	10%
Concession 3 Tours	$58.00	$5.27	$58.00	Y	PCR	10%
Upgrade to GBAP - 1 Additional tour Adult	$19.50	$1.77	$19.50	Y	PCR	10%
Upgrade to GBAP - 2 Additional tours Adult	$35.00	$3.18	$35.00	Y	PCR	10%
Upgrade to GBAP - 1 Additional tours Child	$12.40	$1.13	$12.40	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
TOUR TICKETS [continued]						
Upgrade to GBAP - 2 Additional tours Child	$19.90	$1.81	$19.90	Y	PCR	10%
Upgrade to GBAP - 1 Additional tour Concession	$17.00	$1.55	$17.00	Y	PCR	10%
Upgrade to GBAP - 2 Additional tours Concession	$31.00	$2.82	$31.00	Y	PCR	10%
GROUPS OF 15 OR MORE:						
Adult 1 Tour	$27.00	$2.45	$27.00	Y	PCR	10%
Child/Student 1 Tour	$13.50	$1.23	$13.50	Y	PCR	10%
Concession 1 Tour	$24.50	$2.23	$24.50	Y	PCR	10%
Adult 2 Tours	$46.50	$4.23	$46.50	Y	PCR	10%
Child/Student 2 Tours	$23.00	$2.09	$23.00	Y	PCR	10%
Concession 2 Tours	$41.50	$3.77	$41.50	Y	PCR	10%
Adult 3 Tours	$62.00	$5.64	$62.00	Y	PCR	10%
Child/Student 3 Tours	$30.50	$2.77	$30.50	Y	PCR	10%
Concession 3 Tours	$55.50	$5.05	$55.50	Y	PCR	10%
GROUPS OF 15 OR MORE OUTSIDE REGULAR TOUR TIMES & INCLUDING WEEKENDS						
Additional Fee Tours			plus 10%	Y	PCR	10%
GROUPS OF 15 OR MORE AFTER HOURS:						
Additional Fee Tours			plus 25%	Y	PCR	10%
KARST TOUR						
Up to 20 people - per hour	$150.00	$13.64	$150.00	Y	PCR	10%

WEDDINGS & SPECIAL EVENTS

CATHEDRAL CAVES HIRE

Maximum 120 people (including Bridal party) Include up to 100 chairs within hire.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CATHEDRAL CAVES HIRE [continued]						
During operating hours 9am-5pm - per hour	$590.00	$53.64	$590.00	Y	PCR	10%
Outside operating hours - 3 hour hire	$850.00	$77.27	$850.00	Y	PCR	10%
CARAVAN PARK						
Use of Facilities - camping grounds, caravan parks facilities						
ACCOMMODATION						
MOTEL ROOM - GOLF & CAVES SUITE (PER ROOM) :						
Fee - Smoking in room penalty	$500.00	$45.45	$500.00	Y	PCR	10%
Standard Rate - per room	$145.00	$13.18	$145.00	Y	PCR	10%
Concession Price - per room	$140.00	$12.73	$140.00	Y	PCR	10%
Fee - Non Approved Animal in room penalty	$500.00	$45.45	$500.00	Y	PCR	10%
Fee - Lost Key	$0.00	$22.73	$250.00	Y	PCR	10%
Fee - Excessive Cleaning Fee	$250.00	$22.73	$250.00	Y	PCR	10%
PARK CABINS :						
No concession for Park Cabins						
Standard	$105.00	$9.55	$105.00	Y	PCR	10%
POWERED SITES :						
Standard	$42.50	$3.86	$42.50	Y	PCR	10%
Concession	$32.50	$2.95	$32.50	Y	PCR	10%
CAMPING :						
No concession for camp						
Site Fee	$27.50	$2.50	$27.50	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PARK FEES						
Washing Machine - per wash	$3.00	$0.27	$3.00	Y	PCR	10%
Dryer - first 30 minutes	$3.00	$0.27	$3.00	Y	PCR	10%
Dryer - additional 15 minutes after 30 minutes	$1.00	$0.09	$1.00	Y	PCR	10%
KIOSK						
Souvenirs and Kiosk sales		Recommended retail price		Y	MB	10%
DISCOVERY LAB LESSON (1 HOUR LESSON)						
Adult upgrade on tour - per person	$10.00	$0.91	$10.00	Y	PCR	10%
Standalone Lesson (no tour) - per person	$15.00	$1.36	$15.00	Y	PCR	10%
CONFERENCE ROM HIRE (INCLUDING COURTYARD)						
Minimum 2 hours - per hour	$55.00	$5.00	$55.00	Y	PCR	10%
Community Rate - per hour	$30.00	$2.73	$30.00	Y	PCR	10%
Kitchen Hire	$150.00	$13.64	$150.00	Y	PCR	10%
Cleaning Deposit - refundable	$200.00	$0.00	$200.00	N	PCR	GST Free

WESTERN PLAINS CULTURAL CENTRE

"Itinerant Trader Fee" - 200% increase on standard fee for hire facilities at venue. Itinerant Trader means a person, generally a retailer, who may (or may not) have one central fixed place of business and who travels between towns to sell goods directly to the Public. An Itinerant trader is not based in Dubbo LGA. The Itinerant Trade fee does not apply to vendors that are a part of an event, carnival, market, community fund-raising activity or the like held on public land.

ADMISSION FEES (CHARGED FOR SPECIFIC EVENTS ONLY)

EXHIBITION CATEGORY A (NATIONAL SIGNIFICANCE)

Adult	$12.50	$1.14	$12.50	Y	PCR	10%
Concessions/Students	$6.50	$0.59	$6.50	Y	PCR	10%
Children under 16 years			No Charge	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
GUIDED TOURS						
Facility Experience: Adult (minimum 20 people/staff guide) - per person	$11.00	$1.00	$11.00	Y	PCR	10%
Facility Experience: Child (minimum 20 people/staff guide) - per person	$5.00	$0.45	$5.00	Y	PCR	10%
School tour (per person, extended hour/staff guide)	$6.50	$0.59	$6.50	Y	PCR	10%
After Hours (per person/Min. 20 People) - adult or child/school	$15.00	$1.36	$15.00	Y	PCR	10%
FRIENDS MEMBERSHIP RATES LGA						
50% Discount - Promotional discounted rate applied by Manager Regional Experiences						
Single	$47.00	$0.00	$0.00	Y	PCR	10%
Couple	$82.00	$0.00	$0.00	Y	PCR	10%
Pension	$31.00	$0.00	$0.00	Y	PCR	10%
"AT THE CENTRE" - MEMBERSHIP PROGRAM						
Single	$0.00	$4.55	$50.00	Y	PCR	10%
Pension/Concession	$0.00	$2.73	$30.00	Y	PCR	10%
Children Under 16			Free of charge	Y	PCR	10%
WORKSHOPS (WORKSHOP FEE + PREMIUM MATERIALS AT COST) + PER SESSION PER DAY						
Adult Tier One Workshops involving specialist equipment, processes, trainers or resources **Student Tier One (Outside School Excursion)** Workshops involving specialist equipment, processes, trainers or resources						
Adult Tier Two Workshops involving standard or in stock equipment, low impact processes, local or regional trainers **Student Tier Two (Outside School Excursion)** Workshops involving standard or in stock equipment, low impact processes, local or regional trainers						
Adult Tier One	$50.00	$4.55	$50.00	Y	PCR	10%
Adult Tier One - Concession Rate	$36.00	$0.00	$0.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
WORKSHOPS (WORKSHOP FEE + PREMIUM MATERIALS AT COST) + PER SESSION PER DAY [continued]						
Student Tier One (Outside School Excursion)	$50.00	$4.55	$50.00	Y	PCR	10%
Student Tier One (Outside School Excursion) - Concession Rate	$40.00	$0.00	$0.00	Y	PCR	10%
Adult Tier Two	$26.00	$2.36	$26.00	Y	PCR	10%
Adult Tier Two - Concession Rate	$30.00	$0.00	$0.00	Y	PCR	10%
Student Tier Two (Outside School Excursion)	$21.00	$1.91	$21.00	Y	PCR	10%
Student Tier Two (Outside School Excursion) - Concession Rate	$16.00	$0.00	$0.00	Y	PCR	10%
School Visit: Art (2 hours) - programs only (1 program)	$19.00	$1.73	$19.00	Y	PCR	10%
School Visit: Heritage - programs only (1 program)	$9.00	$0.82	$9.00	Y	PCR	10%
School Visit: Full (1 art program + 1 heritage program)	$21.50	$1.95	$21.50	Y	PCR	10%
Adult Tier Three - (Intensive skills based training with high resourcing requirement)	$0.00	$10.91	$120.00	Y	PCR	10%
Student Tier Three - (Intensive skills based training with high resourcing requirement)	$0.00	$8.18	$90.00	Y	PCR	10%

PUBLIC PROGRAM TICKETING

Discounts applied to program ticketing at managers discretion for promotional/marketing campaigns in support of the membership promotional program.

Adults			Based on Market Value	Y	PCR	10%
Children/Concession			Based on Market Value	Y	PCR	10%

ANNUAL VENUE HIRE

Fee applied for hire of facility to partially cover operational costs

ANNUAL HIRE

Fee applied for hire of facility to partially cover operational costs.
Licence Agreement, 12 months - new agreements fee applicable to 2023/2024 Fees and Charges.
Subject to availability to eligible rooms

Annual Hire Fee - Licence Agreement - per room - per annum	$2,630.00	$245.45	$2,700.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CASUAL VENUE HIRE						
Fee applied for hire of facility to partially cover operational costs.						
GROUNDS						
COMMUNITY ARTS CENTRE COURTYARD						
Add on to an existing venue booking - per hour - non exclusive use	$27.00	$2.55	$28.00	Y	PCR	10%
Exclusive event booking - after hours (includes access to CAC toilets) - flat fee	$533.00	$49.73	$547.00	Y	PCR	10%
GRASSED AREAS ADJACENT TO CAFE COURTYARD						
Add on to an existing venue booking - per hour	$40.00	$4.55	$50.00	Y	PCR	10%
Exclusive event booking - after hours - flat fee	$220.00	$20.91	$230.00	Y	PCR	10%
MAIN BUILDING						
Meeting Room - Community - minimum 2 hour booking	$30.00	$2.73	$30.00	Y	PCR	10%
Meeting Room - Corporate - minimum 2 hour booking	$40.00	$4.55	$50.00	Y	PCR	10%
Security Access Code (Non – refundable)	$65.00	$5.91	$65.00	Y	PCR	10%
Hire Cancellation Fee if made within 5 working days of booking (Auditorium/foyer only)	$125.00	$11.36	$125.00	Y	PCR	10%
Break-out Doug Sadler - per hour	$16.50	$1.82	$20.00	Y	PCR	10%
AUDITORIUM						
Auditorium (Business Hours) - per hour, minimum two hour booking	$75.00	$6.82	$75.00	Y	PCR	10%
Full Day Rate - Day 1	$475.00	$43.18	$475.00	Y	PCR	10%
Additional days	$308.00	$29.55	$325.00	Y	PCR	10%
Note: Auditorium includes microphones, projector, screen and laptop.						
FOYER AND/OR AUDITORIUM (AFTER HOURS ONLY)						
Foyer and/or Auditorium (After hours only)	$250.00	$22.73	$250.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
GALLERY SPACE						
Gallery Space – if no exhibitions - per 24 hours	$4,000.00	$363.64	$4,000.00	Y	PCR	10%
COMMUNITY ARTS CENTRE MEETING ROOMS						
Pottery Studio - Commercial - minimum 2 hours	$55.00	$5.00	$55.00	Y	PCR	10%
Pottery Studio - Community - minimum 2 hour booking	$21.00	$2.00	$22.00	Y	PCR	10%
Art Studio - Community – per hour, minimum 2 hour booking	$30.00	$2.73	$30.00	Y	PCR	10%
Art Studio - Commercial – per hour, minimum 2 hour booking	$60.00	$5.45	$60.00	Y	PCR	10%
Black Box - Community – full day booking (8am-5pm)	$160.00	$14.55	$160.00	Y	PCR	10%
Black Box - Community – per hour, minimum 2 hour booking	$31.00	$2.82	$31.00	Y	PCR	10%
Black Box - Corporate – full day booking (8am-5pm)	$400.00	$36.36	$400.00	Y	PCR	10%
Black Box - Corporate – per hour, minimum 2 hour booking	$65.00	$5.91	$65.00	Y	PCR	10%
Classroom - Community	$20.00	$1.82	$20.00	Y	PCR	10%
Classroom - Commercial	$30.00	$2.73	$30.00	Y	PCR	10%
PHOTOCOPYING CHARGE						
Black & White – A4 – up to 10 pages – per copy	$1.05	$0.10	$1.05	Y	PCR	10%
ADDITIONAL MATERIALS AND CLEANUP						
Materials (e.g. Chemicals, art resources)			Cost + 130%	Y	PCR	10%
Additional clean-up (minimum 1/2 hour)	$50.00	$7.73	$85.00	Y	PCR	10%
STAFF WAGES - PER HOUR						
(General set up of rooms is included in the venue hire fee. Assistance in set up beyond this will be charged) - includes A/V-Kiln assistance.						
Staff assistance (min 1/2 hour)	$80.00	$7.73	$85.00	Y	PCR	10%

CORPORATE HIRE EQUIPMENT

Based on similar hire costs at other Venues.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PROJECTOR/LAPTOP						
Projector or Laptop – per session	$60.00	$5.45	$60.00	Y	MB	10%
Maximum day charge for Projector or Laptop	$115.00	$10.45	$115.00	Y	MB	10%
Piano rental (per day)	$90.00	$8.18	$90.00	Y	MB	10%
VIDEO CONFERENCING						
per session	$55.00	$5.00	$55.00	Y	MB	10%
EXHIBITION APPROVAL APPLICATION FEE						
Cost of processing applications.						
Regional Artists Space – per exhibition	$37.00	$3.64	$40.00	Y	FCR	10%
ART WORK RENTAL FEES						
Charges applied to artworks displayed at DRC sites based on similar hire costs at other venues.						
Art work rental fee is on a monthly basis or part thereof			0.70% of valuation	Y	MB	10%
For exhibiting institutions						
Art work rental fee is on a monthly basis or part thereof			1.7% of valuation	Y	MB	10%
PROFESSIONAL CONSULTANCY FEES						
CONSERVATION, PRESERVATION, CURATORIAL, PROGRAMMES						
Per Hour	$130.00	$11.82	$130.00	Y	MB	10%
Materials for the above			Cost + 50%	Y	MB	10%
ART WORK SALE FEES						
Charges applied to artworks sold whilst on exhibition at the WPCC. Based on similar costs at other venues.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ART WORK SALE FEES [continued]						
Art work sale fee (variable according to sale price of the artwork)			40% of sale price	Y	MB	10%
Note: Artist will be the GST agent for all such sales.						
TRADING STOCK						
Merchandise Sales			Cost + 30%	Y	MB	10%
Contractual arrangements with exhibition providers may differ from this rate.						
IMAGE REPRODUCTION FEES						
Charges applied to parties using WPCC copyrighted images						
FEES ACCORDING TO USAGE:						
Research/internal publication	$100.00	$9.09	$100.00	Y	FCR	10%
Commercial use (inside pages)	$175.00	$15.91	$175.00	Y	FCR	10%
Commercial use (cover)	$250.00	$22.73	$250.00	Y	FCR	10%
* may include chemicals, materials, papers etc includes microphones, laptop, lectern, projector						
WIRADJURI TOURISM CENTRE						
ADMISSION CHARGES						
DAY ADMISSION						
Adult	$5.00	$0.45	$5.00	Y	PCR	10%
Concession	$4.00	$0.36	$4.00	Y	PCR	10%
Student (16 years & above)	$4.00	$0.36	$4.00	Y	PCR	10%
Child (4 years to 15 years)	$3.00	$0.27	$3.00	Y	PCR	10%
Preschool Child (under 4 years)			No Charge	Y	NC	N/A
Family (2 adults & 2 children)	$12.00	$1.09	$12.00	Y	PCR	10%
Additional children (per child)	$2.00	$0.18	$2.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ORGANISED GROUP/COACH (10 - 49 PAX) - SELF GUIDED TOUR						
Adult	$4.50	$0.41	$4.50	Y	PCR	10%
Concession	$3.50	$0.32	$3.50	Y	PCR	10%
Student (16 years & above)	$3.50	$0.32	$3.50	Y	PCR	10%
Child (4 years to 15 years)	$2.50	$0.23	$2.50	Y	PCR	10%
GROUPS PER PERSON (50+ PAX) - SELF GUIDED TOUR						
Adult	$4.00	$0.36	$4.00	Y	PCR	10%
Concession	$3.00	$0.27	$3.00	Y	PCR	10%
Student (16 years & above)	$3.00	$0.27	$3.00	Y	PCR	10%
Child (4 years to 15 years)	$2.00	$0.18	$2.00	Y	PCR	10%
Preschool Child (under 4 years)			Free	Y	NC	N/A
Tour Operator/Coach Captain			Free	Y	NC	N/A
Carers			Free	Y	NC	N/A
Accompanying adults in organised groups for each 10 children/students			Free	Y	NC	N/A
Local First Nations Guided Tour of Facility (pre-booked)	$300.00	$27.27	$300.00	Y	PCR	10%
TRADING STOCK						
Souvenir sales, drinks, confectionery and bar sales		Recommended retail price		Y	MB	10%
NIGHT ACTIVATION OR TOUR						
Single Admission	$35.00	$3.18	$35.00	Y	MB	10%
Family (Admit 4 - Maximum 2 adults)	$120.00	$10.91	$120.00	Y	MB	10%
Additional Children on Family Ticket	$30.00	$2.73	$30.00	Y	MB	10%
Concession Admission	$30.00	$2.73	$30.00	Y	MB	10%
Sunday & Public Holiday Surcharge Guided Tour	$120.00	$10.91	$120.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
VENUE HIRE						
VENUE HIRE - MINIMUM 2 HOURS						
Venue Hire - Meeting Room per hour (Community)	$32.50	$2.95	$32.50	Y	MB	10%
Venue Hire - Meeting Room per hour (Private & Commercial)	$42.50	$3.86	$42.50	Y	MB	10%
VENUE HIRE - 4 HOURS INCLUDED						
Venue Hire - Function Space/Gallery (Community - Not for Profit Events)	$200.00	$18.18	$200.00	Y	MB	10%
Venue Hire - Function Space/Gallery (Private & Commercial Events)	$250.00	$22.73	$250.00	Y	MB	10%
VENUE HIRE - PER HOUR						
Additional hire/bump hours (not included in hire alloc)	$50.00	$4.55	$50.00	Y	MB	10%
ELDERS PROGRAM						
General Admissions for local First Nations Elders			No Charge	Y	NC	N/A

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

DEVELOPMENT AND ENVIRONMENT

BUILDING AND DEVELOPMENT SERVICES

PLAN/DOCUMENT ENQUIRY ADMINISTRATION FEE

Charge to cover Administrative Costs associated with providing copying service

PER SUBPOENA,

the first hour or part thereof Sec 608 LGAct	$129.00	$0.00	$133.00	N	FCR	GST Exempt
each subsequent hour or part thereof Sec 608LGA	$129.00	$0.00	$133.00	N	FCR	GST Exempt

PHOTOCOPY CHARGES

Black & White – A4 – Up to 10 copies - per copy	$1.10	$0.00	$1.15	N	FCR	GST Exempt
Black & White – A4 – Over 10 copies – per copy	$0.90	$0.00	$0.95	N	FCR	GST Exempt
Colour – A4 – Up to 10 copies – per copy	$1.55	$0.00	$1.60	N	FCR	GST Exempt
Colour – A4 – Over 10 copies – per copy	$1.35	$0.00	$1.40	N	FCR	GST Exempt

PLAN PRINTER CHARGES

A1 copies - per copy	$19.70	$0.00	$20.40	N	FCR	GST Exempt
A1 Colour copies - per copy			At Cost	N	FCR	GST Exempt
AO copies - per copy	$25.63	$0.00	$26.60	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

PLAN & DOCUMENT ADMINISTRATION CHARGES

Charge to cover Administrative Costs associated with providing electronic upload and/or archival services for each DA/CC/CDC/SC or combined DA/CC Application and Modified Applications.

ADMINISTRATION CHARGES

Note: Where a DA/CC application is lodge concurrently, only one administration charge applies.

Class 10 Minor Structures under $100,000	$28.70	$0.00	$29.70	N	FCR	GST Exempt
Dual Occupancies	$112.00	$0.00	$116.00	N	FCR	GST Exempt
Single Dwellings	$58.00	$0.00	$60.00	N	FCR	GST Exempt
Change of use and signage	$112.00	$0.00	$116.00	N	FCR	GST Exempt
All Other Applications	$228.00	$0.00	$236.50	N	FCR	GST Exempt

PUBLIC DOCUMENTS ASSOCIATED WITH DA'S FEE

Charge to cover the cost of providing advice on the content of public documents contained within Land Use Application Files and charge to cover the cost of providing copies

RESIDENTIAL

- per residential property	$103.00	$0.00	$107.00	N	FCR	GST Exempt

COMMERCIAL

- per commercial property	$150.00	$0.00	$155.50	N	FCR	GST Exempt
- plus per hour for each hour of processing time/copying	$52.00	$0.00	$54.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ROAD NAMING APPLICATION FEE						
Fee to cover administration costs relating to processing road naming applications						
Application Fee	$180.00	$0.00	$187.00	N	FCR	GST Exempt
Advertising Fee	$240.00	$0.00	$250.00	N	FCR	GST Exempt
Gazettal Fee	$81.00	$0.00	$84.00	N	FCR	GST Exempt
FIRE SAFETY COMPLIANCE FEES - FIRE & RESCUE NSW FEES						
Fees to cover costs imposed upon Council as Certifying Authority and/or PCA, by the F&R NSW.						
REQUEST FOR FINAL FIRE SAFETY REPORT						
Base Amount (Council Administration fee as the PCA for arranging paperwork, applications & inspections to obtain Report from F&RNSW)	$312.00	$0.00	$325.00	N	FCR	GST Exempt
Fee to offset administrative costs of Council acting as PCA to facilitate obtaining of Report from F&R NSW - not covered by normal CC fees.						
Plus: – per Category 2 fire safety provision – minimum of 2 hours	$180.00	$0.00	$180.00	N	S	GST Exempt
Plus: – initial inspection for first 2 hours	$215.00	$0.00	$215.00	N	S	GST Exempt
Note: Fees associated with Initial & Final Fire Safety Report imposed upon receipt by Council, of the Fire & Rescue NSW invoices for such services. Fees prescribed under the Fire Brigades Regulation 2008. Any unspent amounts refundable to Applicant.						
Plus: – per additional hour or part of hour of the inspection (unspent amounts refundable)	$200.00	$0.00	$200.00	N	S	GST Exempt
Plus: – reinspection for first 2 hours	$430.00	$0.00	$430.00	N	S	GST Exempt
Plus: – per additional hour or part of hour of the reinspection (unspent amounts refundable)	$200.00	$0.00	$200.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
FIRE SAFETY MEETING WITH FIRE & RESCUE NSW						
per Hour or part thereof	$200.00	$0.00	$200.00	N	S	GST Exempt
MEETING WITH FIRE & RESCUE NSW FOR FIRE ENGINEERING BRIEF						
per Day or part thereof (unspent amount refundable)	$2,600.00	$0.00	$2,600.00	N	S	GST Exempt
REQUEST FOR INITIAL FIRE SAFETY REPORT						
Estimated cost of development						
UP TO $250,000						
Up to $250,000	$500.00	$0.00	$500.00	N	S	GST Exempt
$250,001 - $500,000						
Base Amount	$500.00	$0.00	$500.00	N	S	GST Exempt
Plus: – each $1,000 (or part of $1,000) which exceeds $250,000	$0.40	$0.00	$0.40	N	S	GST Exempt
$500,001 - $1,000,000						
Base Amount	$600.00	$0.00	$600.00	N	S	GST Exempt
Plus: – each $1,000 (or part of $1,000) which exceeds $500,000	$0.30	$0.00	$0.30	N	S	GST Exempt
$1,000,001 - $10,000,000						
Base Amount	$750.00	$0.00	$750.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
$1,000,001 - $10,000,000 [continued]						
Plus: – each $1,000 (or part of $1,000) which exceeds $1,000,000	$0.20	$0.00	$0.20	N	S	GST Exempt
MORE THAN $10,000,000						
Base Amount	$2,550.00	$0.00	$2,550.00	N	S	GST Exempt
Plus: – each $1,000 (or part of $1,000) which exceeds $10,000,000	$0.10	$0.00	$0.10	N	S	GST Exempt
ESSENTIAL FIRE SAFETY COMPLIANCE INSPECTION FEE						
Fee to cover the cost of inspection and providing written report for auditing essential fire safety measure compliance						
INSPECTION						
per building – the first hour or part thereof	$332.00	$31.36	$345.00	Y	FCR	10%
each subsequent hour or part thereof:	$332.00	$31.36	$345.00	Y	FCR	10%
AUDIT REPORT						
per Report (per hour)	$237.00	$22.27	$245.00	Y	FCR	10%
COMPLIANCE ADVICE FEE						
Fee to cover the cost of providing advice on the degree of conformity of a development with conditions of Development Consent						
APPLICATION						
per Development Application	$152.00	$0.00	$158.00	N	FCR	GST Exempt
Plus – per Application (if Site Audit required)	$219.00	$0.00	$227.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PROVIDING WRITTEN ADVICE/INFORMATION FEE						
Fee for providing service/ advice/ information including file research						
RESIDENTIAL						
per Letter	$152.00	$0.00	$158.00	N	FCR	GST Exempt
Plus: – per Letter (if Site Audit required)	$218.00	$0.00	$226.00	N	FCR	GST Exempt
INDUSTRIAL/COMMERCIAL						
per Letter	$269.00	$0.00	$279.00	N	FCR	GST Exempt
Plus: – per Letter (if Site Audit required)	$219.00	$0.00	$227.00	N	FCR	GST Exempt
APPLICATION FOR ACCESS TO INFORMATION						
per Letter/per Property Request (within five (5) working days)	$82.00	$0.00	$85.00	N	FCR	GST Exempt
Plus: – Urgency Fee per Letter (within 24 hours)	$82.00	$0.00	$85.00	N	FCR	GST Exempt
DWELLING ENTITLEMENT RESEARCH/INVESTIGATION FEE						
Fee to cover the cost of researching building entitlements of property and administration						
INVESTIGATION FEE						
per Application for adjoining Lots under 1 Ownership	$627.00	$0.00	$650.00	N	FCR	GST Exempt
SPECIAL CONSULTATIONS WITH COUNCIL STAFF CHARGE						
Charge to cover the costs of staff involved in consultations with developers/consultants						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CONSULTATION						
per hour (consultation)	$342.00	$32.27	$355.00	Y	FCR	10%
per hour or part thereof (pre lodgement)	$342.00	$32.27	$355.00	Y	FCR	10%
Excluding single dwellings on single lots and minor structures						
Environment & Health Services	$218.00	$20.55	$226.00	Y	FCR	10%
Building & Development Services	$160.00	$15.09	$166.00	Y	FCR	10%
Environmental Sustainability Services	$160.00	$15.09	$166.00	Y	FCR	10%
Environmental Support Services	$121.00	$11.36	$125.00	Y	FCR	10%
Strategic Planning Services	$187.00	$17.64	$194.00	Y	FCR	10%
Ranger Services	$125.00	$11.82	$130.00	Y	FCR	10%
Parking	$121.00	$11.36	$125.00	Y	FCR	10%

SEC 88G CERTIFICATE APPLICATION FEE

(Under Conveyancing Act re: Public Positive Covenant)

Fee to cover Authorities costs associated with issuing Sec 88G Certificate including variation of 88B instrument where Council is empowered to vary or modify

per application	$224.00	$0.00	$232.00	N	FCR	GST Exempt

SEWER DRAINAGE DIAGRAM DRAFTING FEE

Fee to cover the cost of drafting sewer drainage diagrams

RESIDENTIAL BUILDINGS

New Connections and Alterations to Existing- single dwelling	$240.00	$24.00	$264.00	Y	FCR	10%
Alterations or Additions to Existing Dwelling or Associated Structure (with up to and including four (4) fixtures*)	$144.00	$14.55	$160.00	Y	FCR	10%
*Applicable to structures with up to and including four (4) fixtures only. Otherwise $264.00 fee applies						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
OTHER BUILDINGS						
New Connections and Alterations to Existing including flat units/motels/dual occupancy, secondary with principal dwellings/commercial and industrial developments						
Base fee	$285.00	$28.64	$315.00	Y	FCR	10%
Plus: – Additional Fee for each Fixture – Alterations or Additions to Existing Structure (Up to and including four (4) fixtures*)	$10.25	$1.03	$11.30	Y	FCR	10%
Base fee	$144.00	$14.55	$160.00	Y	FCR	10%
Plus: – Additional Fee for each Fixture	$10.25	$1.03	$11.30	Y	FCR	10%
*Applicable to structures with up to and including four (4) fixtures only. Otherwise $315.00 Base Fee + additional $11.30 per fixture applies Fixture includes WC, basin, shower, urinal, laundry tub etc						
SEWER DRAINAGE DIAGRAM COPY CHARGE						
Fee to cover cost of reproduction and copying						
COPY OF PREDRAWN SEWER DRAINAGE DIAGRAM/AVAILABILITY ADVICE						
per A4 Copy	$45.50	$0.00	$47.00	N	FCR	GST Exempt
per A3 Copy	$56.00	$0.00	$58.00	N	FCR	GST Exempt
per AO Copy	$80.00	$0.00	$83.00	N	FCR	GST Exempt
ON SITE SEWAGE MANAGEMENT FACILITIES (SEPTIC TANKS ETC) APPROVAL (SEC 68)						
Application for Approval to Install an On Site Sewage Management Facility Fee						
Fee to cover administrative costs associated with issuing and approval and ensuring compliance						
MANAGEMENT FACILITY FEE						
New Facility or Alterations to Existing Facility – per application	$253.00	$0.00	$278.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
MANAGEMENT FACILITY FEE [continued]						
Alteration or Addition to Existing Facility (up to and including four (4) fixtures*) – per application	$117.00	$0.00	$129.00	N	FCR	GST Exempt
*Application for alterations/additions up to including four (4) fixtures only. Otherwise $278.00 fee applies.						
Treatment system for pool back wash	$136.00	$0.00	$150.00	N	FCR	GST Exempt
Plus: – Additional Fee for Express Processing (3 working days)	$122.00	$0.00	$134.00	N	FCR	GST Exempt
1. Inspection Fees to be added to application for Approval Fee 2. Where connected to town water - water inspection and approval fees will also apply. 3. Fixture includes WC, Basin, Shower, Urinal, Laundry tub etc. 4. Includes On-site effluent disposal, Pump to Sewer or Pump out systems.						
ON SITE SEWAGE MANAGEMENT FACILITY INSTALLATION INSPECTION FEE						
New Facility or alterations to existing – Base Fee	$274.00	$0.00	$300.00	N	FCR	GST Exempt
Plus: – Additional fee for each Fixture (Commercial/Industrial/multi – dwelling related work)	$38.00	$0.00	$42.00	N	FCR	GST Exempt
Alteration or addition to existing facility (up to and including four (4) fixtures only*)	$146.00	$0.00	$160.00	N	FCR	GST Exempt
Plus: – Additional fee for each Fixture (Commercial/Industrial/multi- dwelling related work)	$38.00	$0.00	$42.00	N	FCR	GST Exempt
*Applicable to alterations/additions up to and including four (4) fixtures only. Otherwise $300.00 fee applies plus addition $42.00 fee (Commercial/Industrial Structures only) for each fixture NOTE: 1. Where applications are lodged as a combined application (eg Water plumbing and Drainage), the fee schedule applicable to each in isolation is due. 2. Fixtures includes WC, Basin, Shower, Urinal, Laundry tub etc. 3. Inspection fees are to be added to the Application for Approval Fee.						
Reinspection Fee	$108.00	$0.00	$119.00	N	FCR	GST Free

APPLICATION FOR APPROVAL TO CONNECT SANITARY DRAINAGE WORK TO COUNCIL'S SEWER FEE (SEC 68)

Fee to cover administrative costs associated with issuing the approval.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
RESIDENTIAL - NEW CONNECTION & ALTERATIONS						
Single Dwellings or associated minor structures (swimming pools/garages etc)	$117.00	$0.00	$130.00	N	FCR	GST Free
Alterations or additions to existing dwelling or associated structure (Up to and including four (4) fixtures*)	$64.00	$0.00	$70.00	N	FCR	GST Free
*Applicable to dwellings or associated structures with up to and including four (4) fixtures only. Otherwise $130.00 fee applies.						
Express processing of Sanitary Drainage application - Class 1 & 10 buildings	$0.00	$0.00	$135.00	N	FCR	GST Free
Express processing of Sanitary Drainage application - Class 2-9 buildings	$0.00	$0.00	$270.00	N	FCR	GST Free
OTHER BUILDINGS - NEW CONNECTION & ALTERATIONS						
Other Buildings including flat units/motels/dual occupancy, secondary with principal dwellings, commercial and industrial developments	$229.00	$0.00	$250.00	N	FCR	GST Free
Alterations or additions to existing structure (Up to and including four (4) fixtures*)	$115.00	$0.00	$125.00	N	FCR	GST Free
*Applicable to structures with up to and including four (4) fixtures only. Otherwise $250.00 fee applies NOTE: 1. Where applications are lodged as a combined application (eg Water plumbing and Drainage), the fee schedule applicable to each in isolation is due. 2. Fixtures includes WC, Basin, Shower, Urinal, Laundry tub etc. 3. Inspection fees are to be added to the Application for Approval Fee.						

INSPECTION OF APPROVED SANITARY DRAINAGE WORK (CONNECTED TO COUNCIL'S SEWER FEE)

Fee to cover inspection costs associated with approved sanitary drainage works

RESIDENTIAL - NEW CONNECTIONS & ALTERATIONS						
Single dwelling or associated structures including minor structures ie. swimming pools/garages etc	$184.00	$0.00	$200.00	N	FCR	GST Free
Alterations or additions to existing dwellings or associated structures (Up to or including four (4) fixtures*)	$94.00	$0.00	$105.00	N	FCR	GST Free
*Applicable to dwellings or associated structures with up to and including four (4) fixtures only. Otherwise $200.00 fee applies						
Reinspection Fee	$108.00	$0.00	$120.00	N	FCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
OTHER BUILDINGS - NEW CONNECTIONS & ALTERATIONS						
Other Buildings including flat units/motels/dual occupancy, secondary with principal dwellings, commercial and industrial developments – Base fee	$184.00	$0.00	$200.00	N	FCR	GST Free
Plus: – Additional fee for each Fixture	$34.00	$0.00	$37.50	N	FCR	GST Free
Alterations or additions to existing structures (Up to four (4) fixtures*) – Base fee	$94.00	$0.00	$104.00	N	FCR	GST Free
Plus: – Additional Fee for each fixture	$34.00	$0.00	$37.50	N	FCR	GST Free
*Applicable to dwellings or associated structures with up to and including four (4) fixtures only. Otherwise $200.00 fee applies plus additional $37.50 per fixture. NOTE: 1. Where applications are lodged as a combined application (eg Water plumbing and Drainage), the fee schedule applicable to each in isolation is due. 2. Fixtures includes WC, Basin, Shower, Urinal, Laundry tub etc. 3. Inspection fees are to be added to the Application for Approval Fee.						
Reinspection Fee	$108.00	$0.00	$120.00	N	FCR	GST Free

APPLICATION FOR APPROVAL TO INSTALL WATER SUPPLY PLUMBING WORK WHICH WILL CONNECT TO COUNCIL'S WATER SUPPLY SYSTEM FEE (SEC 68)

Fee to cover administrative costs associated with issuing the approval.

RESIDENTIAL - NEW CONNECTION & ALTERATIONS						
Single Dwellings or associated minor structures (swimming pools/garages etc)	$117.00	$0.00	$130.00	N	FCR	GST Free
Alterations or additions to existing dwelling or associated structure (Up to and including four (4) fixtures*)	$64.00	$0.00	$70.00	N	FCR	GST Free
*Applicable to dwellings or associated structures with up to and including four (4) fixtures only. Otherwise $130.00 fee applies						
Express processing of Water Plumbing Application - Class 1 & 10 buildings	$0.00	$0.00	$135.00	N	FCR	GST Free
OTHER BUILDINGS - NEW CONNECTION & ALTERATIONS						
Other Buildings including flat units/motels/dual occupancy, secondary with principal dwellings, commercial and industrial developments	$229.00	$0.00	$250.00	N	FCR	GST Free
Alterations or additions to existing structure (Up to and including four (4)fixtures*)	$115.00	$0.00	$125.00	N	FCR	GST Free
*Applicable to structures with up to and including four (4) fixtures only. Otherwise $250.00 fee applies						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
OTHER BUILDINGS - NEW CONNECTION & ALTERATIONS [continued]						
Express processing of Water Plumbing Application - Class 2-9 buildings	$0.00	$0.00	$270.00	N		

INSPECTION OF APPROVED WATER SUPPLY PLUMBING WORK (CONNECTED TO COUNCIL'S WATER SUPPLY) FEE

Fee to cover inspection costs associated with approved water supply plumbing works

RESIDENTIAL - NEW CONNECTIONS & ALTERATIONS						
Single dwelling or associated structures including minor structures ie. swimming pools/garages etc	$184.00	$0.00	$200.00	N	FCR	GST Exempt
Alterations or additions to existing dwellings or associated structures (Up to or including four (4) fixtures*)	$94.00	$0.00	$104.00	N	FCR	GST Exempt
*Applicable to dwellings or associated structures with up to and including four (4) fixtures only. Otherwise $200.00 fee applies						
Reinspection Fee	$108.00	$0.00	$120.00	N	FCR	GST Free
OTHER BUILDINGS - NEW CONNECTIONS & ALTERATIONS						
Other Buildings including flat units/motels/dual occupancy, secondary with principal dwellings, commercial and industrial developments – Base fee	$184.00	$0.00	$200.00	N	FCR	GST Exempt
Plus: – Additional fee for each Fixture	$34.00	$0.00	$37.50	N	FCR	GST Exempt
Alterations or additions to existing structures (Up to four (4) fixtures*)	$94.00	$0.00	$104.00	N	FCR	GST Exempt
Plus: – Additional Fee for each Fixture	$34.00	$0.00	$37.50	N	FCR	GST Exempt
*Applicable to dwellings or associated structures with up to and including four (4) fixtures only. Otherwise $200.00 fee applies plus additional $37.50 per fixture. NOTE: 1. Where applications are lodged as a combined application (eg Water plumbing and Drainage), the fee schedule applicable to each in isolation is due. 2. Fixtures includes WC, Basin, Shower, Urinal, Laundry tub etc. 3. Inspection fees are to be added to the Application for Approval Fee.						
Reinspection Fee	$108.00	$0.00	$120.00	N	FCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
APPLICATION FOR APPROVAL OF STORMWATER DRAINAGE WORK DESIGN CONNECTING TO COUNCIL'S STORMWATER SYSTEM/FEE (SEC 68)						
Fee to cover administrative costs associated with assessing design and issuing the approval.						
RESIDENTIAL - NEW BUILDINGS & ALTERATIONS						
New Single Dwellings & associated minor structures (swimming pools/garages etc)	$129.00	$0.00	$142.00	N	FCR	GST Free
Alterations or additions to existing dwelling or associated structure	$91.00	$0.00	$100.00	N	FCR	GST Free
OTHER BUILDINGS - NEW BUILDINGS & ALTERATIONS						
<= 500 m2 (Area of development's stormwater catchment)	$176.00	$0.00	$195.00	N	FCR	GST Free
>500 m2 to 1500m2 (Area of development's stormwater catchment)	$246.00	$0.00	$270.00	N	FCR	GST Free
> 1500 m2 to 5000 m2 (Area of development's stormwater catchment)	$372.00	$0.00	$410.00	N	FCR	GST Free
> 5000 to 20,000 m2 (Area of development's stormwater catchment)	$614.00	$0.00	$675.00	N	FCR	GST Free
>20,000 m2 (Area of development's stormwater catchment)	$978.00	$0.00	$1,075.00	N	FCR	GST Free
NOTE: 1. Relates to applications lodged pursuant to a condition of Development consent or as a requirement of a development standard for Complying Development under an EPI.						
APPROVAL FOR FIRE SERVICE INSTALLATION FEE						
Fee to offset the cost of issuing an approval and ensuring compliance						
per application (Hose Reel and/or hydrant, fire mains)	$150.00	$0.00	$165.00	N	PCR	GST Exempt
Plus: – Inspection of Fire Service Installation (including Hose reel and/or hydrants, fire mains)	$190.00	$0.00	$210.00	N	PCR	GST Exempt
BOARDING HOUSES ACT 2012						
Fee to offset inspection & associated costs associated with implementing statutory requirements under the Boarding Houses Act						
INITIAL COMPLIANCE INVESTIGATION (SECTION 16)						
per Investigation (per hour or Part thereof)	$281.00	$0.00	$310.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INITIAL COMPLIANCE INVESTIGATION - CHANGE OF PROPRIETOR ONLY (SECTION 16)						
per Investigation (per hour or Part thereof)	$174.00	$0.00	$190.00	N	FCR	GST Exempt

LOCAL GOVERNMENT ACT

SECTION 735A CERTIFICATE APPLICATION FEE (OUTSTANDING NOTICES UNDER LGA 1993)

Fee to cover the Administrative costs associated with processing of application and issuing Certificate

per Certificate application – per lot	$229.00	$0.00	$252.00	N	FCR	GST Exempt
Plus: – per Certificate (if Site Audit required)	$224.00	$0.00	$246.50	N	FCR	GST Exempt
Note: Inspection not required on Residential						

ADVICE OF NOTICE ISSUED UNDER ANY OTHER ACT FEE

Fee to cover the Administrative costs associated with processing of application and issuing Advice Letter

per advice request (per lot)	$229.00	$0.00	$252.00	N	FCR	GST Exempt
Plus: – per advice request (per lot) if inspection required	$224.00	$0.00	$246.50	N	FCR	GST Exempt
Outstanding Notices under other Acts including Public Health Act 1989, POEO Act 1997, Swimming Pools Act 1992 etc						

FILMING & FILMING PRODUCTION FEES

Charge to cover processing and assessment costs for an application under Section 115 of the Local Government Act and for usage of public area.

STUDENT, EDUCATIONAL, TOURISM, CHARITY GROUPS

Organisations			No Charge	N	NC	N/A

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DOCUMENTARIES						
Application fee	$156.00	$0.00	$160.00	N	FCR	GST Exempt
Usage – per day	$304.00	$0.00	$312.00	N	FCR	GST Exempt
COMMERCIAL, CORPORATE PROFILE						
Application fee	$156.00	$0.00	$160.00	N	FCR	GST Exempt
Usage – per day	$304.00	$0.00	$312.00	N	FCR	GST Exempt
LOW BUDGET SHORT FILMS						
Application fee	$156.00	$0.00	$160.00	N	FCR	GST Exempt
Usage – per day	$304.00	$0.00	$312.00	N	FCR	GST Exempt
FEATURE FILMS < $10MILLION						
Application fee	$156.00	$0.00	$160.00	N	FCR	GST Exempt
Usage – per day	$304.00	$0.00	$312.00	N	FCR	GST Exempt
FEATURE FILMS > $10MILLION						
Application fee	$156.00	$0.00	$160.00	N	FCR	GST Exempt
Usage – per day	$1,478.00	$0.00	$1,515.00	N	FCR	GST Exempt

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AMUSEMENT DEVICES APPROVAL FEE (SEC 68)

Fee to cover administrative costs associated with issuing and Approval

Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
APPLICATION						
per Single Device (up to 10 Devices)	$107.00	$0.00	$118.00	N	FCR	GST Exempt
per Device (over 10)	$77.00	$0.00	$85.00	N	FCR	GST Exempt
Less than 48 hours notice	$280.00	$0.00	$310.00	N	FCR	GST Exempt
MOVEABLE DWELLING/TEMPORARY OCCUPATION APPROVAL APPLICATION FEE (SEC 68)						
Fee to cover administrative costs associated with issuing an approval						
per application	$409.00	$0.00	$450.00	N	FCR	GST Exempt
SECTION 68 APPROVAL (OTHER) APPLICATION FEE (OTHER ACTIVITY APPLICATIONS NOT SPECIFIED)						
Fee to cover Authorities costs associated with Local Government Compliance						
per application (no inspection required)	$229.00	$0.00	$252.00	N	FCR	GST Exempt
Plus: – per application (requiring Site Audit)	$224.00	$0.00	$246.50	N	FCR	GST Exempt
ENVIRONMENTAL PLANNING & ASSESSMENT ACT						
SECTION 735A CERTIFICATE APPLICATION FEE (OUTSTANDING NOTICES UNDER EP&A ACT 1979)(CLAUSE 41 OF SCHEDULE 5 OF ACT)						
Fee to cover Administrative costs associated with issuing a Certificate						
per Certificate application – per lot	$229.00	$0.00	$252.00	N	FCR	GST Exempt
Plus: – per Certificate (requiring Site Audit)	$224.00	$0.00	$246.50	N	FCR	GST Exempt
BUILDING INFORMATION CERTIFICATE APPLICATION FEE (S6.24) EP&A ACT 1979						
Statutory Fee to offset administrative costs associated with the issuing of a Building Certificate in accordance with Section 6.24 of the EP&A Act 1979.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CLASS 1 & CLASS 10						
per dwelling or any Class 10 structure	$250.00	$0.00	$250.00	N	S	GST Exempt
ANY OTHER CLASS OF BUILDING						
Not exceeding 200m2	$250.00	$0.00	$250.00	N	S	GST Exempt
Exceeding 200m2 but not exceeding 2,000m2 – Base Fee	$250.00	$0.00	$250.00	N	S	GST Exempt
+ plus: per m2 over 200m2	$0.50	$0.00	$0.50	N	S	GST Exempt
Exceeding 2,000m2 – Base Fee	$1,165.00	$0.00	$1,165.00	N	S	GST Exempt
+ plus: per m2 over 2,000m2	This is the statutory figure in the Regulation S260(i)(b) $0.075			N	S	GST Exempt
Copy of Building Certificate (s149G(3)) (Cl 261 EP&A (Reg)	$13.00	$0.00	$13.00	N	S	GST Exempt
Additional inspection	$90.00	$0.00	$90.00	N	S	GST Exempt
Plus: Increased fees maybe imposed as per below where: the building to which the certificate relates, has unauthorised works performed, works performed within past 24 months, applicant for the certificate was responsible for the work and the work was not authorised under the EPA Act. The maximum amount payable if it were a development application - as per this Revenue Policy for a Development Application for the Building or part the maximum amount payable if it were a Complying Development Certificate - as per this Revenue Policy for a CDC for the building or part the maximum payable if it were a Construction Certificate as per this Revenue Policy for a CC for the building or part						

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LODGEMENT OF CDC AND PART 6 CERTIFICATES BY PRIVATE CERTIFIERS

Statutory Fee to offset administrative for costs for lodging and recording certificates submitted by Private Certifiers

CONSTRUCTION CERTIFICATE

per Certificate	$36.00	$0.00	$36.00	N	S	GST Exempt

Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
COMPLYING DEVELOPMENT CERTIFICATE						
per Certificate	$36.00	$0.00	$36.00	N	S	GST Exempt
OCCUPATION CERTIFICATE						
per Certificate	$36.00	$0.00	$36.00	N	S	GST Exempt
SUBDIVISION CERTIFICATE & A SUBDIVISION WORKS CERTIFICATE						
per Certificate	$36.00	$0.00	$36.00	N	S	GST Exempt

COMPLYING DEVELOPMENT CERTIFICATE (CDC) APPLICATION FEE (COUNCIL ASSESSMENT)

Fee to cover the cost of assessing and issuing CDC's and reflect private certifiers operating in the Local Government area.

Note: CDC applications for DRC are GST exempt.

CHANGE OF USE/FIRST USE						
per Application (Plus: – For any associated building work)	$368.00	$36.82	$405.00	Y	MB	10%
Cost not exceeding $5,000 – per $100	$2.02	$0.20	$2.22	Y	MB	10%
Exceeding $5,000 – First $5,000	$468.00	$46.82	$515.00	Y	MB	10%
Each add $1,000 up to $100,000 – per $1,000	$5.49	$0.55	$6.04	Y	MB	10%
Each add $1,000 over $100,000 and up to – $250,000 – per $1,000	$3.00	$0.30	$3.30	Y	MB	10%
Each add $1,000 over $250,000 – per $1,000	$1.75	$0.18	$1.93	Y	MB	10%
DEMOLITION WORK						
per Application	$496.00	$49.55	$545.00	Y	MB	10%
STRATA AND TORRENS SUBDIVISION						
per Application	$370.00	$37.27	$410.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
STRATA AND TORRENS SUBDIVISION [continued]						
Plus – Additional fee per new allotment created	$88.00	$8.82	$97.00	Y	MB	10%
HOME BUSINESS						
per Application	$368.00	$36.82	$405.00	Y	MB	10%
Plus – For any associated building work – a) Cost not exceeding $5,000 – per $100	$2.05	$0.20	$2.25	Y	MB	10%
Exceeding $5,000 – First $5,000	$468.00	$46.82	$515.00	Y	MB	10%
Each add $1,000 up to $100,000 – per $1,000	$5.49	$0.55	$6.04	Y	MB	10%
Each add $1,000 over $100,000 and up to – $250,000 – per $1,000	$3.02	$0.30	$3.32	Y	MB	10%
Each add $1,000 over $250,000 – per $1,000	$1.74	$0.17	$1.91	Y	MB	10%
per Application (total floor area of all structures does not exceed 30m2)	$271.00	$27.09	$298.00	Y	MB	10%
SIGNAGE/DIRECTORY BOARD SIGN ERECTED ON EXISTING FREESTANDING STRUCTURE						
per Application	$271.00	$27.09	$298.00	Y	MB	10%
Plus – Cost not exceeding $5,000 – per $100	$2.05	$0.20	$2.25	Y	MB	10%
Exceeding $5,000 – First $5,000	$371.50	$37.18	$409.00	Y	MB	10%
Each add $1,000 up to $100,000 – per $1,000	$5.49	$0.55	$6.04	Y	MB	10%
Each add $1,000 over $100,000 and up to – $250,000 – per $1,000	$3.02	$0.30	$3.32	Y	MB	10%
Each add $1,000 over $200,000 – per $1,000	$1.75	$0.18	$1.92	Y	MB	10%
BUILDING/CONSTRUCTION/EARTH WORKS/CONTAINER RECYCLING FACILITIES						
Fee to cover the cost of assessing and issuing CDC's and reflect private certifiers operating in the Local Government area.						
Cost not exceeding $5,000 – Base Fee	$264.00	$26.36	$290.00	Y	MB	10%
Cost not exceeding $5,000 – Plus per $100	$1.85	$0.24	$2.63	Y	MB	10%
$5,001 to $50,000 – Base Fee	$355.00	$35.45	$390.00	Y	MB	10%
Plus for each $1,000 from $5,001 to $50,000	$10.11	$1.01	$11.12	Y	MB	10%
$50,001 to $100,000 – Base Fee	$809.00	$80.91	$890.00	Y	MB	10%
Plus for each $1,000 from $50,001 to $100,000	$10.05	$1.00	$11.05	Y	MB	10%
$101,000 to $250,000 – Base Fee	$1,309.10	$130.91	$1,440.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
BUILDING/CONSTRUCTION/EARTH WORKS/CONTAINER RECYCLING FACILITIES [continued]						
Plus for each $1,000 from $100,001 to $250,000	$7.23	$0.72	$7.95	Y	MB	10%
$251,001 to $500,000 – Base Fee	$2,392.27	$239.09	$2,630.00	Y	MB	10%
Plus for each $1,000 from $250,001 to $500,000	$5.70	$0.57	$6.27	Y	MB	10%
$500,001 to $1,000,000 – Base Fee	$3,808.51	$380.91	$4,190.00	Y	MB	10%
Plus for each $1,000 from $500,001 to $1,000,000	$3.90	$0.39	$4.29	Y	MB	10%
Greater than $1,000,000 – Base Fee	$5,758.52	$575.91	$6,335.00	Y	MB	10%
Plus for each $1,000 above $1,000,001	$2.49	$0.25	$2.74	Y	MB	10%
Plus – Assessment of Performance Solution (Fire Engineered) – per each Performance Requirement:	$336.00	$33.64	$370.00	Y	MB	10%
Consultant's costs for pier review of performance solution		Actual Cost + 12.5% +GST		Y	MB	10%
FIRE SAFETY CODEWORKS & RESIDENTIAL CARE FACILITIES						
Base Amount – per application	$524.00	$52.36	$576.00	Y	MB	10%
Plus Cost not exceeding $5,000 – per $100	$2.02	$0.20	$2.22	Y	MB	10%
Exceeding $5,000 – First $5,000	$624.50	$62.45	$687.00	Y	MB	10%
Exceeding $5,000 – Each add $1,000 up to $100,000 – per $1,000	$5.49	$0.55	$6.04	Y	MB	10%
Each add $1,000 over $100,000 and up to $250,000 – per $1,000	$3.02	$0.30	$3.32	Y	MB	10%
Each add $1,000 over $250,000 – per $1,000	$1.74	$0.16	$1.80	Y	MB	10%
AGRITOURISM AND FARM STAY ACCOMMODATION CODE						
Cost not exceeding $5,000 - Base Fee	$0.00	$25.00	$275.00	Y	MB	10%
Cost not exceeding $5,000 - Plus per $100	$0.00	$0.17	$1.90	Y	MB	10%
$5,001 to $50,000 - Base Fee	$0.00	$33.64	$370.00	Y	MB	10%
Plus for each $1,000 from $5,001 to $50,000	$0.00	$0.95	$10.50	Y	MB	10%
$50,001 to $100,000 - Base Fee	$0.00	$76.36	$840.00	Y	MB	10%
Plus for each $1,000 from $50,001 to $100,000	$0.00	$0.95	$10.40	Y	MB	10%
$101,000 to $250,000 - Base Fee	$0.00	$123.64	$1,360.00	Y	MB	10%
Plus for each $1,000 from $100,001 to $250,000	$0.00	$0.68	$7.50	Y	MB	10%
$251.001 to $500,000 - Base Fee	$0.00	$225.45	$2,480.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
AGRITOURISM AND FARM STAY ACCOMMODATION CODE [continued]						
Plus for each $1,000 from $250,001 to $500,000	$0.00	$0.54	$5.90	Y	MB	10%
$500,001 to $1,000,000 - Base Fee	$0.00	$359.09	$3,950.00	Y	MB	10%
Plus for each $1,000 from $500,001 to $1,000,000	$0.00	$0.37	$4.05	Y	MB	10%
Greater than $1,000,000 - Base Fee	$0.00	$542.73	$5,970.00	Y	MB	10%
Plus for each $1,000 above $1,000,001	$0.00	$0.24	$2.60	Y	MB	10%
Plus - Assessment of Performance Solution (Fire Engineered) - per each Performance Requirement:	$0.00	$31.82	$350.00	Y	MB	10%
Consultant's costs for pier review of performance solution	Actual Cost + 12.5% +GST			Y	MB	10%
First Use - per application (Plus: - For any associated building work)	$0.00	$34.55	$380.00	Y	MB	10%
Cost not exceeding $5,000 - per $100	$0.00	$0.19	$2.10	Y	MB	10%
Exceeding $5,000 - First $5,000	$0.00	$44.09	$485.00	Y	MB	10%
Each add $1,000 up to $100,000 - per $1,000	$0.00	$0.52	$5.70	Y	MB	10%
Each add $1,000 over $100,000 and up to $250,000 - per $1,000	$0.00	$0.28	$3.10	Y	MB	10%
Each add $1,000 over $250,000 - per $1,000	$0.00	$0.16	$1.80	Y	MB	10%
MODIFIED CDC APPLICATION FEE (4.30)						
per application (Class 1,10)	50% of original application fee			Y	MB	10%
BASIX Certificate Modification	$80.00	$8.00	$88.00	Y	MB	10%
per application (Class 2-9)	50% of original application fee			Y	MB	10%
Other – Development Types not Listed Above	50% of original application fee			Y	MB	10%

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FEES FOR PROVISION OF CERTIFICATES/WRITTEN ADVICE/INFORMATION FOR CDC'S

Fee to cover the cost of assessing, determining and issuing of applicable advice/certificate.

Note: Fees for DRC are GST exempt.

BUSHFIRE ATTACK LEVEL (BAL) CERTIFICATE APPLICATION FEE

per BAL Certificate Application	$264.00	$26.36	$290.00	Y	MB	10%

Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CERTIFICATION OF FLOOD DESIGNATION OF FLOOD CONTROL LOT						
Determination involving only Extract/Interpolation from Flood Study	$219.00	$21.91	$241.00	Y	MB	10%
Determination requiring Flood Modelling by Council's consultant	At cost charged by Council Consultant			Y	MB	10%
Determination requiring Modelling by Council	At cost charged by Council Consultant			Y	MB	10%
FIRE SAFETY AUDIT REPORT (COUNCIL IS NOT THE CERTIFYING AUTHORITY - CL 132A OF EP&A REG.)						
Investigation & Preparation of Report – the first hour or part thereof	$219.00	$21.91	$241.00	Y	MB	10%
each subsequent hour or part thereof:	$219.00	$21.91	$241.00	Y	MB	10%
Inspection of building – the first hour or part thereof	$219.00	$21.91	$241.00	Y	MB	10%
Inspection of building – each subsequent hour or part thereof:	$146.00	$14.64	$161.00	Y	MB	10%

COMPLYING DEVELOPMENT CERTIFICATE INSPECTION FEE

Cost of performance inspection to the effect that the building is in conformity with the Building Code of Australia.

Note: Inspection fees for DRC are GST exempt.

INDUSTRIAL/COMMERCIAL

Up to $50,000 (per inspection)	$219.00	$21.91	$241.00	Y	MB	10%
(minimum 3 inspections)						
$50,001 – $200,000 (per inspection)	$292.00	$29.18	$321.00	Y	MB	10%
(minimum 4 inspections)						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INDUSTRIAL/COMMERCIAL [continued]						
> $200,000 (per inspection)	$426.00	$42.64	$469.00	Y	MB	10%
$200,001 – $600,000 (minimum 5 inspections)						
$600,001 – $1,500,000 (minimum 9 inspections)						
$1,500,001 – $3,000,000 (minimum 11 inspections)						
$3,000,001 – $10 million (minimum 13 inspections)						
Over $10 million (minimum 16 inspections)						
Each additional inspection (as per scale above)						
Reinspection fee (per inspection)	$219.00	$21.91	$241.00	Y	MB	10%
RESIDENTIAL (CLASS 1)						
<= 200 m2 (up to 5 building inspections)	$567.00	$56.73	$624.00	Y	MB	10%
200 m2 to 300m2 (up to 5 building inspections)	$744.00	$74.36	$818.00	Y	MB	10%
> 300 m2 (up to 5 building inspections)	$940.00	$94.09	$1,035.00	Y	MB	10%
per additional inspection and reinspection	$175.46	$17.55	$193.00	Y	MB	10%
per additional reinspection	$112.00	$11.18	$123.00	Y	MB	10%
RESIDENTIAL (MULTI-DWELLINGS)						
1st dwelling unit (up to 5 building inspections)	$567.00	$56.73	$624.00	Y	MB	10%
per each additional dwelling unit (up to 5 building inspections)	$408.00	$40.91	$450.00	Y	MB	10%
per additional inspection and reinspection	$177.00	$17.73	$195.00	Y	MB	10%
per additional reinspection	$112.00	$11.18	$123.00	Y	MB	10%
SMALL STRUCTURES INCLUDING RURAL OUT-BUILDINGS (CLASS 10)						
per inspection (up to 2 inspections)	$234.00	$23.45	$258.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

DEVELOPMENT APPLICATION FEES

Note: Where there is more than one component to a Development. Application the fee payable is the sum of the application fee amounts calculated for each of the components.

Statutory fee to offset the cost of processing Development Applications (not including Construction Certificates or Complying Development Certificates). Note: All fees above $50,000 include Planfirst Levy of .064 cents for every dollar of the estimated cost of the Development Subject to the additional fee.

(A) BUILDING & WORKS

ALL DEVELOPMENTS

up to $5,000	$110.00	$0.00	$138.00	N	S	GST Exempt
$5,001 – $50,000	$170.00	$0.00	$212.00	N	S	GST Exempt
$5,001 - $50,000 - Plus per $1,000 (or part of $1,000	$3.00	$0.00	$3.00	N	S	GST Exempt
$50,001 to $250,000 – Base Fee	$352.00	$0.00	$442.00	N	S	GST Exempt
$50,001 to $250,000 – Plus: per $1,000 (or part of $1,000) by which the estimated cost exceeds $50,000	$3.64	$0.00	$3.64	N	S	GST Exempt
$250,001 to $500,000 – Base Fee	$1,160.00	$0.00	$1,455.00	N	S	GST Exempt
$250,001 to $500,000 – Plus: per $1,000 (or part of $1,000) by which the estimated cost exceeds $250,000	$2.34	$0.00	$2.34	N	S	GST Exempt
$500,001 to $1 million – Base Fee	$1,745.10	$0.00	$2,189.00	N	S	GST Exempt
$500,001 to $1 million – Plus: per $1,000 (or part of $1,000) by which the estimated cost exceeds $500,000	$1.64	$0.00	$1.64	N	S	GST Exempt
$1 million to $10 million – Base Fee	$2,615.00	$0.00	$3,280.00	N	S	GST Exempt
$1 million to $10 million – Plus: per $1,000 (or part of $1,000) by which the estimated cost exceeds $1 million	$1.44	$0.00	$1.44	N	S	GST Exempt
Greater $10 million – Base Fee	$15,875.00	$0.00	$19,915.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ALL DEVELOPMENTS *[continued]*						
Greater $10 million – Plus: per $1,000 (or part of $1,000) by which the estimated cost exceeds $10 million	$1.19	$0.00	$1.19	N	S	GST Exempt
Plus - Development Applications being Integrated Development	$0.00	$0.00	$176.00	N	S	GST Exempt
Plus - Development Applications requiring Concurrance	$0.00	$0.00	$176.00	N	S	GST Exempt
Dwelling houses estimated cost of $100,000 or less	$0.00	$0.00	$571.00	N	S	GST Exempt
DESIGNATED DEVELOPMENT (IN ADDITION TO ALL OTHER FEES)						
per application	$920.00	$0.00	$1,154.00	N	S	GST Exempt
(B) CHANGE OF USE						
Change of Use (Not involving building work, alterations or site works eg. Home Occupation, Home Industry)	$285.00	$0.00	$357.00	N	S	GST Exempt
(C) SUBDIVISION						
per application (includes creation of New Road)	$665.00	$0.00	$833.00	N	S	GST Exempt
plus: per additional created lot	$65.00	$0.00	$65.00	N	S	GST Exempt
per application (No New Road created)	$330.00	$0.00	$414.00	N	S	GST Exempt
plus: per additional created lot	$53.00	$0.00	$53.00	N	S	GST Exempt
per application (Strata Title)	$330.00	$0.00	$414.00	N	S	GST Exempt
plus: per additional created lot	$65.00	$0.00	$65.00	N	S	GST Exempt
Plus – Subdivision Development requiring Concurrence from a State Agency additional Administration Fee – per application	$140.00	$0.00	$176.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
(D) ADVERTISEMENTS & ADVERTISING STRUCTURES (FOR ADVERTISEMENTS NOT THE SUBJECT OF A DEVELOPMENT APPLICATION FOR THE USE OF THE LAND)						
Statutory Fee to offset administrative processing costs with issuing approval, but only if the fee exceeds the fee that would be payable under (A) Building & Works						
FOR THE FIRST ADVERTISEMENT ON THE APPLICATION						
per application	$285.00	$0.00	$357.00	N	S	GST Exempt
Plus – Plus per additional advertisement in excess of the first -	$93.00	$0.00	$93.00	N	S	GST Exempt
ADVERTISING OF DEVELOPMENT APPLICATION - FEE						
Where advertising is required under the Act/Regulation/DCP above fees are increased: (A refund of so much of the additional portion of the fee as is not expended in undertaking the required advertising shall apply)						
Statutory Fee to cover the cost of advertising required to be undertaken in respect of DA's						
COMMUNITY PARTICIPATION PLAN (DEVELOPMENT)						
per application	$1,105.00	$0.00	$1,386.00	N	S	GST Exempt
DESIGNATED DEVELOPMENT						
per application	$2,220.00	$0.00	$2,785.00	N	S	GST Exempt
NOMINATED INTEGRATED, THREATENED SPECIES, CLASS 1 AQUACULTURE DEVELOPMENT						
per application	$0.00	$0.00	$1,386.00	N	S	GST Exempt
MODIFIED DEVELOPMENT (4.55(2) & 4.56(1))						
per application	$0.00	$0.00	$835.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PROHIBITED DEVELOPMENT						
per application	$1,105.00	$0.00	$1,386.00	N	S	GST Exempt
REVIEW OF DETERMINATION OF DA CONSENT (SEC 8.2 & 8.3)						
Review of DA NOT involving building work/carrying out of work or demolition of building						
Statutory Fee to cover the cost of reviewing request, including research and reassessment						
Review of DA for Class 1 Value of up to $100,000	$190.00	$0.00	$238.00	N	S	GST Exempt
REVIEW OF DA NOT INVOLVING BUILDING WORK/CARRYING OUT OF WORK OR DEMOLITION OF BUILDING						
% of Original DA Application Fee			50%	N	S	GST Exempt
ALL OTHER DEVELOPMENT						
Up to $5,000	$55.00	$0.00	$69.00	N	S	GST Exempt
Where re-advertising/notification must be performed (S8.2) the applicable advertising fee	Actual Cost (not Exceeding $620)			N	S	GST Exempt
$5,001-$250,000						
Base Fee	$85.00	$0.00	$107.00	N	S	GST Exempt
Plus – per $1,000 (above $5,000)	$1.50	$0.00	$1.50	N	S	GST Exempt
$250,001 - $500,000						
Base Fee	$500.00	$0.00	$628.00	N	S	GST Exempt
Plus – per $1,000 (above $250,001)	$0.85	$0.00	$0.85	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
$500,001 - $1,000,000						
Base Fee	$712.00	$0.00	$894.00	N	S	GST Exempt
Plus – per $1,000 (above $500,001)	$0.50	$0.00	$0.50	N	S	GST Exempt
$1,000,001 - $10,000,000						
Base Fee	$987.00	$0.00	$1,238.00	N	S	GST Exempt
Plus – per $1,000 (above $1,000,001)	$0.40	$0.00	$0.40	N	S	GST Exempt
ABOVE $10,000,001						
Base Fee	$4,737.00	$0.00	$5,943.00	N	S	GST Exempt
Plus – per $1,000 (above $10,000,001)	$0.27	$0.00	$0.27	N	S	GST Exempt
REVIEW OF DETERMINATION OF DA REJECTION (SEC 8.2(1)(C))						
Review of decision to reject a Development Application						
per application valued less than $100,000	$55.00	$0.00	$69.00	N	S	GST Exempt
per application where value is $100,000 or less than or equal to $1,000,000.	$150.00	$0.00	$188.00	N	S	GST Exempt
per application where the value is greater than $1,000,000	$250.00	$0.00	$313.00	N	S	GST Exempt
BASIX MODIFICATION						
Fee to cover the cost of assessing and determining the application.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
BASIX MODIFICATION [continued]						
per application - Class 1 & 4 buildings comprising up to 2 dwelling houses eg. a single dual occ.	$80.00	$0.00	$90.00	N	MB	GST Exempt
Cost includes both DA and/or CC or CDC application						
per application - Class 2, 3 or Class 1 Multi-dwelling developments (=>3 dwellings)				N	MB	GST Exempt
As per relevant s4.55 Modified DA consent fee stipulated below						
MODIFIED DA CONSENT APPLICATION FEE (S4.55(1))						
Modifications involving minor error, misdescription or miscalculation	$71.00	$0.00	$89.00	N	S	GST Exempt
Modification involving minor error - emanating from DRC	$0.00	$0.00	$0.00	N	S	GST Exempt
MODIFIED DA CONSENT APPLICATION FEE (S4.55(1A)) (S4.56(1))						
Statutory Fee to offset the cost of assessing and determining the application.						
The lesser of	$645.00	$0.00	$809.00	N	S	GST Exempt
or – % of Original application fee			50%	N	S	GST Exempt
plus - Where readvertising/notification must be performed, the applicable advertising fee, but not exceeding $500.						
BUILDING CLASS 1 & 10						
Minor Modification Facade/Window locations etc	$71.00	$0.00	$71.00	N	S	GST Exempt
Statutory Fee to offset the cost of assessing and determining the application.						

MODIFIED DA CONSENT APPLICATION FEE - SECTION S4.55(2)

Statutory Fee to cover the cost of reviewing request, including research and reassessment

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
A. IF FEE FOR THE ORIGINAL APPLICATION WAS LESS THAN $107.27						
% of fee			50%	N	S	GST Exempt
B. IF THE FEE FOR THE ORIGINAL APPLICATION WAS $100 OR MORE						
i) in the case of an application with respect to a development application that does not involve the erection of a building, the carrying out of a work or the demolition of a work or building, % of the fee for the original development application			50%	N	S	GST Exempt
ii) in the case of an application with respect to a development that involves the erection of a dwelling-house with an estimated cost of construction of $100,000 or less	$190.00	$0.00	$238.00	N	S	GST Exempt
III) IN THE CASE OF AN APPLICATION WITH RESPECT TO ANY OTHER DEVELOPMENT APPLICATION, AND HAVING AN ESTIMATED COST OF CONSTRUCTION OF :-						
Up to $5,000	$55.00	$0.00	$69.00	N	S	GST Exempt
$5,001 – $250,000 – Base Fee	$85.00	$0.00	$106.00	N	S	GST Exempt
+ Plus: for each $1,000 (or part of $1,000)of the estimated cost	$1.50	$0.00	$1.50	N	S	GST Exempt
$250,001 to $500,000 – Base Fee	$500.00	$0.00	$628.00	N	S	GST Exempt
+ Plus: for each $1,000 (or part of $1,000) above $250,000	$0.85	$0.00	$0.85	N	S	GST Exempt
$500,001 to $1,000,000 – Base Fee	$712.00	$0.00	$894.00	N	S	GST Exempt
+ Plus: for each $1,000 (or part of $1,000) above $500,000	$0.50	$0.00	$0.50	N	S	GST Exempt
$1,000,001 to $10,000,000 – Base Fee	$987.00	$0.00	$1,238.00	N	S	GST Exempt
+ Plus: for each $1,000 (or part of $1,000) above $1,000,000	$0.40	$0.00	$0.40	N	S	GST Exempt
More than $10,000,000 – Base Fee	$4,737.00	$0.00	$5,943.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
III) IN THE CASE OF AN APPLICATION WITH RESPECT TO ANY OTHER DEVELOPMENT APPLICATION, AND HAVING AN ESTIMATED COST OF CONSTRUCTION OF :- *[continued]*						
+ Plus: for each $1,000 (or part of $1,000) above $10,000,000	$0.27	$0.00	$0.27	N	S	GST Exempt
EXTENSION OF DA CONSENT APPLICATION FEE						
(applicable only where original consent was for less than 5 years)						
Fee to cover the cost of issuing an extension of a DA Consent (not including Construction Certificate)						
per application	$312.00	$0.00	$343.00	N	FCR	GST Exempt
CONSTRUCTION CERTIFICATE APPLICATION FEE (BUILDING)						
Fee for processing applications for a Construction Certificate.						
Note: CC applications for DRC are GST exempt.						
Component Amount – per application	$103.00	$10.27	$113.00	Y	MB	10%
PLUS: A)						
COST NOT EXCEEDING $5,000						
Base Fee	$103.00	$10.27	$113.00	Y	MB	10%
Plus for each $100 for $0 to $5,000	$2.42	$0.24	$2.66	Y	MB	10%
PLUS: B)						
EXCEEDING $5,000						
Base Fee	$225.00	$22.73	$250.00	Y	MB	10%
Plus for each $1,000 from $5,001 to $100,000	$6.00	$0.60	$6.60	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
$101,000 TO $250,000						
Base Fee	$792.17	$79.27	$872.00	Y	MB	10%
Plus for each $1,000 above $100,000	$3.75	$0.38	$4.13	Y	MB	10%
$251,000 TO $500,000						
Base Fee	$1,355.31	$135.45	$1,490.00	Y	MB	10%
Plus for each $1,000 above $250,000	$2.02	$0.20	$2.22	Y	MB	10%
$501,000 TO $1,000,000						
Base Fee	$1,861.80	$186.18	$2,048.00	Y	MB	10%
Plus for each $1,000 above $500,000	$2.49	$0.25	$2.74	Y	MB	10%
$1,001,000 AND ABOVE						
Base Fee	$3,106.80	$310.64	$3,417.00	Y	MB	10%
Plus for each $1,000 above $1,000,000	$2.38	$0.24	$2.62	Y	MB	10%
PLUS:						
Assessment of Performance Solution (Fire Engineered):	$336.00	$33.64	$370.00	Y	MB	10%
Plus any Consultants costs for peer review		Actual Cost +12.5% +GST		Y	MB	10%
CLASS 1 & 10 BUILDINGS						
Where a CC is lodged concurrently with the DA to Council, the CC						
Application fee shall be reduced by -			25%	Y	MB	10%
CONSTRUCTION CERTIFICATE APPLICATION EXPRESS ASSESSMENT SERVICE FEE						
Class 1a Single Dwelling House	$270.00	$27.00	$297.00	Y	MB	10%
Class 10 Structures	$135.00	$13.50	$148.50	Y	MB	10%
Class 1a Dual Occupancy	$537.00	$53.73	$591.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ALL OTHER CLASSES OF BUILDING						
Up to $150,000	$575.00	$57.50	$632.50	Y	MB	10%
$150,001 to $1,000,000 – % of Value of Works			0.35%	Y	MB	10%
Over $1,000,000			Actual Cost plus 30%	Y	MB	10%
Express Assessments within 7 (Seven) Days			Actual Cost plus 30%	Y	MB	10%

MODIFICATION OF CONSTRUCTION CERTIFICATE APPLICATION FEE

Fee for assessing and determining application for modification.

Note: Modified CC applications for DRC are GST exempt.

BUILDING CLASS 1 & 10						
Minor Modification Fee	$80.00	$8.00	$88.00	Y	MB	10%
or the lesser of % of Original CC Application Fee			50%	Y	MB	10%
BASIX Modification	$78.00	$7.82	$86.00	Y	MB	10%
BUILDING CLASS 2 TO 9						
Minor Modification Fee	$161.00	$16.09	$177.00	Y	MB	10%
or the lesser of % of Original CC Application Fee			50%	Y	MB	10%
CORRECTION OF MINOR STRUCTURAL/ARCHITECTURAL ERROR						
Error in Determination Notice for DA or CC - emanating from DRC	$0.00	$0.00	$0.00	Y	NC	N/A
Correction of Minor Structural/Architectural Error - fee	$69.00	$6.91	$76.00	Y	MB	10%

MODIFICATION OF SUBDIVISION WORKS CERTIFICATE APPLICATION FEE

Infrastructure Strategy Inspection Fee - Minor Modification	$185.00	$0.00	$203.50	N	FCR	GST Exempt
or the Lesser of % of Original CC Application Fee			50%	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
MODIFICATION OF SUBDIVISION WORKS CERTIFICATE APPLICATION FEE [continued]						
Infrastructure Strategy Inspection Fee - Major Modification	$552.00	$0.00	$607.00	N	FCR	GST Exempt
or the Greater of % of Original CC Application Fee			50%	N	FCR	GST Exempt
SUBDIVISION WORKS CERTIFICATE APPLICATION FEE						
Fee to cover the cost of Assessment and Plan Monitoring for the process relating to examination of Application						
Note: Subdivision Work Certificates for DRC are GST exempt.						
ENVIRONMENTAL SERVICES DIVISION ADMINISTRATION FEE						
Component Amount (Environmental Services Admin Fee) – per lot	$119.00	$11.91	$131.00	Y	FCR	10%
INFRASTRUCTURE STRATEGY & DESIGN INSPECTION FEE						
Civil Engineering Inspection Fee (New Greenfield Subdivision) – Per Lot	$1,784.00	$178.36	$1,962.00	Y	FCR	10%
Civil Engineering Inspection Fee (Minor Subdivisions – established) – per lot	$335.00	$33.50	$368.50	Y	FCR	10%
BUILDING WORK INSPECTION FEE (COUNCIL IS THE PCA)						
Note: Issue of Occupation Certificate is included in final inspection unless 5 years has lapsed since last inspection and/or DA/CC/CDC issued, whichever is the most recent, in which case the fee applicable is that for the building work reinspection fee applicable to that building class/type.						
Cost of performing inspection to the effect that the building is in conformity with the Building Code of Australia.						
INDUSTRIAL/COMMERCIAL (CLASS 3 - 9)						
Amount of each building inspection fee determined as follows:						
Cost of works up to $50,000 (per inspection)	$221.00	$22.09	$243.00	Y	MB	10%
(minimum 3 inspections)						
$50,001 – $200,000 (per inspection)	$293.00	$29.27	$322.00	Y	MB	10%
(minimum 4 inspections)						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INDUSTRIAL/COMMERCIAL (CLASS 3 - 9) [continued]						
> $200,000 (per inspection)	$429.00	$42.91	$472.00	Y	MB	10%
$200,001 – $600,000 (minimum 5 inspections)						
$600,001 – $1,500,000 (minimum 9 inspections)						
$1,500,001 – $3,000,000 (minimum 11 inspections)						
$3,000,001 – $10 million (minimum 13 inspections)						
Over $10 million (minimum 16 inspections)						
Each additional inspection (as per scale above)						
Reinspection fee (per inspection)	$221.00	$22.09	$243.00	Y	MB	10%
RESIDENTIAL (SINGLE DWELLING HOUSES, DUAL OCCUPANCIES AND SECONDARY DWELLINGS)						
<= 200 m2 (up to 5 building inspections)	$694.00	$69.36	$763.00	Y	MB	10%
200 m2 to 300m2 (up to 5 building inspections)	$732.00	$73.18	$805.00	Y	MB	10%
> 300 m2 (up to 5 building inspections)	$916.00	$91.64	$1,008.00	Y	MB	10%
per additional inspection	$181.00	$18.18	$200.00	Y	MB	10%
per reinspection	$114.00	$11.36	$125.00	Y	MB	10%
MULTI UNIT HOUSING						
per dwelling unit (up to 5 building inspections)	$694.00	$69.36	$763.00	Y	MB	10%
per additional inspection	$190.00	$19.09	$210.00	Y	MB	10%
SMALL STRUCTURES INCLUDING RURAL OUT-BUILDINGS (CLASS 10)						
per inspection (up to 2 inspections)	$234.00	$23.36	$257.00	Y	MB	10%
Inspections carried out (out of hours 9.00am-5.00pm) to be quoted on an individual basis						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

OCCUPATION CERTIFICATE INSPECTION FEE - AFTER 5 YEARS (COUNCIL IS THE PC)

Note: Issue of Occupation Certificate is included in final inspection unless 5 years has lapsed since last inspection and/or DA/CC/CDC issued, whichever is the most recent, in which case the fee applicable is that for the building work reinspection fee applicable to that building class/type which is reproduced below.

Cost of performing inspection to the effect that the building is in conformity with the BCA and/or Development Consent.

INDUSTRIAL/COMMERCIAL (CLASS 3-9)

per additional inspection	$214.23	$21.41	$235.50	Y	MB	10%

RESIDENTIAL (SINGLE DWELLING HOUSES, DUAL OCCUPANCIES AND SECONDARY DWELLINGS)

per additional inspection	$176.00	$17.59	$193.50	Y	MB	10%

MULTI UNIT HOUSING

per inspection	$176.00	$17.59	$193.50	Y	MB	10%

SMALL STRUCTURES INCLUDING RURAL OUT-BUILDINGS (CLASS 10)

per inspection	$176.00	$17.59	$193.50	Y	MB	10%

BUILDING WORK INSPECTION FEE (ON BEHALF OF PRIVATE PCA)

Cost of performing inspection to the effect that the building is in conformity with the Construction Certificate & BCA.

Note: Inspections for DRC are GST exempt.

Fee per inspection	$336.00	$33.64	$370.00	Y	MB	10%
plus – per hour or part thereof in excess of one hour	$336.00	$33.64	$370.00	Y	MB	10%
issue of – compliance report	$239.00	$23.91	$263.00	Y	MB	10%

ISSUE OF COMPLIANCE CERTIFICATE - COUNCIL IS PC (S6.17)

Cost of assessing and issuing compliance certificate

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

ISSUE OF COMPLIANCE CERTIFICATE - COUNCIL IS PC (S6.17) [continued]

Classification of specified/proposed building	$196.00	$19.64	$216.00	Y	MB	10%
Development complies with a specific condition of DA	$196.00	$19.64	$216.00	Y	MB	10%
Other (Building work/Subdivision work complies with plans/standards)	$196.00	$19.64	$216.00	Y	MB	10%
plus – if inspection is required	$216.00	$21.64	$238.00	Y	MB	10%

COMPLIANCE COST NOTICE

Maximum fee set under Environmental Planning & Assessment Regulation 2000 (as amended)

Notice Investigation Expense – per Notice	$1,000.00	$0.00	$1,000.00	N	S	GST Exempt
Notice Preparation Expense – per Notice	$500.00	$0.00	$500.00	N	S	GST Exempt

SUBDIVISION CERTIFICATE APPLICATION FEE

Fee to offset the cost of certifying compliance with conditions of consent and releasing plan of Subdivision

Subdivision Certificate Application	$515.00	$0.00	$566.50	N	PCR	GST Exempt
Amendment of Linen Plan (due to inaccuracy by applicant)	$205.00	$0.00	$225.50	N	PCR	GST Exempt
Linen Plan Urgent Signing/Resigning Fee	$200.00	$0.00	$220.00	N	PCR	GST Exempt

RE-INSPECTION FEE (SUBDIVISION)

Fee to offset the cost of reinspection of Subdivision. Fee for authorising the registration of a plan of Subdivision

per inspection	$182.00	$0.00	$200.00	N	PCR	GST Exempt
per Subdivision Certificate	$200.00	$0.00	$220.00	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
APPLICATION TO DEFER CONTRIBUTION AND OUTSTANDING WORKS						
Fee to cover costs associated with legal advice and administration.						
Bank Guarantee/Bond Handling Fee (where a Bank Guarantee or Bond is required to ensure compliance with consent condition or proposal) – Handling Fee	$334.00	$0.00	$370.00	N	FCR	GST Exempt
Application Fee		1.0% of Contribution Value		N	PCR	GST Exempt
SECTION 10.7 CERTIFICATE APPLICATION FEE						
Statutory Fee to offset cost of issuing Certificates as required under Section 10.7 (EP&A Act 1979)						
10.7(2) One(1) lot application	$53.00	$0.00	$67.00	N	S	GST Exempt
10.7(2)& 10.7(5) One(1) lot application	$133.00	$0.00	$167.00	N	S	GST Exempt
10.7(2) 2nd or more lots in same holding – per lot	$53.00	$0.00	$67.00	N	S	GST Exempt
10.7(2) & (10.7(5) 2nd or more lots in same holding – per lot	$133.00	$0.00	$167.00	N	S	GST Exempt
URGENCY FEE (IF REQUESTED WITHIN 16 WORKING HOURS)						
Fee to cover the cost of labour relating to issuing Certificates within urgency timeframe.						
Information as per Section 10.7(2) – per lot	$354.00	$0.00	$390.00	N	FCR	GST Exempt
Information as per Section 10.7(2) and (5) – per lot	$354.00	$0.00	$390.00	N	FCR	GST Exempt

COMPLIANCE

ANIMAL SHELTER

RELEASE FEES

Fee to cover release of detained companion animals

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
RELEASE FEES [continued]						
first offence	$41.00	$0.00	$42.50	N	FCR	GST Exempt
second & subsequent	$113.00	$0.00	$116.00	N	FCR	GST Exempt
MAINTENANCE CHARGE						
Charge to cover cost of daily maintenance of detained companion animals						
Maintenance charge – per day	$36.00	$0.00	$37.00	N	FCR	GST Exempt
Animal Welfare Group – boarding – per day/per animal	$14.00	$0.00	$15.00	N	FCR	GST Exempt
MICRO CHIPPING FEE						
Fee to cover cost of Micro chipping animals						
per animal	$39.00	$3.64	$40.00	Y	FCR	10%
Promotion	$20.00	$1.82	$20.00	Y	FCR	10%
Microchipping Day			No Charge	Y	NC	N/A
SALE OF DESEXED ANIMAL (INCLUDING VACCINATION HEALTH CHECK MICROCHIP)						
For sale of companion animal.						
Puppies - under 12 months of age	$434.09	$31.82	$350.00	Y	FCR	10%
Dogs under 5 years of age	$399.14	$31.82	$350.00	Y	FCR	10%
Dogs over 5 years of age	$135.30	$22.73	$250.00	Y	FCR	10%
Cats - up to 5 years of age	$135.30	$22.73	$250.00	Y	FCR	10%
Cats over 5 years of age	$88.00	$13.64	$150.00	Y	FCR	10%
Popular or in demand breed dog/cat	market value at time only if available			Y	FCR	10%
Pocket pets - guinea pigs/rabbits/chickens	on request when available			Y	FCR	10%
Rescue group	$15.00	$1.45	$16.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SALE OF DESEXED ANIMAL (INCLUDING VACCINATION HEALTH CHECK MICROCHIP) [continued]						
Rescue group (no microchipping)			No Charge	Y	NC	N/A
SALE OF COMPANION ANIMAL INCLUDING DESEXING VACCINATIONS HEALTH CHECK MICROCHIP						
Dog - 0-5 years	$0.00	$50.00	$550.00	Y	FCR	10%
Dog - 6 years older	$0.00	$36.36	$400.00	Y	FCR	10%
Cat - 0-5 years	$0.00	$31.82	$350.00	Y	FCR	10%
Cat - 6 years older	$0.00	$18.18	$200.00	Y	FCR	10%
VETERINARY COSTS RELATING TO SALE/RELEASE OF ANIMALS						
Per animal			Actual Cost + 12.5%	Y	FCR	10%
Charge to cover the cost of treating sick/injured animals released to owners and vet costs for adoption.						
SURRENDER FEE						
Fee to offset cost of collecting and/or accepting surrendered companion animals						
Surrender Fee – per animal	$66.00	$0.00	$68.00	N	PCR	GST Exempt
Surrender for Euthanasia	$0.00	$0.00	$188.00	N	PCR	GST Exempt
Animal Welfare Group surrender – per animal	$26.27	$0.00	$26.93	N	PCR	GST Exempt
RANGER SERVICES						
LIFETIME REGISTRATION FEES (COMPANION ANIMALS ACT)						
Fees in relation to Council undertaking its Statutory role and as regulated under the Companion Animals Act.						
Dog - Desexed (by relevant age)	$69.00	$0.00	$69.00	N	S	GST Exempt
Dog - Desexed (by relevant age eligible pensioner)	$29.00	$0.00	$29.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
LIFETIME REGISTRATION FEES (COMPANION ANIMALS ACT) [continued]						
Dog - Desexed (sold by pound/shelter)			No Charge	N	S	GST Exempt
Dog - Not Desexed or Desexed (after relevant age)	$234.00	$0.00	$234.00	N	S	GST Exempt
Dog - Not Desexed (not recommended)	$69.00	$0.00	$69.00	N	S	GST Exempt
Dog - Not Desexed (recognised breeder)	$69.00	$0.00	$69.00	N	S	GST Exempt
Dog - Working			No Charge	N	S	GST Exempt
Dog - Service of the State			No Charge	N	S	GST Exempt
Assistance Animal			No Charge	N	S	GST Exempt
Cat - Desexed or Not Desexed	$59.00	$0.00	$59.00	N	S	GST Exempt
Cat - Eligible Pensioner	$29.00	$0.00	$29.00	N	S	GST Exempt
Cat - Desexed (sold by pound/shelter)			No Charge	N	S	GST Exempt
Cat - Not Desexed (not recommended)	$59.00	$0.00	$59.00	N	S	GST Exempt
Cat - Not Desexed (recognised breeder)	$59.00	$0.00	$59.00	N	S	GST Exempt
Registration Late Fee	$19.00	$0.00	$19.00	N	PCR	GST Exempt
ANNUAL PERMIT FEES (COMPANION ANIMALS ACT)						
Cat not desexed by four months of age	$85.00	$0.00	$85.00	N	S	GST Exempt
Dangerous Dog	$206.00	$0.00	$206.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ANNUAL PERMIT FEES (COMPANION ANIMALS ACT) [continued]						
Restricted Dog	$206.00	$0.00	$206.00	N	S	GST Exempt
Permit Late Fee	$19.00	$0.00	$19.00	N	S	GST Exempt
MERCHANDISE						
Identification Tag - per tag	$13.00	$1.23	$13.50	Y	FCR	10%
Identification Tag - per tag (promotion)	$10.00	$1.00	$11.00	Y	FCR	10%
Dangerous/Restricted Dog Collar - small dog	$50.00	$4.73	$52.00	Y	FCR	10%
Dangerous/Restricted Dog Collar - medium dog	$58.00	$5.45	$60.00	Y	FCR	10%
Dangerous/Restricted Dog Collar - large dog	$63.00	$5.91	$65.00	Y	FCR	10%
Dangerous/Restricted Dog Collar - extra large dog	$68.00	$6.36	$70.00	Y	FCR	10%
Dangerous Dog Sign - per Sign	$65.00	$6.09	$67.00	Y	FCR	10%
Other Merchandise			Cost + 12.5%	Y	FCR	10%
DANGEROUS/RESTRICTED DOG ENCLOSURE COMPLIANCE INSPECTION FEE						
Fee to cover cost of undertaking inspection						
per inspection (maximum prescribed fee)	$162.00	$0.00	$167.00	N	FCR	GST Exempt
STOCK IMPOUND FEE						
Stock Impound Fee	$35.00	$0.00	$35.00	N	S	GST Exempt
MAINTENANCE FEES						
Fee to cover the costs of maintaining impounded animals						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
HORSE						
per animal – per day	$22.00	$0.00	$23.00	N	FCR	GST Exempt
CATTLE						
per animal – per day	$22.00	$0.00	$23.00	N	FCR	GST Exempt
SHEEP/GOATS ETC						
per animal – per day	$11.30	$0.00	$11.60	N	FCR	GST Exempt
PIGS/DEER ETC						
per animal – per day	$12.00	$0.00	$13.00	N	FCR	GST Exempt
STOCK INVESTIGATIONS						
Charge to cover costs associated with investigating and impounding stock.						
CALL OUT						
per hour/per person	$274.00	$25.55	$281.00	Y	FCR	10%
NORMAL WORKING HOURS						
per hour/per person	$130.00	$12.73	$140.00	Y	FCR	10%
EQUIPMENT CHARGE						
Charge to cover cost of handling and hiring of plant and equipment						
LIGHT DUTY YARDS						
per day	$324.00	$30.27	$333.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
FLOAT (LIGHT)						
per hour	$40.00	$3.73	$41.00	Y	FCR	10%
VEHICLES						
per hour	$40.00	$3.73	$41.00	Y	FCR	10%
CARRIER FEES						
Charge			Actual Cost + 12.5%	Y	FCR	10%
CHARGE FOR LOSS OR DAMAGE ATTRIBUTABLE TO THE ABANDONING OR TRESPASSING OF STOCK DETERMINED ON INCIDENT SPECIFIC BASIS.						
Fee			Actual Cost + 12.5%	N	FCR	GST Exempt
CONVEYANCE & HANDLING IMPOUNDED ARTICLES FEES						
Fees applied to owners of vehicles and other items which are impounded						
MOTOR VEHICLE CONVEYANCE STORAGE						
per vehicle	$280.00	$0.00	$290.00	N	FCR	GST Exempt
per day impounded item storage	$5.15	$0.00	$5.30	N	FCR	GST Exempt
SHOPPING TROLLEY CONVEYANCE STORAGE						
per trolley	$85.00	$0.00	$88.00	N	FCR	GST Exempt
MISC. SMALL ARTICLES CONVEYANCE STORAGE						
per article	$75.00	$0.00	$80.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
MISC. LARGE ARTICLES CONVEYANCE STORAGE						
per article	$259.00	$0.00	$266.00	N	FCR	GST Exempt

ENVIRONMENT AND HEALTH

TESTING RURAL DOMESTIC WATER SUPPLY FEE

Fee to cover the Costs Incurred by Council in having the tests carried out on behalf of residents (excluding Lab Charge)

MINIMUM

Sampling	$230.63	$0.00	$236.40	N	FCR	GST Exempt
postage/analysis			cost +12.5%	N	FCR	GST Exempt

ITINERANT VENDORS APPROVAL APPLICATION FEE (SEC 68)

Approval Renewal to also be paid with initial application

Fee to cover Costs associated with issuing an approval and ensuring Compliance

PER APPLICATION

application fee	$190.00	$0.00	$195.00	N	FCR	GST Exempt

ITINERANT VENDORS - SITE APPROVAL/APPROVAL RENEWAL

per month or part thereof	$241.00	$0.00	$248.00	N	FCR	GST Exempt
per year	$570.00	$0.00	$590.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
WASTE TRANSPORT APPROVAL APPLICATION FEE (INCLUDING KERBSIDE RECYCLABLE COLLECTION SERVICE APPROVAL) (SEC 68)						
Fee to cover Costs associated with issuing an approval and ensuring Compliance						
per application	$350.00	$0.00	$360.00	N	FCR	GST Exempt
Compliance Audit	$230.00	$0.00	$240.00	N	FCR	GST Exempt
WASTE STORAGE CONTAINER (PUBLIC PLACE) APPROVAL (S68) - BINS IN EXCESS OF 240LT						
Fee to cover Costs associated with issuing an approval and ensuring Compliance						
per Application	$159.00	$0.00	$163.00	N	FCR	GST Exempt
Rental of Land – per month	$888.00	$0.00	$911.00	N	FCR	GST Exempt
STREET TRADING APPROVAL APPLICATION FEE (ROADS ACT)						
Fee to cover Costs associated with issuing an approval and ensuring Compliance						
per application	$385.00	$0.00	$405.00	N	FCR	GST Exempt
Rent – per week	$76.00	$7.27	$80.00	Y	FCR	10%
OPEN HOUSE SIGN APPROVAL (REAL ESTATE) (ROADS ACT) - COMMERCIAL GOODS (FOOTPATH/ROAD)						
Fee to cover Costs associated with issuing an approval and ensuring Compliance						
per Application	$180.00	$0.00	$190.00	N	FCR	GST Exempt
URBAN SALINITY DATA ACCESS LICENCE						
Fee to cover costs associated with maintenance database accessible to public.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ACCESS LICENCE FEE						
per year	$139.00	$0.00	$143.00	N	FCR	GST Exempt
ON SITE SEWAGE MANAGEMENT						
Per Initial application	$64.00	$0.00	$66.00	N	FCR	GST Exempt
Per Application (5 year approval)	$17.50	$0.00	$18.00	N	FCR	GST Exempt
Re-inspection (Non Compliance) – each installation site	$235.00	$0.00	$241.00	N	FCR	GST Exempt
per Inspection and Report	$332.00	$0.00	$341.00	N	FCR	GST Exempt
SERVICE OF NOTICE CHARGE (POEO ACT)						
Charge to cover Administrative Costs associated with serving a Notice as legislated. (Relates to Clean-up, Prevention and Noise Control Notices).						
per notice served	$563.00	$0.00	$619.00	N	S	GST Exempt
REGULATED PREMISES						
FOOD PREMISES INSPECTION FEES						
Fee to cover cost of Local Government Compliance Audit and is regulated under Section 14 & 15 of the Food Regulation 2015 (as amended)						
Administration Fee (Low Risk/Home based)	$61.00	$0.00	$63.00	N	FCR	GST Exempt
Administration Fee (Medium and High)	$62.00	$0.00	$64.00	N	FCR	GST Exempt
Inspection Fee (Medium and High)	$167.00	$0.00	$172.00	N	FCR	GST Exempt
Inspection Fee (Medium and High)>1 hour	$291.00	$0.00	$291.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
FOOD PREMISES INSPECTION FEES [continued]						
Re Inspection Fee	$225.50	$0.00	$231.14	N	FCR	GST Exempt
IMPROVEMENT NOTICE - FOOD ACT						
Registration required under Public Health Act.						
Fee to cover maintenance of State Food Database for Regulatory Compliance						
Improvement Notice – Food Act	$339.00	$0.00	$330.00	N	S	GST Exempt
Maximum Fee set under Food Regulations 2015.						
REGULATED PREMISES INSPECTION FEES						
Registration required under Public Health Act.						
Cooling Tower Inspection	$190.00	$0.00	$195.00	N	FCR	GST Exempt
Regulated System Inspection	$190.00	$0.00	$195.00	N	FCR	GST Exempt
Skin Penetration Business Inspection	$190.00	$0.00	$195.00	N	FCR	GST Exempt
Underground Petroleum Storage Systems (UPSS) Inspection - Protection of the Environment Operations Act (POEO) - per hour (minimum 1/2 hour)	$390.00	$0.00	$400.00	N	FCR	GST Exempt
IMPROVEMENT NOTICES AND PROHIBITION ORDERS - PUBLIC HEALTH ACT						
Fee to cover the cost of issuing an Improvement Notice/Prohibition Order (maximum fee under Public Health Regulations 2012)						
PER IMPROVEMENT NOTICE/PROHIBITION ORDER						
where there is A Regulated System	$574.00	$0.00	$620.00	N	S	GST Exempt
In any Other case	$276.75	$0.00	$290.00	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PER REINSPECTION (PROHIBITION ORDER)						
per hour (Minimum charge of half an hour, Maximum 2 hours)	$262.91	$0.00	$255.00	N	FCR	GST Exempt
WATER SAMPLING (POOLS/SPAS) - PRIVATE/PUBLIC						
Fee to cover the cost of sampling water in private pools/spas						
per hour (minimum half hour)	$210.13	$0.00	$215.38	N	FCR	GST Exempt
laboratory costs		laboratory costs + 12.5%		N	FCR	GST Exempt
Public Pool Registration (including water testing)	$80.00	$0.00	$80.00	N	FCR	GST Exempt
WATER SAMPLING (DRINKING) FEE						
Fee to cover the cost of sampling drinking water						
Sampling fee	$210.13	$0.00	$170.00	N	FCR	GST Exempt
laboratory costs		laboratory costs + 12.5%		N	FCR	GST Exempt
CARTING OF DRINKING WATER APPROVAL (3 YEARS) (DRAWN FROM COUNCIL MAINS)						
Fee to cover cost of processing application						
APPLICATION FEE						
per Application	$164.00	$0.00	$169.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CARAVAN PARK NOTIFICATION OF INSTALLATION						
Notification Fee	$228.00	$0.00	$234.00	N	FCR	GST Exempt
Fee for Notification of Installation of Manufactured Home, Moveable Dwelling, Rigid Annex or Associated Structure on Caravan Park.						
APPROVAL TO OPERATE CARAVAN PARK/MANUFACTURED HOME ESTATE SITE FEES (SEC 68)						
Fee to cover the cost of providing approving & inspecting Caravan Park/Manufactured Home sites for compliance						
APPLICATION						
Application for Approval (New Premises)	$497.00	$0.00	$510.00	N	FCR	GST Exempt
Renewal Fee	$374.00	$0.00	$384.00	N	FCR	GST Exempt
Plus: – Annual Compliance Inspection – per site	$10.00	$0.00	$10.50	N	FCR	GST Exempt
INSPECTION FEE						
(other than annual inspection & including reinspection)						
per hour or part thereof	$205.00	$0.00	$211.00	N	FCR	GST Exempt
SWIMMING POOLS ACT						
SWIMMING POOL REGISTRATION FEE						
Statutory Fee to offset Administrative costs associated with registering Applications and being maximum fee as regulated.						
Swimming Pool Resuscitation Poster	$30.00	$2.82	$31.00	Y	FCR	10%
Registration Fee (Sect. 25 Regulation)	$11.00	$0.91	$10.00	Y	S	10%
Poster Promotion	$11.00	$1.00	$11.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SWIMMING POOL ACT 1992 CERTIFICATE FEE						
Statutory Fee to offset Authorities costs associated with issuing Certificate						
Exemption Certificate (Sec 22) (C/13 sp Reg 2008)	$150.00	$0.00	$150.00	N	S	GST Exempt
INSPECTIONS - SWIMMING POOLS ACT						
Statutory Fee to cover inspection & associated costs associated with implementing statutory requirements under the Swimming Pools Act						
Initial Inspection - new owner or new compliance	$150.00	$13.64	$150.00	Y	S	10%
Subsequent Inspection - new owner or new compliance	$100.00	$9.09	$100.00	Y	S	10%
GROWTH PLANNING						
PREPARATION OF LOCAL ENVIRONMENTAL PLANS/PLANNING PROPOSALS FEE						
Fee to offset the cost of preparing amendment to Local Environment Plan initiated by Developers						
MINOR PLANNING PROPOSAL						
Payment 1 (Pre-lodgement)	$3,000.00	$0.00	$3,000.00	N	PCR	GST Exempt
Payment 2 (Lodgement & Assessment)	$10,000.00	$0.00	$10,000.00	N	PCR	GST Exempt
Payment 3 (Final Assessment & Gazettal)	$5,000.00	$0.00	$7,000.00	N	PCR	GST Exempt
(includes Council reporting process, finalisation and gazettal steps)						
STANDARD PLANNING PROPOSAL						
Payment 1 (Pre-lodgement)	$6,000.00	$0.00	$6,000.00	N	PCR	GST Exempt
Payment 2 (Lodgement & Assessment)	$20,000.00	$0.00	$20,000.00	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
STANDARD PLANNING PROPOSAL [continued]						
Payment 3 (Final Assessment & Gazettal)	$14,000.00	$0.00	$14,000.00	N	PCR	GST Exempt
(includes Council reporting process, finalisation and gazettal steps)						
COMPLEX PLANNING PROPOSAL						
Payment 1 (Pre-lodgement)	$10,000.00	$0.00	$10,000.00	N	PCR	GST Exempt
Payment 2 (Lodgement & Assessment)	$35,000.00	$0.00	$40,000.00	N	PCR	GST Exempt
Payment 3 (Final Assessment & Gazettal)	$14,000.00	$0.00	$15,000.00	N	PCR	GST Exempt
(includes Council reporting process, finalisation and gazettal steps)						

PREPARATION OF DEVELOPMENT CONTROL PLAN FEE (URBAN RELEASE AREAS)

Fee to offset the cost of preparing Development Control Plans initiated by Developers and as required by the Department of Planning

per DCP (where Council adopted structure plan in place and/or < 10 lots)	$10,500.00	$0.00	$11,000.00	N	PCR	GST Exempt
per DCP (where there is NO Council adopted structure plan in place and/or >10 lots)	$21,000.00	$0.00	$22,500.00	N	PCR	GST Exempt

PLANNING MAP CHARGES

Charge to cover the cost of supplying copies of Planning Maps & documents or plans

LEP Written Statement – per copy	$103.00	$0.00	$106.00	N	FCR	GST Exempt
LEP Map – per set (uncertified)	$260.00	$0.00	$270.00	N	FCR	GST Exempt

OTHER POLICY DOCUMENTS CHARGE

Charge to cover the cost of production/ copying

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
OTHER POLICY DOCUMENTS CHARGE [continued]						
Floodplain Management Plan	$82.00	$0.00	$85.00	N	FCR	GST Exempt
Urban & Rural Strategies (each document)	$67.00	$0.00	$69.00	N	FCR	GST Exempt
Urban & Rural Strategies (full set of supporting documents)	$718.00	$0.00	$736.00	N	FCR	GST Exempt
Policy Documents not otherwise mentioned	$43.50	$0.00	$45.00	N	FCR	GST Exempt
PLANNING AGREEMENT						
Council Negotiation and Assessment	$1,000.00	$0.00	$1,250.00	N	PCR	GST Exempt
Public Consultation and Notification	$1,000.00	$0.00	$1,250.00	N	PCR	GST Exempt
Council reporting, finalisation and registration (see note)	$1,000.00	$0.00	$1,250.00	N	PCR	GST Exempt
Amendments to Planning Agreement (see note)	$1,000.00	$0.00	$1,500.00	N	PCR	GST Exempt
Note: Any reasonable legal costs of Council, including Registration costs are to be met by the Proponent						
WORKS-IN-KIND AGREEMENTS						
Council Negotiation and Assessment	$1,500.00	$0.00	$2,000.00	N	FCR	GST Exempt
Council finalisation	$500.00	$0.00	$600.00	N	FCR	GST Exempt
Amendment to Works-In-Kind Agreement	$1,000.00	$0.00	$1,500.00	N	FCR	GST Exempt

AMENDMENT TO DEVELOPMENT CONTROL PLAN

Fee to offset the cost of amending a Development Control Plan.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
AMENDMENT TO DEVELOPMENT CONTROL PLAN [continued]						
Initial assessment of amendment request. Further costs may be applicable after completion of task	$2,272.00	$0.00	$2,500.00	N	PCR	GST Exempt
Advertising Fee if Council resolves to exhibit DCP	$1,109.00	$0.00	$1,500.00	N	PCR	GST Exempt
Preparation of DCP Amendment	$6,270.00	$0.00	$6,500.00	N	PCR	GST Exempt
COST OF DEVELOPMENT - WELLINGTON						
SECTION 7.12 DEVELOPMENT CONTRIBUTIONS PLAN 2012						
The following fees are set in accordance with Council's Section 7.12 Development Contributions Plan 2012 :						
Proposed cost of development $100,000 or less	Nil			N	REG	GST Exempt
Proposed cost of development is between $100,001 and $200,000	0.5% of the proposed cost of the development			N	REG	GST Exempt
Proposed cost of development exceeds $200,000	1% of the proposed cost of the development			N	REG	GST Exempt
WASTE MANAGEMENT - DOMESTIC						
DOMESTIC WASTE MANAGEMENT SERVICE CHARGE (S.496)						
Annual charge to finance the operational costs of providing a weekly general and food, garden waste garbage collection and disposal service and a fortnightly mixed recycling collection and processing service.						
VACANT (UNOCCUPIED) LAND						
Unoccupied Land categorised residential for rating purposes located within the defined waste collection zones for both three (3) bin and two (2) bin areas.	$108.15	$0.00	$112.15	N	FCR	GST Exempt
DOMESTIC WASTE MANAGEMENT (3 BINS)						
Per Service, per annum for the three (3) bin service including weekly food and garden waste, weekly garbage and fortnightly recycling. (Services for part year charged on pro-rata basis)	$429.50	$0.00	$445.40	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DOMESTIC WASTE MANAGEMENT (2 BINS)						
Per Service, per annum for the two (2) bin service including weekly garbage and fortnightly recycling. (Services for part year charged on pro-rata basis).	$350.10	$0.00	$363.10	N	FCR	GST Exempt
Multi unit dwellings situated on a single title property will be levied a Domestic Waste Management Charge for each unit for dwellings comprising up to and including eight (8) units. Multi unit dwellings comprising more than eight (8) units will be levied eight (8) times the Domestic Waste Management Service Charge ($2,904.80) plus one (1) Domestic Waste Management Service Charge for every two (2) unit dwellings in excess of eight (8) (rounded up to the next whole number in the case of an odd number of units).						
BIN CAPACITY UPGRADE						
Per Service, per annum, as approved by the Manager Solid Waste, a weekly 240L Garbage Bin be supplied in place of the standard weekly 140L Garbage Bin. (Services for part year charged on pro-rata basis).	$89.35	$0.00	$92.65	N	FCR	GST Exempt
PENSIONER REBATE ON 3 BIN SERVICE						
Per Service, per annum, one (1) pensioner rebate per household who owns a property that is to be levied a Domestic Waste Management Charge for a three (3) bin service only shall be entitled to a $52 rebate for that service if that property is their principle place of residence.	$52.00	$0.00	$52.00	N	FCR	GST Exempt
ADDITIONAL DOMESTIC RECYCLING						
Each and every additional Recycling bin service requested per annum (fortnightly service)(Part year will be charged on a pro-rata basis)	$143.15	$0.00	$148.50	N	FCR	GST Exempt
ADDITIONAL DOMESTIC FOOD AND GARDEN WASTE BIN						
Each and every additional Food and Garden Waste bin collection service requested per annum (weekly service) (Part year will be charged on a pro-rata basis)	$140.00	$0.00	$145.20	N	FCR	GST Exempt

WASTE MANAGEMENT SERVICE (RURAL) CHARGE (S.501)

Annual Charge to finance the operational costs of Rural Household Waste Transfer Stations for Domestic Waste Disposal only and use of designated landfills for disposing of small domestic quantities (equivalent wheelie bin capacities). This Rural Charge applies to residences established on rateable land which is outside of all defined waste collection zones across the local government area.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PER PARCEL OF RATEABLE LAND WITH A DWELLING LOCATED THEREON						
per annum (part year will be charged on a pro-rata basis)	$153.60	$14.49	$159.35	Y	FCR	10%
As a result of changes to GST Legislation this charge now becomes taxable.						
COMPOSTABLE KITCHEN CADDY						
Caddy Liners (in excess of 3)	$14.00	$1.36	$15.00	Y	FCR	10%

WASTE MANAGEMENT - OTHER

WASTE MANAGEMENT SERVICE CHARGE (S.501)(NON DOMESTIC)

NON- DOMESTIC WASTE COLLECTION						
Each and every Garbage bin collection service requested per annum (weekly service) (Part year will be charged on a pro-rata basis)	$237.20	$0.00	$248.50	N	FCR	GST Exempt
NON-DOMESTIC RECYCLING						
Each and every Recycling bin collection service requested per annum (fortnightly service) (Part year will be charged on a pro-rata basis)	$143.15	$0.00	$148.50	N	FCR	GST Exempt
NON-DOMESTIC FOOD AND GARDEN WASTE BIN						
Each and every Food and Garden Waste bin collection service requested per annum (weekly service) (Part year will be charged on a pro-rata basis). This service is only available in a defined three (3) bin zone.	$140.00	$0.00	$145.20	N	FCR	GST Exempt

WHYLANDRA WASTE & RECYCLING CENTRE (WEIGHBRIDGE FACILITY)

The categories below are acceptable at Whylandra Waste & Recycling Centre, Cooba Rd, Dubbo.

WASTE GENERATED FROM REGULATED AREA (WHYLANDRA ONLY)						
Additional Charge	$270.00	$25.45	$280.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DOMESTIC/COMMERCIAL/INDUSTRIAL - MIXED WASTE - SORTED/PARTIALLY SEGREGATED						
Lower fees for corresponding loads provides an incentive to "pre-sort" domestic mixed loads to allow for increased recovery of recyclables.						
Segregated Recycling & Mixed Waste Car	$9.00	$0.91	$10.00	Y	FCR	10%
Car or equivalent	$13.00	$1.27	$14.00	Y	FCR	10%
Segregated Recycling & Mixed Waste Ute or small trailer (up to 1 cubic metre)	$21.00	$2.00	$22.00	Y	FCR	10%
Ute or small trailer - up to 1 cubic metre or equivalent	$29.00	$2.82	$31.00	Y	FCR	10%
Large volumes in excess of a small single axle trailer load - per tonne	$125.00	$12.45	$137.00	Y	FCR	10%
minimum charge - unsorted weighed loads	$29.00	$2.82	$31.00	Y	FCR	10%
Domestic Mixed Waste - SORTED The load has been sorted into separate categories with any green waste, recyclables, scrap metal, concrete, brick, tiles, etc being separated from the general waste component (requiring disposal to landfill) The recyclable or re-usable materials should make up 10% or more of the load and be dropped off to the correct recycling facility/bay at the Small Vehicle Receival Centre. Domestic Mixed Waste - UNSORTED 90% or more of the load is mixed waste requiring disposal to landfill. Less than 10% of the load consisting of separated green waste, recyclables, scrap metal, concrete, brick or tiles, etc. **Utility or Small Trailer loads: Limited to single axle box trailer or utility loads up to 500kg (half a tonne) in weight. Any utility or trailer suspected of weighing more than 500kg (including bogie trailer loads) will be weighed and charged at the appropriate "per tonne" rate for the net weight of the waste at the full discretion of the weighbridge attendant.						
per tonne - Origin outside LGA	$250.00	$24.91	$274.00	Y	FCR	10%
DOMESTIC- RURAL						
Customers who do not receive a Council garbage collection, transportation and disposal service and have paid the Rural Domestic Waste Charge						
Rural Households - Electronic Voucher System	No Charge (Equivalent 240L quantity per week)			Y	NC	N/A
SPECIAL CHARGES						
ASBESTOS WASTE (DELIVERED SEALED OR WRAPPED AND IN ONE CONTINUOUS OPERATION)						
per tonne - Origin within LGA	$295.00	$28.18	$310.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ASBESTOS WASTE (DELIVERED SEALED OR WRAPPED AND IN ONE CONTINUOUS OPERATION) *[continued]*						
per tonne - Origin outside LGA	$590.00	$56.36	$620.00	Y	FCR	10%
minimum charge - LGA residents only - <10sqm	$20.00	$1.82	$20.00	Y	FCR	10%
CONTAMINATED SOIL (AS APPROVED BY MANAGER)						
This material is accepted in accordance with the facility's Environment Protection Licence, must have a waste classification of General Soil Waste.						
per tonne	$125.00	$12.45	$137.00	Y	FCR	10%
minimum charge	$29.00	$2.82	$31.00	Y	FCR	10%
per tonne - Origin outside LGA	$250.00	$27.45	$302.00	Y	FCR	10%
CONTAMINATED WASTE/CLINICAL WASTE (AS APPROVED BY MANAGER)						
This material is accepted in accordance with the facility's Environment Protection Licence.						
per tonne	$500.00	$47.27	$520.00	Y	FCR	10%
minimum charge	$85.00	$8.18	$90.00	Y	FCR	10%
WASTE ITEMS THAT ARE UNSUITABLE FOR APPLYING A PER TONNAGE CHARGE (INCLUDING POLYSTYRENE) AND REQUIRE SPECIAL HANDLING AND DISPOSAL						
per machine hour	$370.00	$34.55	$380.00	Y	FCR	10%
double axle or equivalent	$134.00	$12.73	$140.00	Y	FCR	10%
minimum charge - up to single axle	$67.00	$6.36	$70.00	Y	FCR	10%
DEAD ANIMALS						
DISPOSAL OF ANIMALS						
Small Animals eg. dog or cat - per animal	$14.00	$1.36	$15.00	Y	FCR	10%
Medium sized animals eg. large dog >30kg, sheep, goat, calf - per animal	$28.00	$2.64	$29.00	Y	FCR	10%
Large Animals eg. horse, cow - per animal	$72.00	$6.82	$75.00	Y	FCR	10%
Carcases - per tonne	$145.00	$13.64	$150.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
TYRES (NOT INCLUDING RIMS)						
Bike - per tyre	$6.00	$0.64	$7.00	Y	FCR	10%
Car - per tyre	$9.00	$0.91	$10.00	Y	FCR	10%
Light truck / 4WD - per tyre	$13.00	$1.27	$14.00	Y	FCR	10%
Heavy truck - per tyre	$33.00	$3.09	$34.00	Y	FCR	10%
Super Singles - per tyre	$45.00	$4.27	$47.00	Y	FCR	10%
Small Tractor - per tyre	$72.00	$6.73	$74.00	Y	FCR	10%
Small Earthmoving/Large Tractor - per tyre	$139.00	$13.09	$144.00	Y	FCR	10%
Additional Charge - any tyre on rim	$10.00	$1.00	$11.00	Y	FCR	10%
Large Earthmoving/Mining/Shredded			Not accepted	Y	NC	N/A
COMMUNITY RECYCLING CENTRE - DOMESTIC QUANTITIES ONLY OF THE FOLLOWING HOUSEHOLD HAZARDOUS WASTES						
fluorescent lighting			No Charge	Y	NC	N/A
oil and water based paints			No Charge	Y	NC	N/A
cooking, hydraulic and transmission oils			No Charge	Y	NC	N/A
household batteries			No Charge	Y	NC	N/A
gas cylinders			No Charge	Y	NC	N/A
fire extinguishers			No Charge	Y	NC	N/A
smoke detectors			No Charge	Y	NC	N/A
car batteries (Clean and sorted)			No Charge	Y	NC	N/A
waste motor oil (Domestic Quantities Only – max 20L)			No Charge	Y	NC	N/A
SCRAP METALS						
Ferrous & non ferrous scrap metal including car bodies and whitegoods certified free of CFC refrigerants, delivered separately with no more 10% contamination by weight.			No Charge	Y	NC	N/A
Whitegoods not degassed eg. fridge/airconditioner - per item	$15.00	$1.36	$15.00	Y	FCR	10%
Solar Panel - per panel	$0.00	$0.45	$5.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CLEAN FILL						
Approved Clean Fill - must receive approval prior to disposals			No Charge	Y	NC	N/A
DRUMMUSTER						
Drum Muster - 24 hours notice required, disposals Monday-Friday only			No Charge	Y	NC	N/A
RECYCLABLES						
Domestic recyclables (paper/cardboard & glass, plastic, steel and aluminium containers)			No Charge	Y	NC	N/A
Domestic quantities of e-waste (televisions, laptops, computers, printers, scanners, monitors, telephones, speakers/stereos & DVD & video players) - per item			No Charge	Y	NC	N/A
GREEN WASTE (EXCLUDING STUMPS, ROOT BALLS & PALMS)						
All material not meeting the above conditions is classified as mixed waste.						
Car, utility or small trailer (up to 1/2 cubic metre)	$8.50	$0.82	$9.00	Y	FCR	10%
Utility or small trailer - up to 1 cubic metre	$17.00	$1.64	$18.00	Y	FCR	10%
Other vehicles - including large trailer & trucks - per tonne	$44.00	$4.18	$46.00	Y	FCR	10%
minimum charge	$17.00	$1.64	$18.00	Y	FCR	10%
Chipped/Shredded Green Waste - no contamination subject to inspection			No Charge	Y	NC	
CLEAN UNTREATED TIMBER WASTE						
(Subject to inspection before delivery). All material not meeting the above conditions is classified as mixed waste.						
Car, Utility or small trailer load (up to 1 cubic metre)	$17.00	$1.64	$18.00	Y	FCR	10%
Other vehicles - including large trailers & trucks - per tonne	$43.50	$4.18	$46.00	Y	FCR	10%
minimum charge	$17.00	$1.64	$18.00	Y	FCR	10%
Contaminated Timber - consisting of painted, treated, laminated, glued timber - per tonne	$125.00	$12.45	$137.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

CONCRETE, BRICKS, TILES & ASPHALT

(Subject to inspection before delivery).

Note: To be classified as clean, it must be free of other waste material and contain less than 10% soil. The load may contain a mixture of concrete, bricks, tiles or asphalt. Any concrete slabs must be broken into pieces no larger than 2m x 1m x 200mm thick. Concrete Foundations must be no longer than 1m x 600mm x 450mm.

Other vehicles (including Large trailers & trucks) no reinforcement steel - per tonne	$38.00	$4.00	$44.00	Y	FCR	10%
Other vehicles (including Large trailers & trucks) - per tonne	$62.00	$6.18	$68.00	Y	FCR	10%
minimum charge	$23.00	$2.27	$25.00	Y	FCR	10%

MATTRESSES

Single Bed - per mattress	$11.00	$1.09	$12.00	Y	FCR	10%
Larger Mattress - double & larger - per mattress	$21.00	$2.00	$22.00	Y	FCR	10%

RECYCLED PRODUCTS

Garden Compost - per cubic metre	$40.00	$3.64	$40.00	Y	FCR	10%
Re-use Shop Items			Prices as marked	Y	FCR	10%

WELLINGTON RESOURCE RECOVERY FACILITY

WELLINGTON RESOURCE RECOVERY FACILITY

The categories below are acceptable at Wellington Waste Facility, Nanima Village Road, Wellington.

RURAL WASTE FACILITIES (NON-WEIGHBRIDGE)

Customers who do not receive a Council garbage collection, transportation and disposal service and have paid the Rural Domestic Waste Charge.

Rural Households - Electronic Voucher	No Charge (Equivalent 240L quantity per week)			Y	NC	N/A

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
GREEN WASTE, (EXCLUDING STUMPS, ROOT BALLS & PALMS)						
The green waste must be free of other material including soil. Stumps, root balls and palms are charged as General Waste. Palms includes the fronds. The trunks of trees must be no more than 350mm in diameter.						
Car, utility or small trailer (up to 1/2 cubic metre)	$8.50	$0.82	$9.00	Y	FCR	10%
Large volumes - per cubic metre	$17.00	$1.64	$18.00	Y	FCR	10%
Utility or Small Trailer	$17.00	$1.64	$18.00	Y	FCR	10%
minimum charge	$17.00	$1.64	$18.00	Y	FCR	10%
Chipped/Shredded Green Waste - no contamination subject to inspection			No Charge	Y		
DOMESTIC/COMMERCIAL/INDUSTRIAL - MIXED WASTE/PARTIALLY SEGREGATED						
Waste disposal fee - garbage tip, recycling or transfer station						
Segregated Recycling & Mixed Waste Car	$9.00	$0.91	$10.00	Y	FCR	10%
Car or equivalent - unsorted	$13.00	$1.27	$14.00	Y	FCR	10%
Segregated Recycling & Mixed Waste Ute or small trailer (up to 1 cubic metre)	$21.00	$2.00	$22.00	Y	FCR	10%
Ute or small trailer - up to 1 cubic metre or equivalent	$29.00	$2.82	$31.00	Y	FCR	10%
Large or enclosed trailers - per cubic metre	$29.00	$2.82	$31.00	Y	FCR	10%
Truck - 3 tonne - per truck load	$190.00	$18.18	$200.00	Y	FCR	10%
Truck - 8 tonne - per truck load			Not accepted	Y	NC	N/A
Truck - over 8 tonne - per truck load			Not accepted	Y	NC	N/A
Small skip bin - per bin			Not accepted	Y	NC	N/A
Large skip bin - per bin			Not accepted	Y	NC	N/A
TYRES - NOT INCLUDING RIMS						
Waste disposal fee - garbage tip, recycling or transfer station						
Bike - per tyre	$6.00	$0.64	$7.00	Y	FCR	10%
Car - per tyre	$9.00	$0.91	$10.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
TYRES - NOT INCLUDING RIMS *[continued]*						
Light Truck & 4WD - per tyred	$13.00	$1.27	$14.00	Y	FCR	10%
Heavy Truck - per tyre	$33.00	$3.09	$34.00	Y	FCR	10%
Super singles - per tyre	$45.00	$4.27	$47.00	Y	FCR	10%
Small Tractor - per tyre	$72.00	$6.73	$74.00	Y	FCR	10%
Large Tractor/Small Earthmoving - per tyre	$139.00	$13.09	$144.00	Y	FCR	10%
Large Earthmoving/Mining/Shredded			Not accepted	Y	FCR	10%
Additional Charge - any tyre on a rim	$10.00	$1.00	$11.00	Y	FCR	10%
RECYCLABLES						
Waste disposal fee - garbage tip, recycling or transfer station						
Fluorescent Lighting			No Charge	Y	NC	N/A
Oil & water based paint			No Charge	Y	NC	N/A
Smoke detectors			No Charge	Y	NC	N/A
Car batteries			No Charge	Y	NC	N/A
Waste motor oil (Domestic Quantities only - max 20L)			No Charge	Y	NC	N/A
Clean Fill - approved by Manager prior to disposals			No Charge	Y	NC	N/A
Cooking, hydraulic & transmission oils			No Charge	Y	NC	N/A
Drum Muster - 24 hours notice required			No Charge	Y	NC	N/A
Household batteries			No Charge	Y	NC	N/A
Gas cylinders			No Charge	Y	NC	N/A
Fire extinguishers			No Charge	Y	NC	N/A
CONCRETE, BRICKS, TILES & ASPHALT						
suitable for reprocessing as road base						
Car, Utility or small trailer - up to 1 cubic metre	$23.00	$2.27	$25.00	Y	FCR	10%
Large Volumes - per cubic metre - no reinforcement	$43.00	$4.45	$49.00	Y	FCR	10%
Larger Volumes - per cubic metre - containing reinforcement steel	$54.00	$5.36	$59.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
CONCRETE, BRICKS, TILES & ASPHALT *[continued]*						
minimum charge	$23.00	$2.27	$25.00	Y	FCR	10%
RECYCLE SHOP						
Recycled Goods	$7.00	$0.64	$7.00	Y	FCR	10%
SCRAP METALS						
Ferrous & non ferrous scrap metal - whitegoods must not contain rubbish/food			No Charge	Y	NC	N/A
Whitegoods not degassed	$15.00	$1.36	$15.00	Y	FCR	10%
MATTRESSES						
Single Bed - per mattress	$11.00	$1.09	$12.00	Y	FCR	10%
Larger Mattress - double and larger - per mattress	$21.00	$2.00	$22.00	Y	FCR	10%
WASTE DISPOSAL FROM OUTSIDE COUNCIL AREA :						
Waste disposal fee - garbage tip, recycling or transfer station						
Domestic (Per Car/Trailer Load)			Not accepted	Y	NC	N/A

RURAL WASTE FACILITIES (NON-WEIGHBRIDGE)

The categories below are acceptable at the following Rural Waste Facilities: Geurie, Stuart Town, Ballimore, Toongi and Eumungerie.

Customers who do not receive a Council garbage collection, transportation and disposal service and have paid the Rural Domestic Waste Charge.

Domestic - Rural (Rural Waste Card) - 52 wheelie bins or equivalent annually	No Charge (Equivalent 240L quantity per week)			Y	NC	N/A
RECYCLABLES						
Sorted Domestic Recyclables			No Charge	Y	NC	N/A
Ferrous & non ferrous scrap metal - Ballimore, Geurie & Stuart Town only			No Charge	Y	NC	N/A

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
RECYCLABLES [continued]						
Waste Motor Oil (Domestic Quantities only) - maximum 20L - Ballimore, Geurie & Stuart Town only			No Charge	Y	NC	N/A
Drum Muster - Geurie only			No Charge	Y	NC	N/A
DOMESTIC WASTE ONLY - MIXED WASTE/PARTIALLY SEGREGATED						
Segregated Recycling & Mixed Waste Car	$9.00	$0.91	$10.00	Y	FCR	10%
Car or equivalent	$13.00	$1.27	$14.00	Y	FCR	10%
Segregated Recycling & Mixed Waste - Ute or small trailer (up to 1 cubic metre)	$21.00	$2.00	$22.00	Y	FCR	10%
Ute or small trailer - up to 1 cubic metre	$29.00	$2.82	$31.00	Y	FCR	10%
Large or Enclosed Trailers/Trucks/Commercial or Industrial Waste			Not accepted	Y	FCR	10%
BULKY DOMESTIC HOUSEHOLD FURNITURE						
per item of furniture	$11.00	$1.09	$12.00	Y	FCR	10%
Single Bed - per mattress	$11.00	$1.09	$12.00	Y	FCR	10%
Larger Mattress - double & larger - per mattress	$21.00	$2.00	$22.00	Y	FCR	10%
GREEN WASTE - ACCEPTED AT GEURIE, BALLIMORE & STUART TOWN						
Car, Utility or small trailer - up to 1 cubic metre	$17.00	$1.55	$17.00	Y	FCR	10%
Large Trailers or over			Not accepted	Y	FCR	10%
TYRES - NOT INCLUDING RIMS						
Bike - per tyre	$6.00	$0.64	$7.00	Y	FCR	10%
Car - per tyre	$9.00	$0.91	$10.00	Y	FCR	10%
Note: no other tyres accepted						
Additional Charge - any tyre on a rim	$10.00	$1.00	$11.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INFRASTRUCTURE						
GREENSPACE OPERATIONS						
GRASS AND TURF CHARGES						
Charge to cover the cost of undertaking linemarking for other organisations						
LINEMARKING						
per hour 2 staff (materials at cost)	$220.90	$21.09	$232.00	Y	FCR	10%
SPRAYING PRIVATE LAND CHARGES						
Charge to cover the cost of undertaking spraying on private land						
Hire of spray unit – per day	$87.00	$8.36	$92.00	Y	FCR	10%
WITH MOBILE SPRAY UNIT (TWO OPERATORS)						
per hour (Business hours)	$224.00	$21.45	$236.00	Y	FCR	10%
per hour (after hours)	$439.00	$41.91	$461.00	Y	FCR	10%
plus chemical costs			Actual Cost	Y	FCR	10%
SLASHING CHARGES						
Charge to cover cost of slashing on private land						
TRACTOR DRIVEN SLASHER						
per hour (Business hours)	$266.00	$25.45	$280.00	Y	FCR	10%
per hour (after hours)	$345.00	$32.91	$362.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INFRASTRUCTURE STRATEGY AND DESIGN						
SPECIAL CONSULTATIONS						
Charge to cover the cost of staff involved in special consultations with developers/consultants						
per hour	$342.00	$32.73	$360.00	Y	FCR	10%
CHECKING OF ENGINEERING PLANS FOR DA'S						
Charge to cover cost of checking plans						
per hour, based on quote to undertake work	$347.00	$33.18	$365.00	Y	FCR	10%
DRIVEWAY BOXING INSPECTIONS ASSOCIATED WITH DA'S						
Charge to cover staff inspections						
per inspection	$347.00	$33.18	$365.00	Y	FCR	10%
HOARDING ERECTION ON COUNCIL PROPERTY & RENTAL FEES						
Statutory Fee to offset additional administrative costs associated with issuing an approval						
Development Application Fee	$65.00	$0.00	$65.00	N	S	GST Exempt
Plus – for Integrated Development an additional administrative fee of:	$140.00	$0.00	$140.00	N	S	GST Exempt
Plus – for development requiring Concurrence from a State Agency, an additional administrative fee of:	$140.00	$0.00	$140.00	N	S	GST Exempt
RENTAL FEES OF COUNCIL PROPERTY						
Charge for use of Public Space						
Rental – (Class 1, 2 & 10 only) – per week	$15.00	$0.00	$16.00	N	MB	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
RENTAL FEES OF COUNCIL PROPERTY [continued]						
Rental Per Metre/Week (Class 3 – 9 Buildings – Concrete Surface	$15.00	$0.00	$16.00	N	MB	GST Exempt
Rental Per Metre/Week (Class 3 – 9 Buildings – Bitumen	$8.95	$0.00	$9.50	N	MB	GST Exempt
Rental Per Metre/Week (Class 3 – 9 Buildings – Other	$8.00	$0.00	$8.50	N	MB	GST Exempt
TEMPORARY HOARDING STRUCTURE ON COUNCIL FOOTPATH						
Class 'A' per week or part thereof equal or less than for 10m length	$74.00	$0.00	$78.00	N	S	GST Exempt
Plus additional 1m length	$7.40	$0.00	$8.00	N	S	GST Exempt
Class 'B' and 'C' per week or part thereof equal or less than for 10m length	$84.00	$0.00	$89.00	N	S	GST Exempt
Plus additional 1m length	$8.40	$0.00	$9.00	N	S	GST Exempt
ROADS NETWORK						
FOOTPATHS & CYCLEWAYS						
FOOTPATH RESTORATION CHARGE						
Restoration to agreed standard by prior arrangement - service requested by applicant						
Charge to cover costs of restoring road and footpath openings.						
Brick Paving			Actual Cost	Y	FCR	10%
Brick Paving Concrete Base			Actual Cost	Y	FCR	10%
ASPHALT						
Per m2 (Up to 5m2)	$297.00	$28.36	$312.00	Y	FCR	10%
Per m2 (Over 5m2)	$278.00	$26.55	$292.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ASPHALT *[continued]*						
Minimum Charge	$1,435.00	$137.00	$1,507.00	Y	FCR	10%
CONCRETE						
Per m2 (Up to 5m2)	$444.00	$42.73	$470.00	Y	FCR	10%
Per m2 (Over 5m2)	$434.00	$41.45	$456.00	Y	FCR	10%
Minimum Charge	$2,216.00	$211.55	$2,327.00	Y	FCR	10%
ROADS RESTORATION CHARGE						
Charge to cover costs of restoring road and footpath openings.						
Concrete			Actual Cost	Y	FCR	10%
BITUMEN SEAL, GRAVEL PAVEMENT						
per M2	$290.00	$27.73	$305.00	Y	FCR	10%
Minimum Charge	$1,302.00	$124.36	$1,368.00	Y	FCR	10%
ASPHALTIC SEAL, GRAVEL PAVEMENT						
per M2	$356.00	$34.09	$375.00	Y	FCR	10%
Minimum Charge	$1,442.00	$137.73	$1,515.00	Y	FCR	10%
APPLICATION FOR APPROVAL TO ERECT STRUCTURES & PERFORM WORKS WITHIN A ROAD FEE (SEC 138 ROADS ACT)						
Fee to cover administrative cost of processing application and supervision of quality of works.						
Compulsory Application Fee	$119.00	$0.00	$125.00	N	FCR	GST Exempt
Residential driveway inspection	$125.00	$0.00	$132.00	N	FCR	GST Exempt
Commercial/Industrial driveway inspection	$165.00	$0.00	$174.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
APPLICATION FOR APPROVAL TO ERECT STRUCTURES & PERFORM WORKS WITHIN A ROAD FEE (SEC 138 ROADS ACT) [continued]						
Rural driveway inspection	$211.50	$0.00	$222.00	N	FCR	GST Exempt
Note: Refers to properties outside the 60km/hr area in Dubbo and Wellington. Includes inspections in villages.						
Working in Road Reserve	$132.00	$0.00	$138.00	N	FCR	GST Exempt
DIAL BEFORE YOU DIG						
Onsite Consultation – per hour	$346.00	$33.09	$364.00	Y	FCR	10%
Charge to cover cost of consulting on site.						
RESTORATION INSPECTION FEE						
Fee to cover cost of inspecting works carried out on behalf of other bodies						
ROUTINE PER COMPLEX (TIME BASIS)						
per inspection	$194.00	$0.00	$204.00	N	FCR	GST Exempt
per hour	$194.00	$0.00	$204.00	N	FCR	GST Exempt
OTHER CHARGES						
Annual fee to cover the Administrative cost associated with regulating the use of footpath areas by commercial undertakings						
FOOTPATH DINING						
Application Fee (all dining per application)	$160.00	$0.00	$170.00	N	FCR	GST Exempt
Application period increased to two (2) years.						
DISPLAYED GOODS ON FOOTPATH FEE						
Annual application fee to cover administrative costs associated with footpath use						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DISPLAYED GOODS ON FOOTPATH FEE *[continued]*						
Application Fee	$160.00	$0.00	$170.00	N	MB	GST Exempt
PORTABLE SIGNS ON FOOTPATH FEE						
Fee to cover administrative costs associated with footpath use for two year period.						
Application Fee (Incorporating both application for first lease and renewal fee)	$160.00	$0.00	$170.00	N	MB	GST Exempt
FOOTPATH HIRE/USE OF FOOTPATH						
Charge for use of footpath, road or car park						
Market and Event Activity - Registered Charity	$280.00	$26.73	$294.00	Y	PCR	10%
Market and Event Activity - Not-for-Profit	$394.00	$37.64	$414.00	Y	PCR	10%
Market and Event Activity - Commercial	$502.00	$48.00	$528.00	Y	PCR	10%
COMMERCIAL HIRE FOR NON-MARKET ACTIVITY						
First 3 hours	$262.00	$25.00	$275.00	Y	MB	10%
per hour thereafter	$170.00	$16.36	$180.00	Y	MB	10%
Maximum 8 hours						
Phase 3 Power – per hour	$30.75	$2.95	$32.50	Y	MB	10%
OVER DIMENSIONED VEHICLE PERMIT APPLICATION						
Permit delegation under s.661(1)(b) of Heavy Vehicle National Law						
per application	$77.00	$0.00	$77.00	N	S	GST Exempt

STREET CLOSURE WITH BARRICADES CHARGE

Charge to cover the cost of closing streets at the request of various organisations

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
WORKING HOURS						
per crew hour – Minimum charge (5 hours)	$224.00	$21.36	$235.00	Y	FCR	10%
OUT OF HOURS						
per crew hour – Minimum charge (5 hours)	$324.00	$30.91	$340.00	Y	FCR	10%
ROAD CLOSURE						
ROAD CLOSURE ADVERTISING CHARGE						
Fee to cover actual advertising costs where organisations request road closures						
per application	$612.00	$0.00	$643.00	N	FCR	GST Exempt
ROAD CLOSURE (PERMANENT) FEE						
Fee to cover administration costs of application Council now does all of the public consultation.						
per application	$2,384.58	$0.00	$2,500.00	N	FCR	GST Exempt
CONTRACT WORKS						
Works carried out by Council for private individuals/companies						
Private Works – General			Quotation	Y	MB	10%
SEWERAGE SERVICES						
SEWERAGE SERVICES - DUBBO						
SEWERAGE CHARGES - RESIDENTIAL (S. 501)						
Charge is applicable to all residential properties to cover operational costs to allow funding for the augmentation of the sewerage system.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
RESIDENTIAL - SINGLE DWELLING, STRATA UNITS & VACANT LAND						
Annual Charge	$835.88	$0.00	$806.25	N	FCR	GST Free
RESIDENTIAL - MULTIPLE RESIDENCE PROPERTIES						
Charge applicable to each individual separate occupancy upon a single Residential parcel of land. (Includes non strata flats, units, villas and dwellings within Retirement villages.						
Annual Charge	No. of occupancies x Residential Single Dwelling Annual Charge x .5			N	FCR	GST Free
SEWERAGE CHARGES - NON RESIDENTIAL (S. 502)						
Quarterly Charge for actual use of service Based on the following pricing structure:-						
B = SDF x (AC + C x UC)						
B = Quarterly Sewerage Charge - Non Residential						
SDF = Sewerage Discharge Factor						
AC = (AC20 x D2/400)						
Charge is applied to all non residential properties to cover operational costs and to allow funding for the augmentation of the sewerage system.						
THIS EQUATES TO THE FOLLOWING ACCESS CHARGE (AC) FOR THE VARIOUS WATER CONNECTION SIZES:-						
This equates to the following Access Charge (AC) for the various water connection sizes:-						
20mm	Quarterly Amount $112.50 Annual Equivalent $450.00 **Last year fee** Quarterly Amount $109.95 Annual Equivalent $439.80			N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
THIS EQUATES TO THE FOLLOWING ACCESS CHARGE (AC) FOR THE VARIOUS WATER CONNECTION SIZES:- *[continued]*						
25mm			Quarterly Amount $175.78 Annual Equivalent $703.13 **Last year fee** Quarterly Amount $171.80 Annual Equivalent $687.19	N	FCR	GST Exempt
32mm			Quarterly Amount $288.00 Annual Equivalent $1,152.00 **Last year fee** Quarterly Amount $281.47 Annual Equivalent $1,125.89	N	FCR	GST Exempt
40mm			Quarterly Amount $450.00 Annual Equivalent $1,800.00 **Last year fee** Quarterly Amount $439.80 Annual Equivalent $1,759.20	N	FCR	GST Exempt
50mm			Quarterly Amount $703.13 Annual Equivalent $2,812.50 **Last year fee** Quarterly Amount $687.19 Annual Equivalent $2,748.75	N	FCR	GST Exempt
65mm			Quarterly Amount $1,188.28 Annual Equivalent $4,753.13 **Last year fee** Quarterly Amount $1,161.35 Annual Equivalent $4,645.39	N	FCR	GST Exempt
80mm			Quarterly Amount $1,800.00 Annual Equivalent $7,200.00 **Last year fee** Quarterly Amount $1,759.20 Annual Equivalent $7,036.80	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
THIS EQUATES TO THE FOLLOWING ACCESS CHARGE (AC) FOR THE VARIOUS WATER CONNECTION SIZES:- *[continued]*						
100mm			Quarterly Amount $2,812.50 Annual Equivalent $11,250.00 **Last year fee** Quarterly Amount $2,748.75 Annual Equivalent $10,995.00	N	FCR	GST Exempt
150mm			Quarterly Amount $6,328.13 Annual Equivalent $25,312.50 **Last year fee** Quarterly Amount $6,184.69 Annual Equivalent $24,738.75	N	FCR	GST Exempt
200mm			Quarterly Amount $11,250.00 Annual Equivalent $45,000.00	N	FCR	GST Exempt

USAGE CHARGE

The Access Charge (AC) is applicable to each water service connected to a property in accordance with the size of the meter fitted to the service.

D = Water Supply Service Connection Size

C = Annual Water Consumption

UC = Usage Charge

Usage Charge	$2.40	$0.00	$2.50	N	FCR	GST Exempt
Minimum Quarterly Sewerage Charge – Non Residential	$208.97	$0.00	$201.56	N	FCR	GST Exempt

LIQUID TRADE WASTE CHARGES

Charge as per Liquid Trade Waste Policy, indexed in accordance with Policy

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
APPLICATION FOR APPROVAL TO DISCHARGE TRADE WASTE TO SEWER						
Concurrence Classification A	$330.15	$0.00	$338.40	N	FCR	GST Exempt
Concurrence Classification B	$330.15	$0.00	$338.40	N	FCR	GST Exempt
Concurrence Classification C	$453.15	$0.00	$464.48	N	FCR	GST Exempt
Concurrence Classification S	$453.15	$0.00	$464.48	N	FCR	GST Exempt
ANNUAL TRADE WASTE FEE						
In accordance with Trade Waste Policy						
Charging Category 1 Discharger – Per year	$106.61	$0.00	$109.27	N	FCR	GST Exempt
Charging Category 2, 2S Discharger – Per Year	$213.19	$0.00	$218.52	N	FCR	GST Exempt
Charging Category 3 Discharger – Per year	$713.54	$0.00	$731.38	N	FCR	GST Exempt
RE-INSPECTION FEE						
In accordance with Trade Waste Policy						
per re-inspection	$99.08	$0.00	$101.56	N	FCR	GST Exempt
TRADE WASTE USAGE CHARGE						
Charging Category 1 Discharger with appropriate pre-treatment			No Charge	N	FCR	GST Free
Charging Category 1 Discharger without appropriate pre-treatment – per kilolitre	$2.14	$0.00	$2.19	N	FCR	GST Free
Charging Category 2 Discharger with # appropriate pre-treatment – per kilolitre	$2.14	$0.00	$2.19	N	FCR	GST Free
Charging Category 2 Discharger without appropriate pre-treatment – per kilolitre	$18.25	$0.00	$18.70	N	FCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
EXCESS MASS CHARGES PER KILOGRAM						
Charges apply for large/industrial dischargers (Charging Category 3) for all wastes that exceed concentration of pollutants in domestic sewage. Formula applies with pollutant rates of charges per kilogram (kg).						
Aluminium	$0.89	$0.00	$0.91	N	FCR	GST Free
Ammonia (as N)	$2.71	$0.00	$2.78	N	FCR	GST Free
Arsenic	$89.62	$0.00	$91.68	N	FCR	GST Free
Barium	$44.80	$0.00	$45.92	N	FCR	GST Free
Biochemical Oxygen Demand (BOD)	$0.89	$0.00	$0.91	N	FCR	GST Free
Boron	$0.89	$0.00	$0.91	N	FCR	GST Free
Bromine	$17.93	$0.00	$18.38	N	FCR	GST Free
Cadmium	$415.07	$0.00	$424.62	N	FCR	GST Free
Chlorinated Hydrocarbons	$44.80	$0.00	$45.92	N	FCR	GST Free
Chlorinated Phenolic	$1,792.00	$0.00	$1,836.80	N	FCR	GST Free
Chlorine	$1.81	$0.00	$1.86	N	FCR	GST Free
Chromium	$29.88	$0.00	$30.63	N	FCR	GST Free
Cobalt	$18.26	$0.00	$18.72	N	FCR	GST Free
Copper	$18.26	$0.00	$18.72	N	FCR	GST Free
Cyanide	$89.63	$0.00	$91.87	N	FCR	GST Free
Fluoride	$4.49	$0.00	$4.60	N	FCR	GST Free
Formaldehyde	$1.81	$0.00	$1.86	N	FCR	GST Free
Oil & Grease (Total O&G)	$1.63	$0.00	$1.67	N	FCR	GST Free
Herbicides/defoliants	$896.63	$0.00	$919.05	N	FCR	GST Free
Iron	$1.81	$0.00	$1.86	N	FCR	GST Free
Lead	$44.93	$0.00	$45.96	N	FCR	GST Free
Lithium	$8.97	$0.00	$9.19	N	FCR	GST Free
Manganese	$8.97	$0.00	$9.19	N	FCR	GST Free
Mercaptan	$89.63	$0.00	$91.87	N	FCR	GST Free
Mercury	$2,987.09	$0.00	$3,061.77	N	FCR	GST Free
Methylene Blue Active Substances (MBAS)	$0.89	$0.00	$0.91	N	FCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
EXCESS MASS CHARGES PER KILOGRAM *[continued]*						
Molybdenum	$0.89	$0.00	$0.91	N	FCR	GST Free
Nickel	$29.88	$0.00	$30.63	N	FCR	GST Free
Nitrogen* (Total Kjeldahl Nitrogen – Ammonia) as N	$0.24	$0.00	$0.25	N	FCR	GST Free
Organoarsenic Compounds	$896.63	$0.00	$919.05	N	FCR	GST Free
Pesticides general (excludes organochlorines and organophosphates)	$896.63	$0.00	$919.05	N	FCR	GST Free
Petroleum Hydrocarbons (non-flammable)	$2.98	$0.00	$3.05	N	FCR	GST Free
Phenolic Compounds (non-Chlorinated)	$8.98	$0.00	$9.19	N	FCR	GST Free
Phosphorus (Total P)	$1.81	$0.00	$1.86	N	FCR	GST Free
Polynuclear Aromatic Hydrocarbons	$18.26	$0.00	$18.72	N	FCR	GST Free
Selenium	$63.07	$0.00	$64.65	N	FCR	GST Free
Silver	$1.66	$0.00	$1.70	N	FCR	GST Free
Sulphate (SO4)	$0.40	$0.00	$0.41	N	FCR	GST Free
Sulphide	$1.81	$0.00	$1.86	N	FCR	GST Free
Sulphite	$1.99	$0.00	$2.04	N	FCR	GST Free
Suspended Solids (SS)	$1.17	$0.00	$1.20	N	FCR	GST Free
Thiosulphate	$0.34	$0.00	$0.35	N	FCR	GST Free
Tin	$8.96	$0.00	$9.18	N	FCR	GST Free
Total Dissolved Solids	$0.25	$0.00	$0.26	N	FCR	GST Free
Uranium	$8.97	$0.00	$9.19	N	FCR	GST Free
Zinc	$18.26	$0.00	$18.72	N	FCR	GST Free

NON COMPLIANCE CHARGES

NON-COMPLIANCE PH CHARGE

Value of coefficient K in equation 3 of TW Policy	$0.49	$0.00	$0.50	N	FCR	GST Free

NON COMPLIANCE EXCESS MASS CHARGES - PER KILOGRAM (KG)

Applied where the discharge quality fail to comply with approved concentration limits of substances specified in approval conditions. Formula applies with pollutant rates of charges per kg.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
TANKERED HUMAN WASTE CHARGES (CHARGING CATEGORY 2S) - PER KILOLITRE(KL)						
Septage, Septic Tank, Pan, Chemical Toilet	$26.55	$0.00	$27.21	N	S	GST Free
TRADE WASTE SAMPLING						
Sampling Cost of trade waste in accordance with the trade waste dischargers' condition of approval			Actual Cost + 12.5%	N	FCR	GST Exempt
ACCESS KEY FOR SEPTAGE RECEIVAL STATION						
Purchase of Access or Replacement Key for Septage Receival Station	$44.13	$0.00	$45.00	N	FCR	GST Exempt
DISCONNECTION OF PREMISES FROM SEWERAGE						
Subsidised to encourage proper disconnection.						
Disconnection – per premises, to property line			No Charge	N	NC	N/A
SEWER HEADWORKS - DEVELOPER CONTRIBUTIONS						
In accordance with S64 of all Council's Developer Servicing Plan Contributions are payable at the following catchment based rates:-						
Contributions required from Developers in accordance with the Sewerage Headworks Contribution Policy which was adopted by Council in 2002.						
CONTRIBUTIONS ARE PAYABLE AT THE FOLLOWING CATCHMENT BASED RATES:- CITY PRECINCT						
per Equivalent Tenement	$6,235.30	$0.00	$6,696.75	N	PCR	GST Exempt
CONTRIBUTIONS ARE PAYABLE AT THE FOLLOWING CATCHMENT BASED RATES:- CAMP ROAD PRECINCT						
per Equivalent Tenement	$2,491.00	$0.00	$2,675.35	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SEWER HEADWORKS - OTHER						
The sewer headworks charge is payable whenever a new lot is connected to the sewerage system, or an existing lot increases its use of the sewerage service. A payment of a Developer Contribution is not appropriate. The sewerage headworks charge is identical to that of the appropriate Developer Contribution were is able to be levied.						
Headworks fee partially covers the cost of extending the sewerage service						
CONTRIBUTIONS ARE PAYABLE AT THE FOLLOWING CATCHMENT BASED RATES:- CITY PRECINCT						
per Equivalent Tenement	$6,991.83	$0.00	$7,509.13	N	PCR	GST Exempt
CONTRIBUTIONS ARE PAYABLE AT THE FOLLOWING CATCHMENT BASED RATES:- CAMP ROAD PRECINCT						
per Equivalent Tenement	$2,333.35	$0.00	$2,506.00	N	PCR	GST Exempt
PRESSURE SEWERAGE SUPPLY & INSTALLATION CONTRIBUTION						
These charges are payable in addition to the appropriate Developer Contributions Sewer Headworks (Sec. 64) - for works carried out on the customers property						
Contribution by developers or applicants towards the Supply/Installation of Pressure Sewerage Units where Council has approved the use of pressure sewerage. Council retains ownership of installed assets only when they fall within councils specific pressure sewer areas as outlined in the development applications (DA).						
Supply & Installation standard/non standard	Actual Cost + 12.5%			N	FCR	GST Free
SEWERAGE WORK						
Installation of Property Junction – Council Main	Actual Cost + 12.5%			N	FCR	GST Exempt
Construction of Manhole on existing Council Sewerage Main.	Actual Cost +12.5%			N	FCR	GST Exempt
Work on private sewer main or internal property plumbing or drainage.	Actual Cost + 12.5%			N	FCR	GST Exempt
*Council reserves the right to decline this work.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SEWERAGE SERVICES - WELLINGTON						
DOMESTIC ANNUAL CHARGE :						
Annual Charge	$0.00	$0.00	$806.25	N	FCR	GST Exempt
NON RESIDENTIAL ANNUAL CHARGES :						
20mm			Quarterly Amount $112.50 Annual Equivalent $450.00 **Last year fee** Quarterly Amount $97.64 Annual Equivalent $390.56	N	FCR	GST Exempt
25mm			Quarterly Amount $175.78 Annual Equivalent $703.13 **Last year fee** Quarterly Amount $152.56 Annual Equivalent $610.25	N	FCR	GST Exempt
32mm			Quarterly Amount $288.00 Annual Equivalent $1,152.00 **Last year fee** Quarterly Amount $249.96 Annual Equivalent $999.83	N	FCR	GST Exempt
40mm			Quarterly Amount $450.00 Annual Equivalent $1,800.00 **Last year fee** Quarterly Amount $390.56 Annual Equivalent $1,562.24	N	FCR	GST Exempt
50mm			Quarterly Amount $703.13 Annual Equivalent $2,812.50 **Last year fee** Quarterly Amount $610.25 Annual Equivalent $2,441.00	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
NON RESIDENTIAL ANNUAL CHARGES : [continued]						
65mm			Quarterly Amount $1,188.28 Annual Equivalent $4,753.13	N	FCR	GST Exempt
80mm			Quarterly Amount $1,800.00 Annual Equivalent $7,200.00 **Last year fee** Quarterly Amount $1,562.24 Annual Equivalent $6,248.96	N	FCR	GST Exempt
100mm			Quarterly Amount $2,812.50 Annual Equivalent $11,250.00 **Last year fee** Quarterly Amount $2,441.00 Annual Equivalent $9,764.00	N	FCR	GST Exempt
150mm			Quarterly Amount $6,328.13 Annual Equivalent $25,312.50 **Last year fee** Quarterly Amount $5,492.25 Annual Equivalent $21,969.00	N	FCR	GST Exempt
200mm			Quarterly Amount $11,250.00 Annual Equivalent $45,000.00	N	FCR	GST Exempt
USAGE CHARGE						
Sewer Non Rateable Property Access Charge						
Domestic	$0.00	$0.00	$0.00	N	FCR	GST Exempt
Sewer Residential Usage Charge						
Usage Charge	$1.04	$0.00	$2.50	N	FCR	GST Exempt
Sewer Non Residential Usage Charge						
Minimum Quarterly Sewerage Charge – Non Residential	$183.11	$0.00	$201.56	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SEWERAGE - DEVELOPER CONTRIBUTION UNDER S.64						
The following fees are set in accordance with Council's Development Servicing Plan No 1 :						
Wellington Sewerage (Per ET)	$2,000.42	$0.00	$2,148.50	N	REG	GST Exempt
Geurie Sewerage (Per ET)	$5,280.12	$0.00	$5,670.85	N	REG	GST Exempt
Mumbil Sewerage (Per ET)	$4,621.93	$0.00	$4,964.00	N	REG	GST Exempt

STORMWATER

STORMWATER - DUBBO

DEVELOPER CONTRIBUTIONS - DRAINAGE HEADWORKS (SEC.7.11)

Contributions required from Developers in accordance with the Section 7.11 "Drainage Schemes Headworks" Contribution policy which includes an ABS indexation figure based on cost increases in the Australian Water Industry generally.

MACQUARIE RIVER EAST BANK DRAINAGE DIVISION

1.1 – East Dubbo Drainage (Erskine Street Outfall)	$16,521.61	$0.00	$17,143.80	N	PCR	GST Exempt
(Note: all land east of Wheelers Lane have no further contributions to catchment 1.1)						
1.3 – Talbragar Street Drain	$18,467.25	$0.00	$19,163.55	N	PCR	GST Exempt
1.4 – Church Street Drain	$13,532.00	$0.00	$14,041.65	N	PCR	GST Exempt
1.5 – Wingewarra Street Drain	$1,107.35	$0.00	$1,149.10	N	PCR	GST Exempt
1.6 – Bultje Street Drain	$8,726.10	$0.00	$9,055.25	N	PCR	GST Exempt
1.7 – Cobra Street Drain	$8,726.10	$0.00	$9,055.25	N	PCR	GST Exempt
1.8 – Tamworth Street Outfall	$24,111.20	$0.00	$25,020.75	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
MACQUARIE RIVER EAST BANK DRAINAGE DIVISION *[continued]*						
1.9 – Dianne Street Outfall	$21,284.10	$0.00	$22,085.75	N	PCR	GST Exempt
1.12 – Margaret Crescent	$17,179.05	$0.00	$17,826.40	N	PCR	GST Exempt
MACQUARIE RIVER WEST BANK DRAINAGE DIVISION						
2.4 – Victoria Street Drain	$16,410.25	$0.00	$17,029.20	N	PCR	GST Exempt
2.5 – Alfred Street Drain	$5,307.55	$0.00	$5,507.80	N	PCR	GST Exempt
2.7 – West Dubbo Main Drain	$11,257.20	$0.00	$11,681.65	N	PCR	GST Exempt
(Note: lands covered by the separate deed agreement between Council & Hughes Development P/L contributions of $76.00 per residential allotment)						
2.8 – Spears Drive Outfall	$3,424.35	$0.00	$3,553.45	N	PCR	GST Exempt
(Note: Housing Commission Site 7129 Stage 2 has no further contribution to catchment 2.8)						
TROY CREEK DRAINAGE DIVISION						
4.1 – Troy Creek Trunk Drainage Scheme	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.3 – North Dubbo Drainage Scheme	$30,897.10	$0.00	$32,061.90	N	PCR	GST Exempt
4.4 – Samuels Estate Drainage	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.5 – Moffat Estate Drainage	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.6 – Purvis Lane Drainage Scheme	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.7 – "Yarrandale" Future Scheme	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.8 – Merrilea Lane Drainage	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
TROY CREEK DRAINAGE DIVISION *[continued]*						
4.9 – Housing Commission (Apollo Outfall)	$24,478.85	$0.00	$25,400.70	N	PCR	GST Exempt
(Note: Housing Commission Site 3877 has no further contributions to catchment 4.9)						
4.1 – Racecourse Drainage Scheme – per lot	$884.35	$0.00	$917.70	N	PCR	GST Exempt
4.1 – Racecourse Drainage Scheme – per hectare	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.11 – Ballimore Park Drainage Scheme	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.12 – Boogadah West Drainage Scheme	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.13 – St Georges Terrace Drainage Scheme	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.14 – Pine Knoll Drainage	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.15 – Stage 9 Outfall	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.16 – Sheraton Meadows Trunk Drainage	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.17 – Kentucky Court	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.18 – Boogadah East Drainage Scheme	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
4.19 – Pontil Outfall	$10,025.30	$0.00	$10,402.95	N	PCR	GST Exempt
SOUTH WEST DUBBO DRAINAGE DIVISION						
6.1 – Leavers Street Outfall	$3,927.94	$0.00	$4,075.90	N	PCR	GST Exempt
6.2 – East Delroy Outfall	$3,911.00	$0.00	$4,058.35	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SOUTH WEST DUBBO DRAINAGE DIVISION *[continued]*						
6.3 – West Delroy Outfall	$4,433.50	$0.00	$4,600.70	N	PCR	GST Exempt
DEVELOPER CONTRIBUTIONS - DUBBO SOUTH-EAST STORMWATER DRAINAGE (SECTION 7.11 CONTRIBUTIONS)						
DUBBO SOUTH-EAST STORMWATER DRAINAGE						
Keswick - per lot	$4,373.80	$0.00	$4,538.45	N	PCR	GST Exempt
Southlakes - per lot	$1,369.05	$0.00	$1,420.70	N	PCR	GST Exempt
Southlakes Shopping Centre - per lot	$45,000.25	$0.00	$46,697.80	N	PCR	GST Exempt
Magnolia - per lot	$727.55	$0.00	$755.00	N	PCR	GST Exempt
Schools East - per lot	$2,936.60	$0.00	$3,047.40	N	PCR	GST Exempt
Blueridge - per lot	$2,609.95	$0.00	$2,708.35	N	PCR	GST Exempt
Schools West - per lot	$2,674.70	$0.00	$2,775.55	N	PCR	GST Exempt
Starjest - per lot	$2,610.05	$0.00	$2,708.35	N	PCR	GST Exempt
STORMWATER DRAINAGE ANNUAL CHARGE (S501)						
Annual charge to finance the provision of and operation and maintenance of catchment management facilities						
ANNUAL FEE						
Per rateable parcel within the defined "urban" area	$103.06	$0.00	$106.87	N	S	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

TRAFFIC MANAGEMENT

DEVELOPER CONTRIBUTION

Contributions required from developers in lieu of providing physical Carparking. Funds provided to enable provision of Carparking on a centralised basis.

CARPARKING (SECTION 94)

Per car space not physically provided	$28,126.00	$0.00	$29,624.55	N	PCR	GST Exempt

Note: Based on CPI (Price Index for Non Residential Building Construction Catalogue Reference 6427.0/15/3020 (Aust.) in required contribution and a reduction in the discount applied to 0.17% following consideration of the Adopted Section 94 Urban Roads and Carparking Contribution Plan as exhibited Feb/March 2003.

LEASE

Fee to cover administrative costs of approval. Note a separate charge is applicable to cover the cost of barricading to ensure that the space is secured.

ON STREET CAR PARKING SPACE FEE

per space per day	$139.00	$13.27	$146.00	Y	MB	10%
booking fee for per hour leasing	$23.00	$2.18	$24.00	Y	MB	10%
per hour	$23.00	$2.18	$24.00	Y	MB	10%

INFORMATION, DIRECTIONAL & STREET SIGNS CHARGE

Charge to cover cost of installation and perpetual maintenance cost.

SIGN SIZE UNDER .4M2

minimum charge	$766.00	$72.73	$800.00	Y	PCR	10%

SIGN SIZE OVER .4M2

per M2	$1,692.00	$161.36	$1,775.00	Y	PCR	10%

DEVELOPER CONTRIBUTIONS

Contributions in accordance with Section 7.11 Contribution Plan "Urban Roads"

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
URBAN ROADS (SECTION 94)						
Residential (per trip)	$633.10	$0.00	$666.85	N	PCR	GST Exempt
Note 1: Based on CPI (Price Index for Non Residential Building Construction Catalogue Reference 6427.0/15/3020 Aust) in required contribution and reduction of the discount applied at a level of 5.42% as were the rate in 2006/2007.						
Commercial (per trip)	$421.30	$0.00	$443.80	N	PCR	GST Exempt
Industrial (per trip)	$562.15	$0.00	$592.10	N	PCR	GST Exempt
Note 2: Based on CPI (Price Index for materials used in Building - other Non Residential Building Construction Catalogue Reference 6427.0/15/3020 Aust). in required contribution and reduction of the discount applied at a level of 36.95% as was the rate in 2006/2007.						
Plan administration (all categories) – per trip	$6.00	$0.00	$6.35	N	PCR	GST Exempt

LINEMARKING/DRIVEWAYS CHARGE

Charge to cover Administration and linemarking costs

PAVEMENT MARKING

per site	$258.00	$0.00	$271.00	N	FCR	GST Exempt

WATER SUPPLY

WATER SUPPLY - DUBBO

WATER SERVICE ACCESS CHARGE (S. 501)

Charge for access of the property to Council's drinking water reticulation. The charge is dependent on the size of the water meter and is billed quarterly.

Annual charge to cover the cost of making a Water Service available to a property

METER SIZE

20mm	$293.56	$0.00	$301.75	N	FCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
METER SIZE *[continued]*						
25mm	$457.95	$0.00	$471.48	N	FCR	GST Free
32mm	$751.48	$0.00	$772.48	N	FCR	GST Free
40mm	$1,174.19	$0.00	$1,207.00	N	FCR	GST Free
50mm	$1,834.68	$0.00	$1,885.94	N	FCR	GST Free
65mm	$3,099.86	$0.00	$3,187.23	N	FCR	GST Free
80mm	$4,696.77	$0.00	$4,828.00	N	FCR	GST Free
100mm	$7,338.70	$0.00	$7,543.75	N	FCR	GST Free
150mm	$16,520.85	$0.00	$16,973.44	N	FCR	GST Free
200mm	$29,355.52	$0.00	$30,175.00	N	FCR	GST Free

BACKFLOW PREVENTION

Charge to cover the cost of annual testing if not carried out by the property owner.

BACKFLOW PREVENTION DEVICE TESTING FEE

Charged to customers who do not provide certification of testing and the testing of the backflow device has to be performed by Council.			Actual Cost + 12.5%	N	FCR	GST Exempt

BACKFLOW PREVENTION DEVICE INSTALLATION FEE

Charge to cover the cost for the supply and installation of a Backflow Prevention Device, where appropriate, if a property owner refuses to install the device.

Charge to customers for failure to install and appropriate Backflow Prevention Device and for the work has to be performed by Council.			Actual Cost +12.5%	N	FCR	GST Exempt

DRINKING WATER SUPPLY USAGE CHARGE (S. 502)

Charge for supply of all drinking water supplied to the property on a consumption year basis.

Charge recovers the cost of production of water and other operational costs

DRINKING WATER TO RESIDENTIAL PROPERTIES

All Consumption – per Kilolitre	$2.22	$0.00	$2.28	N	FCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DRINKING WATER TO NON RESIDENTIAL PROPERTIES						
All Consumption – per Kilolitre	$2.22	$0.00	$2.28	N	FCR	GST Free
NON DRINKING BORE WATER USAGE CHARGE						
ALL CONSUMPTION						
per kilolitre	$0.45	$0.00	$0.46	N	FCR	GST Free
WATER HEADWORKS						
Contributions required from developers in accordance with Council's Water Supply Headworks Contributions Policy which was adopted by Council in 2001.						
Note: Indexing is based on the CPI for "Public Enterprise State and Local - Water Supply and Sewerage" as per Sec. 3.7 of the Contribution Plan						
DEVELOPER CONTRIBUTIONS (SEC.64)						
In the defined City Precinct – per ET	$6,235.30	$0.00	$6,696.75	N	PCR	GST Exempt
In the defined Camp Road Precinct – Per ET	$2,491.00	$0.00	$2,675.35	N	PCR	GST Exempt
OTHER						
The water headworks charge is payable whenever a new lot is connected to the water supply system, or an existing lot increases its use of the water supply, and payment of a Developer Contribution is not appropriate. The water supply headworks charges is identical to that of the appropriate Water Developer Contributions, were it able to be levied.						
Headworks fee partially covers the cost of extending the water supply service.						
In the defined City Precinct – Per ET	$5,825.17	$0.00	$6,256.25	N	PCR	GST Exempt
In the defined Camp Road Precinct – per ET	$2,333.35	$0.00	$2,506.05	N	PCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
PROPERTY SERVICE CONNECTION						
PROPERTY SERVICE CONNECTION						
Fee to cover supply, installation of water meter and commissioning of water service upon customer request			Actual Cost + 12.5%	N	FCR	GST Exempt
WHERE COUNCIL AGREES TO CONSTRUCT SERVICE CONNECTIONS NOTE: COUNCIL RESERVES THE RIGHT NOT TO UNDERTAKE THESE WORKS.						
Fee to cover costs of connection of water service to new developments and periodic replacement of meter assembly.						
For developments where one, or a number of single house service connections are required			Actual Cost + 12.5%	N	FCR	GST Exempt
WATER METER CHARGES - OTHER						
WATER METER TEST FEES						
(Charges will be reimbursed if meter found to be more than 4% in error)						
Fee to cover the cost of testing water meter at the request of the consumer. New Commonwealth Government Regulations state that only registered laboratories are able to undertake testing of water meters.						
for all sizes of water Meters			Actual Cost	N	FCR	GST Free
SPECIAL READING OF METER ON CONSUMER REQUEST (PAID IN ADVANCE)						
Fee to cover the cost of reading or re-reading a water meter where calculating the pro rata fees is at the consumer's request or access is not available.						
(Example: A final reading for the sale of property).						
Special Reading of Meter	$98.80	$0.00	$101.30	N	FCR	GST Free
WATER METER REPLACEMENT FEE						
Fee to cover the cost of replacing water meter						
Replace Water Meter			Actual Cost +12.5%	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
REPAIR OF DAMAGE TO WATER METER ASSEMBLY						
Charge to property owner to repair damage to water meter assembly at property unless Council receives written advice from another that he/she caused damage and will pay actual cost of repair.			Actual Cost + 12.5%	N	FCR	GST Free
WATER METER COVERS						
Water Meter Frost Cover - 20mm & 25mm only			Actual Cost + 12.5%	Y	FCR	GST Free
DISCONNECTION, REMOVAL OF UNWANTED SERVICE						
Charge set at zero to encourage property owners to report these to Council						
All sizes, per request by property owner. Note that if a replacement water service or reconnection is required in future, at the time the property owner will have to pay the appropriate fee			No Charge	N	NC	N/A
INSTALLATION OF TAMPER PROOF DEVICE						
Charge set to recover anticipated cost.						
Cost to Supply and install tamper proof meter device	$233.23	$0.00	$239.10	N	FCR	GST Free
OTHER WATER SUPPLY WORK						
Works carried out to private water mains or internal property plumbing.			Actual Cost + 12.5%	Y	FCR	GST Free
*Council reserves the right to decline this work.						
DRAW DRINKING WATER FROM WATER FILLING STATIONS						
Purchase of Access Key or Replacement Key	$44.13	$0.00	$45.00	N	FCR	GST Free
Bulk Drinking Water Charge – per kilolitre	$4.10	$0.00	$4.20	N	FCR	GST Free
Holders of access keys receive monthly water accounts. Charge to cover the cost of water treatment, distribution and costs to effect supply from a hydrant (if permitted) or from an unattended metered overhead standpipe.						
FIREFLOW						
Fees to cover costs of calculation and issue letter.						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INVESTIGATION FEE						
Applicant must state water demand to be modelled.						
per application	$264.75	$0.00	$271.38	N	FCR	GST Exempt
Further investigations eg. field test			At cost + 12.5%	N	FCR	GST Exempt
OTHER CHARGES - WATER						
Fee to carry out other water supply work.						
Install Flow Restrictor	$193.32	$0.00	$198.15	N	FCR	GST Exempt
Remove Flow Restrictor	$193.32	$0.00	$198.15	N	FCR	GST Exempt
PRIVATE WORKS						
Charges will be individually estimated and quoted to client. Quotes are valid for 3 months and will be based on full cost recovery.						
Cost to undertake private works at customers request on Council assets. Council will provide a quotation based on the expected actual cost of the work.			Actual Cost + 12.5%	N	FCR	GST Free
WATER SUPPLY - WELLINGTON						
ACCESS CHARGE						
Water Access Charges - Annual						
20mm	$545.73	$0.00	$301.75	N	FCR	GST Free
The Availability Charge is charged per meter						
25mm	$844.34	$0.00	$471.48	N	FCR	GST Free
32mm	$1,389.93	$0.00	$772.48	N	FCR	GST Free
40mm	$2,171.27	$0.00	$1,207.00	N	FCR	GST Free
50mm	$3,388.93	$0.00	$1,885.94	N	FCR	GST Free

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ACCESS CHARGE [continued]						
80mm	$8,684.61	$0.00	$4,828.00	N	FCR	GST Free
100mm	$13,572.52	$0.00	$7,543.75	N	FCR	GST Free
150mm	$30,528.06	$0.00	$16,973.44	N	FCR	GST Free
CONSUMPTION CHARGE						
DOMESTIC :						
Water usage or consumption charges						
0 – 300	$2.42	$0.00	$2.28	N	FCR	GST Free
301 – 500	$2.47	$0.00	$2.28	N	FCR	GST Free
501 – 10000	$2.65	$0.00	$2.28	N	FCR	GST Free
10001 and above	$2.86	$0.00	$2.28	N	FCR	GST Free
COMMERCIAL :						
Water usage or consumption charges						
0 – 300	$1.67	$0.00	$2.28	N	FCR	GST Free
301 – 500	$1.80	$0.00	$2.28	N	FCR	GST Free
501 – 10000	$2.19	$0.00	$2.28	N	FCR	GST Free
10001 and above	$2.75	$0.00	$2.28	N	FCR	GST Free
OTHER CHARGES - WATER						
Fee to carry out other water supply						
Disconnection of Supply at Owners Request - all sizes			No Charge	N	FCR	GST Exempt
If a replacement water service or reconnection is required in the future, at the time the property owner will have to pay the appropriate fee.						
Re-Connection of Supply			Actual Cost + 12.5%	N	FCR	GST Free
Charges will be individually estimated and quoted to client. Quotes are valid for 3 months and will be based on full cost recovery						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
WATER - DEVELOPER CONTRIBUTION UNDER S.64						
The following fees are set in accordance with Council's Development Servicing Plan No 1: D2015/001518						
Wellington Water Supply (Per ET)	$5,542.63	$0.00	$5,952.80	N	REG	GST Exempt
Geurie Water Supply (Per ET)	$12,334.32	$0.00	$13,247.10	N	REG	GST Exempt
Mumbil Water Supply (Per ET)	$2,321.04	$0.00	$2,492.80	N	REG	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
ORGANISATIONAL PERFORMANCE						
CORPORATE GOVERNANCE						
GOVERNMENT INFORMATION (PUBLIC ACCESS) ACT 2009						
Charge for processing GIPA Applications and charge to cover the cost of providing copies						
APPLICATION FEE						
per application	$30.00	$0.00	$30.00	N	S	GST Exempt
PROCESSING CHARGE						
per hour for each hour of processing time	$30.00	$0.00	$30.00	N	S	GST Exempt
CIVIC ADMINISTRATION BUILDING						
CIVIC ADMINISTRATION BUILDING - MEETING ROOM HIRE						
Charge for use of Meeting Room facilities.						
USE OF COUNCIL CHAMBER AND CONFERENCE ROOM AREA (ACTIVITIES ASSOCIATED WITH COUNCIL)						
per half day or part thereof (Minimum Charge)	$105.00	$9.82	$108.00	Y	MB	10%
per day	$178.00	$16.64	$183.00	Y	MB	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

DUBBO REGIONAL AIRPORT

AIRPORT PASSENGER FEES

PASSENGER FEE SUBSIDY – NEW ROUTES
Upon application and approval in writing to the Chief Executive Officer, Council provides a passenger fee subsidy for new routes not being effectively served by an airline, or are a new route introduced into the Dubbo market. This subsidy is not available to routes that are operating under another government subsidy. The subsidy would reduce such passenger fees from $18.32 per person, to a zero amount per person and would be provided in support of developing new routes.

Note: all 'Passenger and Checked Baggage Screening – per passenger' fees remain applicable. There are not any Council subsidies for security screening.

Note: Western Sydney Port does not qualify as a new route.

Note: Routes that were previously serviced by another airline through Dubbo Regional Airport to not qualify as new routes.

ROUTE VIABILITY ASSISTANCE PROGRAM
Upon application and approval in writing to the Chief Executive Officer, Council provides a passenger fee subsidy to support route viability offering 50% of passenger fees for a period of six (6) months. Assistance will be provided based on evidence of low viability including low load factors for continual three (3) month period. This program is only available to routes that have commenced or been established within the last three (3) years and can only be applied for once in a financial year.

Note: all accounts must be up to date with no arrears.

Note: the program can be accessed by an airline for an identified route for a maximum period of three (3) years.

Note: Routes undertaken by an Airline that has previously operated at Dubbo Regional Airport over three (3) years ago do not qualify.

PASSENGER AND CHECKED BAGGAGE SCREENING
In accordance with Department of Home Affairs guidelines all passengers and checked baggage is screened before entering the secure area of an Australian airport terminal.

Fees and charges associated with passenger and checked baggage screening (per passenger) are to cover the cost for the provision of these services. Council charges all RPT airlines proportionally based on share of total passengers.

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

AIRPORT PASSENGER FEES [continued]

Annual reviews will be undertaken on actual and projected passenger numbers on actual security screening costs and required adjustments to the per passenger fee will be made for the following. (*) Council will establish a passenger and checked baggage screening fee equalisation reserve to be reconciled and applied annually.

Note A: Airlines receiving any passenger and checked baggage screening fee funding subsidy from the Australian Government will be charged monthly in accordance with the subsidy program guidelines.

Note B: Australian Government passenger and checked baggage screening fee subsidies available to Council will be passed on in full or as per the subsidy program guidelines. Passenger and checked baggage screening fees may be waived during any subsidy periods or until such subsidy program allocations are expunged in full.

per passenger Dubbo; all locations excluding Far Western Region	$17.45	$1.67	$18.32	Y	IS	10%
per passenger.(Dubbo/West.Ports & charter)	$3.78	$0.36	$3.95	Y	IS	10%
Non RPT Flights except training flights - per tonne or part thereof						

AIRCRAFT LANDING FEES

Non RPT Aircraft - per 1000kg maximum take off weight (MTOW), pro rata *	$13.47	$1.27	$14.00	Y	IS	10%
* Non RPT Aircraft MTOW 1500kg and under - Saturday and Sundays (midnight to midnight) - to be charged 50% of Non RPT Landing Fee						
Training Flights - Aircraft undertaking circuit training within the Dubbo Airport Circuit to be charged 25% of Non RPT Landing Fee for each circuit				Y	PCR	10%
Training Flights - More than 250 flights per month - by application and commercial in confidence				Y	PCR	10%
Flight training – per month, per plane, by application	$80.00	$7.73	$85.00	Y	PCR	10%
Charity flights – approved by Chief Executive Officer			by application	Y	PCR	10%

AIRCRAFT PARKING FEES

Charges apply after 48 hours

Charge applies to all aircraft at our airport, or unless other arrangements are agreed in writing in advance.
(Note: minimum invoice amount $20.00)

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
AIRCRAFT PARKING FEES [continued]						
Charge per day per tonne (hard stand areas only)	$0.00	$0.27	$3.00	Y	PCR	10%
MEETING ROOM HIRE						
Charge for use of meeting room facilities.						
DUBBO TERMINAL MEETING ROOM						
per day	$180.00	$16.82	$185.00	Y	PCR	10%
first hour	$40.00	$4.00	$44.00	Y	PCR	10%
per hour - after first hour	$35.00	$3.45	$38.00	Y	PCR	10%
PARKING FEES						
Charge for use of security carpark.						
SECURE PARKING FEES						
per day (or part thereof)	$17.00	$1.59	$17.50	Y	PCR	10%
per week (7th day free)	$102.00	$9.55	$105.00	Y	PCR	10%
Lost Ticket Fee	$300.00	$28.18	$310.00	Y	IS	10%
PASSENGER AND CHECKED BAGGAGE SCREENING						
*Based on total passenger forecasts for 2023/2024						
per passenger	$0.00	$0.83	$9.10	Y	FCR	10%
WELLINGTON AERODROME AND RECREATION PARK						
AIRCRAFT LANDING FEES						
Non RPT Aircraft - per 1000kg maximum take off weight (MTOW), pro rata	$6.74	$0.91	$10.00	Y	PCR	10%
* Non RPT Aircraft MTOW 1500kg and under - Saturday and Sundays (midnight to midnight) - to be charged 50% of Non RPT Landing Fee						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
AIRCRAFT LANDING FEES [continued]						
Training Flights - Aircraft undertaking circuit training within the Wellington Aerodrome Circuit to be charged 25% of Non RPT landing rate for each circuit				Y	PCR	10%
Training Flights - more than 250 flights per month - by application and commercial in confidence				Y	PCR	10%
Flight training – per month, per plane, by application	$80.00	$7.73	$85.00	Y	PCR	10%
Charity flights – approved by Chief Executive Officer			by application	Y	PCR	10%
FACILITY HIRE						
Use of the Facility – Excluding runways (per day)	$360.00	$36.36	$400.00	Y	PCR	10%
Exclusive use of the Facility – Including runways (per day)	$595.00	$59.09	$650.00	Y	PCR	10%
Exclusive use of the Facility – Including runways (per day) – Drag related	$1,310.00	$124.55	$1,370.00	Y	PCR	10%
Inspection fee – Required post non flying event	$150.00	$25.45	$280.00	Y	PCR	10%
Event owners will be charged 'at cost' for any and all damages that are caused during the event, as per the event hire agreement.						
ADDITIONAL FEES						
Airport Reporting Officer Supervision Airside - per hour	$150.00	$14.55	$160.00	Y	PCR	10%
Airport Reporting Officer Supervision Airside outside normal operating hours, weekend, public holidays - per hour	$270.00	$26.36	$290.00	Y	PCR	10%

DUBBO REGIONAL LIVESTOCK MARKETS

FEES

Fees to provide funds sufficient to cover the operational and maintenance expenses and capital improvement requirements at the Livestock Markets and return a dividend to Council.

YARD DUES						
Cattle per head includes weighing where applicable	$10.11	$0.98	$10.82	Y	IS	10%
Bobby calves – per head (up to 80kg live weight)	$2.78	$0.27	$2.98	Y	IS	10%
Sheep – per head	$1.03	$0.10	$1.10	Y	IS	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
YARD DUES [continued]						
Goats – Commercial – per head	$1.59	$0.15	$1.70	Y	IS	10%
EU Accredited Cattle per head	$10.62	$1.03	$11.36	Y	IS	10%
5% premium on cattle charge.						
AGENTS LICENSE FEE						
Cattle per head	$1.17	$0.11	$1.26	Y	IS	10%
Bobby calves per head	$0.45	$0.04	$0.47	Y	IS	10%
Sheep per head	$0.45	$0.04	$0.47	Y	IS	10%
Goats per head	$0.63	$0.06	$0.68	Y	IS	10%
EU Accredited Cattle per head	$1.24	$0.12	$1.32	Y	IS	10%
OTHER CHARGES						
MISCELLANEOUS CHARGES						
Cancellation of Sale (Per Agent Involved)	$200.85	$19.54	$214.91	Y	IS	10%
New Agents Permit Fee	$11,185.30	$1,088.07	$11,968.80	Y	IS	10%
SUNDRY ITEMS						
(note: DRLM does not currently accept transit goats) (note 2: Transit charges apply to sale livestock if arriving more than 3 days before sale date and more than 3 days after a sale date. Excepting consignment stock which will be treated as transit stock if arriving more than 6 days before a sale date and more than 3 days after a sale date.)						
Transit Cattle - per head - per day	$2.27	$0.45	$5.00	Y	IS	10%
Transit Sheep - per head - per day	$0.26	$0.05	$0.50	Y	IS	10%
Transit Goats - per head - per day	$0.41	$0.07	$0.80	Y	IS	10%
Transit Horses - per head - per day	$27.81	$2.71	$29.76	Y	IS	10%
Administration Fee - Non booked transit livestock	$260.00	$27.27	$300.00	Y	IS	10%
Agistment (if available) - Cattle - per head - per day	$3.71	$0.36	$3.98	Y	IS	10%
Agistment (if available) - Sheep - per head - per day	$0.37	$0.04	$0.40	Y	IS	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
SUNDRY ITEMS [continued]						
Signage & Partnership Program	On application and by availability only, contracts available as per Program.			Y	IS	10%
Use of Facility - Non-sale Livestock	ie. drafting, distribution, animal husbandry, use of facility outside of feeder yards/stock pens, weighing DRLM Licenced Agents 50% of yard dues (if booked prior to use) Non DRLM Licenced Agent Scale Yard Dues Fee			Y	IS	10%
Professional Fees, eg Vet fees			at cost + 30%	Y	IS	10%
Droving Fees – per hour	$79.00	$8.18	$90.00	Y	IS	10%
DESTRUCTION & DISPOSAL FEES						
Large stock – per head (Note: fee includes waste (tip) charge of $75.00)	$123.60	$13.48	$148.32	Y	IS	10%
Small stock – per head (Note: fee includes waste (tip) charge of $29.00)	$41.20	$4.49	$49.44	Y	IS	10%
TRUCK WASH CHARGES						
Regular Large Vehicles (per minute)	$0.96	$0.10	$1.06	Y	IS	10%
Key Acquisition (per key)	$50.00	$4.55	$50.00	Y	IS	10%
MAINTENANCE FEE PER ANIMAL PER DAY WHERE ORGANISED BY COUNCIL, (WHERE FEEDING, ANIMAL HUSBANDRY AND VETERINARY CARE SERVICES ARE PROVIDED)						
Horse			at cost + 30%	N	IS	GST Exempt
Cattle			at cost + 30%	N	IS	GST Exempt
Sheep			at cost + 30%	N	IS	GST Exempt
Goat			at cost + 30%	N	IS	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INFRINGEMENT FEES						
In accordance with Saleyards Regulations.						
NON COMPLIANCE WITH SALEYARDS REGULATIONS						
per infringement	$250.00	$0.00	$300.00	N	IS	GST Exempt
FINANCIAL OPERATIONS						
OTHER CHARGES						
Fee to cover the cost of issuing Sect. 603 Certificates						
SECTION 603 CERTIFICATE FEE						
per certificate	$90.00	$0.00	$95.00	N	S	GST Exempt
Additional Urgency fee (if required within 16 working hours)	$50.00	$0.00	$50.00	N	S	GST Exempt
Guaranteed issue within 48 hours of payment						
SALE OF LAND FOR UNPAID RATES ADMINISTRATION CHARGE						
Charge to offset the Administrative cost associated with proceedings to sell land for unpaid rates under Section 713(2) of the Local Government Act						
per property	$750.00	$0.00	$775.00	N	PCR	GST Exempt
RETURNED PAYMENT						
Fee to cover cost of processing returned Direct Debit or Cheque transactions						
per transaction			at cost	N	FCR	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
RATING & VALUATION ENQUIRY FEES						
Fee to cover the cost of supplying information from Council's Rates Records including property details, rates and charges levied for previous financial years, copies of notices, land value information, payment details, etc						
RATES SEARCHES/ENQUIRY FEE						
per hour (minimum 1 hour)	$85.00	$0.00	$90.00	N	FCR	GST Exempt
ENQUIRY FEES - TITLES INFORMATION						
Company Search - fees on charged from recovery provider			at cost	N	FCR	GST Exempt
Fee to cover the cost of Titles Searches						
Land Title Search - identify registered title and ownership of properties			at cost	N	FCR	GST Exempt
Skip Trace Fee - fees on charged from recovery provider			at cost	N	FCR	GST Exempt
PROPERTY AND LAND DEVELOPMENT						
LAND RELEASES						
Residential	Price set by Council per release			Y	IS	10%
Industrial	Price set by Council per release			Y	IS	10%
PROPERTY CONSULTING						
- per hour	$342.00	$31.91	$351.00	Y	PCR	10%
ENCUMBRANCES OVER COUNCIL OWNED AND/OR COUNCIL CONTROLLED LAND						
- per Application	$0.00	$31.91	$351.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
BIKE LOCKER HIRE						
Key Deposit	$0.00	$0.00	$100.00	N	FCR	10%
Per annum (non-refundable)	$0.00	$27.27	$300.00	Y	FCR	10%
RATES AND GENERAL REVENUE						
ORDINARY RATES						
RESIDENTIAL - ORDINARY						
minimum	$556.50	$0.00	$577.09	N	REG	GST Exempt
Calculated (Rate in the $)			$0.3618 **Last year fee** $0.5452	N	REG	GST Exempt
RESIDENTIAL - DUBBO URBAN						
minimum	$732.15	$0.00	$759.24	N	REG	GST Exempt
Calculated (Rate in the $)			$0.6229 **Last year fee** $0.7876	N	REG	GST Exempt
RESIDENTIAL - FIRGROVE						
minimum	$715.65	$0.00	$742.13	N	REG	GST Exempt
Calculated (Rate in the $)			$0.4545 **Last year fee** $0.5774	N	REG	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
RESIDENTIAL - RICHMOND						
minimum	$715.65	$0.00	$742.13	N	REG	GST Exempt
Calculated (Rate in the $)			$0.4545 **Last year fee** $0.5774	N	REG	GST Exempt
RESIDENTIAL - VILLAGE						
minimum	$578.00	$0.00	$599.39	N	REG	GST Exempt
Calculated (Rate in the $)			$0.5258 **Last year fee** $0.6191	N	REG	GST Exempt
RESIDENTIAL - GEURIE						
minimum	$578.00	$0.00	$599.39	N	REG	GST Exempt
Calculated (Rate in the $)			$0.5258 **Last year fee** $0.6191	N	REG	GST Exempt
RESIDENTIAL - WELLINGTON						
minimum	$552.40	$0.00	$572.84	N	REG	GST Exempt
Calculated (Rate in the $)			$1.4190 **Last year fee** $1.9126	N	REG	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
BUSINESS - ORDINARY						
minimum	$732.15	$0.00	$759.24	N	REG	GST Exempt
Calculated (Rate in the $)			0.8286 **Last year fee** 1.0698	N	REG	GST Exempt
BUSINESS - CBD						
minimum	$732.15	$0.00	$759.24	N	REG	GST Exempt
Calculated (Rate in the $)			$2.3571 **Last year fee** $2.6527	N	REG	GST Exempt
BUSINESS - COBRA STREET						
minimum	$732.15	$0.00	$759.24	N	REG	GST Exempt
Calculated (Rate in the $)			$2.8209 **Last year fee** $3.2526	N	REG	GST Exempt
BUSINESS - EAST DUBBO						
minimum	$732.15	$0.00	$759.24	N	REG	GST Exempt
Calculated (Rate in the $)			$2.8209 **Last year fee** $3.2526	N	REG	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
BUSINESS - WELLINGTON ROAD						
minimum	$732.15	$0.00	$759.24	N	REG	GST Exempt
Calculated (Rate in the $)			$2.8209 **Last year fee** $3.2526	N	REG	GST Exempt
BUSINESS - WELLINGTON						
minimum	$732.15	$0.00	$759.24	N	REG	GST Exempt
Calculated (Rate in the $)			$2.4094 **Last year fee** $2.6701	N	REG	GST Exempt
FARMLAND - ORDINARY						
minimum	$389.20	$0.00	$403.60	N	REG	GST Exempt
Calculated (Rate in the $)			$0.3169 **Last year fee** $0.4537	N	REG	GST Exempt
MINING - ORDINARY						
minimum	$578.00	$0.00	$599.39	N	REG	GST Exempt
Calculated (Rate in the $)			$6.0000	N	REG	GST Exempt

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
STRATEGY PARTNERSHIPS AND ENGAGEMENT						
CUSTOMER EXPERIENCE						
OTHER CHARGES						
Charge to cover the cost of providing photocopies and/or printing						
PHOTOCOPYING & PRINTING CHARGES						
Black & White – A4 or A3 - Up to 10 pages	$1.10	$0.10	$1.15	Y	FCR	10%
Black & White – A4 or A3 - More than 20 pages	$0.90	$0.09	$0.95	Y	FCR	10%
Colour – A4 or A3 - Up to 10 pages	$1.60	$0.15	$1.70	Y	FCR	10%
Colour – A4 or A3 - More than 20 pages	$1.35	$0.13	$1.40	Y	FCR	10%
STRATEGIC PARTNERSHIPS & INVESTMENT						
PROMOTIONS						
DUBBO CBD BANNERS						
Rotunda 8 Flags (including design, print and production)	$1,770.00	$174.55	$1,920.00	Y	PCR	10%
max 1 design for a 3 month period						
Street only Flags (excluding design, print and production)	$3,278.00	$414.55	$4,560.00	Y	PCR	10%
max 3 designs per phase						
Full Street Flags (including design, print and production)	$5,668.50	$589.09	$6,480.00	Y	PCR	10%
max 3 designs per phase						
Rotunda BYO Assets 8 Flags (excluding design, print and production)	$977.00	$109.09	$1,200.00	Y	PCR	10%
max 1 design per phase						
Street only BYO Assets	$0.00	$259.09	$2,850.00	Y	PCR	10%
max 3 designs per phase						

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
DUBBO CBD BANNERS [continued]						
Full Street BYO Assets	$0.00	$368.18	$4,050.00	Y	PCR	10%
max 3 designs per phase						
WELLINGTON CBD BANNERS						
33 Flags (excluding design, print and production)	$1,954.00	$182.09	$2,003.00	Y	PCR	10%
33 Flags (including design, print and production)	$4,260.50	$397.05	$4,367.50	Y	PCR	10%
WELLINGTON BRIDGE BANNER						
Including design, production and installation - commercial	$1,886.00	$175.82	$1,934.00	Y	PCR	10%
Max period 1 month						
Installation only - commercial	$973.00	$90.73	$998.00	Y	PCR	10%
Max period 1 month						
Including design, production and installation - community	$1,364.00	$127.18	$1,399.00	Y	PCR	10%
Installation only - community	$528.00	$49.27	$542.00	Y	PCR	10%
OTHER PROMOTIONS						
Promotion on Dubbo CBD Rhino - Including design, print and production of 1 sheet of stickers	$1,133.00	$105.64	$1,162.00	Y	PCR	10%
Max period 1 month						
VISITORS INFORMATION CENTRE						
DUBBO VISITORS INFORMATION CENTRE						
Opening Dubbo VIC - 7am to 7pm - approved - per occasion	$231.00	$21.55	$237.00	Y	PCR	10%
Labour Charge - outside standard operating hours and in addition to Opening the Dubbo VIC fee - before 7am and after 7pm - approved requests - per person per hour	$100.00	$9.36	$103.00	Y	PCR	10%
Guided Bus Tour Guide - per hour - per guide	$64.00	$6.00	$66.00	Y	PCR	10%
Dubbo VIC Verandah booking - per day	$270.00	$25.45	$280.00	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
TRADING STOCK						
Fee to recover cost of providing service.						
Souvenir sales, drinks, confectionary and bar sales	Recommended retail price			Y	MB	10%
CENTRAL RESERVATION SERVICE						
Fee to recover cost of providing service.						
CHARGES						
Accommodation	12.5% of value of accommodation			Y	IS	10%
Ticketing	$75.00 admin fee and 10% commission per ticket sold			Y	IS	10%
INFORMATION SERVICES						
MAP CHARGES						
Charge to cover the cost of production and printing of Maps						
PRODUCTION OF MAPS USING GIS						
Black & White A1 & AO maps – per copy	$42.60	$0.00	$45.00	N	FCR	10%
Black & White – A2 & A3 maps – per copy	$22.90	$0.00	$25.00	N	FCR	10%
Colour – A1 & AO maps – per copy	$69.80	$0.00	$75.00	N	FCR	10%
Colour – A2 & A3 maps – per copy	$42.60	$0.00	$45.00	N	FCR	10%
Colour – A4 maps – per copy	$21.90	$0.00	$25.00	N	FCR	10%
DEVELOPMENT OF NEW MAPS CHARGE						
A quote will be provided prior to commencement of work						
per hour	$350.00	$0.00	$375.00	N	FCR	10%

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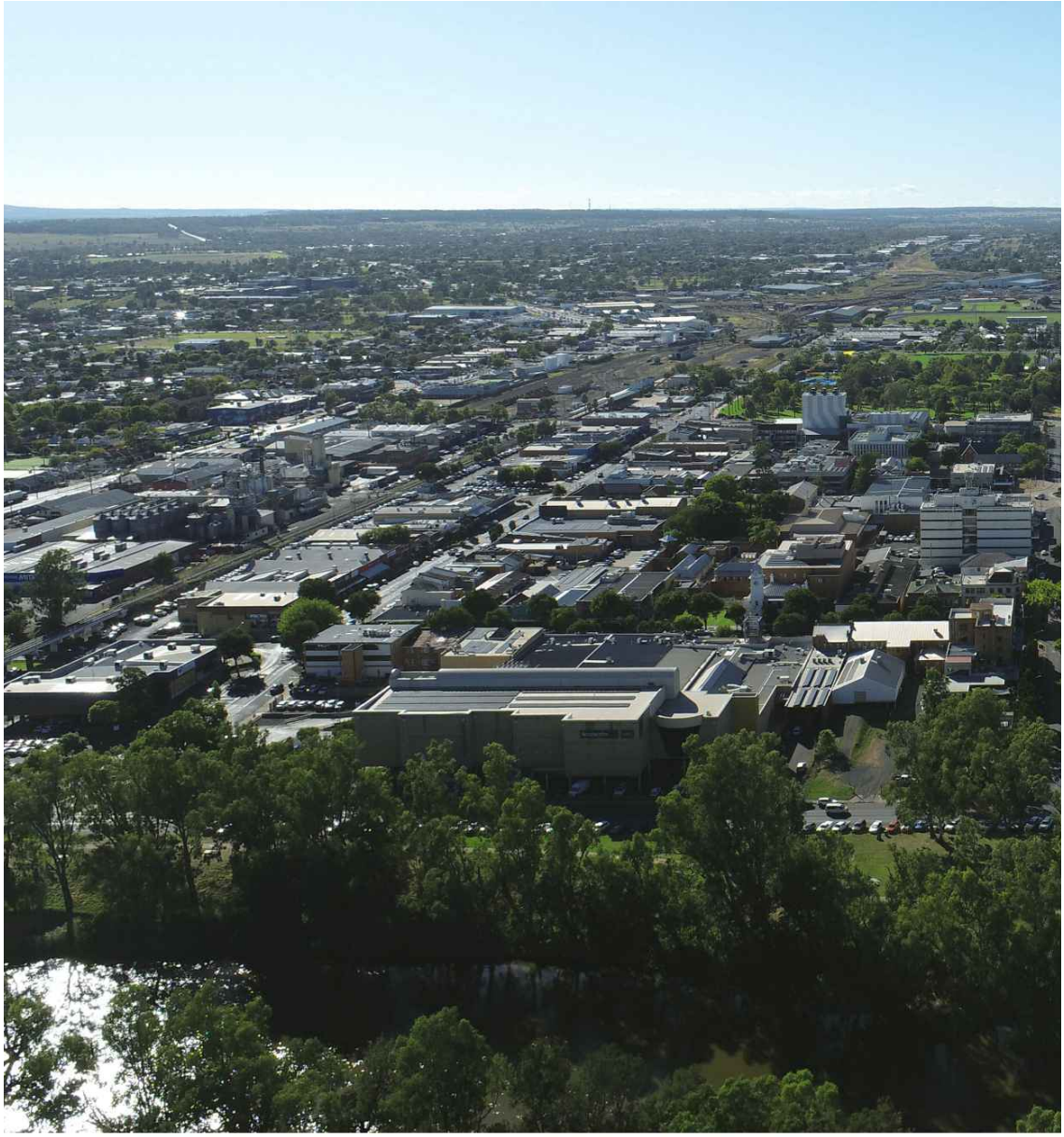

DUBBO REGIONAL COUNCIL

LONG TERM FINANCIAL PLAN

Acknowledgement of Country

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

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Introduction

The 2040 Community Strategic Plan (CSP) identifies the aspirations and priorities for the community, and the expectations they have for the future. However, these aspirations can only be achieved if sufficient and sustainable resources are available.

This Long Term Financial Plan expresses, in financial terms, how Council's finances will operate over the next 10 years and how Council will fund activities over the short, medium and long term to meet the objectives of the CSP. It aims to provide a sound basis for strategic decision making to ensure Council achieves financial sustainability.

This Plan aims to:

- provide sound forecasts of Council's financial performance and position for a range of planning scenarios that respond to the aspirations of the community
- achieve and maintain a sound and stable financial position over the long term
- achieve a balanced budget over the long term
- address how Council will survive future financial pressures
- identify strategies that support the sustainable provision of services identified by the community, and whether Council can afford what the community requests
- ensure Council can meet its financial obligations as and when they are due
- provide a clear and transparent picture of Council's long term financial situation

The modelling that occurs as part of this Plan will help Council identify potential financial issues at an early stage and gauge their long term effect. The Plan will be updated annually as part of the development of the Operational Plan to reflect the changes in economic assumptions, better information and revised forecasts. It will also be reviewed in detail as part of the four yearly review of the Community Strategic Plan and Delivery Program

Financial sustainability

Financial sustainability is broadly defined as the ability to provide acceptable, affordable and ongoing services to the community in a manner that ensures equitable treatment for the current and future generations of ratepayers.

Financial sustainability is a key challenge facing Council due to several factors including increased demand for services beyond those traditionally provided (particularly in the area of community services), cost shifting from other levels of government, ageing infrastructure, constraints on increasing revenue and risk of reliance on external funding sources. To respond effectively to these challenges, Council will take a holistic approach to maximise integration between strategic planning and the creation of community expectations that are deliverable.

Council modelled different scenarios as part of the sensitivity analysis, including conservative, planned and optimistic, that assumed both revenue and expenditure were reduced, maintained and above-average. This Plan is based on the planned model.

Our financial strategies

The following strategies will help ensure Council is financially sustainable over the short, medium and long term, and help support the achievement of the strategic targets in the CSP:

Objective	What will we do?	Why?
Achieve operating surpluses	Identify budget expenditure reductions	Each Division will review its current and anticipated expenditure to identify possible opportunities for improvement without significant reduction in service levels.
Continuous improvement of Council's financial position	Undertake productivity improvements and initiatives	Council is committed to continuous improvement that will contribute toward addressing the funding gap.
Maintain a positive unrestricted cash and investment balance	Review utilisation of internally restricted assets	At the end of the 2022/2023 financial year, Council estimates a total of $76 million will be held as general fund internally restricted assets. These restricted assets are set aside for specific purposes such as future capital replacement programs, future asset maintenance, property development requirements and Council business operations. Other restrictions are used to cover fluctuations in expenditure. Council has a greater degree of confidence in the amount of and timing of forecasts for major expenditure, which has provided an opportunity to review the level of restricted assets set aside for these purposes. The review identified projects that had funding held as a restricted asset and, where appropriate, these works have been included in future budgets
Maintain and/or improve service levels	Asset Rationalisation Program	Council will continue to review its property holdings to identify under-utilised assets or assets that were not contributing to the achievement of strategic goals. Divesting of these assets will provide an opportunity to redirect funds to facilities requiring additional funding. A number of properties that met the above criteria were identified, and an Asset Rationalisation Program was developed.
	Provide a robust Infrastructure Contributions System	Developer Contributions are an important source of funding for new infrastructure required to meet the increased demand generated by population growth. Council will continue to review its Infrastructure Contributions System to recognise this growth.
Increase funding for asset maintenance and renewal	Asset Management Enhancement Program	Asset enhancement initiatives will to be undertaken to refine cost estimates to bring assets to an appropriate condition, and clearly define service levels for all assets. This will ensure more accurate forecasts are available for long term financial planning.

Objective	What will we do?	Why?
Increase funding for asset maintenance and renewal	Asset Management Enhancement Program	Asset enhancement initiatives will to be undertaken to refine cost estimates to bring assets to an appropriate condition, and clearly define service levels for all assets. This will ensure more accurate forecasts are available for long term financial planning.
	Loan funding	The financial strategies developed to deliver financial sustainability include the utilisation of a number of funding sources to fund new capital works. The funding sources include a combination of rates revenue, restricted assets, grants, developer contributions, other contributions and proceeds from any asset rationalisation program. In addition to the above sources of funds, the use of loan funds could be used to fund infrastructure assets where it can be justified that the loans can be serviced over the period of the loan and that Council's targeted maximum debt service ratio is not exceeded. The use of loans spreads the financing cost of an asset over a long period of time and provides an alternative to a larger increase in rates in the short and medium term. This may help meet the demand for additional facilities and other required capital works. The use of loans enables the cost of assets to be shared between current and future users, and therefore supports inter-generational equity.
	Government grants	Council will actively pursue grants that may be available for both operating and capital purposes. This Plan does not include expenditure that may be grant-funded, unless the grant has already been formally approved. Additional items will be included as and when grants are sourced
	Internally Restricted Asset requirements	Given the nature and diversity of the activities undertaken by Council, Council will set aside internally restricted assets to cover fluctuations in certain expenditure items and provide for contingencies. The financial strategy developed includes the setting aside of restricted assets for employee leave entitlements, property development, plant replacement, future asset maintenance and improvement to facilities and business operations.
Maintain a fair and equitable rating structure	Rates and annual charges	Revenue from rates and annual charges are a major component of Council's total revenue. Total Ordinary (General) Rates are proposed to increase in accordance with the rate pegging limit determined by the Minister for Local Government.
	Rates – Special Variation	An increase in rates via a special variation to general income could be a key component of any financial strategy to deliver financial sustainability in the long term

Financial modelling assumptions

Long term financial plans are inherently uncertain and based on a wide range of assumptions. Some of these assumptions have a relatively limited impact if they are wrong, but others can have a major impact on future financial plans. By assessing risks associated with assumptions made within this Plan, sensitivity scenarios can be considered.

The following planning assumptions have been used as a basis to forecast Council's long term financial position over the short, medium and long term:

Property/Economic Growth

Property growth impacts Council's financial performance by increasing rate revenue as a result of the increased number of rateable assessments. However, this increase is generally not in direct proportion to the increase in the number of rateable properties.

Inflation/Consumer Price Index (CPI)

Changes in inflation will impact both revenue and expenditure.
Forecast CPI is used as the inflator for the following items in Council's financial modelling:

- All revenue (excluding rates revenue)
- Operating expenditures excluding salary and employment overheads.

Where an expenditure item is identified as increasing by more than the CPI, these additional increases have been factored into expenditure projections.

Productivity Improvements and Initiatives

Council is committed to a process of continuous improvement and organisational development that will address any funding gap created by a growth in population. While a number of initiatives have been identified for either implementation or investigation in the short term, it is more difficult to identify specific initiatives in the medium to long term given that many of those initiatives will be made possible by new processes and technologies which are yet to be developed.

Major Projects and Capital Expenditure

Capital expenditure and asset lifecycle modelling is a key output of Council's asset management planning. The capital expenditure program totals $216M over the next four years. This covers new infrastructure, currently scheduled renewal works and additional renewal works required to maintain Council's infrastructure assets in a satisfactory condition.

The CSP identified that the community expects infrastructure to be maintained in a satisfactory condition. The 10 year projections are based on maintaining current facilities and infrastructure, with the majority of new projects relating to Grant Fund Projects.

The detailed capital expenditure program for the next four years is included in the Operational Plan Capital Works Program.

Rate Peg Increases in Rates

Council's capacity to generate rate income and increase Council's capacity to generate rate income and increase the overall annual rate revenue is controlled through rate pegging set by theIndependent Pricing and Regulatory Tribunal (IPART). The rate peg announced by IPART for 2023/2024 is 3.70%. Estimates for future rating revenue has been set at 2.5%.

Ordinary Rates

The rating structure is reviewed annually to ensure an equitable distribution among ratepayers. It is of note that any change to the structure does not equate to additional income to Council but a redistribution of the rating liability of the different property types.

Domestic Waste Management Charge

The Local Government Act 1993 requires the Domestic Waste Management Charges to reflect the reasonable cost of providing the service. The Domestic Waste Strategy is supported by a 10 year financial strategy which determines the annual charge. The forecast increase in the charges has been set in accordance with the Strategy.

Drainage Service Charge

Council levies a drainage service charge that will fund stormwater improvements and the management of urban stormwater. This charge is subject to rate pegging and as a result, Council has no scope to increase the charge in line with inflation or any other cost increase.

Water Charges

Water charges enable Council to operate and maintain the water supply service. Charges are set to meet the Best Practice Pricing guidelines, and consist of two components:

- a fixed annual access charge based on meter size
- a consumption charge based on actual water consumed.

Modelling has focused on consumption and future capital requirements to determine increases to be applied to future charges.

Sewer and Trade Waste Charges

Sewer charges enable Council to operate and maintain a sewerage service. An annual charge is levied for residential properties, and quarterly charges are levied on non-residential properties and based on a discharge factor. Trade waste charges are applied in accordance with the Liquid Trade Waste Regulation and fees in accordance with Council's Trade Waste Policy.

User Charges and Fees

Council reviews the basis for its user charges and fees each year, and it is assumed the pricing forecasts will increase at least in line with inflation.

The two categories of fees are:

- Regulatory – Council has no discretion to determine the amount of a fee for service as the amount is fixed by regulation or by another authority
- Discretionary – Council has the capacity to determine the amount of a fee for service.

New user charge and fee opportunities have been identified and will be included in the Operational Plan.

Grants and Contributions

It is unlikely that there will be any increase in grants or provision of new grants for current services. Grants, other than the Financial Assistance Grants, are tied to particular purposes and projects, and any reduction or discontinuance of grants will be offset by a corresponding reduction in expenditure. Developer Contribution Plans and Planning Agreements aim to generate contributions that will support the provision of new community infrastructure at current standards.

Interest

Forecast returns on Council's investment portfolio are based on budgeted funds available for investment, current investment rates and the impact on rates of the situation in international markets, in accordance with Council's Investment Strategy. A conservative approach has been taken to investment returns in the Plan.

Employee Costs

Salary and wage increases are based on the Local Government (State) Award increase plus an allowance for skill step progressions. An amount of 4% has been allocated for 2023/2024 and for each subsequent year of the Plan. Employee costs consist of salaries and wages, employee leave entitlements, Council's contribution to superannuation schemes, workers' compensation insurance, fringe benefits tax and employee training costs. The base year employee costs are calculated based on actual rates of pay.

The projections include employee on-costs for each employee as well as an allowance for known overtime. Forecast employee costs have been adjusted to reflect any identified changes in staff numbers, as well as growth in staff numbers required to satisfy increased service levels. Council sets aside a restricted asset to enable any spikes in employee leave entitlements, particularly resulting from the retirement or resignation of long term employees, to be funded.

Borrowing Costs

In the financial modelling scenarios detailed below, the strategy to address identified funding gaps includes the raising of loans to fund, or part-fund, some of the capital projects included in the capital expenditure program. It has been assumed that future loans will be for a 20 year term and interest rates will be fixed.

Materials, Contracts and Other Operating Costs

Expenditure on materials, contracts and other operating costs has been generally based on CPI. The exceptions to this are expenditures that are either:

- not recurrent every year;
- have been identified as increasing by an amount different to CPI; or
- are a result of increased services or service levels.

TABLE OF ASSUMPTIONS

	2023/2024	2024/25	2025/26	2026/27	Years 5 - 10
Consumer Price Index	2.50%	2.50%	2.50%	2.50%	2.50%
Rate pegging limited	3.70%	2.50%	2.50%	2.50%	2.50%
Additional rate income from development	0.30%	0.30%	0.30%	0.30%	0.30%
Stormwater management charge	3.70%	2.50%	2.50%	2.50%	2.50%
Domestic waste charge revenue	5.00%	5.00%	5.00%	5.00%	5.00%
Water user fees and charges	2.50%	2.50%	2.50%	2.50%	2.50%
Sewer services user fees and annual charges	2.50%	2.50%	2.50%	2.50%	2.50%
User fees and charges revenue	2.50%	2.50%	2.50%	2.50%	2.50%
Interest revenue	1.00%	1.00%	1.00%	1.00%	1.00%
Other revenues	2.50%	2.50%	2.50%	2.50%	2.50%
Operating grants and contributions	2.00%	2.00%	2.00%	2.00%	2.00%
Capital grants and contributions	2.00%	2.00%	2.00%	2.00%	2.00%
Employee costs	7.00%	6.00%	5.50%	5.50%	5.00%
Borrowing costs	0.00%	0.00%	0.00%	0.00%	0.00%
Material and contracts	2.00%	2.00%	2.00%	2.00%	2.00%
Depreciation	0.00%	0.00%	0.00%	0.00%	0.00%
Other expenses	2.50%	2.50%	2.50%	2.50%	2.50%

Risks to our financial position

Council has implemented a comprehensive Enterprise Risk Management program that assesses all areas of Council's operations under risk considerations. The greatest risks associated with financial modelling is that income is overstated and/or expenditure is understated, which can result in there being insufficient capacity for Council to carry out the activities identified in the Delivery Program and Operational Plan.

The following risks may impact Council's long term financial position over the short, medium and long term:

Rate Pegging

Changes in rate pegging will impact revenue forecasts. Rate pegging is controlled the Independent Pricing and Regulatory Tribunal (IPART), and any fluctuation in rate pegging will have the opposite effect on the expected expenditure forecast.

Changes in Economic Conditions and Investment Markets

Changes in inflation will impact both revenue and expenditure.

Cost Shifting

Cost shifting describes the situation where the responsibility for, or the cost of, providing a certain service, concession, facility or regulatory function is shifted from a higher level of government to Council without the provision of corresponding funding or an ability to raise revenue to adequately fund the shifted responsibility. Cost shifting to local government from both federal and state governments is an issue of significant concern to NSW councils.

Contributions to the NSW Fire Brigade, Bushfire Council, lack of adequate funding for public libraries, the cost of regulation of companion animals and administration of environmental regulations are some examples of cost shifting that impacts Council's financial performance and places additional pressure on its financial sustainability.

Should Federal and State Governments continue to transfer responsibility and associated costs for service provision to Council, this will have a negative impact on Council's current financial position.

Grant Funding

Increases in capital grant funding over forecasts reduces Council's ability to deliver on planned Council-funded capital works but can also accelerate planned projects.

Changes in Employee Costs and Liability Conditions

Forecast employee costs have been adjusted to reflect any identified changes in staff numbers, as well as growth in staff numbers required to satisfy increased service levels. Council sets aside a restricted asset to enable any spikes in employee leave entitlements, particularly resulting from the retirement or resignation of long term employees, to be funded.

Changes in Future Community Service and Infrastructure Demands

Assumptions have been made on the current CSP and Asset Management Strategy. With future community engagement, this may alter current services levels and require adjustments to future funding requirements.

Conditions of Infrastructure Assets and Ageing

The identified shortfall in infrastructure renewal expenditure and a substantial backlog in infrastructure spending is a major issue facing Council. This is primarily due to limited funding opportunities available in addition to diverse and increasing demands on Council resources.

The development of asset management plans has confirmed that Council's infrastructure continues to deteriorate and that current levels of maintenance and renewal fall short of that required to maintain some assets in a satisfactory condition. This infrastructure challenge places further pressure on Council's ability to remain financially sustainable in the long term.

Finance performance measures and scenarios

The Integrated Planning and Reporting Guidelines require this Plan to incorporate financial modelling for scenarios. This Plan brings the budget, resourcing and asset management components together to inform the community of the financial implications of the activities and the level of service outlined in the CSP.

Council modelled different scenarios as part of the sensitivity analysis, including conservative, planned and optimistic, that assumed both revenue and expenditure were reduced, maintained and above-average. This Plan is based on the planned model.

The planned scenario is based on ordinary rates increasing by the forecast rate peg limit each year. Future modelling will require the formulation of strategies to investigate a combination of loan borrowings, increased revenues, reduced expenditure and efficiency measures to meet identified future infrastructure backlog projects.

Another scenario relates to the funding of major transport, water supply, sewerage services and stormwater drainage infrastructure works to cater for growth. The financial implications are substantial, particularly when considered in conjunction with infrastructure backlog issues currently being investigated.

The 2023/2024 budget is based on current revenue and expenditure patterns to enable the community expectations, as determined in the CSP, to be undertaken.

Finance performance measures and scenarios

	TARGET
Operating Performance Ratio Council's ability to contain operating expenditure within operating revenue.	>0.00%
Own-Source Operating Revenue The degree of reliance on external funding sources such as operating grants and contributions and its ability to generate own-source revenue.	>60%
Unrestricted Current Ratio The purpose of the Unrestricted Current Ratio is to assess the adequacy of working capital and its ability to satisfy financial obligations in the short term for the unrestricted activities of Council.	>1.5
Debt Service Ratio The debt service ratio is a measure of the degree to which revenues are committed to servicing debt. The purpose of the ratio is to assess the impact of loan principal and interest repayments on the discretionary revenue of Council.	>2.00
Rates, Annual Charges, Interest and Extra Charges Outstanding Percentage The rates and annual charges outstanding percentage is a measure of the impact of uncollected rates and annual charges on liquidity and the adequacy of recovery efforts.	<10.00%
Building and Infrastructure Renewals Ratio Used to assess whether Council is renewing or replacing its infrastructure assets at the same rate that it is consuming those assets.	>100%
Infrastructure Backlog Ratio The proportion of backlog is against the total value of Council's infrastructure.	<2.00%
Asset Maintenance Ratio Compares actual to required annual asset maintenance and ability to maintain increases in infrastructure backlog.	>100%
Cash Expense Ratio Indicates the number of months Council can continue to pay expenses without additional cash inflow.	>3 months

Review and Monitoring

This Plan will be updated annually as part of the development of the Operational Plan to reflect the changes in economic assumptions, better information and revised forecasts. Each year, Council undertakes an extensive, detailed and complete budget process to identify emerging projects and proposes them for consideration in the forecast budgets.

This Plan will also be reviewed in detail as part of the four yearly review of CSP and Delivery Program.

Quarterly reporting

Each quarter, Council's responsible accounting officer is required to prepare and submit a quarterly budget review statement to the governing body of council. The statement must show, with reference to the budget that was approved by Council, the actual and forecast performance for the relevant financial year and report reasons for variations. It must also show a revised estimate of income and expenditure for that year.

Dubbo Regional Council

10 Year Financial Plan for the Years ending 30 June 2033

INCOME STATEMENT - CONSOLIDATED	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
Income from Continuing Operations										
Revenue:										
Rates & Annual Charges	73,156,385	75,762,376	78,464,374	81,266,072	83,297,724	85,380,167	87,514,671	89,702,538	91,945,101	94,243,729
User Charges & Fees	42,598,563	44,082,789	46,130,248	46,618,446	47,783,907	48,978,505	50,202,967	51,458,042	52,744,493	54,063,105
Interest & Investment Revenue	7,815,132	7,288,754	6,904,215	7,175,968	7,247,728	7,320,205	7,393,407	7,467,341	7,542,014	7,617,435
Other Revenues	2,544,918	2,558,261	2,604,694	2,644,842	2,710,963	2,778,737	2,848,206	2,919,411	2,992,396	3,067,206
Grants & Contributions provided for Operating Purposes	21,075,108	20,763,326	20,930,767	21,151,515	21,574,545	22,006,036	22,446,157	22,895,080	23,352,982	23,820,041
Grants & Contributions provided for Capital Purposes	32,305,906	7,620,040	9,713,475	7,893,077	8,050,939	8,211,957	8,376,196	8,543,720	8,714,595	8,888,887
Other Income:										
Net gains/(loss) from the disposal of assets	6,916,307	17,144,143	11,699,094	5,579,212	6,500,000	6,565,000	6,630,650	6,696,957	6,763,926	6,831,565
Total Income from Continuing Operations	**186,412,319**	**175,219,689**	**176,446,867**	**172,329,132**	**177,165,806**	**181,240,607**	**185,412,254**	**189,683,088**	**194,055,507**	**198,531,968**
Expenses from Continuing Operations										
Employee Benefits & On-Costs	52,216,148	54,030,896	56,707,681	59,323,628	62,289,809	65,404,300	68,674,515	72,108,241	75,713,653	79,499,335
Borrowing Costs	2,455,219	2,108,950	1,809,682	1,588,866	1,359,682	1,156,394	1,006,587	859,843	726,839	587,006
Materials & Contracts	32,234,177	31,951,718	33,017,138	33,188,392	33,852,160	34,529,203	35,219,787	35,924,183	36,642,666	37,375,520
Depreciation & Amortisation	50,133,234	50,133,234	50,133,234	50,133,234	50,133,234	50,133,234	50,133,234	50,133,234	50,133,234	50,133,234
Other Expenses	17,022,265	19,162,384	20,015,248	21,749,814	22,293,559	22,850,898	23,422,171	24,007,725	24,607,918	25,223,116
Total Expenses from Continuing Operations	**154,061,043**	**157,387,182**	**161,682,983**	**165,983,934**	**169,928,445**	**174,074,029**	**178,456,294**	**183,033,225**	**187,824,311**	**192,818,211**
Operating Result from Continuing Operations	**32,351,276**	**17,832,507**	**14,763,884**	**6,345,198**	**7,237,360**	**7,166,578**	**6,955,961**	**6,649,863**	**6,231,196**	**5,713,757**
Net Operating Result for the Year	**32,351,276**	**17,832,507**	**14,763,884**	**6,345,198**	**7,237,360**	**7,166,578**	**6,955,961**	**6,649,863**	**6,231,196**	**5,713,757**

Dubbo Regional Council

10 Year Financial Plan for the Years ending 30 June 2033

BALANCE SHEET - CONSOLIDATED	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
ASSETS										
Current Assets										
Cash & Cash Equivalents	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Investments	125,399,642	131,288,030	144,205,455	154,016,738	163,728,256	173,969,585	183,824,248	193,463,256	202,602,355	211,255,091
Receivables	27,699,808	24,780,873	26,144,391	26,460,251	27,232,126	27,985,333	28,745,030	29,514,552	30,289,191	31,069,512
Inventories	3,957,632	3,942,222	4,000,349	4,009,692	4,045,906	4,082,844	4,120,521	4,158,952	4,198,151	4,238,134
Other	492,564	511,141	530,324	549,382	561,457	573,801	586,420	599,319	612,506	625,986
Total Current Assets	160,549,646	163,522,266	177,880,519	188,036,063	198,567,746	209,611,564	220,276,219	230,736,078	240,702,202	250,188,723
Non-Current Assets										
Investments	83,599,761	87,525,353	96,136,970	102,677,826	109,152,171	115,979,724	122,549,499	128,975,504	135,068,237	140,836,727
Receivables	279,028	288,594	301,761	305,178	312,808	320,628	328,644	336,860	345,281	353,913
Inventories	5,131,000	5,131,000	5,131,000	5,131,000	5,131,000	5,131,000	5,131,000	5,131,000	5,131,000	5,131,000
Infrastructure, Property, Plant & Equipment	2,520,190,614	2,529,048,193	2,521,284,146	2,511,344,046	2,501,758,851	2,492,530,936	2,483,662,667	2,475,156,408	2,467,014,511	2,459,239,323
Investments Accounted for using the equity method	1,719,606	1,719,606	1,719,606	1,719,606	1,719,606	1,719,606	1,719,606	1,719,606	1,719,606	1,719,606
Other	495,071	495,071	495,071	495,071	495,071	495,071	495,071	495,071	495,071	495,071
Total Non-Current Assets	2,611,415,080	2,624,207,817	2,625,068,553	2,621,672,726	2,618,569,506	2,616,176,964	2,613,886,487	2,611,814,448	2,609,773,705	2,607,775,639
TOTAL ASSETS	**2,771,964,726**	**2,787,730,083**	**2,802,949,073**	**2,809,708,789**	**2,817,137,251**	**2,825,788,527**	**2,834,162,705**	**2,842,550,526**	**2,850,475,908**	**2,857,964,362**
LIABILITIES										
Current Liabilities										
Payables	10,505,718	10,711,693	11,014,801	11,319,194	11,510,653	11,746,269	11,987,112	12,246,078	12,511,566	12,787,504
Income received in advance	993,157	1,026,103	1,072,169	1,083,792	1,110,887	1,138,659	1,167,126	1,196,304	1,226,212	1,256,867
Borrowings	5,463,256	3,064,886	3,184,108	3,384,730	2,211,991	2,361,798	2,089,712	2,221,000	2,233,423	2,377,164
Provisions	11,460,725	11,284,506	11,089,483	10,968,590	10,886,237	10,843,388	10,841,030	10,832,675	10,866,862	10,944,653
Total Current Liabilities	28,422,856	26,087,188	26,360,561	26,756,307	25,719,768	26,090,114	26,084,980	26,496,057	26,838,062	27,366,188
Non-Current Liabilities										
Payables	-	-	-	-	-	-	-	-	-	-
Borrowings	28,173,050	25,108,164	21,924,056	18,539,326	16,327,335	13,965,537	11,875,825	9,654,825	7,421,402	5,044,238
Provisions	5,001,811	4,992,536	4,982,272	4,975,909	4,971,574	4,969,319	4,969,195	4,968,755	4,970,555	4,974,649
Total Non-Current Liabilities	33,174,861	30,100,700	26,906,328	23,515,235	21,298,909	18,934,856	16,845,020	14,623,580	12,391,957	10,018,887
TOTAL LIABILITIES	**61,597,717**	**56,187,888**	**53,266,889**	**50,271,542**	**47,018,678**	**45,024,970**	**42,930,000**	**41,119,638**	**39,230,019**	**37,385,075**
Net Assets	**2,710,367,009**	**2,731,542,195**	**2,749,682,184**	**2,759,437,247**	**2,770,118,573**	**2,780,763,557**	**2,791,232,705**	**2,801,430,889**	**2,811,245,889**	**2,820,579,287**
EQUITY										
Retained Earnings	2,376,099,169	2,393,931,676	2,408,695,560	2,415,040,758	2,422,278,118	2,429,444,696	2,436,400,657	2,443,050,520	2,449,281,716	2,454,995,473
Revaluation Reserves	334,267,841	337,610,519	340,986,624	344,396,491	347,840,455	351,318,860	354,832,049	358,380,369	361,964,173	365,583,815
Total Equity	**2,710,367,009**	**2,731,542,195**	**2,749,682,184**	**2,759,437,247**	**2,770,118,573**	**2,780,763,557**	**2,791,232,705**	**2,801,430,889**	**2,811,245,889**	**2,820,579,287**

Dubbo Regional Council

10 Year Financial Plan for the Years ending 30 June 2033

CASH FLOW STATEMENT - CONSOLIDATED	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
Cash Flows from Operating Activities										
Receipts:										
Rates & Annual Charges	73,299,351	75,976,766	78,687,315	81,477,600	83,471,938	85,516,567	87,653,947	89,844,749	92,090,307	94,391,990
User Charges & Fees	43,060,984	44,453,846	46,642,113	46,740,496	48,075,272	49,277,154	50,509,083	51,771,810	53,066,105	54,392,758
Interest & Investment Revenue Received	7,854,792	7,387,312	7,171,745	7,379,035	7,446,181	7,528,243	7,595,270	7,666,069	7,732,596	7,800,128
Grants & Contributions	49,677,501	30,650,077	27,608,289	27,894,766	27,869,132	28,581,232	29,256,917	29,840,131	30,547,252	31,268,035
Other	2,728,532	2,172,540	2,742,498	2,639,054	2,780,919	2,850,384	2,921,585	2,994,564	3,069,366	3,146,038
Payments:										
Employee Benefits & On-Costs	(51,787,024)	(53,783,338)	(56,410,848)	(59,106,907)	(62,101,679)	(65,252,680)	(68,560,191)	(71,982,013)	(75,626,333)	(79,451,750)
Materials & Contracts	(32,207,416)	(31,642,383)	(32,637,238)	(32,850,495)	(33,613,329)	(34,285,125)	(34,970,344)	(35,669,256)	(36,382,134)	(37,109,256)
Borrowing Costs	(2,640,254)	(2,271,209)	(1,900,709)	(1,683,434)	(1,460,209)	(1,222,090)	(1,076,733)	(921,907)	(792,803)	(653,338)
Other	(17,022,265)	(19,162,384)	(20,015,248)	(21,749,814)	(22,293,559)	(22,850,898)	(23,422,171)	(24,007,725)	(24,607,918)	(25,223,116)
Net Cash provided (or used in) Operating Activities	72,964,201	53,781,228	51,887,917	50,740,301	50,174,667	50,142,788	49,907,363	49,536,422	49,096,439	48,561,487
Cash Flows from Investing Activities										
Receipts:										
Sale of Investment Securities			-	-	-	-	-	-	-	-
Sale of Real Estate Assets	14,550,151	22,974,213	17,209,344	10,236,712	9,750,000	9,847,500	9,945,975	10,045,435	10,145,889	10,247,348
Sale of Infrastructure, Property, Plant & Equipment	2,446,973	3,073,452	2,858,119	3,135,021	3,213,397	3,293,731	3,376,075	3,460,477	3,546,989	3,635,663
Payments:										
Purchase of Investment Securities	(171,184)	(9,813,979)	(21,529,042)	(16,352,139)	(16,185,862)	(17,068,883)	(16,424,438)	(16,065,012)	(15,231,832)	(14,421,226)
Purchase of Real Estate Assets	(7,633,844)	(5,830,070)	(5,510,250)	(4,657,500)	(3,250,000)	(3,282,500)	(3,315,325)	(3,348,478)	(3,381,963)	(3,415,783)
Purchase of Infrastructure, Property, Plant & Equipment	(75,926,158)	(58,721,587)	(41,851,201)	(39,918,288)	(40,317,471)	(40,720,646)	(41,127,852)	(41,539,131)	(41,954,522)	(42,374,067)
Net Cash provided (or used in) Investing Activities	(66,734,062)	(48,317,971)	(48,823,030)	(47,556,194)	(46,789,937)	(47,930,797)	(47,545,566)	(47,446,710)	(46,875,439)	(46,328,065)
Cash Flows from Financing Activities										
Receipts:										
Proceeds from Borrowings & Advances	-	-	-	-	-	-	-	-	-	-
Payments:										
Repayment of Borrowings & Advances	(6,230,139)	(5,463,256)	(3,064,886)	(3,184,108)	(3,384,730)	(2,211,991)	(2,361,798)	(2,089,712)	(2,221,000)	(2,233,423)
Net Cash Flow provided (used in) Financing Activities	(6,230,139)	(5,463,256)	(3,064,886)	(3,184,108)	(3,384,730)	(2,211,991)	(2,361,798)	(2,089,712)	(2,221,000)	(2,233,423)
Net Increase/(Decrease) in Cash & Cash Equivalents	-	-	-	-	-	-	-	-	-	-
plus: Cash, Cash Equivalents & Investments - beginning of year	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Cash & Cash Equivalents - end of the year	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**
Cash & Cash Equivalents - end of the year	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Investments - end of the year	208,999,404	218,813,383	240,342,425	256,694,564	272,880,426	289,949,309	306,373,747	322,438,760	337,670,592	352,091,818
Cash, Cash Equivalents & Investments - end of the year	**211,999,404**	**221,813,383**	**243,342,425**	**259,694,564**	**275,880,426**	**292,949,309**	**309,373,747**	**325,438,760**	**340,670,592**	**355,091,818**

Dubbo Regional Council
10 Year Financial Plan for the Years ending 30 June 2033
EQUITY STATEMENT - CONSOLIDATED

	Projected Years									
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
	$	$	$	$	$	$	$	$	$	$
Opening Balance	2,674,706,151	2,710,367,009	2,731,542,195	2,749,682,184	2,759,437,247	2,770,118,573	2,780,763,557	2,791,232,705	2,801,430,889	2,811,245,889
a. Current Year Income & Expenses Recognised direct to Equity										
- Transfers to/(from) Asset Revaluation Reserve	3,309,583	3,342,678	3,376,105	3,409,866	3,443,965	3,478,405	3,513,189	3,548,320	3,583,804	3,619,642
Net Income Recognised Directly in Equity	3,309,583	3,342,678	3,376,105	3,409,866	3,443,965	3,478,405	3,513,189	3,548,320	3,583,804	3,619,642
b. Net Operating Result for the Year	32,351,276	17,832,507	14,763,884	6,345,198	7,237,360	7,166,578	6,955,961	6,649,863	6,231,196	5,713,757
Total Recognised Income & Expenses	35,660,859	21,175,185	18,139,989	9,755,064	10,681,325	10,644,983	10,469,149	10,198,184	9,815,000	9,333,399
Equity - Balance at end of the reporting period	**2,710,367,009**	**2,731,542,195**	**2,749,682,184**	**2,759,437,247**	**2,770,118,573**	**2,780,763,557**	**2,791,232,705**	**2,801,430,889**	**2,811,245,889**	**2,820,579,287**

Cnr Church and Darling streets, Dubbo
Cnr Nanima Crescent and Warne Street, Wellington

Ph: (02) 6801 4000
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DUBBO
REGIONAL
COUNCIL

MACQUARIE
REGIONAL LIBRARY

Draft 2023-2024 Operational Plan

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2023/2024 OPERATIONAL PLAN

PRINCIPAL ACTIVITY:	Macquarie Regional Library
BUSINESS:	Community, Culture and Places - Macquarie Regional Library
Responsible Officer:	Manager - Macquarie Regional Library Kathryn McAlister
Business Objectives:	*Provide quality services to the Macquarie Regional Library communities*

Activity	Actions	Performance Targets/ Service Levels
1. Management Services	1.1.4 Produce an MRL Annual Report including the audited statement of accounts	Annual performance can be assessed
	1.2.1 Submit draft budget to MRL member councils	The annual General Rate variation % sets Council contributions as a minimum
	1.2.2 Undertake quarterly budget reviews	
	1.2.3 Seek grant and subsidy opportunities to obtain full benefits for the Library Service	Maximise grant and subsidy opportunities
	1.2.4 Review MRL Revenue Policy [Fees and Charges]	Income from value added services increases by 2.5% p/a
	1.3.1 Review the MRL 2021 – 2024 Strategic Plan and Delivery Program	MRL has appropriate planning documents to support delivery and access to quality services for the Member Council communities
	1.3.2 Develop MRL Annual Operational Plan	
	1.3.3 Complete annual SLNSW Public Libraries Statistical Return	
	1.3.5 Review MRL policies for consistency with policy, legislative, and best-practice	

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Activity	Actions	Performance Targets/ Service Levels
2. People Management	2.1.1 Develop annual staff training program	The staff have access to training and staff development programs
	2.1.2 Conduct an all staff development and training day	
	2.1.4 Review and report biennially on the Operational Capability [staff numbers and staff hours]	The staffing levels are appropriate to meet organisational needs and SLNSW guidelines
3. Services & Programs	3.1.1 Review the opening hours of all branches/service points biennially	100% of residents have ready access to library services
	3.1.2 Review member database annually	Membership numbers maintained according to SLNSW guidelines
	3.1.3 Collate visitation and attendance at programs and events at each branch and service point	Visitation numbers are maintained in accordance with SLNSW standards & guidelines
	3.1.4 Review provision of services, programs, and collections, particularly for target and diversity groups	Community needs are met in accordance with Strategic Plan, policies and industry guidelines
	3.1.6 Review biennially Local and Family History Services	
	3.1.7 Review MRL website and branding	
	3.1.8 Produce comprehensive quarterly statistical reports on library activities at branches and service points	Member Councils can assess the MRL's performance
	3.1.9 Compile a quarterly overview report on programs, services, and special events	
4. Collections	4.1.1 Undertake analysis and report on annual statistics, collection profiles and usage	MRL's performance meets community needs
	4.1.3 Review shelf-ready services biennially	Shelf-ready resources meet specifications and industry standards
	4.1.5 Complete collection stocktake	Database records conform to recognised industry standards
5. Marketing	5.1.1 Review and develop an annual Marketing Plan	Marketing & promotional plans are developed to promote library services & resources to councils and communities
6. Information Technology	6.1.2 Report annually on current and future information technology needs	Staff and customers have access to appropriate information technology resources and information services
	6.1.3 Undertake biennial review of the Information Technology Plan	
	6.1.4 Review business continuity, technology plans and strategies	

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Activity	Actions	Performance Targets/ Service Levels
7. Library Accommodation	7.1.1 Undertake annual inspection of buildings to ensure compliance with Work Health Safety (WHS) requirements	100% of buildings and conditions are appropriate to policy and SLNSW standards and guidelines
	7.1.2 Review equipment requirements for branches and service points	
	7.1.3 Undertake a comprehensive review of MRL buildings against SLNSW building standards and guidelines	
	7.2.1 Undertake a biennial review of the MRL Emergency & Disaster Response Plans	
8. Sustainability	8.1.1 The Library supports sustainability	The library undertakes appropriate sustainability initiatives

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Macquarie Regional Library
Estimated - Detailed Financial Statements

	2023/2024 Budget	2024/2025 Forecast	2025/2026 Forecast	2026/2027 Forecast
Operating				
Income				
Contributions - Annual				
Dubbo Regional Council	-1,058,470	-1,079,639	-1,101,232	-1,123,257
Narromine Shire Council	-124,838	-127,335	-129,882	-132,479
Warrumbungle Shire Council	-178,068	-181,629	-185,262	-188,967
Warrumbungle Premium Services Provided	-42,144	-42,987	-42,987	-42,987
Contributions - Annual Total	**-1,403,520**	**-1,431,590**	**-1,459,363**	**-1,487,691**
Contributions - Collection Development				
Dubbo Regional Council	-105,847	-107,964	-110,123	-112,326
Narromine Shire Council	-12,484	-12,733	-12,988	-13,248
Warrumbungle Shire Council	-17,807	-18,163	-18,526	-18,897
Contributions - Books Total	**-136,138**	**-138,860**	**-141,637**	**-144,471**
Contributions - Salary				
Dubbo Regional Council	-973,619	-1,033,829	-1,078,062	-1,113,457
Narromine Shire Council	-262,649	-273,999	-290,933	-298,252
Warrumbungle Shire Council	-352,313	-367,842	-384,090	-399,385
Contributions - Salary Total	**-1,588,581**	**-1,675,670**	**-1,753,085**	**-1,811,094**
Library Council Subsidy				
Dubbo Regional Council	-172,253	-172,253	-172,253	-172,253
Narromine Shire Council	-37,113	-37,113	-37,113	-37,113
Warrumbungle Shire Council	-45,315	-45,315	-45,315	-45,315
Library Council Subsidy Total	**-254,681**	**-254,681**	**-254,681**	**-254,681**
Local Priority Project - Collection Development				
Dubbo Regional Council	-23,168	-23,168	-23,168	-23,168
Narromine Shire Council	-25,195	-25,195	-25,195	-25,195
Warrumbungle Shire Council	-25,772	-25,772	-25,772	-25,772
Local Priority Project - Book Vote Total	**-74,135**	**-74,135**	**-74,135**	**-74,135**
Local Priority Special Projects				
Dubbo Regional Council	-17,556	-17,556	-17,556	-17,556
Narromine Shire Council	-18,896	-18,896	-18,896	-18,896
Warrumbungle Shire Council	-19,329	-19,329	-19,329	-19,329
Local Priority Special Projects Total	**-55,781**	**-55,781**	**-55,781**	**-55,781**
Other Income				
Interest on Investments	-69,454	-69,454	-69,454	-69,454
Grants	0	0	0	0
Sundry Income	0	0	0	0
Other Income Total	**-69,454**	**-69,454**	**-69,454**	**-69,454**

Macquarie Regional Library
Estimated - Detailed Financial Statements

	2023/2024 Budget	2024/2025 Forecast	2025/2026 Forecast	2026/2027 Forecast
Value Added Income				
Document Delivery	-500	-500	-500	-500
Fees & Charges	-57,226	-58,656	-60,122	-61,626
Value Added Income Total	**-57,726**	**-59,156**	**-60,622**	**-62,126**
Income Total	**-3,640,016**	**-3,759,327**	**-3,868,758**	**-3,959,433**
Expenditure				
Depreciation				
Furniture & Fittings	5,364	5,364	5,364	5,364
Office Equipment	42,313	42,313	42,313	42,313
Collections	232,967	232,967	232,967	232,967
Motor Vehicle	4,452	4,452	4,452	4,452
Depreciation Total	**285,096**	**285,096**	**285,096**	**285,096**
Information Technology				
Executive Council IT Support	41,811	42,668	44,141	45,024
Hardware Maintenance	1,000	1,020	1,040	1,061
Other Minor Equipment	48,000	48,000	48,000	48,000
Software Licences	50,000	52,500	55,125	57,881
Spydus Library Management System	66,800	66,800	66,800	68,470
Wan Charges	23,500	24,088	24,690	25,307
Information Technology Total	**231,111**	**235,076**	**239,796**	**245,743**
Library Services & Collections				
Children & Youth Services	16,766	17,136	17,515	17,903
Document Delivery	228	234	240	246
Dubbo External Customer Return Chute Upgrade	0	0	0	0
Early Childhood Literacy Program	0	0	0	0
e-Collection Development	100,000	102,500	105,063	107,690
LBW Trust - National Backyard Cricket	0	0	0	0
Local Special Projects	55,781	55,781	55,781	55,781
Marketing & Promotions	10,000	10,251	10,507	10,769
MRL Rebranding	35,000	0	0	0
On-Line Licences, Data Bases & Subscriptions	34,400	35,260	36,142	37,045
Serials	16,419	16,747	17,082	17,423
Summer Reading Club	4,000	4,100	4,203	4,308
Web Page Maintenance	6,000	6,150	6,304	6,462
Library Services & Collections Total	**278,594**	**248,159**	**252,837**	**257,627**
Management Services				
Audit Fees	4,335	4,422	4,510	4,600
Executive Council Administrative Expenses	96,307	98,715	101,183	104,218
Freight	29,847	29,816	35,779	42,935
Fringe Benefits Tax	2,400	2,400	2,400	2,400
General Expenses	32,252	42,268	32,284	32,300

Macquarie Regional Library
Estimated - Detailed Financial Statements

	2023/2024 Budget	2024/2025 Forecast	2025/2026 Forecast	2026/2027 Forecast
Insurances	18,127	20,108	22,306	24,744
Memberships	3,500	3,500	3,500	3,500
Minor Equipment and Furniture	21,000	21,380	21,768	22,164
Motor Vehicle Expenses	5,727	5,956	6,194	6,442
Postage	3,060	3,121	3,183	3,247
Printing & Stationery	16,000	16,000	16,000	16,000
Rental Work Area	6,327	6,485	6,647	6,813
Staff Training	24,000	24,000	24,000	24,000
Telephone	18,530	18,993	19,468	19,955
Management Services Total	**281,412**	**297,164**	**299,222**	**313,318**

Macquarie Regional Library
Estimated - Detailed Financial Statements

	2023/2024 Budget	2024/2025 Forecast	2025/2026 Forecast	2026/2027 Forecast
Salaries & Overheads				
Dubbo Regional Council	973,619	1,033,829	1,078,062	1,113,457
Narromine Shire Council	262,649	273,999	290,933	298,252
Warrumbungle Shire Council	352,313	367,842	384,090	399,385
Regional Office	936,076	977,671	1,035,834	1,068,618
Salaries & Overheads Total	**2,524,657**	**2,653,341**	**2,788,919**	**2,879,712**
Technical Services				
Book Maintenance	4,000	4,101	4,204	4,309
Subscriptions and Memberships	6,523	9,121	9,349	9,583
Technical Services Total	**10,523**	**13,222**	**13,553**	**13,892**
Expenditure Total	**3,611,393**	**3,732,058**	**3,879,423**	**3,995,388**
Operating Total	**-28,623**	**-27,269**	**10,665**	**35,955**
Capital				
Income				
Depreciation (Capital Recovery)				
Depreciation Total	-285,096	-285,096	-285,096	-285,096
Depreciation (Capital Recovery) Total	**-285,096**	**-285,096**	**-285,096**	**-285,096**
Proceeds from Sale of Assets				
Motor Vehicles	0	-24,233	0	0
Proceeds from Sale of Assets Total	**0**	**-24,233**	**0**	**0**
Income Total	**-285,096**	**-309,329**	**-285,096**	**-285,096**
Expenditure				
Acquisition of Assets - Collections				
Collection Development - Dubbo Regional Council	129,015	131,132	133,291	135,494
Collection Development - Narromine Shire Council	37,679	37,928	38,183	38,443
Collection Development - Warrumbungle Shire Council	43,579	43,935	44,298	44,669
Acquisition of Assets - Collections Total	**210,273**	**212,995**	**215,772**	**218,606**
Acquisition of Assets - Other				
Furniture and Fittings	96,000	67,000	0	0
Motor Vehicle	0	40,821	0	0
Acquisition of Assets - Other Total	**96,000**	**107,821**	**0**	**0**
Expenditure Total	**306,273**	**320,816**	**215,772**	**218,606**
Capital Total	**21,177**	**11,487**	**-69,324**	**-66,490**
Available Funds Movement Prior to Restricted Asset Funding	**-7,446**	**-15,782**	**-58,659**	**-30,535**

Macquarie Regional Library
Estimated - Detailed Financial Statements

	2023/2024 Budget	2024/2025 Forecast	2025/2026 Forecast	2026/2027 Forecast
Restricted Assets				
Restricted Assets - Internally Restricted Assets				
Library Operations Surplus	446	29,524	51,659	23,535
Motor Vehicle Replacement	7,000	-13,742	7,000	7,000
Restricted Assets - Internally Restricted Assets Total	**7,446**	**15,782**	**58,659**	**30,535**
Restricted Assets - Externally Restricted Assets				
Local Special Projects	0	0	0	0
NSW Tech Savvy Grant	0	0	0	0
Restricted Assets - Externally Restricted Assets Total	**0**	**0**	**0**	**0**
Restricted Assets Total	**7,446**	**15,782**	**58,659**	**30,535**
Funds Available to (-), or Required From Library Operations	**0**	**0**	**0**	**0**

Draft Fees & Charges 2023/2024

Macquarie Regional Library

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code

MACQUARIE REGIONAL LIBRARY

Pricing Policy

FCR – Full Cost Recovery
Price set to recover the full cost of providing the goods/services. In determining whether this principle is appropriate consideration is given to whether there are community service obligations or equity issues that would warrant an alternative pricing principle.

IS – Industry Standard
Price is set to an industry standard.

MB – Market Based
Price is set by reference to local market prices. Fees are set to be competitive with local service providers.

NC – No Charge
No price charged for the service.

PCR – Part Cost Recovered
Price is discounted to below the full cost of providing the goods/services in recognition of a community service obligation. Funding for these services is sourced from other revenue and by charging a nominal fee to help offset the cost of providing the services.

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MACQUARIE REGIONAL LIBRARY

Macquarie Regional Library fees and charges are set in recognition of - (1) cost is discounted to below the full cost in recognition of community service obligations - partial cost recovery [PCR] (2) price is set to an industry standards [IS] (3) fees are set to be not competitive with local service providers - market based [MB] (4) where possible, in consideration of the above, full cost recovery [FCR] (5) price is set by regulation/statute [S]

continued on next page ...

Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
MACQUARIE REGIONAL LIBRARY [continued]						
Reservation Fee	$1.60	$0.00	$1.80	N	PCR	GST Exempt
Variations and exemptions apply to reservations placed under the following member categories: Hospital/Retirement Homes; Book Club; Inter Library Loans; Home Library Borrower; Honorary Members; Branch Libraries/Sections; Home Library Borrower with Family.						
Overdue Fees - item per week	$1.05	$0.00	$1.10	N	PCR	GST Exempt
Variations and exemptions apply to overdue items placed under the following member categories; Hospital/Retirement Homes; Inter Library Loans; Home Library Borrower; Branch Libraries/ Sections; Home Library Borrower with Family.						
Overdue Fees - Amnesty	$0.00	$0.00	$0.00	N	FCR	N/A
Item Replacement - Library purchase cost			At cost	N	PCR	10%
Item Replacement - processing charge - per item	$10.20	$0.00	$11.00	N	FCR	GST Exempt
PHOTOCOPYING AND PRINTOUTS						
B&W - per A4 sheet	$0.30	$0.03	$0.30	Y	PCR	10%
B&W - per A3 sheet	$0.60	$0.05	$0.60	Y	PCR	10%
Colour copy - per A4 sheet	$1.00	$0.10	$1.10	Y	PCR	10%
Colour copy - per A3 sheet	$2.05	$0.20	$2.20	Y	PCR	10%
LAMINATING						
A4 - per page	$1.55	$0.16	$1.80	Y	PCR	10%
A3 - per page	$3.10	$0.33	$3.60	Y	PCR	10%
EQUIPMENT USAGE						
Charge includes also using the Branch photocopier to scan documents.						
Scanner - per hour	$6.80	$0.64	$7.00	Y	PCR	10%
Scanner - 15 minutes	$1.70	$0.16	$1.75	Y	PCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
INTER LIBRARY LOANS						
Per Item Loan	$8.00	$0.82	$9.00	Y	FCR	10%
Possible additional fee from other libraries	$28.80	$2.75	$30.20	Y	FCR	10%
FAX SERVICES						
The fax service charges are based on the current Australia Post *Fax Post Service* charges.						
Fax, outgoing (Aust.) - first page	$5.35	$0.50	$5.50	Y	MB	10%
Fax, outgoing (Aust.) - additional pages	$1.35	$0.13	$1.40	Y	MB	10%
Fax, outgoing (O/S), first page	$11.00	$1.00	$11.00	Y	MB	10%
Fax, outgoing (O/S), additional pages	$2.70	$0.25	$2.80	Y	MB	10%
Fax, incoming (all) - first page	$5.40	$0.51	$5.60	Y	MB	10%
Fax, incoming (all) - additional pages	$1.35	$0.13	$1.40	Y	MB	10%
LOCAL AND FAMILY HISTORY RESEARCH						
per hour	$55.00	$5.45	$60.00	Y	PCR	10%
INFORMATION RESEARCH						
Community - per hour	$55.00	$5.45	$60.00	Y	PCR	10%
Commercial - per hour	$80.00	$7.45	$82.00	Y	FCR	10%
DIGITAL IMAGE SERVICE						
Single TIFF/JPG 300 dpi image on CD (Private Use) - Cost includes CD	$17.00	$1.55	$17.00	Y	FCR	10%
Postage & Handling (if required)	$12.00	$1.36	$15.00	Y	FCR	10%
Single JPG 300 dpi image via email	$12.60	$1.15	$12.60	Y	FCR	10%
Single TIFF/JPG 300 dpi image on CD (Commercial Use) - Cost includes CD	$55.60	$5.18	$57.00	Y	FCR	10%
Postage & Handling - if required	$11.60	$1.08	$11.90	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
WORKSHOPS						
Workshops and events - adult - per participant (external service provider)	$10.00	$1.00	$11.00	Y	PCR	10%
Workshops and events - children/youth under 16 - per participant (external service provider)	$5.00	$0.55	$6.00	Y	PCR	10%
MEETING ROOMS						
Meeting Room Facilities - Dubbo Branch Library only. Fees are applicable to commercial/for profit organisations. No fees are applied to 'not for profit' organisations/groups - service groups, charities and cultural organisations.						
Meeting Room (Small) - hourly rate	$30.00	$3.18	$35.00	Y	MB	10%
Meeting Room (Medium) hourly rate	$60.00	$6.36	$70.00	Y	MB	10%
LIBRARY BAGS						
Nylon with the Macquarie Regional Library Logo	$5.00	$0.55	$6.00	Y	FCR	10%
Drawstring Bag	$6.00	$0.64	$7.00	Y	PCR	10%
Tote Bag - cotton	$10.00	$1.00	$11.00	Y	PCR	10%
BOOK CLUB SUBSCRIPTIONS						
MRL Library Book Clubs - Annual			No Charge	Y		
Community Book Clubs - Annual	$100.00	$3.64	$40.00	Y	PCR	10%
EARPHONES						
per set Earphones	$3.00	$0.36	$4.00	Y	FCR	10%
USB THUMB DRIVES						
per USB Thumb Drive (16GB)	$10.00	$1.09	$12.00	Y	FCR	10%

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Name	Year 22/23 Last YR Fee (incl. GST)	Year 23/24 GST	Year 23/24 Fee (incl. GST)	GST	Fee type	GST Code
BOOK SALE						
Adult/Junior/Large Print/Non-Fiction - soft cover	$1.00	$0.09	$1.00	Y	PCR	10%
Adult/Junior/Large Print/Non-Fiction - hard cover	$2.00	$0.27	$3.00	Y	PCR	10%
Box of Books - large	$10.50	$0.98	$10.80	Y	PCR	10%
Box of Books - small	$5.50	$0.55	$6.00	Y	PCR	10%
PC COMPUTERS (MRL DECOMMISSIONED)						
PC Computers - MRL Decommissioned			Market Price	Y	MB	N/A
MERCHANDISING						
Miscellaneous Items			At market price	Y	PCR	10%
CAR PARKING LEASE - MACQUARIE REGIONAL LIBRARY - DUBBO BRANCH						
Car Parking Lease - Macquarie Regional Library - Dubbo Branch	$1,154.00	$107.55	$1,183.00	Y	PCR	10%

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DUBBO REGIONAL COUNCIL

STRATEGIC ASSET MANAGEMENT PLAN 2023

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EXECUTIVE SUMMARY

Context

Dubbo Regional Council is responsible for the acquisition, operation, maintenance, renewal and disposal of an extensive range of physical assets with a replacement value of $3.5B, of which $2.8B is covered in specific Asset Management Plans.

These assets include land, buildings, parks, recreation areas, roads, footpaths, drainage systems, water sewerage and associated operating assets and provide service essential to our community's quality of life.

Those assets not closely covered by this strategy include other land, land held for re-sale, artworks, library and some assets associated with airport and saleyards activities.

This Strategic Asset Management Plan (SAMP) takes the organisational objectives in our Strategic Plan, develops the asset management objectives, principles, framework and strategies required to achieve our organisational objectives. The plan summarises activities and expenditure projections from individual asset management plans to achieve the asset management objectives.

Timeframe

While some sections of this plan will highlight a 10 year outlook, many parts of this strategic plan introduce 20 year projections and show 20 year trends. This recognises the need to be able to respond to infrastructure needs over a strategic timeframe while supporting the necessary lead-time for major infrastructure items.

The initial four years are based on strong available data including the currently adopted budget, known grant funding and planned works.

Years five to year 10 are activities that are being consolidated and confirmed. External funding with strong and ongoing patterns is included.

Activities beyond year 10 have greater uncertainty and require verification. Condition assessment and other tools are used to review those predictions and promote or postpone the activity as appropriate. Those changes will be reflected in future AM Plans and Strategy through the amended source information.

Current situation

Our aim is to achieve a 'core' maturity for asset management activities and improve our maintenance management and asset condition data in line with our improvement plan and continue maturity improvement where the benefits exceed the costs. Improvement tasks with costs and target dates have been identified and documented in Table 8.2.

What does it Cost?

Operating Outlays (excluding depreciation)

The projected operating outlays necessary to provide the services covered by this SAMP includes operation and maintenance of existing assets over the 10 year planning period and is $79.7M on average per year.

Capital Outlays

The projected required capital outlays including renewal/replacement and upgrade of existing assets and acquisition of new assets over the 10 year planning period is $46.5M on average per year.

We have balanced the projected expenditures in the SAMP with financial outlays in the Long-Term Financial Plan (LTFP) involving:

- community consultation on desirable and affordable levels of service
- balancing service performance, risk and cost in a trade-off of projects and initiatives
- considering the impact of trade-offs and accepting the service and risk consequences
- identification of anticipated future capital projects that are not funded by extrapolation of "business as usual" budget, particularly transport.
- Identification of significant single infrastructure water treatment plant expansion currently projected to be in 2036, coinciding with the existing plant renewal in 2037.

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What we will do

Our aim is to provide the services needed by the community in a financial sustainable manner. Achieving financial sustainability requires balancing service levels and performance with cost and risk.

This strategy is founded on continuation of currently provided levels of service. Introduction of higher expectations would be associated with related increases in costs in that portfolio and thus decisions relating to funding of such decisions.

It may not be possible to meet all expectations for services within current financial resources. This is especially relevant to recent additions of short-lived assets enabled through external funding. We will continue to engage with our community to ensure that needed services are provided at appropriate levels of service at an affordable cost while managing risks.

What we have deferred

We do not have enough funding over the 20 year period reviewed to provide all services at the desired service levels or provide new services. Major initiatives and project that are identified within the plan that are currently not funded under long-term financial plan funding levels are:

- $20M in water treatment plant renewal in 2037 (anticipated to be funded from Water fund.)
- Transport and buildings 2023 renewal backlog, the asset's useful life has triggered a renewal that has not occurred due to service level priorities and capacity. This backlog will roll forward from 2023 as service level prioritisation and capacity constraints continue.
- There is an ongoing and increasing gap between projected funding and the needs for Operations and Maintenance.

Renewal Funding Ratio

Currently the renewal funding ratio is at 86%. That is, the nominated renewals budget only accounts 86% of the nominated renewals (and backlog) over the first 10 years of the plan. This situation means that the backlog will increase unless that situation is addressed. See Section 7.1 for additional detail.

Backlog

We use the term backlog to identify intended renewals that are unable to be performed in the intended timeframe.

The current renewal backlog is $63.3M and is predicted to remain below $55M until 2030, but then trends to $141.2M by 2042.

This situation is further discussed in Section 5.4.

This measure is different from the amounts reported elsewhere as "Report on Infrastructure Assets", which is a financial model of the cost to " bring to satisfactory" by some lesser treatment than renewal.

Managing the Risks

There are risks associated with providing the service and not being able to complete all identified initiatives and projects. We have identified major risks as:

- Deteriorating transport infrastructure (especially bridges) dependant on grant funding for renewals.
- Increased portfolio of short lifecycle assets in Recreation and Open Spaces. Current budget is insufficient to support projected renewals.
- Inadequate urban drainage systems, not up to expectations for safety or service.
- Water and Sewerage infrastructure unable to support community growth.
- The funding gap for operations and maintenance will need to be managed, creating some level of continually reducing levels of service and re-directing funds from other actions to sustain services.
- Reduced service due to loss of key staff and skills shortages.

We will endeavour to manage these risks within available funding by:

- Ongoing pursuit of external funding opportunities to supplement internal transport budgets.
- Investigate efficiencies and lower cost renewal options for related assets.
- Specific urban drainage projects affecting safety and service identified through inspection to enable management.
- Fund specific management of system growth. System growth should support funding growth through user charges to offset capital and operational costs.
- Managing community expectations for levels of service from existing and new assets.
- Succession plans and knowledge capture.

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Confidence Levels

This SAMP is based on a medium level of confidence in the available information. While there is relatively high confidence in the details of the asset portfolios, there is some uncertainty relating to asset condition or age in some portfolios.

The Next Steps

The actions resulting from this asset management plan are:

- implement the improvement plan in Section 8.2
- review outcomes of the 2023 community consultation to increase awareness of service performance, risk and cost pressures we are facing from community expectations
- investigate actions to extend the life of assets without affecting performance and risk
- review asset renewal and replacement options to reduce service delivery lifecycle costs
- implement lifecycle cost evaluation as part of asset creation to support budget projection.

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2. ASSET MANAGEMENT STRATEGY

2.1 Asset Management System

Asset management enables an organisation to realise value from assets in the achievement of organisational objectives, while balancing financial, environmental and social costs, risk, quality of service and performance related to assets.[1]

An asset management system is a set of interrelated and interacting elements of an organisation to establish the asset management policy and asset management objectives, and the processes, needed to achieve those objectives. An asset management system is more than 'management information system' software. The asset management system provides a means for:

- coordinating contributions from and interactions between functional units within an organisation,[2] and
- consistent application of the asset management processes to achieve uniform outcomes and objectives.

The asset management system includes:

- The asset management policy
- The asset management objectives
- The strategic asset management plan
- The asset management plans, which are implemented in
    - operational planning and control
    - supporting activities
    - control activities
    - other relevant processes.[3]

The asset management system fits within the organisation's strategic planning and delivery process as shown in Figure 1.

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[1] ISO, 2014, ISO 55000, Sec 2.2, p 2

[2] ISO, 2014, ISO 55000, Sec 2.5.1, p 5

[3] ISO, 2014, ISO 55002, Sec 4.1.1, p 2.

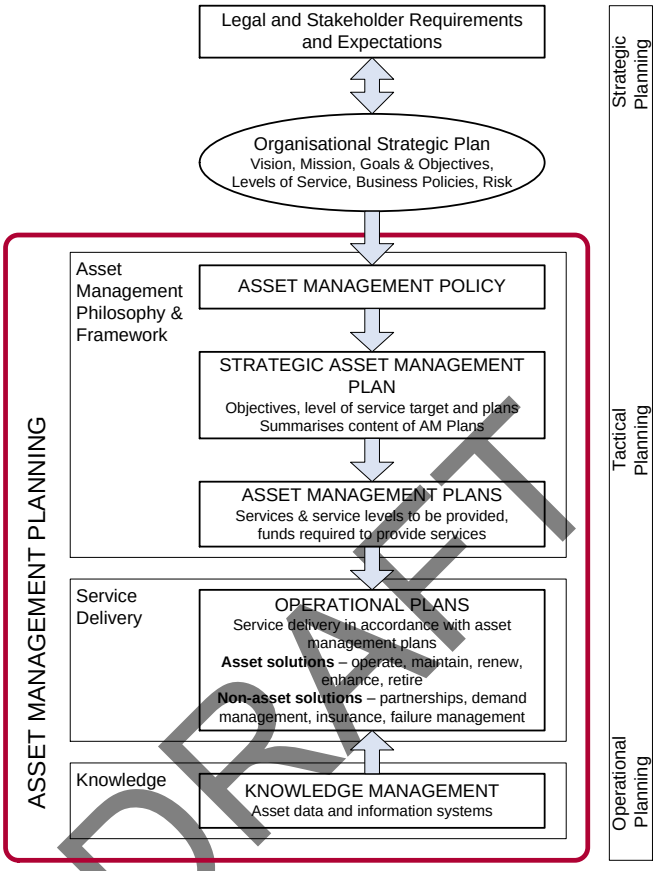

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Figure 1: Strategic Asset Management Plan fit in Planning Process

2.1.1 Asset Management Policy

The asset management policy sets out the principles by which the organisation intends applying asset management to achieve its organisational objectives.[4] Organisational objectives are the results the organisation plans to achieve, as documented in its Strategic Plan. Our adopted asset management policy is available as "Council Policy – Asset Management".

[4] ISO, 2014, ISO 55002, Sec 5.2, p 7.

2.1.2 Asset Management Objectives

The asset management objectives developed in Section 2.4.3 provide the essential link between the organisational objectives and the asset management plan(s) that describe how those objectives are going to be achieved. The asset management objectives transform the required outcomes (product or service) to be provided by the assets, into activities typically described in the asset management plans. Asset management objectives should be specific, measureable, achievable, realistic and time bound (i.e. SMART objectives).[5]

2.1.3 Strategic Asset Management Plan

This strategic asset management plan is to document the relationship between the organisational objectives set out in the 'Community Strategic Plan – 2040" and the asset management (or service) objectives and define the strategic framework required to achieve the asset management objectives.[6]

Since this asset management strategy and the supporting Asset management plans are focused on infrastructure held and managed by Council on behalf of the community, it's focus is on the role of "provider" in support of the other roles relating to leader, collaborator and advocate.

This strategic asset management plan encompasses the following services:

- Transport, that is the roads and associated infrastructure to enable the connectivity of the community and support our economy.
- Water and Sewerage infrastructure to support healthy outcomes for the community in a way that provides leadership and is environmentally sustainable.
- Recreation and Open Spaces infrastructure to encourage liveability and to enhance the utility of housing while supporting our local economy.
- Urban drainage infrastructure to support housing and economic amenity in the community with consideration for sustainable environmental outcomes.
- To manage our building infrastructure in a way that enables us to perform our roles across the community and to lead in provision of community opportunities that supplement the other roles.

The strategic asset management framework incorporates strategies to achieve the asset management objectives. The strategies are developed in 4 steps:

- What assets do we have?
- Our assets and their management
- Where do we want to be?
- How will we get there?[6]

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[5] ISO, 2014, ISO 55002, Sec 6.2.1, p 9.

[6] LGPMC, 2009, Framework 2, Sec 4.2, p 4.

2.1.4 Asset Management Plans

Supporting the strategic asset management plan are asset management plans for major service/asset categories. The asset management plans document the activities to be implemented and resources to be applied to meet the asset management objectives. The strategic asset management plan summarises the key issues from the following asset management plans:

- Transport (the roads and associated infrastructure)
- Water
- Sewerage
- Recreation and Open Spaces
- Stormwater (Urban Drainage in Wellington and Dubbo)
- Buildings (those used for Council purposes and those managed for public utility)

The Strategic Asset Management Plan is part of the organisation's strategic and annual planning and reporting cycle as shown in Table 2.1.

Table 2.1: Strategic Asset Management Plan within the Planning and Reporting Cycle

	Plan	Planning Cycle	Performance Reporting	Reporting Method
Community Planning	20 year Community Plan	4 – 10 years	Community Objectives Indicators	Annual Report
Strategic Planning	10 year Strategic Plan	4 years	Organisational Objectives	Annual Report
	10 year Long-Term Financial Plan		Financial Indicators	
	Strategic Asset Management Plan Asset Management Plans	Annual Review	Asset Management Objectives	
Operational Planning	4 year Operational Plan	4 years	Operational Objectives incorporated into Annual Plan	Annual Report
Annual Planning & Budget	Annual Plan & Budget	Annual	Annual Objectives Budget Objectives	Annual Report Monthly Reports to Council
	Departmental/Directorate Work Plans		Work Plan Objectives	Monthly Reports to Council
	Individual Work Plans		Work Plan Objectives	Performance Reviews

2.2 What Assets do we have?

We manage a lot of assets to provide services to our community. The assets provide the foundation for the community to carry out its everyday activities, while contributing to overall quality of life.

Table 2.2: Assets covered by this Plan

Asset Class/Category	Dimension
Transport	1,409km sealed roads, 1,356km unsealed roads, 75 bridges, 551km Kerb and Gutter, 122km of paved footpaths, 3,652 culverts.
Water	742km of water mains, 4 treatment plants, 14 pump stations and 17 reservoirs.
Sewerage	566km of pipe network, 5 treatment plants and 30 pump stations.
Urban Drainage	260km pipe drainage, 9,082 drainage pits, 68 Gross Pollutant Traps, 9.8km of channels, 103 stormwater basins and 139 urban road culverts.
Recreation and Open Spaces	1011Ha of public open space (217Ha of this irrigated) including 44 playgrounds, 3 swimming pools.
Buildings	In excess of 150 buildings of which 31 are specifically utilised for Council activities such as depots or airport terminals.

2.3 Our Assets and their management

2.3.1 Asset Values

The infrastructure assets covered by this strategic asset management plan are shown in Table 2.3.1. These assets are used to provide services to the community.

Table 2.3.1: Assets covered by this Plan ($M)

Asset Class/Category	Gross Replacement Cost *	Carrying Value	Annual Depreciation
Transport	1,837	1,258	19
Water	444	308	6
Sewerage	236	186	3
Urban Drainage	181	144	2
Recreation and Open Spaces	104	67	4
Buildings	276	184	10
Total in these plans	**3,078**	**2,147**	**44**
Non-AM Plan Assets	448		
TOTAL	**3,526**		

Note* Values are determined by routine independent revaluation in line with Office of Local Government and audit office expectations based on a cyclic timetable. There are other assets managed by Council that are not within the scope of these AM Plans with a recognised Gross Replacement Cost of $448M. These include assets like land and some land improvements, Fleet and similar plant, runways, heritage and library collections and capital works not yet completed.

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2.3.2 Asset Condition, Function and Capacity

Our State of the Assets Report monitors the performance of the assets under three community service indicators. Currently only "condition" is monitored explicitly. There are opportunities to improve our understanding of asset community service indicators by also introducing measures for function and capacity.

- condition/quality – how good is the service?
- function - does it meet users' needs?
- capacity/utilisation – is the service usage appropriate to capacity?

State of the Assets

Assessment of performance of assets under condition (quality), service indicators assign Condition 1 as indicative of assets that are early in their lifecycle. Assets progress through the condition scores until condition 5 which represents an unserviceable asset.

Condition 1 also includes assets (like bulk earthworks for roads) that do not deteriorate in the timeframes considered for these assets. These assets should not ever need renewal, though there may be some maintenance performed. Condition information included in the asset attribute register is replicated in the financial asset register. Alignment is required in some cases where they are incorrectly shown as Condition 1. This will be part of the refinement to reflect the current financial year budget and forecast.

2.3.3 Lifecycle Costs

Lifecycle costs (or whole of life costs) are the average annual costs that are required to sustain the service levels over the longest asset life. Lifecycle costs include operation and maintenance expenditures plus asset consumption (depreciation). Life cycle costs can be compared to lifecycle expenditure to give a comparison of current expenditures to lifecycle costs of services.

Lifecycle expenditures include operation and maintenance expenditures (excluding depreciation) plus capital renewal expenditure. The capital renewal component of lifecycle expenditure can vary depending on the timing of asset renewals.

The lifecycle costs and expenditures averaged over the 10 year planning period will be part of the refinement to reflect the current financial year budget and forecast.

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2.3.4 Asset Management Indicators

An asset management objective is to provide the services that the community needs at the optimum lifecycle cost in a financially sustainable manner

The purpose of this strategic asset management plan is to develop the strategies to achieve the asset management objectives through balancing of asset service performance, cost and risk.

The first four years are the current approved budget. 2023 forecast includes an unfunded renewals backlog, mainly in Transport assets, but also Buildings, that is not covered by available internal funding and known external grants. When the asset useful life ends prior to 2023 an overdue renewal results. In some cases, a decision not to renew may be due to a reassessment of useful life that is not reflected in the asset register. Funding and capacity not available to address genuine backlogs in 2023 effectively become a rolling backlog. This will be part of the refinement to reflect the current financial year budget and forecast.

The years to 2033 (10 year timeframe) indicate an annual shortfall between anticipated funding and projected costs in the order of $10M per year. This may in part be addressed by continued and expanded grant funding for related infrastructure, but also indicates that restraint is necessary. A significant contribution to that shortfall is the anticipated operation and maintenance costs of the growing asset portfolio.

The projections from 2034 to 2042 warrant review and investigation to increase confidence in those predictions, especially relating to asset renewals. The funding shortfall in this period is mainly in transport, water and buildings. The individual Water infrastructure item currently forecast into 2036 is expansion of the Dubbo Water Treatment Plant and the timing of that will ultimately be dependent upon the actual timing of growth in potable water usage by the community. It is anticipated that this item would be budgeted from the Water fund at that time.

Growth in the asset portfolio drives increases in operating and maintenance costs. For some asset types (water and sewerage especially) it is anticipated that these costs would be offset by increased customer charges that would be reflected in an increased available budget. Noting that the expansion needs to be completed before such increased revenue becomes available, a conservative approach has been taken

2.3.5 Opportunities and Risks

We have identified opportunities relevant to the services included in this strategic asset management plan including:

- Obtain additional grant funding, especially Transport, to address backlog situation.
- Review anticipated income from additional users in Water and Sewerage infrastructure to update available budget.
- Condition assessment of assets in the later stages of this strategy to confirm and potentially defer their renewal outlook.
- Review of lifecycle modelling for asset types to identify opportunity to extend useful life of some assets.

Relevant risks to the strategic asset management plan in the future are:

- Community growth exceeding asset capacity – For example, new developments growing beyond stormwater service extent.
- Maturity of understanding of lifecycle costing. Asset portfolio “growth” introduces budget commitment that is not sustainable - Ongoing costs exceed benefits derived, or income created.
- Climate variability accelerates asset deterioration (reduces asset useful life).
- Community expectation of higher levels of service from existing infrastructure with potential increased maintenance costs or accelerated asset deterioration.

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Infrastructure risk management plans for these and other relevant risks are summarised with risk management activities and resource requirements incorporated in the relevant asset management plans.

2.3.6 Asset and Financial Management Maturity

We have taken steps to improve our asset and financial management performance including assessing alignment of our asset management maturity with IS0 55001 Asset Management – Management Systems – Requirements. Figure 5 shows the Morrison Low maturity assessment situation from 2020.

For an organisation of our size and scope, a target score of 8 is regarded as appropriate in terms of capability and affordability.

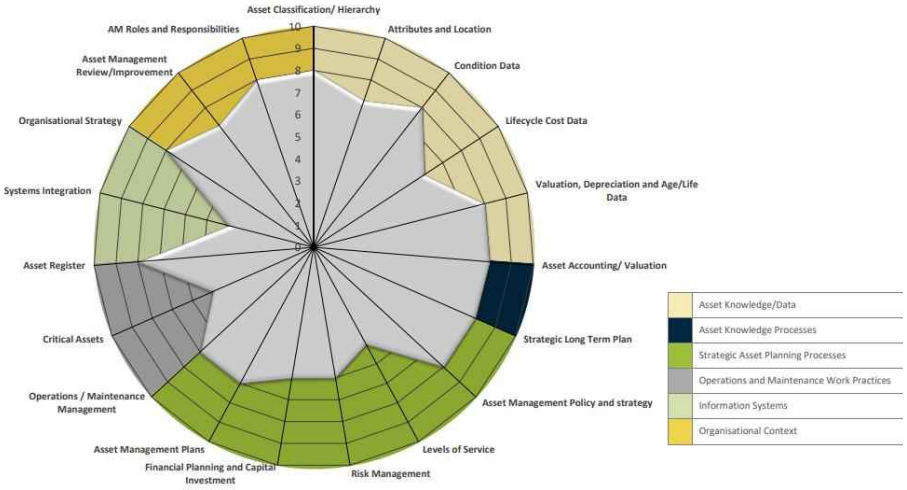

Figure 5: Maturity Assessment

Since that assessment, there have been significant improvements implemented by the actions of the Asset Working Group and those improvements are ongoing.

Elements with low maturity scores where further work remains are:

- System integration highlights the use of multiple maintenance management systems and alternate asset physical attribute systems that are poorly integrated with the asset financial system.
- Strategic Asset Planning Process improvement opportunities are now improving, with recent training of the AM Plan authors and other staff in a nationally recognised methodology including focus on aspects such as levels of service, risk management, asset criticality and the AM Plans themselves.
- Lifecycle costs have significant linkage to many other items in the chart. Awareness and improvement in this area is to be enhanced by stronger analysis of lifecycle costs during project review and budget preparation.
- The shortfall relating to attributes and location identified gaps in information from the amalgamation asset data. The specific observation is being addressed in current financial year.

2.3.7 Strategy Outlook

1. With appropriate restraint, we will struggle to maintain current levels of service for the next ten years based on current knowledge and projections in AM Plans and Long-Term Financial Plan.

2. Funding for projected capital items (renewals, upgrades and acquisitions) are almost adequate for the next 10 years with a modest increase in the backlog amount and are reliant on supplementary external grant funding to support that outcome. Beyond the 10 year timeframe, there is a growing gap between identified available funds and the forecast expenditure.

3. For the 20 year life of this plan, there is a growing shortfall for operational costs that is matched to the increases in costs to service the additional assets under our control created from upgrades, acquisitions and contributed.

4. Some aspects of our current asset and financial management maturity are below 'core' level and investment is needed to improve information management, lifecycle management, service management, accountability and strategic direction.

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2.4 Where do we want to be?

2.4.1 Community Expectations

We have identified community expectations for service levels to be generally consistent with current levels of service. We engage with the community through significant consultative processes and have developed our Community Strategic Plan Dubbo 2040. Community engagement is necessary to ensure that informed decisions are made on future levels of service and costs and that service and risk consequences are known and accepted by stakeholders.

This document is publicly available and will not be expanded upon here.

2.4.2 Organisational Objectives

The organisation objectives are developed in the Dubbo 2040 Community Strategic Plan under Vision, Purpose, Values and Priority Areas as shown below.

2.4.3 Asset Management Objectives

The asset management objectives (or strategies) translate the organisational objectives into the required service outcomes to be provided by infrastructure assets and activities described in the asset management plans. Actions to achieve the asset management objectives with performance targets and timelines are shown in Tables 2.4.3 – 2.4.3.5 and included in operational and capital works plans

Table 2.4.3: Asset Management Objectives - Transport

Organisational Objective To provide connectivity for the community and to support economic development

Asset Management Objective	Action	Performance Target & Timeline
Timely renewal of transport infrastructure.	Ongoing programs for resealing program and gravel resheeting programs.	Renewal backlog remains manageable. Ongoing.
Timely maintenance of assets	Ongoing periodic grading, pothole, signage replacement programs to continue.	Level of service maintained. System not deteriorating. Ongoing.
Recognised safety improvements implemented	Road widening and alignment adjustments prioritised and implemented using available resources and external funding when available.	Maintain current momentum. Identify and implement grant sources if available.
Transport asset resilience to changes.	Implemented design criteria for all new and replacement assets for identified future challenges.	Appropriate design standards are in place. These to be reviewed periodically to ensure that additional resilience features are included.
Business and activity dependant on transport are adequately serviced.	Monitor and review road network classifications and suitability of network for current and anticipated use. Identify and prioritise appropriate items for upgrade.	Review of road classifications at least in line with revaluation cycle
Support regional growth	Implement necessary growth in the network to accommodate growth.	Ongoing in line with development activities.

Table 2.4.3.1: Asset Management Objectives - Water

Organisational Objective To provide the community with safe potable water

Asset Management Objective	Action	Performance Target & Timeline
Effective and efficient water network operation.	Timely renewal of assets as they reach the end of their useful life.	Ongoing asset renewal to support efficient system operation.
Cost effective supply of water to the community.	Effective operations and timely maintenance of the assets to support efficient operation of the assets in use. Investigation of alternate cost effective means to deliver outcomes.	Ongoing operations and maintenance of the assets.
Water Quality	Investigate options to improve water quality outcomes in a cost effective manner. Determine community expectation of quality improvements with associated costs.	Maintain current technology and thus level of service. Revision dependant on treatment plant renewal timeframe.
Water Availability	Retain and maintain all current water resources and investigate alternative to supplement these for future resilience.	Negligible periods of water restrictions
Support community growth	Plan and implement network assets with adequate capacity (or upgrade potential) to service anticipated growth over the asset lifecycle.	Design criteria for renew/new assets to include consideration for system and population growth

Table 2.4.3.2: Asset Management Objectives - Sewerage

Organisational Objective To assure public health and community amenity by removal and treatment of sewerage

Asset Management Objective	Action	Performance Target & Timeline
Effective and efficient sewerage network operation.	Timely renewal of assets as they reach the end of their useful life in service	Ongoing renewal of assets to support efficient system operation.
Cost effective operation of the sewerage asset system	Effective operations and timely maintenance of the assets to support efficient operation of the assets in use. Investigation of alternate cost effective means to deliver outcomes.	Ongoing operation and maintenance of the assets.
Environmental performance of the system.	Continue to achieve or exceed current licence agreements and investigate means to improve environmental outcomes	Ongoing current practice. Improvements would typically be linked to system or treatment plant upgrades or renewals.
Improve system resilience	Identify and implement improvements to increase system resilience, especially in new assets as constructed.	Implement identified improvements as identified and practical.
Support community growth	Plan and implement network assets with adequate capacity (or upgrade potential) to service anticipated growth over the asset lifecycle.	Design criteria for renew/new assets to include consideration for system and population growth.

Table 2.4.3.3: Asset Management Objectives – Recreation and Open Spaces

Organisational Objective To provide public amenity and sporting facilities for the community

Asset Management Objective	Action	Performance Target & Timeline
Maintain amenity of public park, reserves and similar facilities.	To maintain a level of assets that support the utility of those parks as used by the public	Maintain current performance over time.
Provide sporting facilities suitable for the selected community sports.	To provide and maintain assets suited to the various levels of service based upon facility classification.	Maintain current performance over time.
Anticipate and support growth, both in new sports and increased participation.	Monitor trends in facility utilisation and determine level of service gaps indicative of community expectations.	Ongoing process.
Promote regional visitation	Develop and maintain a core set of assets to become public showcase for the region.	Monitor utilisation of facilities by visitors to the region and local elite sporting bodies

Table 2.4.3.4: Asset Management Objectives – Urban Drainage

Organisational Objective Urban drainage networks control and manage stormwater to support community amenity

Asset Management Objective	Action	Performance Target & Timeline
Effective and efficient operation of the stormwater network	Timely renewal of assets as they reach the end of their useful life in service	Ongoing renewal of assets to support efficient system operation
Effective and efficient operation of the stormwater network	Ongoing maintenance of stormwater quality improvement devices (SQID) to intercept debris before release to environment	Maintain current and identify additional locations for SQIDs
Implement Water Sensitive Urban Design (WSUD) initiatives	New assets and renewals to enhance the WSUD outcomes.	Current and ongoing assets to incorporate the new levels of service.

Table 2.4.3.5: Asset Management Objectives - Buildings

Organisational Objective To support the operation and identified initiatives of the Council

Asset Management Objective	Action	Performance Target & Timeline
Buildings support effective operation of the Council	Ensure building assets are "fit for purpose" and maintained to support those functions.	Support existing utility and adapt to usage modifications as required.
Maintain value of the Council infrastructure.	Co-ordinate and undertake actions necessary to protect the value of the building assets over time and to maximise their utility for intended operations.	Ongoing monitoring of building condition to confirm and co-ordinate necessary actions

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2.5 Asset Management Vision

To ensure the long-term financial sustainability of the organisation, it is essential to balance the community's expectations for services with their ability to pay for the infrastructure assets used to provide the services. Maintenance of service levels for infrastructure services requires appropriate investment over the whole of the asset life cycle. To assist in achieving this balance, we aspire to:

Develop and maintain asset management governance, skills, process, systems and data in order to provide the level of service the community need at present and in the future, in the most cost-effective and fit for purpose manner.

In line with the vision, the objectives of the strategic asset management plan are to:

- ensure that our infrastructure services are provided in an economically optimal way, with the appropriate level of service to residents, visitors and the environment determined by reference to our financial sustainability
- safeguard our assets including physical assets and employees by implementing appropriate asset management strategies and appropriate financial resources for those assets
- adopt the long term financial plan as the basis for all service and budget funding decisions
- meet legislative requirements for all our operations
- ensure resources and operational capabilities are identified and responsibility for asset management is allocated
- ensure operational and service delivery risks are adequately managed
- continually improve our asset, risk and financial management and service delivery performance
- provide high level oversight of financial and asset management responsibilities through Audit Committee/CEO reporting to Council on development and implementation of the Strategic Asset Management Plan, Asset Management Plan(s) and Long Term Financial Plan.

Strategies to achieve this position are outlined in Section 2.6.

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2.6. How will we get there?

The strategic asset management plan proposes strategies to enable the organisational objectives and asset management policies to be achieved.

Table 2.6: Asset Management Strategies

No	Strategy	Desired Outcome
1	Incorporate Year 1 of long term financial plan revenue and expenditure projections into annual budgets.	Long term financial planning drives budget deliberations and the long term implications of all services are considered in annual budget deliberations.
2	Report our financial position at Fair Value in accordance with Australian Accounting Standards, financial sustainability and performance against organisational objectives in Annual Reports.	Financial sustainability information is available for Council and the community.
3	Develop and maintain a long term financial plan covering 10 years incorporating asset management plan expenditure projections with a sustainable funding position outcome.	Sustainable funding model to provide our services.
4	Develop and annually review asset management plans and strategic asset management plan covering at least 10 years for all major asset classes (85% of asset value).	Identification of services needed by the community and required funding to optimise 'whole of life' costs.
5	Review and update asset management plans, strategic asset management plan and long term financial plans after adoption of annual budgets. Communicate any consequence of funding decisions on service levels and service risks.	We and the community are aware of changes to service levels and costs arising from budget decisions.
6	Develop and maintain a risk register of operational and service delivery risks showing current risk levels, risk management treatments and report regularly to Council on current high level risks.	Risk management of operational and service delivery risks is an integral part of governance.
7	Ensure Council decisions are made from accurate and current information in asset registers, on service level performance and costs and 'whole of life' costs.	Improved decision making and greater value for money.
8	Report on our resources and operational capability to deliver the services needed by the community in the annual report.	Services delivery is matched to available resources and operational capabilities.
9	Ensure responsibilities for asset management are identified and incorporated into staff position descriptions.	Responsibility for asset management is defined.
10	Implement an improvement plan to realise 'core' maturity for the financial and asset management competencies on an ongoing basis.	Improved financial and asset management capacity within the organisation.
11	Report six monthly to Council by Audit Committee/CEO on development and implementation of strategic asset management plan, AM Plans and long term financial plans.	Oversight of resource allocation and performance.

2.7 Asset Management Improvement Plan

The tasks required achieving a 'core' financial and asset management maturity are shown in priority order in the asset management improvement plan in Section 8.2

2.8. Consequences if actions are not completed

There are consequences for the Council if the improvement actions are not completed. These include:

- Inability to achieve strategic and organisational objectives
- Inability to achieve financial sustainability for the organisation's operations
- Current risks to infrastructure service delivery are likely to eventuate and response actions may not be appropriately managed
- We may not be able to accommodate and/or manage changes in demand for infrastructure services.

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3. LEVELS OF SERVICE

3.1 Consumer Research and Expectations

The expectations and requirements of various stakeholders were considered in the preparation of asset management plans and are described in detail in section 3.1 of those plans.

An improvement opportunity in this strategy is to develop and implement monitoring and reporting methods of the satisfaction levels being delivered across these asset portfolios.

3.2 Organisational Objectives

Sections 2.4.2 and 2.4.3 of this strategic asset management plan reported the organisational objectives from the Strategic Plan and asset management objectives developed from the organisational objectives.

The organisational and asset management objectives provide focus for the community and technical level of service tables in Section 3.4.

3.3 Legislative Requirements

We have to meet many legislative requirements including Australian and State legislation and State regulations. These are detailed in the various asset management plans summarised in this strategic asset management plan.

3.4 Levels of Service

Service levels are defined in three ways, customer values, customer levels of service and technical levels of service.

Customer Values indicate:

- what aspects of the service is important to the customer,
- whether they see value in what is currently provided and
- the likely trend over time based on the current budget provision

Customer Levels of Service measure how the customer receives the service and whether the organisation is providing value.

Customer levels of service measures used in the asset management plan are:

Quality/condition	How good is the service?
Function	Does it meet users' needs?
Capacity/Utilisation	Is the service usage appropriate to capacity?

Our current and projected community levels of service for the services covered by this strategic asset management plan are shown in the AM Plans summarised in this strategic asset management plan.

While we have some maturity in utilising quality/condition information where we utilise a graded scale, the other measures are basically measured on a two point scale (adequate – inadequate) and refinement of these measures could provide advantages in strategic asset management planning.

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Technical Levels of Service - Supporting the community service levels are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that the organisation undertakes to best achieve the desired community outcomes and demonstrate effective organisational performance.

Technical service measures are linked to annual budgets covering:

- Operation – the regular activities to provide services such as availability, cleansing, mowing, etc.
- Maintenance – the activities necessary to retain an asset as near as practicable to an appropriate service condition (e.g. road patching, unsealed road grading, building and structure repairs),
- Renewal – the activities that return the service capability of an asset similar to that which it had originally (e.g. road resurfacing and pavement reconstruction, pipeline replacement and building component replacement) or to a lower service level,
- Acquisition – the activities to provide a higher level of service (e.g. widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (e.g. a new library).

Service managers plan, implement and control technical service levels to influence the customer service levels.[7]

Together the community and technical levels of service provide detail on service performance, cost and whether service levels are likely to stay the same, get better or worse.

Our current and projected technical levels of service for the services covered by this strategic asset management plan are shown in the AM Plans summarised in this strategic asset management plan.

Tables summarising the current and desired technical levels of service for services are shown in Appendix A.

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[7] IPWEA, 2011, IIMM, p 2.22

4. FUTURE DEMAND

4.1 Demand Drivers

Drivers affecting demand include population change, changes in demographics, seasonal factors, climate change, vehicle ownership rates, consumer preferences and expectations, government decisions, technological changes, economic factors, agricultural practices, environmental awareness, etc.

4.2 Demand Forecast

The present position and projections for demand drivers that may impact future service delivery and utilisation of assets were identified and are documented in Table 4.3.

4.3 Demand Impact on Assets

The impact of demand drivers that may affect future service delivery and utilisation of assets are shown in Table 4.3.

Table 4.3: Demand Drivers, Projections and Impact on Services

Projection	Impact on services
Population increase	
Area population increases by 0.9% per annum	Increased utilisation of resources such as transport (traffic congestion), higher demand for potable water, increased utilisation of parkland, higher sewerage volumes.
Area population increases by 0.9% per annum	Growing demand for Council services relating to development approvals and planning support.
Area population increases by 0.9% per annum	Necessary growth of some infrastructure portfolios to support this growth, leading to increased assets to be maintained and operated with the associated costs.
Area population increases by 0.9% per annum	Increased income from fees and charges associated to higher service demand, especially for water and sewerage.
Climate variability	
Progressive temperature increases	Accelerated deterioration of temperature affected assets.
Progressive temperature increases	Increased maintenance and operating costs for assets impacted by temperature such as sporting fields, playgrounds, parks and air conditioned buildings.
Increased rainfall variability	Potential increased severity of stormwater events impacting urban areas and the road networks.
Extended periods of heatwave conditions	Increased utilisation of air conditioned and other suitable public spaces for comfort and relief. Eg libraries, swimming pools and riverfront locations.
Extended periods of heatwave conditions	Staff working conditions adversely impacted. Additional relief methods to be implemented. Potentially need adaptable work practices.
Urban Density	
Increased urban density	Reduced rainfall absorption in urban areas, increasing stormwater runoff.
Increased urban density	Increased litter density impacting stormwater quality improvement initiatives and public spaces leading to increased maintenance/operation costs.
Increased urban density	Congestion in roadways, footpaths and similar areas.
Increased urban density with higher car ownership per household	Planning issues relating to urban development.
Water Availability	
Reduced water availability for prolonged periods. (drought)	Limitation on daily amounts available relative to community expectations.
Vehicle design	

Continued increase in heavy vehicle sizes	Expectation for transport infrastructure to accommodate larger and heavier vehicles (road strength) and clearance expectations (visibility distances and turning circles).
Larger passenger vehicles selected	Parking and lane size concerns, congestion in urban shopping precincts.
Increased proportion of electric vehicles (EVs) within and visiting region	Expectation of supporting infrastructure for EVs. Expectation of amenities relating to charging cycle times for drivers and passengers. Traffic management around those areas as utilisation becomes higher.
Sustainable Energy	
Solar and wind farms to become more established with localised infrastructure stress.	Development considerations relative to the scale/magnitude of those developments especially at initiation in a way that ensures "fairness" to those affected and the community as a whole.
Sustainable Energy hardware impacts relating to landscape "view".	Development considerations relating to location, orientation, scale and size of installed infrastructure. Council to behave as advocate on behalf of the community.
Recreation	
Increased passive participation	Increased utilisation of available open spaces. Potential expectation for increased amenities at those sites.
Increased active participation	Increased utilisation of sporting facilities with associated pressure on features of those sites.

4.4 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for the organisation to own the assets and management actions including reducing demand for the service, reducing the level of service (allowing some assets to deteriorate beyond current service levels) or educating customers to accept appropriate asset failures[8]. Examples of non-asset solutions include providing joint services from existing infrastructure such as aquatic centres and libraries that may be in another community area or public toilets provided in commercial premises.

Opportunities identified for demand management are shown in Table 4.4.

Table 4.4: Demand Management Plan Summary

Service Impact	Demand Management Plan
Water Scarcity	Beneficial re-use of treated effluent in appropriate identified purposes, offsetting use of water sourced for potable use.
Water Scarcity	Additional extraction points to spread the impact on aquifers.
Increasing vehicle size and mass	Review and ongoing improvements to road construction and alignments aligned to renewal programs.
Urban area expansion expecting public spaces and amenities	Developer contributions of amenity features in these growth areas.
Population growth increasing utilisation of water, sewerage and waste services.	Cost recovery through user fees and charges should offset the increased operations and maintenance costs.
Increased rural activities impacting transport infrastructure	Traffic density and such will mostly impact state infrastructure, while OSOM traffic will continue to be monitored and controlled through active review of proposed loaded traffic.

[8] IPWEA, 2015, IIMM, Sec 2.3.6, p 2|53.

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4.5 Asset Programs to meet Demand

The new assets required to meet growth will be acquired free of cost from land developments and constructed/acquired by the organisation. New assets constructed/acquired by the organisation are discussed in Section 5.4.

Acquiring these new assets will commit the organisation to fund ongoing operation, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operation, maintenance and renewal costs in Section 6.

Since Council would rarely discontinue a service that is already provided to the community, the commitment to accept growth assets creates an ongoing and essentially permanent commitment to those future costs.

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5. LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how the organisation plans to manage and operate the assets at the agreed levels of service (defined in Section 3) while optimising life cycle costs and managing risks.

5.1 Background Data

5.1.1 Physical parameters

The assets covered by this strategic asset management plan are shown in Tables 2.2 and 2.3.1.

5.1.2 Asset capacity and performance

The organisation's services are generally provided to meet design standards where these are available.

Asset capacity and performance is currently monitored for condition (quality), while monitoring for function and capacity/utilisation is less well developed and currently reactive in nature.

5.2 Routine Operation and Maintenance Plan

Operation include regular activities to provide services such as public health, safety and amenity, e.g. cleansing, utility services, street sweeping, grass mowing and street lighting.

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again. Maintenance is that work that is carried out to enable the assets to achieve their useful life in service.

5.2.1 Operation and Maintenance Plan

Operation activities affect service levels including quality and function, such as cleanliness, appearance, etc., through street sweeping and grass mowing frequency, intensity and spacing of street lights and cleaning frequency and opening hours of building and other facilities.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating, e.g. road patching but excluding rehabilitation or renewal.

Maintenance expenditure levels are considered to be adequate to sustain similar to current service levels for the current asset portfolio, but a growing gap develops relating to asset portfolio growth over the period of this plan. Where maintenance expenditure levels are such that will result in a lesser level of service, the service consequences and service risks have been identified and service consequences highlighted in the respective AM Plan and service risks considered in the Infrastructure Risk Management Plan.

A significant proportion of the projected gap relates to water and sewerage infrastructure. It is felt that increased fees and charges derived from services provided by those assets will offset the identified gap for those asset types.

5.2.2 Operation and Maintenance Strategies

We will operate and maintain assets to provide the defined level of service to approved budgets in the most cost-efficient manner. The operation and maintenance activities include:

- Scheduling operations activities to deliver the defined level of service in the most efficient manner
- Undertaking maintenance activities through a planned maintenance system to reduce maintenance costs and improve maintenance outcomes. Undertake cost-benefit analysis to determine the most cost-effective split between planned and unplanned maintenance activities (50 – 70% planned desirable as measured by cost)

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- Maintain a current infrastructure risk register for assets and present service risks associated with providing services from infrastructure assets and reporting Very High and High risks and residual risks after treatment to management and Council
- Review current and required skills base and implement workforce training and development to meet required operation and maintenance needs
- Review asset utilisation to identify underutilised assets and appropriate remedies, and over utilised assets and customer demand management options
- Maintain a current hierarchy of critical assets and required operation and maintenance activities
- Develop and regularly review appropriate emergency response capability
- Review management of operation and maintenance activities to ensure we are obtaining best value for resources used.

5.2.3 Summary of future operation and maintenance expenditures

Future operation and maintenance expenditure is forecast to trend in line with the value of the asset stock as shown in Figure 7. The forecast expenditures (shown in Appendix B) have not been accommodated in the organisation's long-term financial plan. Note that all costs are shown in current dollar values (i.e. real values) and the budget is based on projection of current approved budget without growth in the asset portfolio being serviced.

The majority of growth in Operations and Maintenance relate to the Water and Sewerage portfolios where there is expectation that income from the increased portfolio would enable related budget increases.

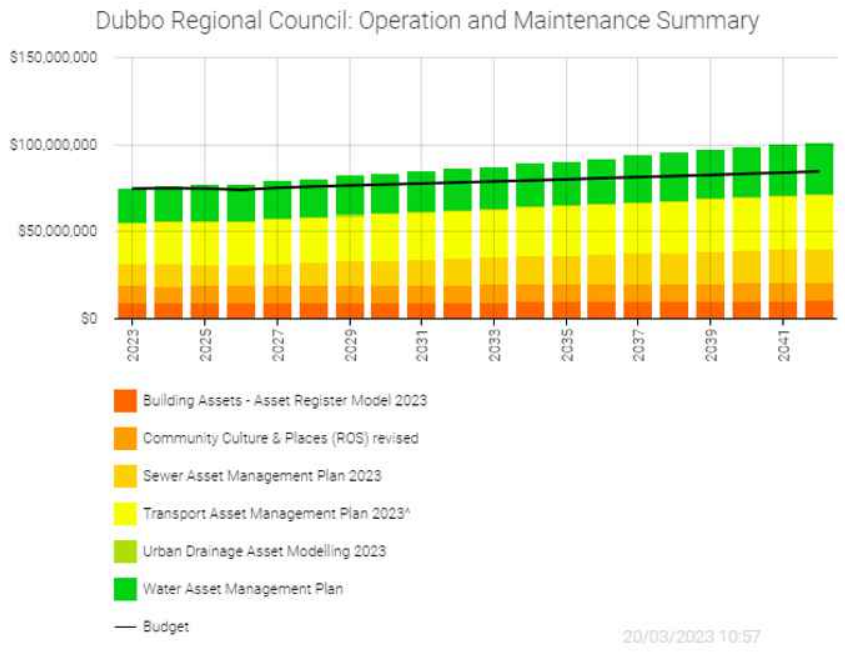

Figure 7: Projected Operation and Maintenance Expenditure and LTFP Outlays

5.3 Renewal/Replacement Plan

Renewal and replacement expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original or lesser required service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

5.3.1 Renewal and Replacement Strategies

We will plan capital renewal and replacement projects to meet level of service objectives and minimise infrastructure service risks by:

- Planning and scheduling renewal projects to deliver the defined level of service in the most efficient manner
- Undertaking project scoping for all capital renewal and replacement projects to identify
    - the service delivery 'deficiency', present risk and optimum time for renewal/replacement
    - the project objectives to rectify the deficiency
    - the range of options, estimated capital and life cycle costs for each options that could address the service deficiency
    - and evaluate the options against evaluation criteria adopted by Council, and
    - select the best option to be included in capital renewal programs,
- Using optimal renewal methods (cost of renewal is less than replacement) wherever possible
- Maintain a current infrastructure risk register for assets and service risks associated with providing services from infrastructure assets and report Very High and High risks and Residual risks after treatment to management, Audit Committee and Council
- Review current and required skills base and implement workforce training and development to meet required construction and renewal needs
- Maintain a current hierarchy of critical assets and capital renewal treatments and timings required
- Review management of capital renewal and replacement activities to ensure we are obtaining best value for resources used.

Renewal ranking criteria

Asset renewal and replacement is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replace a bridge that has a 5t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. roughness of a road).

Capital renewal and replacement priorities are indicated by identifying assets or asset groups that:

- Have a high consequence of failure
- Have a high utilisation and loss of service would have a significant impact on users
- Have the highest average age relative to their expected lives
- Are identified in the AM Plan as key cost factors

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- Have high operational or maintenance costs, and
- Where replacement with modern equivalent assets would yield material savings.

The ranking criteria used to determine priority of identified renewal and replacement proposals is detailed in the respective asset management plans.

5.3.2 Summary of future renewal and replacement expenditure

Projected future renewal and replacement expenditures are forecast to increase over time as the asset stock ages. Note that all amounts are shown in real values.

Projections beyond 10 years should be used with care. Those assets need to have condition assessments performed to confirm that actual renewal/replacement will be required or whether extension of useful life is an acceptable proposition.

Figure 8: Projected Capital Renewal and Replacement Expenditure and LTFP Outlays

Where renewal projections are based on estimates of asset useful lives, the useful lives are documented in the relevant asset management plan(s). Projected capital renewal and replacement programs are shown in Appendix C. The projected renewal and replacement program makes no allowance for borrowings to fund high priority items, but does include allowance for significant external grants where historic patterns are consistent.

The renewal summary shows a situation that results in changes to the infrastructure backlog. The initial trend in backlog is there are some years where backlog reduction is predicted and others where the backlog will increase. The situation is relatively stable until 2033 when increases are more common.

Asset type	Replacement Value	Operations & Maintenance	Renewals	Upgrade & New	Funding Shortfall	Renewal Backlog Year 1	Renewal Backlog Year 20
	At 30/6/22	1st 10 year average				2023	to 2042
$ million:							
Transport	1,837	26	15	6	6	51	88
Water	444	21	2	7	2	-	16
Sewerage	236	13	0	6	2	-	-
Urban Drainage	181	1	1	1	1	10	10
Recreation and Open Spaces	104	10	3	-	1	1	14
Buildings	276	9	5	-	-	1	14
Other	448					-	-
Total	**3,526**	**80**	**26**	**20**	**12**	**63**	**141**
Infrastructure Backlog Ratio						**1.8%**	**4.0%**

By 2042, the backlog is projected to be $141.2M in the absence of additional funding. The funding gap over the period of this plan is $8M per year, however, there is an initial backlog of $63M and almost $86M occurring in the final 10 years of this review.

5.4 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist, or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the organisation from land development. These assets from growth are discussed in Section 4.5.

5.4.1 Selection criteria

New assets and upgrade/expansion of existing assets are identified from various sources such as councillor or community requests, proposals identified by strategic plans or partnerships with other organisations. Candidate proposals are inspected to verify need and to develop a preliminary renewal estimate. Verified proposals are ranked

by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in the respective asset management plans.

5.4.2 Capital Investment Strategies

We will plan capital upgrade and new projects to meet level of service objectives by:

- Planning and scheduling capital upgrade and new projects to deliver the defined level of service in the most efficient manner
- Undertake project scoping for all Renewal projects to identify
  - the service delivery 'deficiency', present risk and required timeline for delivery of the upgrade/new asset
  - the project objectives to rectify the deficiency including value management for major projects
  - the range of options, estimated capital and life cycle costs for each option that could address the service deficiency
  - management of risks associated with alternative options
  - and evaluate the options against evaluation criteria adopted by Council, and
  - select the best option to be included in renewal programs
- Review current and required skills base and implement training and development to meet required construction and project management needs
- Review management of capital project management activities to ensure we are obtaining best value for resources used.

Standards and specifications for maintenance of existing assets and construction of new assets and upgrade/expansion of existing assets are detailed in relevant asset management plans.

5.4.3 Summary of future upgrade/new assets expenditure

Projected upgrade/new asset expenditures and estimated long-term financial plan outlays are summarised in Figure 9. The forecast expenditures have not been accommodated in the organisation's long-term financial plan. The projected upgrade/new capital works program is shown in Appendix D. All amounts are shown in real values.

The figure highlights some water and transport works in 2029 and 2030. These are currently not included in the long-term financial plan and this strategy highlights these items for specific consideration.

There is also a significant water treatment plant expenditure in 2036 that will need to be funded when that expansion is implemented.

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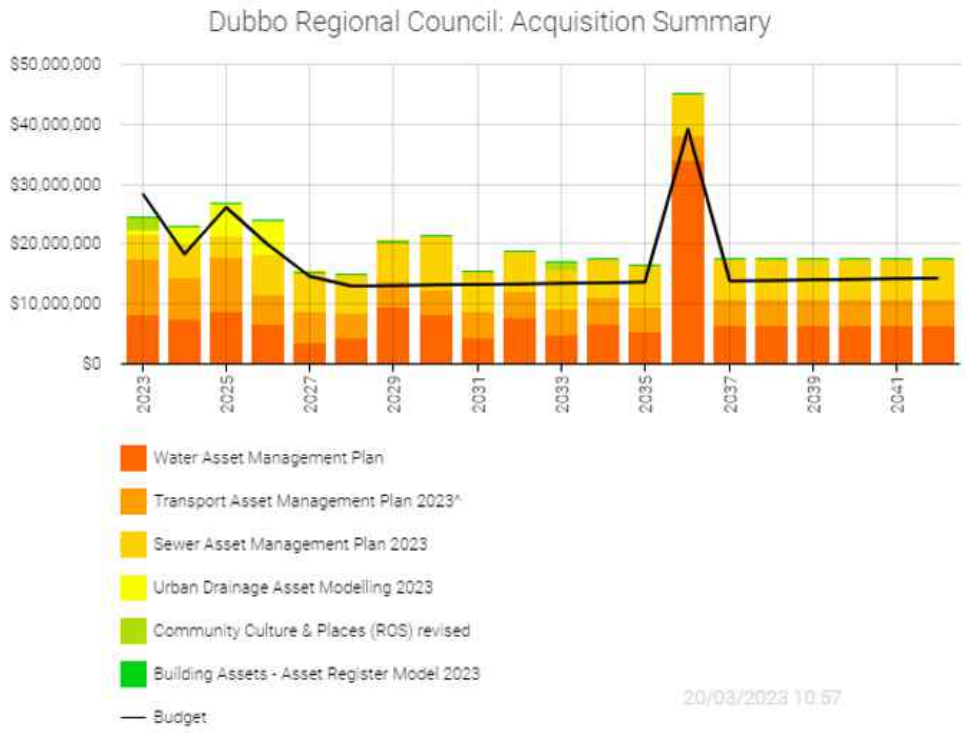

Figure 9: Renewal Asset Expenditure and Budget

The projected upgrade and new asset program is based upon current funding patterns. This is usually significantly supplemented by external grant funding. Shortfalls in this figure highlight necessary review of the long-term financial plan to determine the funding strategies to be utilised at those times. 2036 has anticipated budget for water treatment plant expansion that will need to be supported when that decision is made.

5.5 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in the respective asset management plans summarised in this strategic asset management plan.

There are no disposals included in the Asset Management Plans. Disposal of assets (without replacement) is relatively rare for Council, since implementation of a service for the community would usually continue in some way in the future. Thus it would be typical for the assets providing such service to be replaced/renewed or upgraded.

5.6 Service Consequences and Risks

The organisation has prioritised decisions made in adopting the asset management plans summarised in this strategic asset management plan to obtain the optimum benefits from its available resources.

The asset management plans are based on balancing service performance, cost and risk to provide an agreed level of service from available resources in our long-term financial plan.

5.6.1 Deferred initiatives and projects

There are some operation and maintenance initiatives and capital projects that have been deferred for the next 10 years. These are shown in Appendix E. The major initiatives and projects include:

- Transport infrastructure "backlog". There is a recognised magnitude of renewals that are not funded in the current budget year. These are managed over time as funds (internal and external) become available.
- Building Maintenance to expected levels of service.
- Transport maintenance (like grading) is consuming the available budget each year, delivering reduced cyclic service.
- City presentation is also consuming available budget in each year, delivering reduced cyclic services.

5.6.2 Service consequences

Operation and maintenance initiatives and capital projects that have been deferred will maintain or create service consequences for users. The major service consequences include:

- Some specific transport assets (roads or bridges) may provide a reduced level of service to users for assets already at their intended renewal/replacement condition.
- Building users (staff and community) will observe some levels of reduced quality of service from delayed (non-safety) maintenance activities.
- Road users may experience deteriorated road surfaces awaiting treatment.
- Visitors and community will observe reduced quality of presentation of parks and recreation locations.

5.6.3 Risk consequences

The operation and maintenance initiatives and capital projects that cannot be undertaken may maintain or create risk consequences for the organisation. The major service risks include:

- Local perception for that asset may be projected as typical of the whole network. Increased community complaints.
- Modest concern relating to presentation that may lead to community or staff observations and complaints.
- Local perception for specific asset (eg that road segment or park) creating a locality with perception they are being underserviced. Possible customer complaints.
- Comparison to observations in other locations and even other council areas. In extreme cases this would lead to complaints.

These risks have been included with the Infrastructure risk management plan summarised in the relevant asset management plan and risk management plans actions and expenditures included within projected expenditures.

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6. RISK MANAGEMENT PLANNING

The purpose of infrastructure risk management is to document the findings and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2009 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2009 as: 'coordinated activities to direct and control with regard to risk'[9]. An assessment of risks[10] associated with service delivery will identify critical risks that will result in loss or reduction in service from infrastructure assets or a 'financial shock'. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, and the consequences should the event occur. The risk assessment should also include the development of a risk rating, evaluate the risks and develop a risk treatment plan for those risks that are deemed to be non-acceptable.

Dubbo Regional Council has implemented an extensive risk management policy and methodology. Outcomes from those risk assessments represent the council assessment and response to those risks. Thus, the following is a brief description of some examples rather than an exhaustive review.

6.1 Critical Assets

Critical assets are defined as those which have a high consequence of failure causing significant loss or reduction of service. Similarly, critical failure modes are those which have the highest consequences.
Examples if failure mode could include:

- Physical failure, collapse
- Essential service interruption

Critical assets have been identified and their typical failure mode and the impact on service delivery are summarized in Table 6.1. Comprehensive lists are provided in the individual Asset Management Plans.

Table 6.1 Critical Assets

Critical Asset(s)	Failure Mode	Impact
Bridges in Transport network	Collapse or load limitations	Need to divert traffic to alternate routes, reputational damage for council professionalism.
Water Treatment Plant	Processing failure – Pathogen in supplied water	Water treatment and supply interruption. Community health impacted, reputational damage, regulatory intervention.
Sewerage Network	Excessive leaks, blockage, electrical or chemical failure	Environmental contamination, reputational concerns, regulatory intervention.
Administration Buildings	Loss of Use	Service delivery/business disruption, financial and reputational loss.
Irrigation Systems.	Significant failure	Loss of services and increased cost of restoration.
Urban Drainage Network	Pipe collapse or blockage	Flooding, erosion, business and road disruption, reputational damage.

By identifying critical assets and failure modes an organization can ensure that investigative activities, condition inspection programs, maintenance and capital expenditure plans are targeted at critical assets.

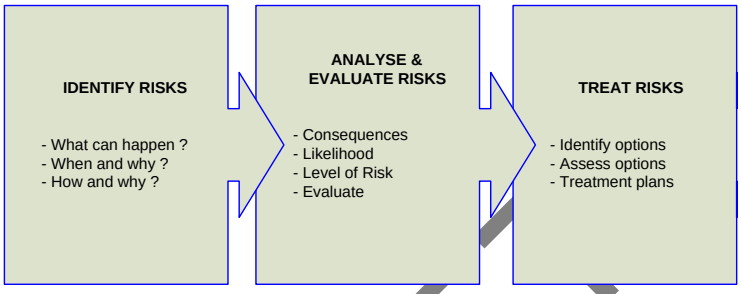
[9] ISO 31000:2009, p 2
[10] "Enterprise Risk Management Framework"

6.2 Risk Assessment

The risk management process used in this project is shown in Figure 6.2 below. It is an analysis and problem solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of the ISO risk assessment standard ISO 31000:2009.

Figure 6.2 Risk Management Process – Abridged



The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

An assessment of risks[11] associated with service delivery from infrastructure assets will identify the critical risks that will result in significant loss, 'financial shock' or a reduction in service.

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[11]"Enterprise Risk Management Framework"
[12]IPWEA, 20015, IIMM, Sec 3, p9.

6.3 Infrastructure Resilience Approach

The resilience of our critical infrastructure is vital to the ongoing provision of services to customers. To adapt to changing conditions we need to understand our capacity to "withstand and given level of stress or demand"[12] and to respond to possible disruptions to ensure continuity of service.

Resilience is built on aspects such as robustness, response and recover planning, financial capacity and crisis leadership. Our current measure of resilience is shown in Table 6.4 which includes the types of threats and hazards, resilience and assessment and identified improvements and/or interventions.

Table 6.4: Resilience

Threat/Hazard	Resilience Actions	Improvements/Interventions
Climate variability	Infrastructure design guidelines for resilient assets.	Formalise the relationship between design guidelines and climate change resilience.
Water Treatment capacity servicing a growing population.	Demand projections and pro-active determination of facility capacity upgrades.	Treatment yield efficiencies and non-asset support through demand management influences.
Escalating Community Expectations in a fixed income environment	Transparent management practices and community education.	Improved communication of lifecycle modelling as a community education tool. Financially sustainable asset creation filters

6.4 Service and Risk Trade-Offs

The decisions made in adopting this AM Plan are based on the objective to achieve the optimum benefits from the available resources.

6.4.1 What we cannot do

There are some operation and maintenance activities and capital projects that are unable to be undertaken within the next 10 years. These include:

- Increased level of service for unsealed rural roads
- Increased level of service for existing recreation and open spaces
- Higher level of service on future recreation and open spaces
- Increased quality of water and sewerage treatment
- Timely renewal of sealed roads(there will continue to be a backlog)
- Additional GPTs for stormwater quality improvements
- Plus others as noted in the individual AM Plans

6.4.2 Service trade-off

If there is forecast work (Operation, maintenance, capital renewal, upgrade / new) that cannot be undertaken due to available resources, then this will result in service consequences for users. These include:

- Static or reduced level of service in the transport network
- Static or declining the level of service for recreation and open spaces experienced by the public
- Additional stormwater networks will not include quality improvement devices

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- Sewerage network operation could be compromised to operate less efficiently, leading to increased costs
- Plus others as noted in the individual AM Plans

6.4.3 Risk trade-off

The operation and maintenance activities and capital projects that cannot be undertaken may maintain or create risk consequences. These include:

- Reputational damage relating to levels of service
- Reputational concern relating to "value" delivered to community relative to fees and charges.
- Inefficient maintenance and operation costs for aging infrastructure escalating cost burden.

These actions and expenditures are considered and included in the forecast costs, and where developed, the Risk Management Plan.

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7. FINANCIAL SUMMARY

This section contains the financial requirements resulting from all the information presented in the previous sections of this strategic asset management plan. The financial projections will be improved as further information becomes available on desired levels of service and current and projected future asset performance.

7.1 Financial Indicators and Projections

Asset Renewal Funding Ratio

The Asset Renewal Funding Ratio indicates whether projected capital renewal and replacement expenditure are able to be financed in the long-term financial plan. It is calculated by dividing the projected capital renewal expenditure shown in the AM Plans by the estimated capital renewal budget provided in the long-term financial plan. Over the next 10 years, we are forecasting that we will have 86% of the funds required for the optimal renewal and replacement of assets.

While the target for this measure is nominated to be 100%, it is necessary to understand where we are in the lifecycle of our assets. Prudent asset management will match actual renewals to the need for renewal rather than simply achieving a target. For long lived assets (like water, sewerage and transport network infrastructure) there should be no expectation to renew them for many decades after they have been constructed. This (below 100%) figure should be understood in terms of renewal of short lived assets (like playground equipment and road bitumen coatings) and those long lived assets (like water mains, sewerage pipes and road base or formation layers) that were constructed prior to 50 years ago.

To simply target 100% for this score at this point in time could initiate premature renewal of assets.

7.2 Funding Strategy

The funding strategy to provide the services covered by this strategic asset management plan and supporting asset management plans is contained within the organisation's 10 year long term financial plan. The funding strategy is developed in conjunction with the AM Plans and long-term financial plan. The funding strategy considers all available sources of funding, whether from fees and charges, grants or borrowings in order to deliver a sustainable outcome. Servicing of the borrowings is accommodated within the long-term financial plan. This process is cyclic and this AM Strategy will inform future long-term financial plans as they are developed.

7.3 Valuation Forecasts

Asset values are forecast to increase as additional assets are added to the asset stock from construction and acquisition by the organisation and from assets constructed by land developers and others and donated to the organisation.

The depreciated replacement cost will vary over the forecast period depending on the rates of addition of new assets, disposal of old assets and consumption and renewal of existing assets

The various asset types are revalued using professional specialists on a regular timetable to ensure that the asset register is representative of "fair value" of our assets. This timetable covers a five year timeframe in accordance with Office of Local Government Guidelines.

7.4 Key Assumptions made in Financial Forecasts

This section details the key assumptions made in presenting the information contained in this strategic asset management plan and in preparing forecasts of required operating and capital expenditure and asset values, depreciation expense and carrying amount estimates. It is presented to enable readers to gain an understanding of the levels of confidence in the data behind the financial forecasts.

Key assumptions made in this asset management plan and risks that these may change are shown in Table 6.4.

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Table 6.4: Key Assumptions made in Strategic Asset Management Plan and Risks of Change

Key Assumptions	Risks of Change to Assumptions
Budget funding pattern will remain similar to current.	Predictions across any changed asset portfolio would be impacted by whatever increase/reduction in relative budget was made.
Growth value used for predictions will continue at 0.9% as has been used from previous planning models.	Lower increases would lead to reduced levels of contributed assets and reduced need for constructed assets. Higher increases would create higher than modelled levels of asset creation and higher utilisation of existing assets leading in some cases to compromised levels of service.
Budget funding pattern will remain similar to current.	Specifically for water and sewerage, this assumption is conservative. It is anticipated that any system growth would be matched by user fees and charges that would offset any increases in costs. This model is seen to be the least risk method.
Grants that are confirmed, or based on long term history have been included. Special purpose grants have not been included in projections beyond their confirmed/announced timeframe.	There is felt to be low risk of change to grants that are confirmed or have long term history. There is definite probability that Council will be successful in gaining additional external grant funding that would assist to manage the identified growing backlog.
Borrowings will not be increased. Identified major capital will be funded from internal sources.	Increased borrowings would imply additional infrastructure is being created. The compound impact of additional debt to service and additional infrastructure to operate and maintain would be detrimental to projections in this strategy.
Borrowings will reduce as they are paid off.	Reduced outgoings to service, releasing other funds for utilisation within the organisation.
The six associated AM Plans cover the majority of infrastructure managed by Council. These are assumed to provide indication of the situation faced by Council over time.	If those other assets have significantly different impact, then they would alter the long term availability of funds to support these infrastructure assets.

7.5 Forecast Reliability and Confidence

The expenditure and valuations projections in this strategic asset management plan are based on best available data. Currency and accuracy of data is critical to effective asset and financial management.

The estimated confidence level for and reliability of data used in this strategic asset management plan is shown in Table 6.5.

Table 6.5: Data Confidence Assessment for AM Plans summarised in Strategic AM Plan

AM Plan	Confidence Assessment	Comment
Transport AM Plan	Medium to high	The transport network is well understood and through regular maintenance activities has good knowledge of asset condition profiles. Targeted grant funding has current focus on growth and will increase the portfolio to be maintained in the future. The presence of a backlog of renewals increases focus on monitoring of actions in this asset portfolio. An external valuation is being conducted and was prioritised due to effect of recent flooding.
Urban Drainage AM Plan	Medium	Lifecycle data from financial registers has some mismatch relating to creation date for the assets. This has been corrected in short term data, but has led to some uncertainty for items beyond the 10 year timeframe. Significant amounts of this buried infrastructure are approaching the need for actual condition verification.

Water AM Plan	Medium	Portions of the pipe network are currently not mapped or included in the AM Plan source data. These are typically older assets in the former Wellington LGA. Mapping of those assets is underway and will be available for future AM Plans.
Sewerage AM Plan	Medium	Portions of the pipe network are currently not mapped or included in the AM Plan source data. These are typically older assets from the former Wellington LGA. Mapping of those assets is underway and will be available for future AM Plans.
Recreation and Open Spaces AM Plan	Medium	Many new assets have been created and early lifecycle assumptions are still to be confirmed. There is also concern that the financial creation date for many assets does not match the actual creation date, leading to some assumptions about asset life.
Buildings AM Plan	Medium to low	Building attribute information and capital details are felt to be medium to high. The uncertainty in this AM Plan relates to the operations and maintenance budgets where building operations are under control of separate functions/divisions of Council while the reporting of buildings in the AM Plan uses data that is managed independently of them. Historic AM Plans seem to have had significant "crossover" into other AM Plans through inclusion of "other structures". This has not been included.

Over all data sources, the data confidence is assessed as medium confidence level for data used in the preparation of this strategic asset management plan.

Actions to mitigate the adverse effects of data quality are included within Table 7.2 Improvement Plan.

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8. PLAN IMPROVEMENT AND MONITORING

8.1 Status of Asset Management Practices

Major changes to asset management practices identified in this plan are:

Ongoing focus on the gaps identified in the Asset Management System Maturity Assessment (AMSMA) that was done in 2020 and the related improvement plan from that. See Figure 5 for gap details.

- Harmonisation of asset creation date in the financial and engineering systems.
- Investigation of elimination of "picket fence" impact of revaluation, creating an artificial grouping of asset RUL based on condition.
- Appropriate determination of asset "parts" to enable management of major assets.
- Data review for completeness. Being completed this year for water and sewerage networks.
- Increased performance on condition assessment for items identified in the later portion of this strategy to confirm condition and thus actual need for renewal

8.2 Improvement Plan

The asset management improvement tasks identified from an asset management maturity assessment and preparation of this strategic asset management plan are shown in Table 8.2. The table also includes relevant recommendations of local government audit office.

Table 8.2: Improvement Plan

Task No	Task	Responsibility	Resources Required	Timeline
1	AMSMA: data system integration of separate asset systems including Buildings Plus, Asset Edge, Loftus, GIS, Civica.	Asset Working Group	Asset Working Group	Ongoing
2	AMSMA: Lifecycle Costing analysis incorporated in day to day asset and long term financial plans.	Asset Working Group	Asset Working Group	2023/2024
3	AMSMA: Level Of Service (LOS) definitions and consistent framework applied.	Finance and Asset Specialist	Asset Managers	2022/2023 in AM Plans and ongoing
4	AMSMA: Risk identification and awareness including threats and opportunities in a consistent framework.	Finance and Asset Specialist	Asset Managers	2022/2023 in AM Plans and Ongoing
5	AMSMA Criticality methodology and awareness improvement.	Finance and Asset Specialist	Asset Managers	2022/2023 in AM Plans Ongoing
7	Asset creation date harmonisation between financial and engineering attribute systems.	Asset Managers	Asset Managers	Ongoing
9	Componentisation information generating throughout project lifecycle.	Finance and Asset Specialist	Asset Managers	Ongoing
10	Review of asset data for "completeness": Capture "found assets", inspect and validate existing assets.	Asset Managers	Asset Managers	2022/2023
11	Increased performance of appropriate condition assessment to confirm asset condition and reliably predict renewal and upgrade necessity.	Asset Managers	Asset Managers	2022/2023 in AM Plans Ongoing
12	Review fair value based on observable unit rates.	Finance and Asset Specialist	Asset Managers	2022/2023

14	Capital work in progress status reporting and timely transfer to asset register.	Finance and Asset Specialist	Asset Managers	2022/2023
16	Develop integration between strategic plans, asset plans and long term financial plans.	CFO and Senior Management	Asset Managers	2022/2023

8.3 Monitoring and Review Procedures

The strategic asset management plan is reviewed each year to provide insight into the impact of approved budgets and asset situation. This annual review provides opportunity to observe the projected interaction from amended budget strategies in a timely manner. It also causes annual review of assets with predicted renewal or upgrades slightly outside of the normal budget duration.

8.4 Performance Measures

The effectiveness of the strategic asset management plan can be measured in the following ways:

- The degree to which the required projected expenditures identified in this strategic asset management plan are incorporated into the organisation's long term financial plan,
- The degree to which 1-5 year detailed works programs, budgets, business plans and organisational structures take into account the 'global' works program trends provided by the summarised asset management plans,
- The degree to which the existing and projected service levels and service consequences (what we cannot do), risks and residual risks are incorporated into the organisation's Strategic Plan and associated plans,
- The Asset Renewal Funding Ratio achieving an appropriate target.

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10. APPENDICES

Appendix A	Levels of Service Summaries for Services
Appendix B	Projected 10 year Operation and Maintenance Expenditures
Appendix C	Projected 10 year Capital Renewal and Replacement Works Program
Appendix D	Projected 10 year Renewal Works Program
Appendix E	Deferred Initiatives and Capital Works proposals

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Appendix A Summary Technical Levels of Service

Dubbo Regional Council asset management team are refining how these are recorded and described. We strongly identify with the services that are undertaken in management of these assets, being operation, maintenance, renewal and upgrade/new and have budgets aligned to those service attributes. While we aspire to a system that would describe and relate service objectives across current performance, desired optimal lifecycle costs and agreed sustainable positions, those measures are not adequately developed to present at this time. Such detail needs to be based upon a higher level of confidence in the asset data. The measures are encompassed in the technical specifications used in the management of these various infrastructure assets and are described in greater detail in the specific Asset Management Plans. The technical specifications are reviewed in line with national developments relevant to the specific asset portfolios

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Appendix B Projected Operation and Maintenance Expenditure

Projected operation and maintenance expenditures included in the Long-Term Financial Plan are shown below in $'000s.

Year	Transport $	Recreation $	Buildings $	Urban Drainage $	Water $	Sewerage $
2023	23,803	9,928	9,280	745	18,777	12,219
2024	23,994	9,970	8,937	753	19,518	12,610
2025	24,159	10,149	8,982	770	20,099	11,984
2026	24,350	10,289	9,063	797	20,312	11,277
2027	24,486	10,132	9,144	825	20,555	12,709
2028	24,623	10,132	9,227	830	20,907	13,156
2029	24,751	10,132	9,310	835	21,284	13,601
2030	24,879	10,132	9,393	840	21	14,053
2031	25,006	10,132	9,478	846	22	14,624
2032	25,134	10,132	9,563	851	22	15,083
2033	25,262	10,132	9,649	856	23	15,539
2034	25,390	10,246	9,736	861	23,789	15,993
2035	25,518	10,246	9,824	866	24,285	16,444
2036	25,647	10,246	9,912	901	24,724	16,908
2037	25,775	10,246	10,002	871	26,414	17,374
2038	25,903	10,246	10,092	876	26,904	17,841
2039	26,031	10,246	10,182	881	27,395	18,309
2040	26,160	10,246	10,274	886	27,889	18,778
2041	26,288	10,246	10,366	891	28,384	19,248
2042	30,076	10,246	10,457	896	28,881	19,720

Appendix C Projected Capital Renewal/Replacement Program

Transport:

Renewal of assets as they reach the end of their life will continue to be focus, including resealing and resheeting programs. Renewal/Replacement will be performed to the current expected service level, with an understanding that level of service expectations will continue to creep higher over time.

Often, upgrades (like lane widening) are linked to this work and will be co-ordinated to align. External grant funding is usually linked to upgrades/growth. Continued utilisation of grants will be required to keep pace with asset consumption.

Water:

Renewal of assets as they reach the end of their life will continue to be focus, especially mechanical and electrical items in treatment plants and pump-stations and identified deteriorated pipework programs. Renewal/Replacement will be performed to the current expected service level. Funding for this work is from the related internal fund.

Sewerage:

Renewal of assets as they reach the end of their life will continue to be focus, especially mechanical and electrical items in treatment plants and pump-stations and identified deteriorated pipework programs. Renewal/Replacement will be performed to the current expected service level. Funding for this work is from the related internal fund

Urban Drainage:

Renewal of assets as they reach the end of their life will continue to be focus, especially deteriorated pipework programs. Renewal/Replacement will be performed to the current expected service level.

Recreation and Open Spaces:

The recreation and open space assets undergo significant inspection and maintenance to sustain their safety in use. Many assets in this portfolio would have pressure to renew based upon “style” rather than functionality. Renewal will be based upon available funding available at the time the maintenance is no longer the suitable lifecycle choice.

Buildings:

There is no anticipated renewal program for whole buildings, however, there are some candidates where the fitout or finishes assets are due for renewal. That is, while whole buildings are not anticipated to be renewed, there will be work performed to support the ongoing utility of those buildings to modern expectations.

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Appendix D Projected Acquisition Works Program

Transport:

Replacement of six timber bridges with concrete constructed bridges. While these bridges will replace the existing bridges, they represent a significant upgrade to the existing situation and thus are included as the acquisition forecast. There is an anticipated $4M per year after that time to support mostly urban growth and possible sealing programs for roads that have increased utilisation and advance into higher classifications. Note that the addition of seal to a road increases commitment to future renewals costs for that level of service.

Water:

There is a separate grant being processed for future water security that is not included in this strategy, nor the current AM Plan. There is also a large predicted acquisition in 2036 and 2037 that relates to Expansion of the Dubbo water treatment plant and renewal of the existing plant. While this is currently identified in a single year, any decision to proceed will depend on actual demand projections. It is probable that as this work timing approaches, that work would be spread over multiple years to enable efficient management of the design and construction activities. There is also an ongoing baseline of new assets anticipated to service urban growth.

Sewerage:

As with "Water", there will be some impact from the grant materials for future water security that is not included. Other than baseline growth associated to servicing urban growth there is no other identified acquisition

Urban Drainage:

There is planned acquisition of additional Gross Pollutant Traps (GPTs) in the first four years of the plan. We are exploring the opportunity to introduce additional GPTs to outfalls that are not currently protected by such devices, but these are not shown in this plan. Their individual high cost would corrupt the message of the AM Plan and this strategy.

Recreation and open spaces:

There is intention to undertake acquisition for the Wellington Pedestrian Bridge, Brocklehurst Playground as these are largely supported by external funding. Liveability is not seeking to acquire additional assets at this time.

Buildings:

There are some minor incidental acquisitions of buildings that are currently underway. The buildings are generally associated to land acquisitions where the buildings already exist on land that is being purchased.

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Appendix E Deferred Initiatives and Capital Works proposals

The plan as proposed generally includes all known and necessary initiatives and capital works.

These then project as the funding gaps that are observed over the timeframe of this plan. The proposed works and initiatives are such a scale, scope and importance that executive management need to understand them and determine how they will be managed.

The AM Plan authors do not have authority to introduce the risk that would be initiated by deferal of those items.

Items that have not been included include the following:-

- Additional GPTs for stormwater locations where such devices would function to enhance environmental outcomes.
- Road widening and alignment adjustments that upgrade the assets, but would introduce premature renewals or treatment of existing assets

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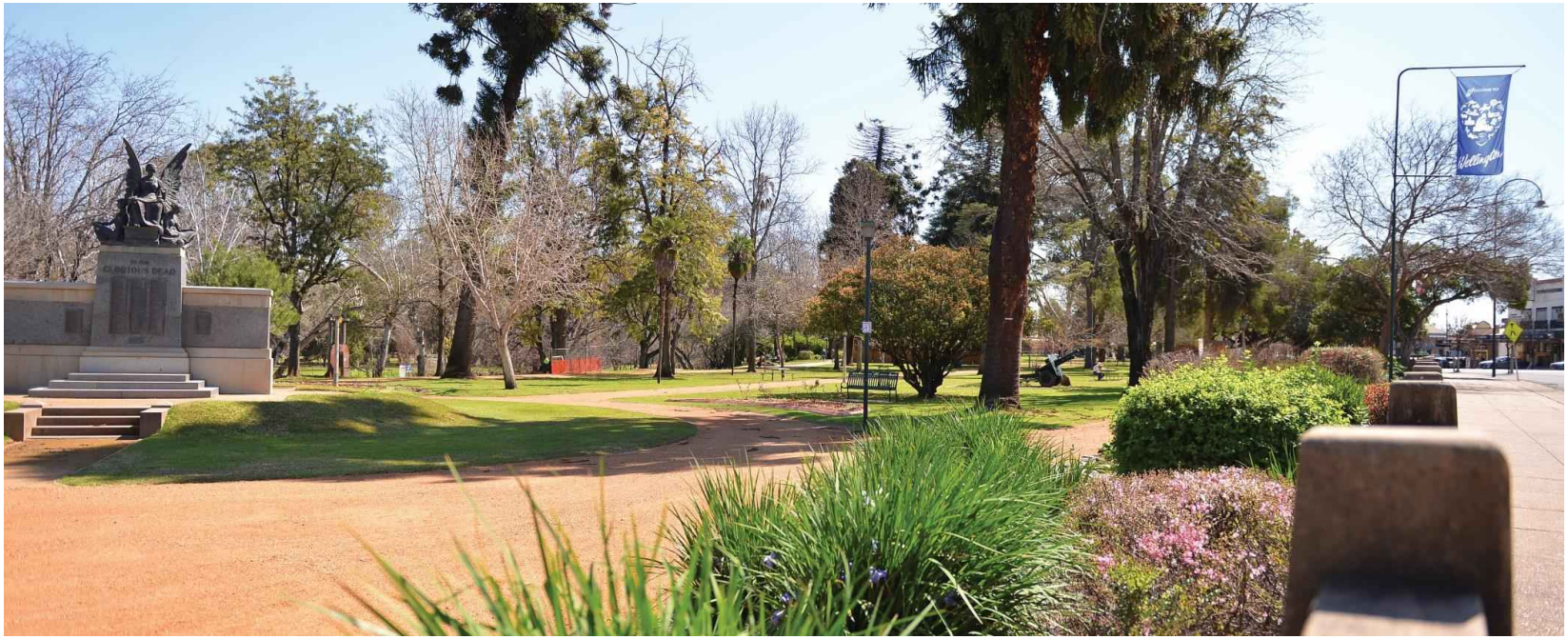
2023/2024
Annual Statement of Revenue Policy



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ANNUAL STATEMENT OF REVENUE POLICY

PART 1 INTRODUCTION

1.1 The Independent Pricing and Regulatory Tribunal (IPART) has determined that Council's general income may be increased by the rate peg, which is 3.70% for the 2023/2024 year. The rate peg is only applicable to Ordinary Rates and does not apply to Annual Charges, with the exception of the Drainage Service Charge which is part of Council's general income.

PART 2 REVENUE POLICY (SEC 405(2))

Revenue Policy (Sec 405(2))

2.1 Section 405 of the Local Government Act 1993 requires a Statement of Council's Revenue Policy to be included in the Operational Plan. This document constitutes the Dubbo Regional Council Revenue Policy and is prepared in accordance with Section 405(2) of the Local Government Act 1993.

2.2 The Revenue Policy includes the following statements for the 2023/2024 year:

1. Rates Statement
2. Annual Charges Statement
3. Charges for Actual Use of Services Statement
4. Fees and Charges Statement
5. Statement of Proposed Borrowings
6. GST Implications
7. Interest on Overdue Rates & Charges

PART 3 RATES STATEMENT

The Local Government Act

2023/2024 Rate Peg

3.1 IPART has determined that Council's general income may be increased by the rate peg which is 3.70% for the 2023/2024 year.

Ordinary Rates

3.2 Section 494 of the Local Government Act 1993 requires Council to make and levy ordinary rates for the year 2023/2024.

3.3 In accordance with the provisions of Section 514 of the Act, all parcels of rateable land in the Council's area have been declared to be within one or other of the following categories.

- Residential
- Farmland
- Mining
- Business

3.4 Council utilises the provisions of Section 528 and 529 of the Local Government Act 1993 in determining sub-categories for one or more rating categories and in applying differential rating to the categories of ordinary rates.

ANNUAL STATEMENT OF REVENUE POLICY

3.5 Dubbo Regional Council has determined the following categories/sub categories of rates will apply in the 2023/2024 rating year.

- Residential Ordinary
- Residential Dubbo Urban
- Residential Firgrove
- Residential Richmond
- Residential Wellington
- Residential Village
- Residential Geurie
- Business Ordinary
- Business Central Business District
- Business Wellington
- Business East Dubbo
- Business Cobra Street
- Business Wellington Road
- Farmland Ordinary
- Mining Ordinary

3.6 The determination of the category for each parcel of rateable land is in accordance with the definitions set out in Sections 515, 516, 517, 518 and 519 of the Act.

3.7 All parcels of land within the Council area have been categorised for rating purposes in accordance with the requirements of the Local Government Act 1993.

3.8 New parcels of land are categorised when supplementary or new rate notices are issued. Strata lots and Company titles are taken to be separate parcels of land for the purposes of categorisation.

ANNUAL STATEMENT OF REVENUE POLICY

The details of the rate structure adopted for 2023/2024 is shown below

Ordinary Rate Category / Sub-category	Ordinary Rate Sub-category Definition	Ad Valorem (or rate in $) Amount	Minimum Amount	Estimated Total Yield	Yield %
Residential Ordinary	Within the areas that are outside the defined Dubbo Urban, Firgrove, Richmond, , Wellington, Village and Geurie areas	0.3618	$577.09	$3,535,961	8.53%
Residential Dubbo Urban	Within the defined Dubbo Urban area	0.6229	$759.24	$18,332,899	44.22%
Residential Firgrove	Within the defined Firgrove development	0.4545	$742.13	$277,455	0.67%
Residential Richmond	Within the defined Richmond development	0.4545	$742.13	$197,482	0.48%
Residential Wellington	Within the defined Wellington Urban area	1.4190	$572.84	$1,715,018	4.14%
Residential Village	Within the defined Village areas of Ballimore, Brocklehurst, Eumungerie and Wongarbon	0.5258	$599.39	$304,072	0.73%
Residential Geurie	Within the Village Geurie	0.5258	$599.39	$162,013	0.39%
Business Ordinary	Within the Dubbo, Wellington areas that are outside the township of Wellington and the defined CBD, East Dubbo, Cobra St, Wellington Rd areas	0.8286	$759.24	$4,271,075	10.30%
Business - Central Business District	Within the defined CBD area	2.3571	$759.24	$4,533,182	10.93%
Business Wellington	Within the township of Wellington	2.4094	$759.24	$366,069	0.88%
Business East Dubbo	Within the defined East Dubbo area	2.8209	$759.24	$470,300	1.13%
Business Cobra Street	Within the defined Cobra Street bulky goods precinct	2.8209	$759.24	$268,352	0.65%
Business Wellington Rd	Within the defined Wellington Road area	2.8209	$759.24	$306,406	0.74%
Farmland Ordinary	All land which has been declared Farmland	0.3169	$403.60	$6,719,660	16.21%
Mining Ordinary	All land which has been declared Mining	6.0000	$599.39	$1,199	0.00%
			Estimated Total Yield $	**$41,461,143**	

3.9 All figures are based on valuations on hand as at 3 June 2023. Council, in levying the 2023/2024 rates must take necessary steps to avoid exceeding the allowable notional yield for 2023/2024. The ad-valorem amounts contained within this document may be varied prior to the Making of the Rates and Charges for 2023/2024, depending on the current land valuations at the adoption of the rates, to ensure Council does not exceed its allowable notional yield.

PART 4 ANNUAL CHARGES STATEMENT (SECTION 405(2))

4.1 In accordance with the provisions of Section 405 of the Act, the Council has resolved to make and levy the following annual charges:

DOMESTIC WASTE MANAGEMENT SERVICE CHARGE (SECTION 496)

Domestic Waste Management Service Charge – 3 Bin Service

4.2 A Domestic Waste Management Service is to be available to all residential properties in the urban areas of Brocklehurst, Dubbo, Geurie, Wellington and Wongarbon which have been defined on a map marked for this purpose.

4.3 The annual charge for 2023/2024 is $445.40. This charge provides for a once weekly kerbside collection service of one weekly 240 litre food and garden waste bin service, a once weekly kerbside collection of 140 litre garbage bin and a fortnightly kerbside collection for one 240 litre bin of mixed recycling

4.4 Under section 496(2) of the Local Government Act 1993 Council may make an annual charge for the provision of a domestic waste management service for a parcel of land that is exempt from rating if the service is available for that land and the owner of that land requests or agrees to the provision of the service to that land.

4.5 Council will grant a voluntary pension rebate of $52.00 on the Domestic Waste Management Service Charge – 3 Bin Service in 2023/2024.

4.6 To be eligible to receive the voluntary rebate the property owner must be eligible to receive a Pensioner Concession on their Ordinary Rates and Annual Charges under section 575 of the Local Government Act 1993.

4.7 The voluntary Pension Rebate – Domestic Waste will be granted or abandoned on a quarterly basis as per the eligibility criteria for a Pension Concession granted under section 575 of the Local Government Act 1993 and granted as per part eligibility conditions of the Act.

4.8 The estimated yield from this annual charge in 2023/2024 is $7,166,932.

Domestic Waste Management Service Charge – 2 Bin Service

4.9 A Domestic Waste Management Service is to be available to all residential properties located in the urban fringe and outer areas of Brocklehurst, Dubbo, Geurie, Wellington and Wongarbon, the villages of Ballimore, Bodangora, Dripstone, Elong Elong, Euchareena, Eumungerie, Mogriguy, Mumbil, Nanima, North Yeoval and Stuart Town, and the areas of Cadonia Estate, Firgrove

Estate, Richmond Estate, Ponto Falls and Wellington Caves; which have been defined on a map marked for this purpose.

4.10 The Domestic Waste Management Service Charge – 2 Bin Service will apply to multiple unit dwellings on single title lots such as retirement villages, gated communities and apartment blocks and to Strata title units with greater than 2 lots in the registered Strata Plan.

4.11 The annual charge for 2023/2024 is $363.10. This charge provides for a once weekly kerbside collection service of a 240 litre Garbage bin and a fortnightly kerbside collection for one 240 litre bin of mixed recycling.

4.12 Multiple unit dwellings situated on a single title property will be levied a Domestic Waste Management Service Charge – 2 Bin Service for each unit for dwellings comprising up to and including eight (8) units.

4.13 Multiple unit dwellings comprising more than eight (8) units will be levied (8) times the Domestic Waste Management Service Charge – 2 Bin Service ($2,904.80) plus one (1) Domestic Waste Management Service Charge – 2 Bin Service for every two (2) unit dwellings in excess of eight (8) (rounded up to the next whole number in the case of an odd number of units).

4.14 The estimated yield from this annual charge in 2023/2024 is $1,742,880.

Capacity Upgrade – 3 Bin Service

4.15 In exceptional circumstances, and as approved by the Manager Resource Recovery and Efficiency, approval may be granted for a weekly 240 litre Garbage Bin rather than the standard weekly 140 litre bin.

4.16 The additional charge for this extra capacity will be $92.65 in 2023/2024. This is an annual charge and will not be levied on a pro-rata basis.

4.17 The estimated yield from this annual charge in 2023/2024 is $16,863.

Domestic Waste Management Charge – Vacant Land

4.18 A Domestic Waste Charge – Vacant Land for 2023/2024 of $112.15 is applicable to all vacant parcels of land categorised as Residential for rating purposes within the defined three (3) bin or two (2) bin kerbside collection areas.

4.19 The estimated yield from Domestic Waste Management Services for 2023/2024 is $99,926.

Additional Domestic Waste Management Services

4.20 Additional Domestic Waste Management Recycling Service for residential dwellings.

4.21 The annual charge for 2023/2024 is $148.50. This charge provides for a once fortnightly kerbside collection for one 240 litre bin of mixed recycling. The estimated yield from Additional Domestic Waste Management Recycling Services is $445.

4.22 Additional Domestic Waste Management Food Organics and Garden Organics Service for residential dwellings.

4.23 The annual charge for 2023/2024 is $145.20. This charge provides for a once weekly kerbside collection service of one weekly 240 litre food and garden waste bin service. The estimated yield from the Additional Domestic Waste Management Food Organics and Garden Organics Service is $4,646.

OTHER WASTE MANAGEMENT CHARGES (SECTION 501)

Non-Domestic Waste Collection Service Charge

4.24 A weekly kerbside garbage collection service is available to all non-residential properties in the designated kerbside collection area. The annual charge will only be applied to those properties for which the service is provided.

4.25 The annual charge for 2023/2024 is $248.50. This charge provides for a once weekly kerbside collection service of one 240 litre garbage bin.

4.26 The estimated yield from this annual charge for 2023/2024 is $438,793.

Non-Domestic Recycling Service Charge

4.27 Fortnightly Non-Domestic Recycling collections will be provided to all non-residential properties in the designated kerbside collection area that require the service. The annual charge provides for a fortnightly kerbside collection of the 240 litre bin of mixed recycling.

4.28 The annual charge proposed for 2023/2024 is $148.50 per bin, per annum.

4.29 The estimated yield from this annual charge is $177,755.

Non-Domestic Green Waste Collection Service Charge

4.30 Food and Garden Waste collections will be available to all non-residential properties in the designated 3-bin kerbside collection area that require the service. The annual charge provides for a weekly kerbside garbage collection service of one 240 litre Food and Garden Waste bin.

4.31 The annual charge for 2023/2024 is $145.20 per bin, per annum.

4.32 The estimated yield from this annual charge is $10,019.

Waste Management Service (Rural) Charge

A waste management service (Rural) charge is applicable to all rural parcels of rateable land with households located thereon located outside the defined waste collection zones and covers the disposing of small domestic quantities (equivalent to wheelie bin capacity).

4.33 The annual charge finances the operation of rural household waste transfer stations and the cost of disposing of small

quantities of rural household waste at the Whylandra Waste and Recycling Centre and Wellington Waste Facility.

4.34 The annual charge for 2023/2024 is $159.35 (including GST) and the charge is based on the revenue required to cover the "reasonable cost" of providing this service for 2023/2024.

4.35 The estimated yield from this annual charge for 2023/2024 is $196,797.

SEWERAGE SERVICE CHARGE – RESIDENTIAL

4.36 It has been resolved to make and levy an annual sewerage service charge on residential properties.

4.37 The annual sewerage service charge to apply to all single dwellings, and each rateable parcel of land which has been created under a Strata Title subdivision, Community or Neighbourhood Plan and vacant land where a sewerage service is available will be $806.25.

4.38 The annual sewerage service charge to apply to all residential multiple residence properties where individual separate occupancies are situated on a single parcel of land (includes non-strata flats, units, villas and dwellings within retirement villages) will be the number of occupancies x the residential single dwelling annual charge x .5.

4.39 The estimated yield from the above annual charge for 2023/2024 is $14,687,053.

WATER SUPPLY SERVICE ACCESS CHARGE

4.40 The pricing policy for 2023/2024 will comprise – An access charge (annual charge under Section 501).

4.41 The amount of the access charge applicable to each property will be in accordance with the size of the water service provided to that property.

The access charge for each size of water service proposed for 2023/2024 is as follows:

Meter Size	Annual Charge
20mm	$301.75
25mm	$471.48
30/32mm	$772.48
40mm	$1207.00
50mm	$1,885.94
65mm	$3,187.23
80mm	$4,828.00
100mm	$7,543.75
150mm	$16,973.44
200mm	$30,175.00

4.42 A minimum charge being the amount equivalent to a 20mm water service charge will apply to each rateable parcel of land which has been created under a strata title subdivision, community or neighbourhood plan.

4.43 A minimum charge being the amount equivalent to a 20mm water service charge will apply to each parcel of rateable land which does not have a water service connected but to which a water

service is available in accordance with the provision of Section 552 (1) (b) of the Local Government Act 1993.

4.44 The total estimated yield from these annual charges for 2023/2024 is $8,632,777.

DRAINAGE SERVICE CHARGE - DUBBO

4.45 It has been resolved to make and levy an Annual Charge for drainage services as provided for by the provisions of Section 501(1).

4.46 The Annual Charge will be levied on each parcel of rateable land in the defined "urban" area. The defined "urban" area is the same area to which the Residential - Urban Ordinary Rate is applied.

4.47 The amount of the Annual Charge per rateable parcel for 2023/2024 is $106.87

4.48 The estimated yield from the Annual Charge in 2023/2024 is $1,729,209.

PART 5 CHARGES FOR ACTUAL USE OF SERVICES STATEMENT (SECTION 405 (2))

5.1 In accordance with the provisions of Section 502 of the Act, the Council has resolved to make and levy the following charges for the actual use of services as follows:

WATER SUPPLY SERVICE USAGE CHARGE

5.2 A charge will be raised for the use of the water supply service on a consumption year basis recorded by the meter or meters servicing each property.

5.3 The usage charge will apply as follows:

Residential Properties	
All consumption – per kilolitre	$2.28
Non Residential Properties	
All consumption – per kilolitre	$2.28

5.4 The total estimated yield from the above usage charges for 2023/2024 is $12,899,329.

SEWERAGE SERVICE CHARGES – NON RESIDENTIAL

5.5 The use of the Sewerage Service by all non-residential properties will be charged on a quarterly basis in accordance with the following pricing structure.

B = SDF x (AC + C x UC)
B = Quarterly Sewerage Service Charge – Non Residential
SDF = Sewerage Discharge Factor
$AC = (AC_{20} \times \frac{D^2}{400})$

5.6 This equates to the following Access charge (AC) for the various water connection sizes.

	Quarterly Amount	Annual Equivalent
20mm	$112.50	$450.00
25mm	$175.78	$703.13
32mm	$288.00	$1,152.00
40mm	$450.00	$1,800.00
50mm	$703.13	$2,812.50
65mm	$1,188.28	$4,753.13
80mm	$1,800.00	$7,200.00
100mm	$2,812.50	$11,250.00
150mm	$6,328.13	$25,312.50
200mm	$11,250.00	$45,000.00

5.7 The Access Charge (AC) is applicable to each water service connected to a property in accordance with the size of the meter fitted to the service.

D = Water Supply Service Connection Size
C = Annual Water Consumption
UC = Usage Charge $2.50/KL
Minimum Quarterly Sewerage Charge – Non Residential $201.56

5.8 The estimated yield from the above charges for 2023/2024 is $4,213,706.

PART 6 FEES AND CHARGES STATEMENT (SECTION 405(2))

6.1 Council has resolved to apply fees and user charges in respect of its regulatory functions and the services it provides.

6.2 Section 608 (1) of the Act provides that Council may charge and recover an approved fee for any services it provides.

6.3 Section 608 (2) provides that the services for which an approved fee may be charged include the following services provided under the Act or any other Act or the regulations by the Council:

- supplying a service, product of commodity
- giving information
- providing a service in connection with the exercise of the council's regulatory functions – including receiving an application for approval, granting an approval, making an inspection and issuing a certificate
- allowing admission to any building or enclosure

6.4 Section 610D provides that a council, if it determines the amount of an approved fee for a service, must take into consideration the following factors:

- the cost to the Council of providing the service
- the price suggested for that service by any relevant industry body or in any schedule of charges published, from time to time, by the department.
- the importance of the service to the community
- any factors specified in the regulations

6.5 The actual fees and charges proposed to be applied by Council for 2023/2024 are detailed in the Revenue Policy document attached to the Chief Executive Officer's budget report.

6.6 The document includes the details of each fee, charge or contribution, Council's pricing policy and a comment as to the purpose of the fee, charge or contribution.

PART 7 STATEMENT OF PROPOSED BORROWINGS (SECTION 405(2))

7.1 Council does not propose to secure long term external borrowings during 2023/2024 to fund major capital projects.

PART 8 GST IMPLICATIONS

8.1 The GST legislation (Division 38) provides that the supply of water, sewer, drainage and child care services are GST free.

8.2 In addition Division 81 provides that certain fees and charges are excluded from GST.

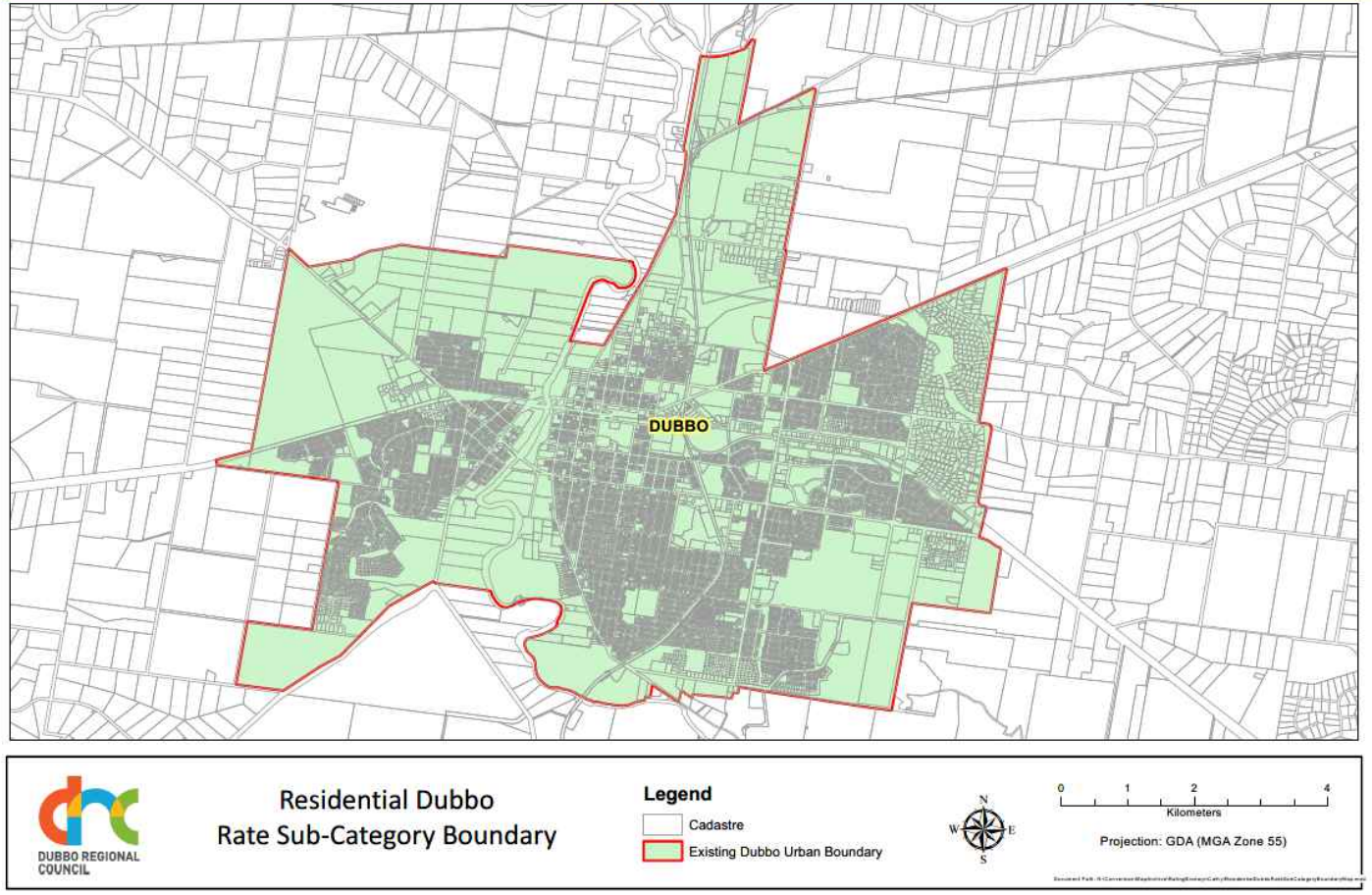
8.3 All other goods and services provided by the Council are subject to GST and this is included in the amount of the fees and charges determined for 2023/2024.

8.4 The Revenue Policy document attached to the Chief Executive Officer's budget report details the Base Amount of each fee and charge, the GST amount if applicable and the actual amount that will be applied for each fee or charge.

PART 9 INTEREST ON OVERDUE RATES AND CHARGES

9.1 Council will calculate interest on overdue rates and charges during 2023/2024 using the maximum charge as determined by the minister for Local Government, in accordance with Section 566(3) of the Local Government Act 1993.

9.2 The Minister for Local Government has announced that the maximum rate of interest payable on overdue rates and charges for the period 1 July 2023 to 30 June 2024 (inclusive) will be 9.0% per annum.


DUBBO
DUBBO REGIONAL COUNCIL
Residential Dubbo
Rate Sub-Category Boundary
Legend
Cadastre
Existing Dubbo Urban Boundary
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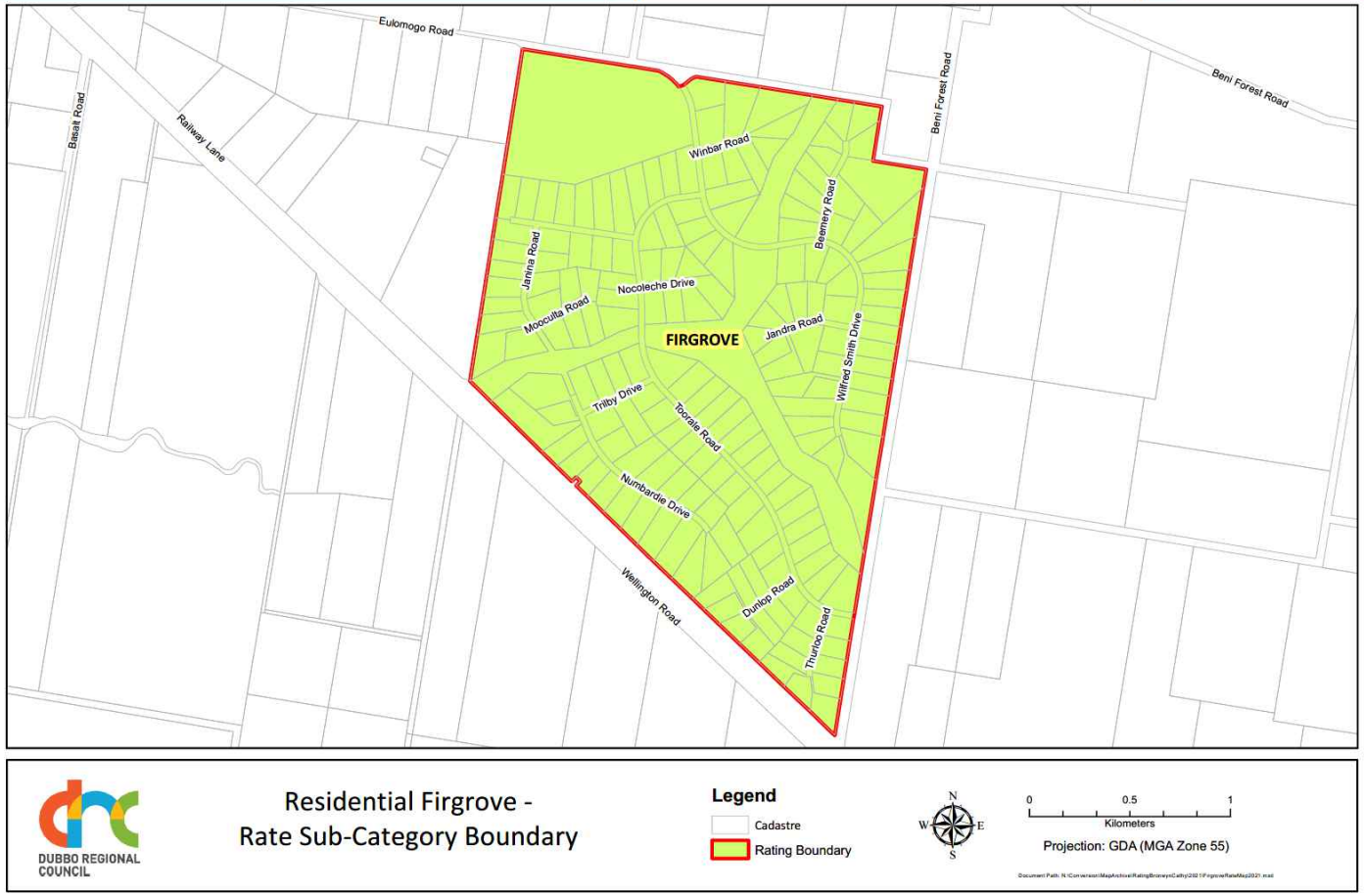
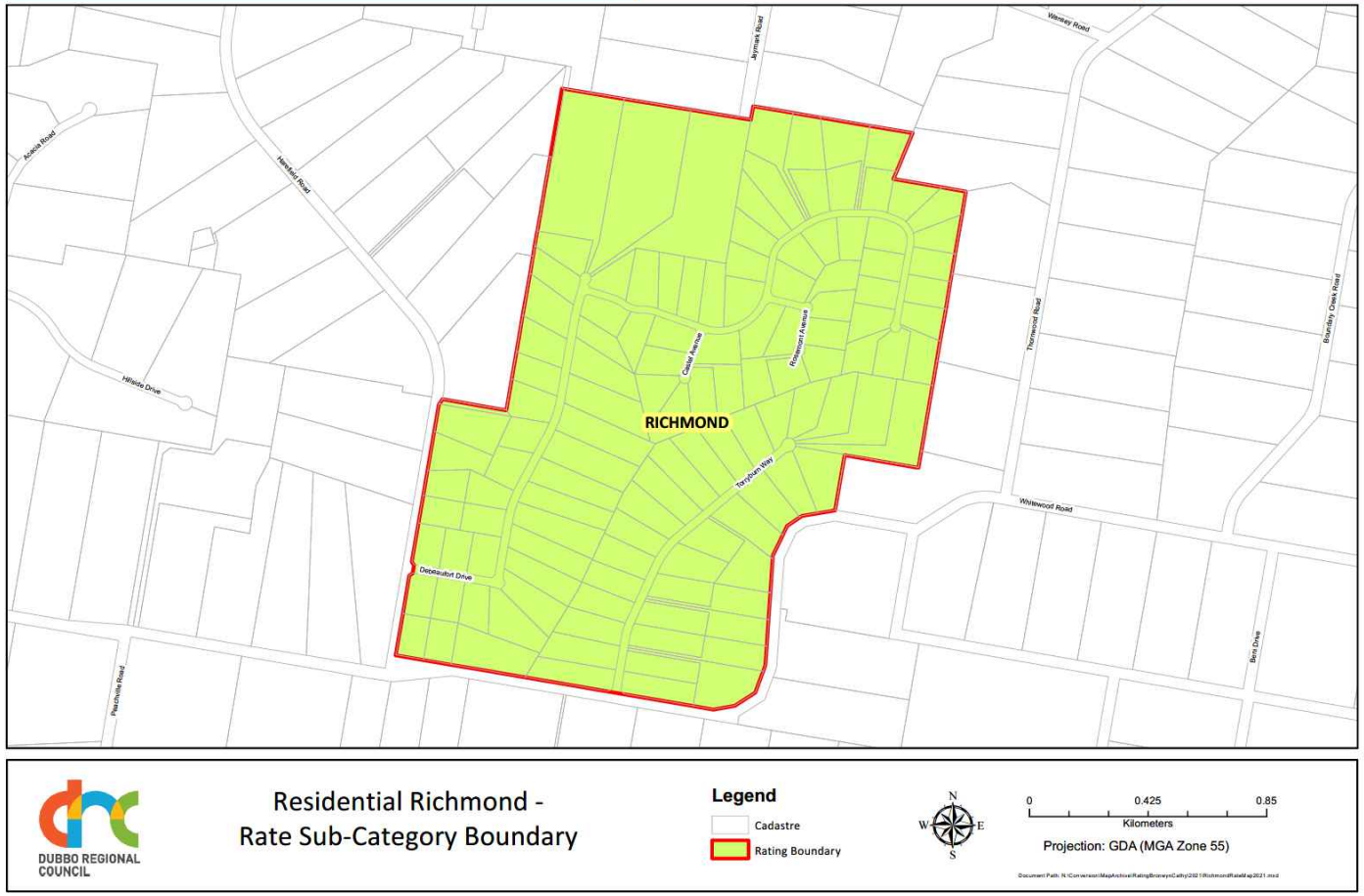
Kilometers
Projection: GDA (MGA Zone 55)

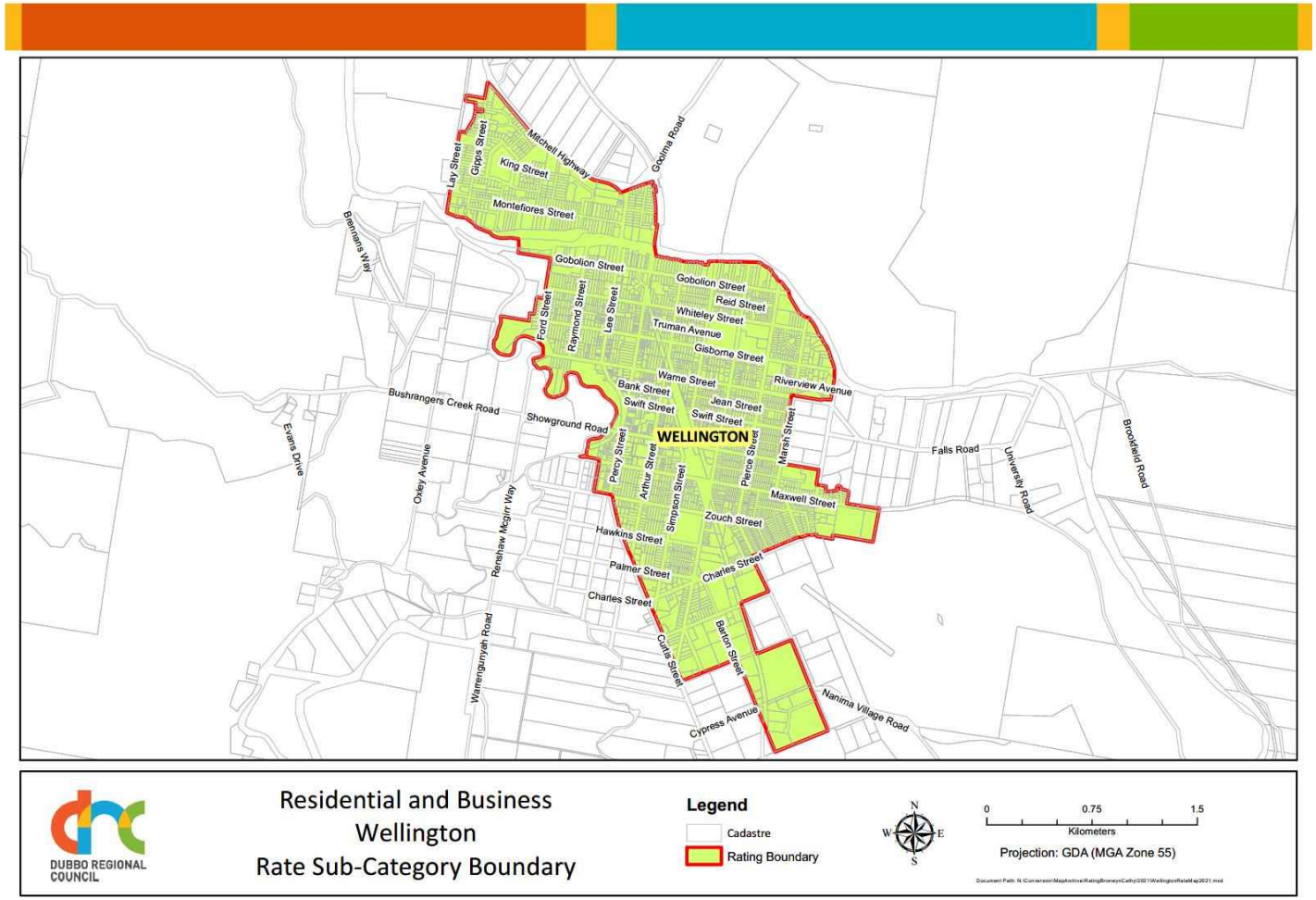
ANNUAL STATEMENT OF REVENUE POLICY

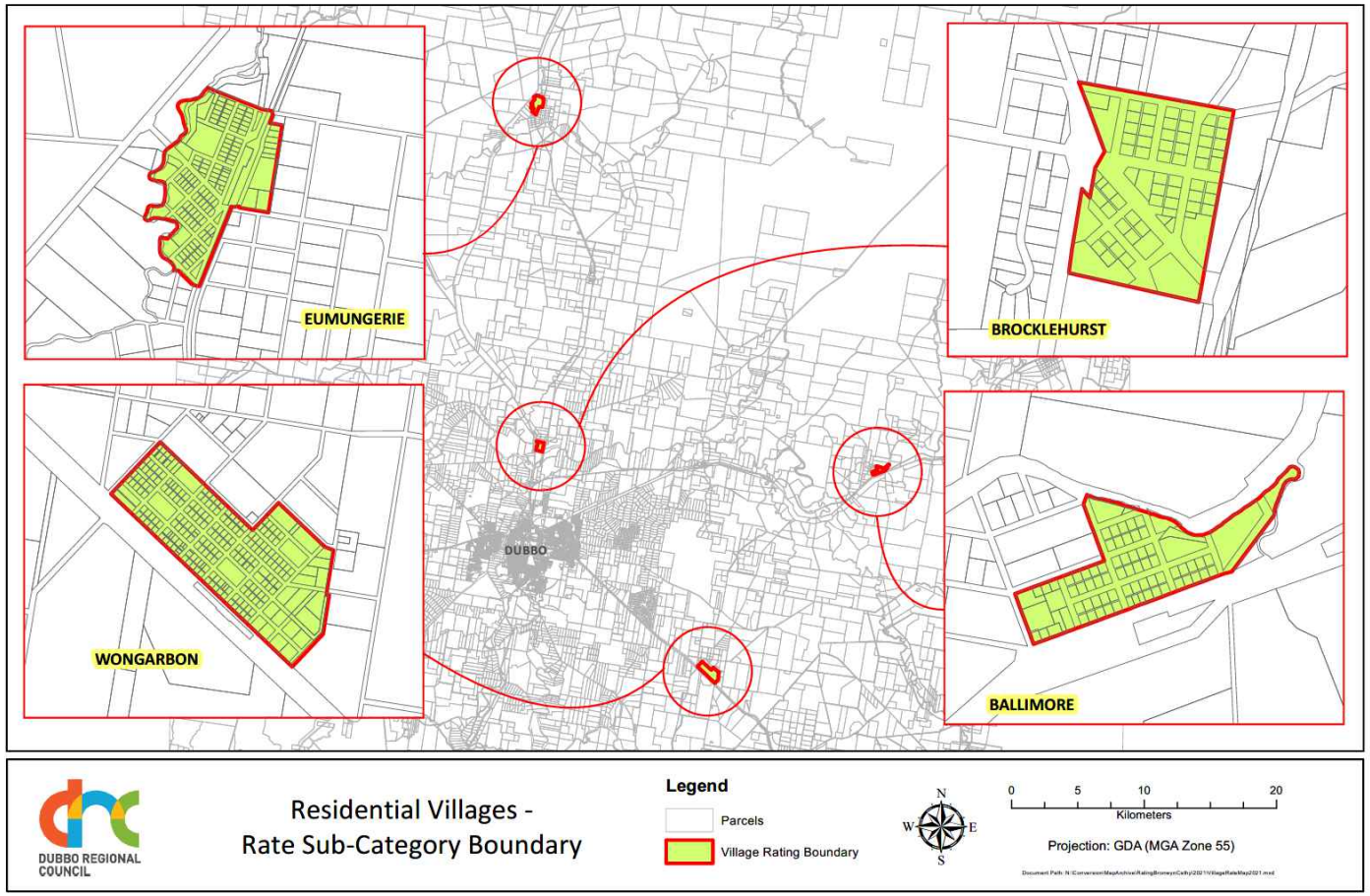


ANNUAL STATEMENT OF REVENUE POLICY



ANNUAL STATEMENT OF REVENUE POLICY




EUMUNGERIE
BROCKLEHURST
WONGARBON
BALLIMORE
DUBBO
DUBBO REGIONAL COUNCIL
Residential Villages -
Rate Sub-Category Boundary
Legend
Parcels
Village Rating Boundary
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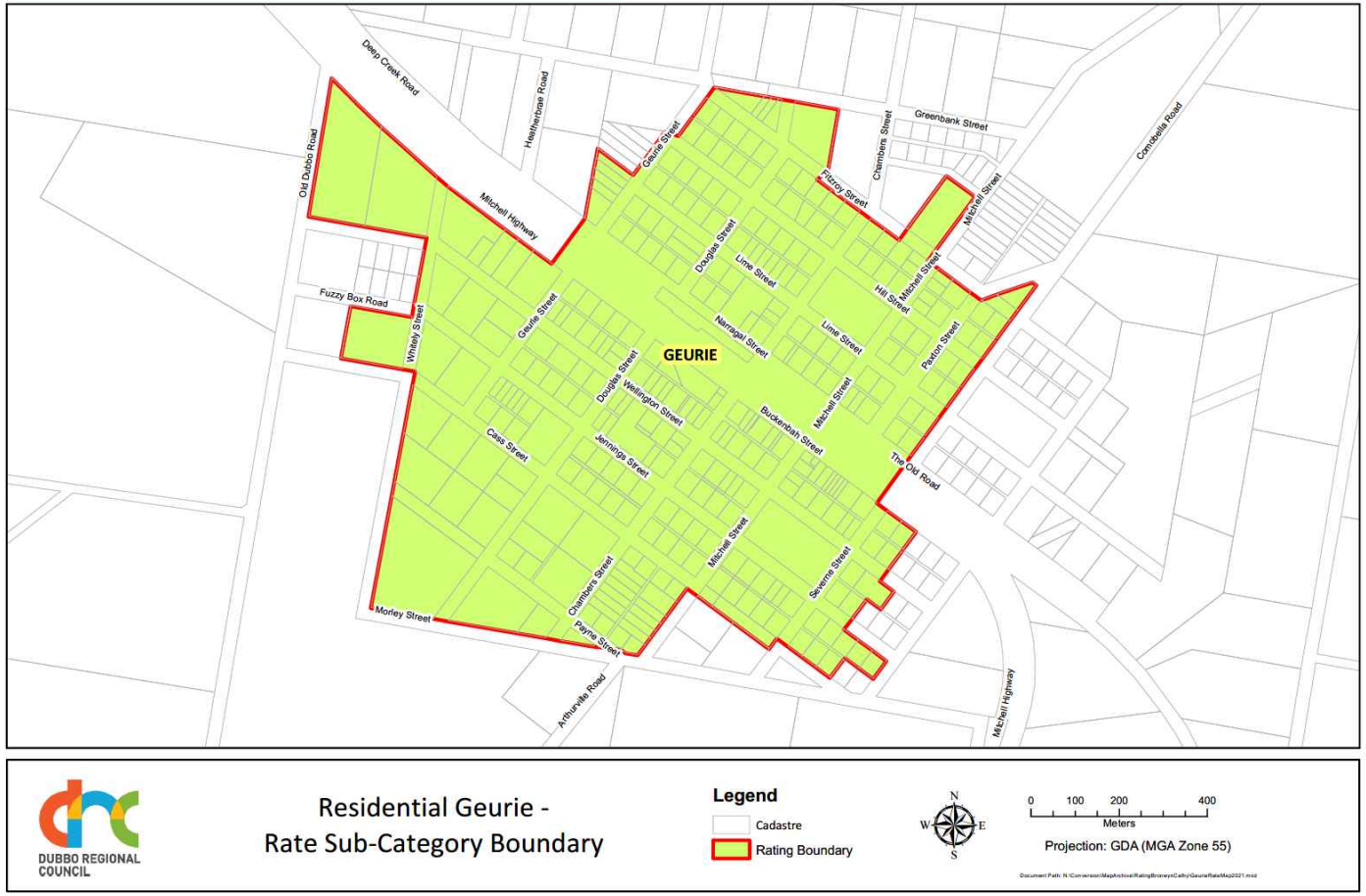
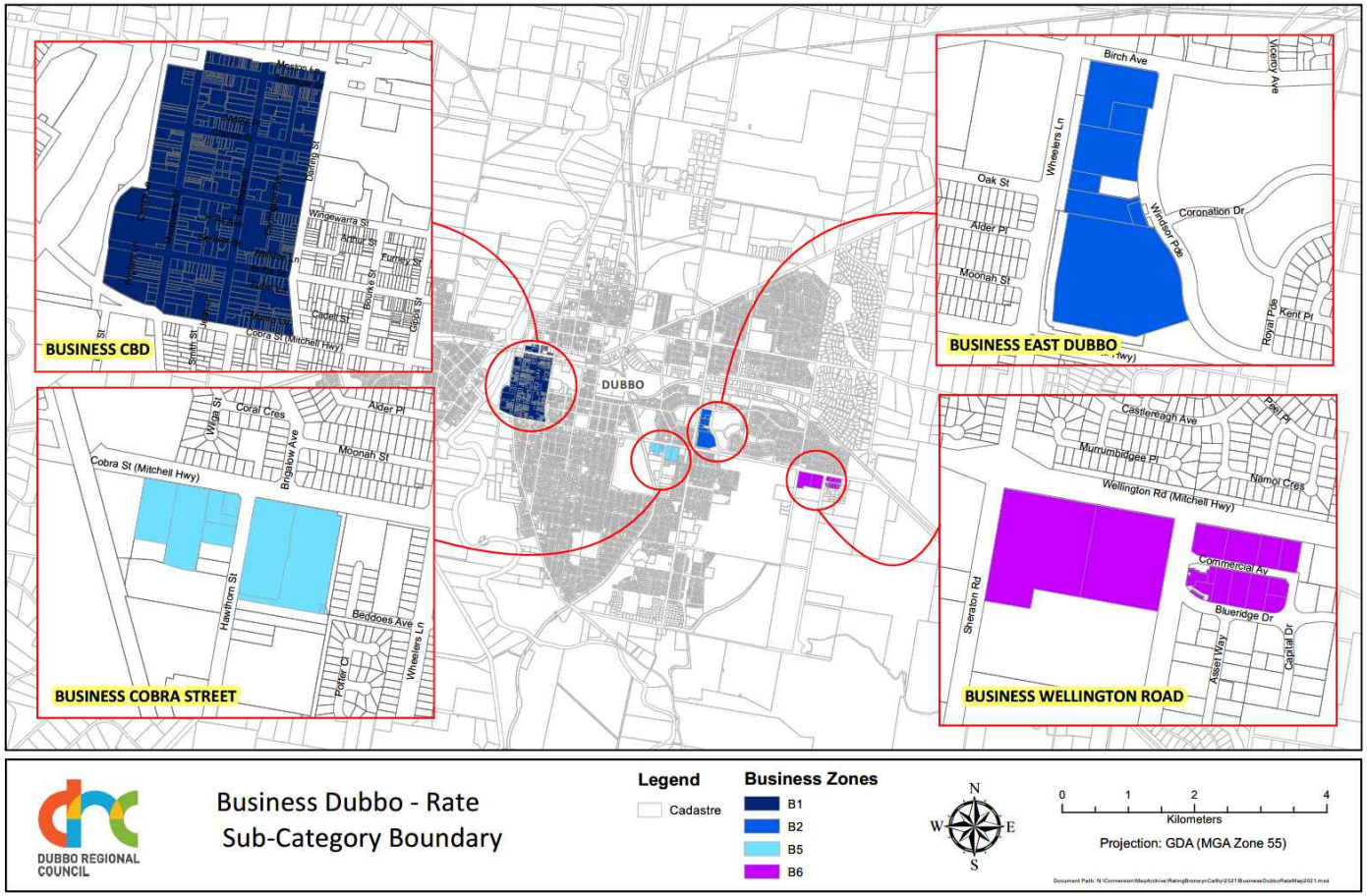
Kilometers
Projection: GDA (MGA Zone 55)

ANNUAL STATEMENT OF REVENUE POLICY



ANNUAL STATEMENT OF REVENUE POLICY



Your Say

Submission: Draft 2023/2024 Budget, Delivery Program and Operational Plan

May 02, 2023 - May 29, 2023

[redacted]

socialpinpoint

Response No: 1

Contribution ID: 189
Member ID: 195
Date Submitted: May 29, 2023, 04:41 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

My submission focuses on two main points:
1. Council needs to put money into environmental restoration – not just say that they will apply for funding, nor leave it to community groups to do environmental restoration unpaid or having to seek their own external funding.
2. Council openness, transparency and accountability is very limited. Transparency needs to include an annual report on the Operational Plan to see how much of it was implemented and how, and minutes of community committee meetings to be made public.

Details:

Transparency and accountability:

4.1.2 – "Council's decision-making processes are open, transparent and accountable" – An end of financial year report on the Operational Plan needs to be included here – i.e. Council needs to report on which actions items have been implemented and how, and which ones haven't and the reason for this. The Annual Report is not enough detail to cover this.

Minutes of the community committee meetings also need to be made available. The whole idea of community committees is meant to involve the community more and be more transparent and accountable to the community.

Environmental restoration, litter and rubbish:

5.5.1.2 "Identify government grants to further environmental restoration and rehabilitation works…". Why is it that environmental restoration works have to come from applying for government funding and not from operational costs? Nearly everything in the Operational Plan comes from the Operational budget except environmental activities. (Exceptions are roads and shopping centres which are really expensive (2.1.5 and 3.2.5). Further, Council should be supporting environmental restoration from the Operational Budget, not just hope for the occasional bit of external funding.

Further, item 5.5.1.2 does even say that grants will be applied for – just that grant opportunities will be identified.

6.2.1.1 and 6.3.3.1 "Support and encourage community groups and programs to undertake environmental restoration works" – again, this is Council putting no money into environmental restoration, instead getting the community to do it for free. Most Councils have a bush regen officer who leads bush regen activities OR an environmental officer who organises community environmental events. Council needs an environmental officer who can organise tree planting events, clean up events, and educational events, plus help promote the activities of community groups, plus coordinate an interagency meeting of all environmental groups.

6.3.3 – Again, leaving Endangered Ecological Communities to external funding is not good enough, Council needs to take some action to protect and restore these ecological assets.

2.3.5 – Identifying illegal dumping hotspots: Council needs to do something about illegal dumping hotspots, not just look for hotspots.

6.2.3 "Waste management processes reduce our environmental footprint and impact on the environment" – Please add another point 6.2.3.3: update the public bin network across the LGA, replacing vandalised bins with vandal-proof bins. Litter

is leaking into the environment from vandalised bins, and people are less likely to use bins that are dirty and vandalised.

Other:

2.1.3.1 – Please do not put a new bridge over the river in south Dubbo. Wherever it goes, it will destroy public greenspace (in terms or ambience, noise pollution etc – if not direct impact).

And a note on the budget: "increasing" the Library's budget by 2% is actually reducing the Library's funding as the CPI is 7%.

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**

Single Checkbox

Yes

Q8 **File Upload**

File Upload

Response No: 2

Contribution ID: 188
Member ID: 350
Date Submitted: May 29, 2023, 04:40 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

29 May 2023

The CEO
Dubbo Regional Council
PO Box 81
DUBBO NSW 2830

Attention: CEO
CC: All Councillors

RE: 2023 DELIVERY PROGRAM & OPERATIONAL PLAN- THEME 1, HOUSING

We appreciate the opportunity to make a submission to the above-mentioned program. As longstanding contributors to the discourse on housing in Dubbo, the Real Estate Institute NSW-Orana Division remains committed to providing sound advice to the Dubbo Regional
Council (DRC) in the interest of our community. This submission builds upon the issues we have previously raised with Council and Councillors, including the 2022 Operational Plan, the Housing forum on 11 June 2021, and various Council Housing reference committee meetings that our members have actively participated in since November 2021.

In reviewing the section titled "OUR COMMUNITY EXPECTS" on page 10 of the plan, we note that several dot points have been repeated from previous years. While we understand the rationale behind this, we find that progress towards addressing these expectations has been disappointingly slow. We would like to draw Council's attention to the dot point that reads "RENTAL ACCOMMODATION TO BE AVAILABLE AT A RANGE OF PRICE POINTS." This particular objective poses the greatest challenge for DRC, considering the present state of rental accommodation availability in Dubbo. We will address the details and realities of the rental accommodation situation later in this submission.

To better address the issue at hand, we have structured our submission according to the community strategic plan, addressing each point in chronological order:

1.1 HOUSING MEETS THE CURRENT AND FUTURE NEEDS OF OUR COMMUNITY

While acknowledging that housing supply is now an issue nationally, it is regrettable that Dubbo has not adequately responded to the pressing need for diversity of residential housing supply. Since 2005, our members have consistently raised concerns about the scarcity of medium density housing in Dubbo, initially as an invited member of the working party – Urban Areas Development Strategy Review - residential. The lack of suitable housing options in this category has now contributed to the rental supply crisis. Over the past 25 years, our submissions during the public exhibition of the Operational plan (2017-2022) have continuously highlighted this market failure and urged Council to take action.

1.1.1 SUPPORTED
1.1.2 SUPPORTED - Housing is affordable and secure

Council can meet this objective by addressing community demand through land release and by increasing the permitted

density in residential estates. We encourage Council to revisit past successes, such as the release of medium density lots in the East Dubbo precinct in the mid-1970s and in Dulhunty in the early 1980s. These releases offered a diverse range of approximately 280 units and flats, ranging from high-quality developments like Perignon Park to more modest 2-bedroom rental flats. If Council successfully provided such choices of land 40 years ago, there is a precedent supporting that they can do so again in 2023.

We urge Council to review the current rental rates in Dubbo, taking into account the income required by individuals or households to secure basic 1, 2-, or 3-bedroom dwellings on wages or government benefits (including pensions and rental subsidies).

1.1.3 SUPPORTED
1.1.4 SUPPORTED
1.1.5 SUPPORTED – Development opportunities are communicated to the community

We note with concern that this proposal, previously put forward by REINSW-Orana Division to Council, has not received any response or action thus far.

1.2 AN ADEQUATE SUPPLY OF LAND IS LOCATED CLOSE TO COMMUNITY SERVICES AND FACILITIES

1.2.1 Land is suitably zoned, sized, and located to facilitate a variety of housing types and densities.

While we generally question whether Council has met this strategy, we would like to draw attention to the recent release of Keswick Estate, where 52 lots were made available in October 2022. The community's response to this release was mixed, with many buyers being highly selective and overlooking larger-sized single dwelling lots. We believe that this change from larger lots suitable for dual occupancy in previous Keswick releases to an increased number of single dwelling lots contradicts the objective of increasing density. It is crucial for Council to ensure that land is appropriately zoned, allowing for medium density development close to important precincts within Dubbo. We recommend revisiting the HILLPDA study conducted in 2013 for further guidance.

1.2.1.1 SUPPORTED - Prepare a structure plan for land in the North-West Residential Urban Release Area

It is essential to consult with stakeholders throughout the process.

1.2.1.2 SUPPORTED
1.2.1.3 SUPPORTED
1.2.1.4 SUPPORTED
1.2.1.5 SUPPORTED
1.2.1.6 SUPPORTED - Investigate rezoning and minimum lot size changes to land in Keswick Estate to encourage a variety of housing types and densities

We have observed little progress on this proposal, except for the inclusion of medium density lots in Keswick with minimal consultation with stakeholders. This policy is crucial for Council to fulfil its obligations to the community and increase the supply of land and density to address the residential housing undersupply.

1.2.1.7 SUPPORTED
1.2.1.8 Refer to a separate section of this submission. We note with interest that this particular item has been removed from the version of the document available online, and we recommend it be reinstated.

1.2.2 SUPPORTED
1.2.3 SUPPORTED
1.2.4 SUPPORTED

1.3 SHORT TERM AND EMERGENCY ACCOMMODATION IS AVAILABLE.

The availability of short term and emergency accommodation is a critical issue for both Council and the community. Unfortunately, it appears that there is a significant undersupply in both these areas. We encourage stakeholders in these sectors to actively participate in the Housing reference group and keep Council informed about the demand and availability. Council's survey conducted in 2022 is acknowledged, and the result and recommendations are available.

It is worth noting that short term worker accommodation seems to be driving up demand in the 1- and 2-bedroom sectors of the rental market. This trend has adverse effects on the lower socio-economic sector of the Dubbo community, as it leads to escalating rents that surpass the financial capacity of single-income earners on average wages or benefits. According to the latest median rents for Dubbo (1br $320, 2br $330, sourced from Housing NSW-Bond lodgements, December 2022 quarter), the pressure on a significant portion of the Dubbo community to secure affordable and stable rental accommodations is evident.

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

However, it is crucial that any measures taken to address short term and emergency accommodation do not come at the expense of long-term flat/unit residents.

1.3.2 SUPPORTED - Crisis and emergency accommodation supports the needs of the community

Given the increasing number of community residents seeking assistance in this area, it is imperative for Council to take on a more active role in coordinating efforts and collaborating with relevant stakeholders on a continuous basis.

1.2.1.8 EFFECTIVE USE OF EXTERNAL SALES AND MARKETING RESOURCES TO FACILITATE THE SALE OF FUTURE RELEASES.

In light of the underwhelming response to the recent auction sales of Keswick land on October 14, 21, and 28, 2022, we recommend a review of the policy for Council land sales in the operational plan.

In our previous discussions with Council, REINSW-Orana Division had formally advised against using the auction method for the sale of the 52 Keswick lots. This advice was based on anticipated interest rate increases and prevailing land sales trends. We presented our concerns to Council in a formal presentation during the regular monthly meeting on April 28. By September, there had already been five interest rate rises, with a sixth occurring before the first auction on October 14. We also suggest that insufficient marketing contributed to the lack of activity at the auctions. We acknowledge that Council has subsequently invited Real Estate Agencies to participate in the sale of the lots, and we commend this decision.

We would like to highlight the successful methods Council has employed in the past to sell its land in various estates, including ballot sales, private treaty sales both direct through DRC or through agents, and auctions facilitated by real estate agents. All of these methods were supported by appropriate marketing campaigns, ensuring broad exposure to prospective buyers and maximizing the sale price achievable for Council.

As a professional real estate group, REINSW-Orana Division is always willing to provide external sales and marketing resources to facilitate future releases, regardless of the method of sale elected by Council. We consider this a community service and are eager to contribute to addressing the important issue of housing supply.

RENTAL ACCOMMODATION TO BE AVAILABLE AT A RANGE OF PRICE POINTS

The latest rental figures (December quarter 2022) from Housing NSW's Rental Bond lodgements, coupled with household income figures in Dubbo required to qualify for renting, illustrate the immense pressure faced by a large portion of the Dubbo community. The median rents and the corresponding household incomes necessary to afford basic 1, 2-, or 3-bedroom dwellings are as follows:

1-bedroom dwelling median rent: $320; household income required: $49,920 per annum

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3-bedroom dwelling median rent: $430; household income required: $67,080 per annum

4-bedroom dwelling median rent: $550; household income required: $85,800 per annum

According to the 2021 Census, the median weekly household income in Dubbo is $1,597 or $83,044 per annum. Welfare income figures are as follows:

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Single: $27,664 per annum

Couple: $41,704 per annum

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Single: $78.60 per week

Couple (combined): $74 per week

These figures starkly illustrate the pressure faced by a significant portion of the Dubbo community. Many individuals and families are unable to secure affordable and secure rental accommodations due to rising rents and a shortage of medium density housing that can meet the increasing demand from the workforce and the community.

The focus of Dubbo Regional Council and all housing stakeholders must be centred on providing housing that can serve this particular sector of the community, as well as the whole community. This objective aligns with the expectations set out under the heading "OUR COMMUNITY EXPECTS."

We sincerely hope that this submission initiates further discussions with Council on the critical issue of housing supply. The Real Estate Institute NSW (Orana Division) looks forward to the opportunity to continue to engage with Council in addressing this matter.

Yours sincerely,

[redacted]

[redacted]

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**

Single Checkbox

Yes

Q8 **File Upload**

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/233

[redacted]

29 May 2023

The CEO
Dubbo Regional Council
PO Box 81
DUBBO NSW 2830

Attention: CEO
CC: All Councillors

RE: 2023 DELIVERY PROGRAM & OPERATIONAL PLAN- THEME 1, HOUSING

We appreciate the opportunity to make a submission to the above-mentioned program. As longstanding contributors to the discourse on housing in Dubbo, the Real Estate Institute NSW-Orana Division remains committed to providing sound advice to the Dubbo Regional Council (DRC) in the interest of our community. This submission builds upon the issues we have previously raised with Council and Councillors, including the 2022 Operational Plan, the Housing forum on 11 June 2021, and various Council Housing reference committee meetings that our members have actively participated in since November 2021.

In reviewing the section titled **"OUR COMMUNITY EXPECTS"** on page 10 of the plan, we note that several dot points have been repeated from previous years. While we understand the rationale behind this, we find that progress towards addressing these expectations has been disappointingly slow. We would like to draw Council's attention to the dot point that reads **"RENTAL ACCOMMODATION TO BE AVAILABLE AT A RANGE OF PRICE POINTS."** This particular objective poses the greatest challenge for DRC, considering the present state of rental accommodation availability in Dubbo. We will address the details and realities of the rental accommodation situation later in this submission.

To better address the issue at hand, we have structured our submission according to the community strategic plan, addressing each point in chronological order:

1.1 HOUSING MEETS THE CURRENT AND FUTURE NEEDS OF OUR COMMUNITY

While acknowledging that housing supply is now an issue nationally, it is regrettable that Dubbo has not adequately responded to the pressing need for diversity of residential housing supply. Since 2005, our members have consistently raised concerns about the scarcity of medium density housing in Dubbo, initially as an invited member of the working party – Urban Areas Development Strategy Review - residential. The lack of suitable housing options in this category has now contributed to the rental supply crisis. Over the past 25 years, our submissions during the public

exhibition of the Operational plan (2017-2022) have continuously highlighted this market failure and urged Council to take action.

1.1.1 SUPPORTED
1.1.2 SUPPORTED - Housing is affordable and secure

Council can meet this objective by addressing community demand through land release and by increasing the permitted density in residential estates. We encourage Council to revisit past successes, such as the release of medium density lots in the East Dubbo precinct in the mid-1970s and in Dulhunty in the early 1980s. These releases offered a diverse range of approximately 280 units and flats, ranging from high-quality developments like Perignon Park to more modest 2-bedroom rental flats. If Council successfully provided such choices of land 40 years ago, there is a precedent supporting that they can do so again in 2023.

We urge Council to review the current rental rates in Dubbo, taking into account the income required by individuals or households to secure basic 1, 2-, or 3-bedroom dwellings on wages or government benefits (including pensions and rental subsidies).

1.1.3 SUPPORTED
1.1.4 SUPPORTED
1.1.5 SUPPORTED – Development opportunities are communicated to the community

We note with concern that this proposal, previously put forward by REINSW-Orana Division to Council, has not received any response or action thus far.

1.2 AN ADEQUATE SUPPLY OF LAND IS LOCATED CLOSE TO COMMUNITY SERVICES AND FACILITIES

1.2.1 Land is suitably zoned, sized, and located to facilitate a variety of housing types and densities.

While we generally question whether Council has met this strategy, we would like to draw attention to the recent release of Keswick Estate, where 52 lots were made available in October 2022. The community's response to this release was mixed, with many buyers being highly selective and overlooking larger-sized single dwelling lots. We believe that this change from larger lots suitable for dual occupancy in previous Keswick releases to an increased number of single dwelling lots contradicts the objective of increasing density. It is crucial for Council to ensure that land is appropriately zoned, allowing for medium density development close to important precincts within Dubbo. We recommend revisiting the HILLPDA study conducted in 2013 for further guidance.

1.2.1.1 SUPPORTED - Prepare a structure plan for land in the North-West Residential Urban Release Area

It is essential to consult with stakeholders throughout the process.

1.2.1.2 SUPPORTED
1.2.1.3 SUPPORTED
1.2.1.4 SUPPORTED
1.2.1.5 SUPPORTED
1.2.1.6 SUPPORTED - Investigate rezoning and minimum lot size changes to land in Keswick Estate to encourage a variety of housing types and densities

We have observed little progress on this proposal, except for the inclusion of medium density lots in Keswick with minimal consultation with stakeholders. This policy is crucial for Council to fulfil its obligations to the community and increase the supply of land and density to address the residential housing undersupply.

1.2.1.7 SUPPORTED
1.2.1.8 Refer to a separate section of this submission. **We note with interest** that this particular item has been removed from the version of the document available online, and we recommend it be reinstated.

1.2.2 SUPPORTED
1.2.3 SUPPORTED
1.2.4 SUPPORTED

1.3 SHORT TERM AND EMERGENCY ACCOMMODATION IS AVAILABLE.

The availability of short term and emergency accommodation is a critical issue for both Council and the community. Unfortunately, it appears that there is a significant undersupply in both these areas. We encourage stakeholders in these sectors to actively participate in the Housing reference group and keep Council informed about the demand and availability. Council's survey conducted in 2022 is acknowledged, and the result and recommendations are available.

It is worth noting that short term worker accommodation seems to be driving up demand in the 1- and 2-bedroom sectors of the rental market. This trend has adverse effects on the lower socio-economic sector of the Dubbo community, as it leads to escalating rents that surpass the financial capacity of single-income earners on average wages or benefits. According to the latest median rents for Dubbo (1br $320, 2br $330, sourced from Housing NSW-Bond lodgements, December 2022 quarter), the pressure on a significant portion of the Dubbo community to secure affordable and stable rental accommodations is evident.

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

However, it is crucial that any measures taken to address short term and emergency accommodation do not come at the expense of long-term flat/unit residents.

1.3.2 SUPPORTED - Crisis and emergency accommodation supports the needs of the community

Given the increasing number of community residents seeking assistance in this area, it is imperative for Council to take on a more active role in coordinating efforts and collaborating with relevant stakeholders on a continuous basis.

1.2.1.8 EFFECTIVE USE OF EXTERNAL SALES AND MARKETING RESOURCES TO FACILITATE THE SALE OF FUTURE RELEASES.

In light of the underwhelming response to the recent auction sales of Keswick land on October 14, 21, and 28, 2022, we recommend a review of the policy for Council land sales in the operational plan.

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We sincerely hope that this submission initiates further discussions with Council on the critical issue of housing supply. The Real Estate Institute NSW (Orana Division) looks forward to the opportunity to continue to engage with Council in addressing this matter.

Yours sincerely,

[redacted]

[redacted]

Response No: 3

Contribution ID: 187
Member ID: 348
Date Submitted: May 29, 2023, 04:39 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Geurie Stormwater does not appear to have a line item on Councils 2023/24 DRAFT Budget.
It is time this matter was adequately addressed and budgeted.
I realise this may be a design issue- and may also relate to the Geurie Flood Study/s- which has never had a conclusive outcome back to community.
However, I've been receiving correspondence from council for many years, advising that any works required have not been budgeted for.
Along with many other residents in Geurie, we are awaiting a long-term sustainable solution.
My last correspondence to Council on the matter was 31 March 2023- which has not been responded to in writing. The matter relates to stormwater impact on our property; 41 Buckenbah Street Geurie, which cannot be developed as planned until impacts of stormwater from the road are mitigated.
(No file uploads) Reference: Councils CRM 5617319/2017 & CRM 658978/2018 & CRM 785809/2020 & CRM 842732/2021, which we understand are all still active... and awaiting a solution.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 4

Contribution ID: 186
Member ID: 68
Date Submitted: May 29, 2023, 04:15 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

SUBMISSION Draft Budget and Operational Plan 2023/24
2023/2024 Delivery Program and Operational Plan
3.1.1 Diverse and unique visitor opportunities are explored, developed and supported
At present the Old Dubbo Gaol is the focus (in Dubbo) of Council's commitment to support economy growth. Please see 3.1.1.4
From 2014 to 2019 the average night stay hovered around 2.2 nights. However, the long-term average stay figure increased significantly to an average night stay of 2.7 nights. Was this due to Dubbo attracting large sporting events? This seems to be the only major change.
The Dubbo Regional Theatre and Convention Centre has excellent visitation numbers and is forecast to attract more than double the revenue of the Old Dubbo Gaol.
The Western Plains Cultural Centre (including the art gallery and museum) attracts about twice the visitation of the Old Dubbo Goal. However, although the Old Dubbo Gaol has attracted significant funding over the years, the main exhibit of the museum "People, Places and Possessions" has not been upgraded since the Western Plains Cultural Centre was opened roughly fifteen years ago.
$200,000 has been included in the proposed budget to upgrade "People, Places and Possessions" but is completely insufficient.
a) Please increase the budget for the upgrading of the WPCC museum exhibit "People, Places and Possessions" to $900,000.
b) Please increase the budget for the Dubbo Regional Theatre and Convention Centre by 15% (Fifteen percent) so that it can continue to bring high quality events/shows to Dubbo and Wellington and through providing high quality events/ shows can continue to grow its audience and revenue
c) Please provide a marketing budget for all other tourist facilities owned by Council including the Wambuul Macquarie River walking track loop, Driftwells Park, the Heritage Walks, the South Dubbo Fishway etc
d) Please provide a budget to renew those Heritage Walk signs (in Dubbo) that are faded, have been vandalised etc
4.1 Council provides transparent, fair and accountable leadership and governance
Please continue to encourage and facilitate two-way communication with and between stakeholders and the community.
Please continue to support a culture of transparency. Australians have a growing distrust of organisations including all levels of government.
Source: https://lens.monash.edu/@politics-society/2022/05/02/1384632/the-australian-government-is-trapped-in-a-cycle-of-distrust-how-can-it-break-out
The steps that Dubbo Regional Council are taking to increase trust are very encouraging. As trust increases in DRC there will be many economic benefits for example Council staff will feel more appreciated (leading to increases in productivity and possibly less WH&S incidents), ratepayers will have greater confidence in Council decisions resulting in less intervention by Council etc

4.1.3 Council provides quality customer service
I would like to congratulate Council on the excellent customer service provide by the front of house staff at the Central Administration Building and Macquarie Regional Library – Dubbo
I also received excellent customer service from one of the DRC planning officers when I was contemplating building an extra room for my parent.
I would also like to thank CEO Murray Wood who takes time to respectfully respond to my emails.

4.2.3 A highly skilled, diverse and motivated workforce is maintained
Please make sure that Council recruitment does not discriminate with respect to age and gender, particularly with respect to

women.

5.3.4 Our community values domestic, companion and other animals
5.3.4.3 I commend the decisions by DRC to Implement an education program to educate residents on the requirements of keeping companion animals.

5.3.4 Deliver Ranger Services to assist with lost, stray, noisy or nuisance animals
Please increase funding by 25% (Twenty five percent)

5.4 Our community has access to a full range of educational opportunities
5.4.3 Access to a high standard of library services and facilities is available
Please increase Dubbo Regional Council's funding to the Macquarie Regional Library by 15% (Fifteen percent) so that it can continue to strive towards adequately servicing the growing population of the Dubbo Regional Local Government Area.

5.5.3 Our sporting facilities cater for a wide range of events and opportunities
5.5.3.1
Please do not fund additional reviews of the Aquatic Leisure Centre function if Council already has these.

6.2 We recognise, plan for and respond to the impacts of climate change
6.2.1.3 Adopt an urban forest tree canopy target and deliver against actions and associated policies
Please commit to spending $300,000 on planting street trees in Dubbo and Wellington.
6.3.1 The quality of the Macquarie, Talbragar and Bell river corridors are managed and enhanced
Please commit to spending $200,000 on planting trees and weed management
6.3.2 Stormwater discharge into receiving waters is limited
Please increase current budget relating to emptying the gross pollutant traps by 50% (Fifty percent)
6.3.3 Endangered ecological communities, threatened species, habitats and environmental assets are protected
6.3.3.4 Please increase the budget relating to assessing major infrastructure projects to that they reasonably avoid endangered ecological communities, threatened species, habitats and environmental assets by 100% (One hundred percent)

End of submission.

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**

Single Checkbox

Q8 **File Upload**

File Upload https://yoursay.dubbo.nsw.gov.au/download_file/232

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2023/2024 Delivery Program and Operational Plan

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End of submission.

Response No: 5

Contribution ID: 185
Member ID: 211
Date Submitted: May 29, 2023, 04:12 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

A footpath and a cycleway are two very important but separate community assets.
Multiple cycling groups request to separate these assets in the budget to align with their respective design and use.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 6

Contribution ID: 183
Member ID: 346
Date Submitted: May 29, 2023, 03:37 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

1. Housing – support the private sector to increase the supply of housing and increase the choice of housing to households.

• Provide real choice to choose a preferred option over type, size and location of a home, e.g. demand for lifestyle blocks and intensive farming - worked leanly and highly productive
• Permit and prioritise on-farm development and choice of homes for farmers, farmer family members, farm employees and workers
• Innovate policies to promote housing choice and community interaction in farming communities, e.g., agrihoods outside Dubbo city which offer proven financial, health and environmental benefits.
• Permit housing and mixed-use agri-development that leverages the advantages of farming locations.

2. Dubbo Aquatic Centre (50m heated pool) - to be open all year round.

• A longer swimming season.
• A facility for regular swimmers for health, fitness and pleasure; locals and visitors alike.
• A welcoming alternative to a shivering walk or run in winter.
• A great way to socialise with friends.
• A drawcard for the whole family – year round.
END.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

Response No: 7

Contribution ID: 182
Member ID: 345
Date Submitted: May 29, 2023, 03:19 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Dear Budget Review Panel

I would like to make the below suggestions to include in your review and discussions.

OPERATIONAL PLAN

In Theme 5 — Liveability, under the list of "Our partners" to include:

- Creative and cultural groups and organisations.

I know community groups are listed, but I think it is important to list creative and cultural groups separately, as they are a major driver of events, economic development, tourism, and education.

An additional objective, under Theme 5: "Our creative and cultural facilities cater for a wide range of events and opportunities."

Objective 5.4.1 to include: "Explore a suitable venue for a creative and cultural hub, as a permanent space for the dozen+ of creative organisations without a permanent home."

These groups run regular workshops, events, festivals and other opportunities to the community but need a permanent home, not casual rooms for hire. They also add to the economic development, and tourism attraction for the region.

This is important to include as a specific objective because:

There are dozens of creative and cultural groups without a permanent home, there are casual places for hire but no one central place to store equipment, resources, hold meetings, leave items set up for workshops.

You can hire a meeting room at the WPCC from 9am-4pm weekdays or 10am-4pm weekends.
Or
There are two rooms available for casual hire at the Community Arts Centre, plus the "Drama" room. But these rooms are also available for rent from corporate clients, so demand far exceeds supply.

One building to be shared by all the creative and cultural groups, as a central hub would support these organisations to provide services to the community, create a sense of value and belonging, and add to the livability and economic growth of the region.

DRAFT BUDGET

I suggest there be a separate category for creativity and culture in the Community Culture Places budget. At the moment, the only reference to culture is in the Western Plains Cultural Centre. Creativity and Culture occurs across the region, not just in the Western Plains Cultural Centre.

As reported by The Australia Council of The Arts

Cultural and creative industries benefit all Australians

Cultural and creative activity already contributes around $115 billion to our GDP and the cultural and creative industries employ more than 645,000 people.

These figures don't account for the many flow-on economic benefits to quality of life, confidence, health, tourism, education, trade and reputation.

Almost all Australians are all now engaging with cultural and creative products – 98% regularly participate in arts and culture, and 84% say this has a positive impact on their lives.

Q7 Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8 File Upload

File Upload

Response No: 8

Contribution ID: 180
Member ID: 330
Date Submitted: May 29, 2023, 01:05 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Council submission
I wish to make a submission to the upgrade of fees at Dubbo Airport. I own a Jabiru 230 and up to a few years ago did not pay any landing fees due to the light weight I have a property near Tottenham and fly regularly to Dubbo. My wife and I own a house in Dubbo where she lives permanently but I still work on the family farm. At present, I am slowly moving into Dubbo and do have a part time job at a local welding supply and repair shop. I often fly to Dubbo and may stay a few days before returning to the property. I realise that I pay less than the normal landing fee but would not like to see this raised. I do have a 33% ownership of a hanger but if the rent was increased to much the cost would not worth the trouble so would relocate the plane to another strip eg. Narromine and buy the fuel there.
Some other thoughts -
1. Propose allowing up to xx landings a month without landing fee. This would encourage passing aircraft to land at Dubbo for fuel or an overnight stay. These stopovers bring substantial funds into the Dubbo community, not only though fuel sales and aerodrome sales but nights of accommodation meals and transport within town.

Parking Fee

• I am opposed to an aircraft parking fee. The parking facilities offered are tired and non-maintained. There has been no development or improvement of the parking facility for GA for many years. There are also many concerns around the administration of the fee and how it can be implemented. Suggested improvements before the parking fee is introduced include.
o, Tie down cables on the grassed area.
o Develop a tiered parking fee. Parking on a hard surface is the same cost as a poorly maintained grassed area.
o Create a free parking zone. This could be anywhere on the aerodrome provided there is suitable access.
o Propose a paid sheltered parking area be developed by the council as an income stream.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/231

Council submission

I wish to make a submission into the upgrade of fees at the Dubbo Airport. I own a Jabiru 230 and up to a few years ago did not pay any landing fees due to the light weight I have a property near Tottenham and fly regularly to Dubbo. My wife and I own a house in Dubbo where she lives permanently but I still work on the family farm. At present I am slowly moving into Dubbo and do have a part time job at a local welding supply and repair shop. I often fly to Dubbo and may stay a few days before returning to the property. I realise that I pay less than they normal landing fee but would not like to see this raised. I do have a 33% ownership of a hanger but if the rent was increased to much the cost would not worth the trouble so would relocate the plane to another strip eg. Narromine and buy the fuel there.

Some other thoughts -

1. Propose allowing up to xx landings a month without landing fee. This would encourage passing aircraft to land at Dubbo for fuel or an overnight stay. These stopovers bring substantial funds into the Dubbo community, not only though fuel sales and aerodrome sales but nights of accommodation meals and transport within town.

Parking Fee

- I am opposed to an aircraft parking fee. The parking facilities offered are tired and non-maintained. There has been no development or improvement of the parking facility for GA for many years. There are also many concerns around the administration of the fee and how it can be implemented. Suggested improvements before the parking fee is introduced include.
    - Tie down cables on grassed area.
    - Develop a tiered parking fee. Parking on a hard surface is the same cost as poorly maintained grassed area.
    - Create a free parking zone. This could be anywhere on the aerodrome provided there is suitable access.
    - Propose a paid sheltered parking area be developed by council as an income stream.

Response No: 9

Contribution ID: 179
Member ID: 343
Date Submitted: May 29, 2023, 12:51 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I am writing to let council know that the OWC and the DWF are groups vital to the health, wellbeing and cultural development of people in the region. We urge the council to continue to generously fund organisations like ours and Dubbo Film Makers. Without this funding it would be difficult for the OWC and DWF to survive and provide the community with the high level of support in building writing competencies, demystifying the publishing process and bringing industry professionals to the region.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 10

Contribution ID: 178
Member ID: 339
Date Submitted: May 29, 2023, 12:46 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I am an Itinerant user of the Dubbo airport. I generally visit Dubbo 3 - 4 times a year with one of these visits for the servicing of the aircraft. The other 3 times I bring 2 - 3 passengers with me for meetings with accomodation and meals purchased when visiting. Hearing that Dubbo Council is looking to add a parking charge on top of the landing charge appears to be money grabbing. The parking for aircraft in Dubbo is limited at best, with aircraft having to park in grassed areas due to the small area that is sealed. The grass areas are not well maintained with no tiedown points available, toilet facilities that are a distance away from the parking and access that does not always work as it should.
As a not for profit user of the airfield, the extra costs stretch our limited budget.
Pilot of Aircraft VH-IRM

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 11

Contribution ID: 177
Member ID: 296
Date Submitted: May 29, 2023, 12:12 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Creative Assembly Central NSW (CrACN) proposes that budget allocation should be made for the position of Director Western Plains Cultural Centre.

The return on this "soft infrastructure" investment would be in having leadership focus in our world class facility where there is currently a high level of expertise and motivation, but where the skills seem to be "siloed" within specific areas of responsibility. A Director of WPCC would not only bring cohesion to the gallery and museum programs but be able to integrate and oversee such things as public art through the SPARC policy, the DREAM Festival, Marylan and other DRC partnered cultural events.

In nearby regional communities like Orange and Bathurst, the Gallery Director brings strategic focus to programming, coordinates programming with other divisions, facilitates external engagement with institutions, corporates and philanthropists, and nurtures local audiences through a robust and personally supported volunteers' program.

An interim measure would be a modest increase in the operating budget for Western Plains Cultural Centre (WPCC) (p.1 row 1. col 14). for the creation of the role of Acting Director of WPCC. In this trial scenario an existing staff position could be elevated to Director with a salary increase, to accommodate the increased responsibilities of the role. As a rough estimate this would represent an increase in current operating expenditure of approximately 0.5%, calculated on a salary increase of approximately $50,000pa. from a manager, or senior curator salary to director level.

It is the opinion of CrACN that a director role for our Cultural Centre would be more professionally competitive with other cultural institutions for funding and reputation. The return on this investment is in increasing the profile of Dubbo and Wellington at WPCC further enhancing a desire for visitation, re-location, and engagement with our fabulous community.

Through leadership and entrepreneurialism of a clearly briefed and energetic Director, our home-grown cultural identity is confirmed and inspired, exporting our unique cultural reputation, and attracting new talent and investment.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 12

Contribution ID: 176
Member ID: 337
Date Submitted: May 29, 2023, 11:53 AM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I live west Dubbo in outlook, there is a basin reserve near which runs from champagne drive west towards lady Barren drive . It has a path running through east to west it is quite popular for walkers. Trouble is there's no lighting thru it, and leaves it open for undesirables to move thru there.just Ned's a bit of lighting along the pathway, making a safer area for houses and people who use it. Would not need a lot just enough to light it .

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

Response No: 13

Contribution ID: 175
Member ID: 341
Date Submitted: May 29, 2023, 11:39 AM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

A few bullet point comments on the draft budget/operational plan as follows:

- Council should not be spending money on 'renewing' the footpath to Gipps St and Brisbane St as planned. These footpaths and kerb and guttering are fine in current condition. Modern concrete guttering is horrible in comparison to earlier exposed aggregate kerbs. I also believe it is planned to remove the Kurrajong's along Gipps St. This is ridiculous and I am opposed to that. The trees are in fine health and do not interfere with any infrastructure. I can only hope the Tamworth Street (Fitzroy to Palmer) reconstruction only involves the road surface and not the existing kerbing and definetely leaving all existing trees alone.

- Council needs to include a suitable budget for planting street trees. Also Council to include a budget to provide free tree saplings to residents to increase the tree canopy on private land.

- Council to establish a tree preservation order.

- Council to commit money for bushland regeneration team.

- Council to commit money for tree planting and establishing Regand Park as community passive open space. Council should work in conjunction with local community groups to carry out tree planting and the construction of a few more footpaths which need not cost millions of dollars over 20 years as indicated in the master plan. It could be done for hundreds of thousands of dollars with volunteer working bees.

- Council to prepare a heritage study review for Dubbo and Wellington regions. These should be carried out every 10 years. The last one for Dubbo was in 2006-07 and Wellington 2001 and another review is urgently needed. Updating the Heritage controls in the DCP needs to be carried out.

- Council to include in budget employing a community environmental education officer. I don't know if this position has been re-filled since the last office left at the start of this year.

- Council to prepare a climate resilience / net zero strategy to plan how their goals will be achieved. The existing zero emissions fleet strategy is not the same thing. A broader strategy factoring in other elements (council/community energy/water/waste/transport/food) needs to be prepared.

- Council to alter their plans for the heritage plaza. The existing plan with lots of seating and playgrounds will create a mess of disparate uses. A simple paved plaza with 4-6 trees will be sufficient.

- Council to commit more money for the Wiradjuri Cultural Centre to be constructed in one stage ASAP and not over a number of years as currently planned.

Thank you,

[redacted]

Q7

Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8

File Upload

File Upload

Response No: 14

Contribution ID: 171
Member ID: 327
Date Submitted: May 29, 2023, 12:48 AM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6 **Written Submission**
Long Text
Please see attached submission

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**
Single Checkbox
Yes

Q8 **File Upload**
File Upload
https://yoursay.dubbo.nsw.gov.au/download_file/221
https://yoursay.dubbo.nsw.gov.au/download_file/222
https://yoursay.dubbo.nsw.gov.au/download_file/223
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https://yoursay.dubbo.nsw.gov.au/download_file/230

[redacted]

Dear Dubbo Regional Council,
Thankyou for the opportunity to make a submission to the DRC Draft Budget and Operational Plan.
The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit.
It is important for the community and residents and rate-payers to 'have their say' on these important plans to make our LGA a great place and to highlight and address the priorities and interests of local residents. The rate-payers deserve to 'have a say' on what our rates are used towards and it is important for Dubbo Regional Council to listen to the wishes of the community and residents and try to address these for the rate-payers.
In recent years Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), effects of severe drought, loss of a 24 hour Police station with increased drug and crime, effects of on-line shopping, and more recently COVID19 restrictions and floods and mouse plagues. Wellington is now seeking new projects to enhance our town, attract tourists, develop high quality public street art, improve the economy and maintain its towns own unique identity and put Wellington 'on-the-map'.
We are a committed and passionate group of volunteer long-term residents of Wellington and with the loss of Wellington Shire Council and the amalgamation with Dubbo Regional Council, Wellington has lost our voice, local knowledge and historical knowledge with mostly new Councillors who have not lived in Wellington and do not know such important issues so it is important that Wellington remains a priority and receives fair and equal budget allocation with Dubbo.
Wellington is the second oldest town this side of the Blue Mountains with a long and rich history. DRC now plays an important role in managing and supporting Wellington and its residents by fair and equal budget allocation to Wellington as well as Dubbo and surrounds.
We have reviewed in detail the relevant documents and would request the following to have an allocation of funds in the 2023/2024 DRC Budget and Operational Plan:

1) The Wellington Rhino statue needs repairing and replacing. This has been missing since 2019. The cost to replace this important feature should be included into the Draft Budget

1

for Wellington as we request an allocation of funds for this. Wellington has already waited for 4 years of inaction by DRC on this feature- yet Dubbo features multiple rhino statues. Its time this was repaired and replaced for the Wellington community as it is an important feature in Cameron Park.

2) The Wellington community has NO fenced dog-park and has requested a fenced dog-park. (Dubbo has x 14 off-leash areas and x3 fenced dog-parks.)
The cost for a fenced dog-park for Wellington should be included into the 2023/2024 Budget so that there is a funds allocation for this important asset and community need and request:
The following statements in the Operational Plan support this:
"The lifestyle and social needs of the community are supported:
"Our community values domestic, companion and other animals" and "passive and active open space is located to maximise access and use by the community" and "Unique recreation and open space facilities are available"
***Please refer to the attached Submission for more benefits and why this is important**

3) Wellington needs a network of Cycleways and Walking Tracks and Wellington is currently lacking in these important assets which are required and important for health, exercise and wellbeing. The Wellington Community has previously requested a 'Tracker-Riley style'- shared recreation Track/Cycleway from Wellington Cemetery (where the current path ends) to continue to Wellington Caves Complex along 'Old Sydney Road.'
I request that there is a budget allocation for Cycleways and Walking Tracks for Wellington as there does not appear to be any budget allocation for Wellington in the Draft Budget. This particular project would also have many benefits, both economic, social and wellbeing benefits. This would enhance options for the visitors from the Central West Cycleway to also cycle to Wellington Caves, increase visitation to the Caves and also encourage visitors at the Caves to ride into the CBD (please refer to the Submission WITH Letters of Support from the Community for further benefits and advantages of this project). This would link the Wellington Caves Complex (one of the most important tourist attractions in the area) to the Wellington CBD (much like the Tracker Riley circuit in Dubbo links the CBD to Taronga Zoo and Dundullimall Homestead).
The Draft Budget currents states:
**A network of cycleways and pedestrian facilities is provided and maintained.*
Footpaths and Cycleways- Acquisition of Assets total= ***$871,025.***
Footpaths and Cycleways – Asset Renewals Total: ***$766,794***
Wellington request that at least half or more of this budget allocation is for Walking Trails and Cycleways in Wellington as there are none and the community requires this important assets for health and wellbeing.
In the above costings all of these costs are allocated to Dubbo. Dubbo already has extensive (>40kms) of Cycleways and walking Tracks and Wellington has none.
It is not fair or equal to allocate all of the above funds to Dubbo and not include Wellington. Wellington should have half of these funds or more allocated to Wellington as Wellington is VERY behind in getting such important community infrastructure and urgently needs to acquire some important network of Cycleways and Walking Tracks.

2

Wellington currently has NO useable Cycleways or Walking Tracks and an allocated budget to construct these in Wellington MUST be allocated into the budget. It is NOT appropriate or fair to allocate all of these funds to Dubbo only as the residents pay equal rates. Unfortunately the only track in Wellington (from Pioneer Park to Brennans Way) was not maintained by DRC and is unsafe and unuseable due to being nearly overgrown with weeds and cat-heads causing tyre punctures to cyclists and also dangerous holes and uneven surfaces and overgrown grass which are a trip hazard.
***Please refer to the attached Submission for more information on the benefits and Track (with Community 'Letters of Support' included)**

4) There also seems to be $2000,273 for 'Dubbo CBD Macquarie River Shared Pathways' but nothing for Wellington. Wellington John Oxley Reserve by the Macquarie River needs urgent attention as does the 'Thorton Street Shallows Reserve' and 'The Falls Reserve' in Wellington. These riverside reserves and walking areas and paths require repair and budget to make them safe and useable and to develop these reserves for Community Open green Spaces. **It is NOT appropriate or fair to allocate $2000,273 to Dubbo and nothing to Wellington.** Wellington has very limited Macquarie River access areas for the community and it should be a priority to allocate a budget for this in Wellington (Dubbo already has extensive riverside pathways). The Road/Track/path to The Falls Reserve in Wellington is currently closed and unuseable.
This would be in line with the Operational Plan states: *"Master-planning our river environments to guide their use, restoration and conservation" however this should state* **'rehabilitation, restoration, preservation and conservation' for our river environments.**

5) The Duke of Wellington bridge in Wellington requires URGENT review and repair. There needs to be an allocated budget for this for Hydrologist report, Engineers report and to address and ACTION and repair the damage and prevent further damage as a matter of urgency. Significant time has already passed with NO action from DRC for many years. Significant preventative action needs to be implemented immediately and while the time is right with a dry period and low river levels.
The Erosion issue at the Bell River and Macquarie River junction also needs urgent action as it is threatening Gobolian Street and the residents and houses that live there.
The weir upstream of the junction in the Bell River is clearly and obviously directing the water flow towards the cliff erosion and increasing the erosion issue. The Weir needs urgent review and action.
There needs to be an allocated budget to address and action this issue and not just *"consider options"*. Significant time has already passed and inaction by previous Councils resulted in the current situation. **This needs addressing and repairing NOW, not in the future.** This bridge is a very important piece of infrastructure for the Wellington community and it is causing significant and disruptive inconvenience to the community having it closed.
The current Operational Plan and Budget state:
Bridge Improvement Program: $5739,031:
**Additional bridges across the Macquarie River:*
Additional flood-free road access over the Macquarie River ***at Dubbo*** *is provided:*
**feasibility and options considered for the Duke of Wellington Bridge:*
'We plan for and mitigate the impacts of natural events and disasters".

3

There does not seem to be any costs allocated to fixing this bridge in Wellington or actioning this issue. It is NOT appropriate to only consider Dubbo regarding bridges and NOT Wellington.
The Statement should read: 'Action taken to review, address and action and repair the damaged Duke of Wellington Bridge (not just "'options considered")this needs ACTION, the review and options should have already been completed as significant time has passed.

6) Public Spaces Street Trees Budget:
The Wellington 'Street Tree Masterplan' requires a budget and so does the whole LGA.
We could not see the allocated tree budget in the Draft Budget Documents but several years ago **the allocated budget was >$600,000.00** which was reduced to $100,000.00 and NO budget for street trees in Wellington. Wellington requires an annual budget for the Trees in Wellington- to replant trees removed as well as increase the current tree canopy. The Draft Wellington Street Tree Masterplan states that "there has been minimal trees replaced in the last decade" in Wellington so Wellington already has a decade of tree replacements to catch up on and it also stated *'when funding allows'* with no set budget. Additionally, in recent years in Wellington the following trees have been removed:
1) Multiple mature trees on the LHS of Showground Road – to do the gutters
2) Multiple mature Trees on the RHS of Showground and Bushrangers Creek Road- to do a walking track
3) Multiple trees removed within the Wellington Aquatic Centre including a massive huge old mature established shade tree
4) Multiple trees on both sides of the Bell River in both Pioneer and Cameron Parks for the pedestrian bridge -within the important established 'Riparian Rehabilitation Zone'.
5) Multiple assorted trees, bushes and shrubs on the native species 'sound/noise/vision /traffic barrier mound' between the Mitchell Highway and Montefiores Housing Estate were removed. Only 1 small row of the same species bushes were replanted on top of mound- the rest of the mound has not been replanted with native trees, shrubs and ground-covers as it should have been exposing the houses to traffic and noise.
6) The row of memorial trees to 'Roy Bourke' along 'Roy Bourke Drive' in Pioneer Park were recently removed and haven't been replaced. This is disrespectful to remove a row of memorial trees so these should be replaced, in respect to the family,
NOT 1 tree has been replaced when all of these important trees were removed. This has significantly decreased the important tree canopy in Wellington and these trees should ALL be replaced as soon as possible- a budget needs to be allocated for this as the Wellington community were told the trees would be replaced.
In addition to this the 'Stockholm Root System' for street trees that DRC wants to use costs $16,000- $22,000 PER TREE so the current $100,000 tree budget for Dubbo only covers the cost of approximately x 5 trees which is completely inadadequate.
In the current climate change and with the Dubbo LGA being in a hot, dry climate the Street and Public Spaces Tree Budget should be a priority and a set budget allocation is required to fulfil the aim to increase the tree canopy and goals. A significant tree budget needs to be allocated NOW to make up for Wellingtons previous NO street tree budget so now it is important to catch up. With climate change and increased prevalence of skin cancers shade and cooling are important and so is oxygen so trees need to be considered an important priority with an appropriate allocated set budget. (**re-allocate the $250,000.00 for the unneccessary Cameron Park lights to street tree budget for Wellington instead).**

4

7) Wellington Aquatic Centre: this facility needs trees replaced for shade and provisions of tables and seats and seating in this facility as it is currently inadequate.
A budget for this needs to be allocated in this Draft budget to address the inadequste shade, trees and seating and tables at this facility.
The allocated budget for the DRC Aquatic Leisure Centres seems to be just for Dubbo.
There needs to be a budget allocated for the Wellington Aquatic Centre for tree-plantings to replace the trees that were removed within this facility several years ago that have not been replaced.
There needs to be more trees and more shade at this Centre. Our LGA has an extremely high rate of skin cancers so shade at a pool is an essential and important requirement.
There also needs to be many more tables, chairs, seats and BBQ, shelter sheds and picnic options at the Wellington Aquatic Centre. There needs to be an allocation in the 2023/2024 Budget for this as it has been several years and these have not been provided.
Additionally, in the Draft Budget Fees and Charges it is predicted that entry to the Wellington Aquatic Centre will increase by $10.
It does not seem appropriate to increase Wellington Aquatic Centre admission fees and charges by $10.
These fees already increased significantly last year and this cost affects local residents and familys of low income earners, pensioners and students.
It does not seem appropriate for these fees to increase which affects residents and locals but not to increase the admission fees to the Wellington Caves Complex- which affects tourists. **It would be more appropriate to increase the admission fees to the Wellington Caves Complex INSTEAD of the Wellington Aquatic Centre fees. These fee increases would then be passed on to visitors and tourists and NOT into local residents and rate-payers.**
It is also not appropriate to charge the same admission fees to Wellington Aquatic Centre the same as Dubbo. Dubbo Aquatic Centre has many more features and facilities such as a waterslide and more pool and kids activities so the fees to attend this centre should be higher and Wellington should be lower as it as less facilities. Wellington residents should pay less as they receive less.
There also needs to be a much lower rate for senior citizens, and pensioners.

8) Wellington Showground: This important community facility requires Better and safer lighting outside all gates, carparks, stable areas, the Grandstand and outside the Pavilions as at recent events it was noted to be dangerous at events at night due to inadequate lighting which is a trip hazard.
The Wellington Showground could also be enhanced with more tables and seating and replace more shade trees and some public art Murals – such as a Mural of the Wellington Boot Horse Race. These costs need to be included in the 2023/2024 Budget.
This is in line with: *"Implement Strategic plans for the Dubbo and Wellington showgrounds"*.

9) **The need for a Club-house at the Rygate Park netball and tennis courts as well as shade and trees for this important community hub as currently it is hot and shadeless.**
There needs to be an air-conditioned/heated club-house (like the previous Club-house which was there) for users and clubs for shelter and storage and a general sports club-house.

5

Instead of '"*identifying funding opportunities"* an allocated budget should be allocated and set for this. **Identify external funding opportunities to install shade for the multi-purpose courts at Rygate Park"*

10) **Public Art and Street Murals in Wellington:** The Wellington community has been attempting to organise some significant and world-class street- murals in Wellington for the past 3 years with NO permission or support from DRC. As a result Wellington has been significantly 'left behind' in regards to Murals and street-art projects. There should be an allocated budget for this in Wellington as Dubbo has multiple street art murals and a mural-walk yet Wellington has NO world-class murals or sculptures. An allocated budget for some significant art projects in Wellington needs to be allocated so Wellington can 'catch up' with art and culture and public art projects.
This is in line with the Operational Plan:*"Increased opportunities for public art";*
(*Please refer to attached Proposals and Submissions)

11) ***There should be more EV charging stations in Wellington. Suggested locations would be the Tourist Information Centre, the Wellington Railway Station and Wellington Caves Complex and Golf Club, RSL. A budget should be allocated for this to increase tourist potential and economic benefit to the Wellington CBD.**
This fits in with the Operational Plan:*"Environmental Sustainablility: Electric vehicles to become more prevalent, with charging stations located in key areas.*
(*Please refer to attached Proposal)

12) **Wellington Cemetery needs flood-prevention planning and action and Amenties to be re-opened and up-graded.** It is a health hazard to have graves and recent burial sites flooded with river water which is 70% our drinking water. Urgent action is required to address the flooding and implement a solution and prevention. In the mean-time no further plots should be sold or allocated within the flood zone. An allocated budget is required for urgent flood preventative actions and solutions at Wellington Cemetery.
This is in line with the Operational Plan: *"Develop long-term management plans for cemetery facilities and ensure required service support"*

13) Installation of rubbish bins, picnic tables and litter prevention strategies at Wellingtons riverside reserves and rubbish hot-spots. The LGA requires more than just *"Monitor for hot-spots of illegal dumping"*. This environmental issue requires planning, action and implementation of litter preventation strategies with an allocated and set budget required.

14) ***Inadeuate Public Amentities in Cameron Park, Wellington. The public amenities in Cameron Park were demolished and the number of toilets was significantly reduced to only 1 toilet and 1 shared sink which is completely inadequate for public events such as Anzac Day and Australia Day and markets and Vintage Fair and when coaches pull up. This issue needs urgent action as it has a significant negative economic impact on the Wellington CBD.**
(*Please refer to attached Submission)

6

15) An 'Urban Cooling Strategy' should be developed and implemented- the best way to do this would be to increase the street tree canopy and green and natural public open spaces, minimise hard surfaces such as tarmac and concrete and use more grass and ground-covers
Increasing the Street Tree Canopy is proven to be effective, environmental and efficient in this so an appropriate Street Tree Budget must be allocated for this.
This is in line with **Investigate mechanisms and smart technologies to reduce the urban heat effect:* however 'smart technologies' are NOT required, just more Street Trees and cooling canopy (with the leaves touching)
A **Tree Preservation Order** should also be put in place.

16) **Wellington Caves Complex really needs the proper Café which it used to have so it can provide meals, lunch and this would potentially increase the visitation to this tourist attraction. The addition of a proper café with a significant menu (burgers, hot chips, scones, sandwiches, toasties etc**) would attract more visitors to the world-renown tourist destination.
This is in line with: *"Implement Strategic Plans and Internal Business Strategies for the wellington Caves" and "Maintain and operate the Wellington Caves Holiday Complex"*.
The installation of EV Charging Stations at this location would also potentially have economic benefit. **A budget allocation for a Café and EVCS would beneficial and enhance these facilities.**

17) **The livestream quality and sound and sound recordings of the DRC Meetings has been completely inadequate and unacceptable for the public to try and watch these meetings online or on record. The sound and recording equipment and technology clearly needs improving/updating and the community request that there is an allocation for this in the Draft Budget.**- in line with: *"Council provides transparent, fair and accountable leadership and governance"*

18) Weed Control- St Johns Wort: There needs to be a budget for weed-control in the Wellington area to eradicate and control the noxious and nearly out-of-control 'St Johns Wort' weed around the Wellington area before it takes over.

19) There is the great need for more Aged Care options, Retirement villages and Nursing Homes in Wellington. The BellHaven Nursing Home closed down which means that many residents had to relocate to another town. With an ageing population Aged Care options and facilities are important especially with an ageing and growing population.

20) 24 Hour Police Station required in Wellington. DRC needs to continue to support and advocate for this as Residents deserve to feel safe, monitored and protected. This is a very important issue for Wellington residents and a campaign by DRC would be beneficial. (*See attached submission)

21) **Drought-proof strategies put in place such as water-saving options and water restrictions and bores, irrigation and low-maintenance , low- water requiring plants, compulsory rain-water tanks for residents**

22) Storm Water Pollution Traps for Wellington. This is an essential and important environmental requirement and should be a priority to protect the Macquarie River and our drinking water.

"The region to be promoted as a transport and logistics hub
The Region to be promoted as a 'Gateway to western NSW'
The region to be promoted as a Mining Services Centre and Critical Minerals Hub to create advanced manufacturing jobs"
Disagree. Wellington should be promoted as the 'second oldest town this side of the Blue Mountains 'and 'Kayaking Capital of NSW' and Platypus Conservation Area, and as a Clean, Green Town Conservation area and environmental attractions and as the" home of the Mega-fauna fossils".

***Cameron Park- lighting**= $250,000- **Disagree**- this was **NOT a community request** and is NOT a requirement. This park is not used at night and installing lighting would only add maintenance cost and encourage vandalism and undesirables to frequent into the park at night and potentially cause damage.
This $250,000 should be re-allocated to Wellington for a fenced dog-park and Cycleways and walking paths as Wellington lacks these important assets or re-allocated for the Wellington Street Tree Masterplan. It is not required to spend $250,000.00 on unnecessary lights in a park just because a Councilllor thinks it would be nice. This money should be better spent elsewhere as this was not a community request.

***No Pay rise for Councillors.** The Residents and Rate-Payers wages are not increasing but the cost of living and Rates are. Councillors are elected to represent their community- not for the money and pay. It does not seem appropriate to increase Councillors wages. This money could be better allocated to benefit the whole community, not just the DRC staff themselves. This is NOT a community request and this money could be re-allocated for community budget.

8

[redacted]

06/03/2022

Dear Dubbo Regional Council,

Proposal/request for Fenced Dog Park/off-leash area in Wellington: Proposal to use 'Market Square' for a fenced dog-park in Wellington.

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

We are writing to you to request a 'Fenced off-leash dog-park' for Wellington, NSW, similar to Dubbos multiple fenced dog parks.

On the Dubbo Regional Council Dog-Park information document titled 'Dog Parks and Leash-free areas' it is evident that there are x 14 multiple 'Leash-free dog areas' in Dubbo including **3 x fenced dog parks** and only 2 'leash-free' areas in Wellington and **NO fenced dog-parks in Wellington.**

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Dogs can bring joy and companionship to many of our residents. It is important that our community services and policies ensures that these important pets remain healthy, well-socialised and safe, and that their needs are balanced with those of the wider community. Dogs require love and attention, as well as food, exercise, grooming and healthcare. All dogs require regular exercise.

Taking dogs outdoors to a dog-friendly space is important, especially in residential house-yards and units where dogs don't have much space to exercise.

Regular off-leash exercise in designated off-leash parks helps dogs relieve boredom and release pent-up energy. It may also reduce unwanted behaviour such as excessive barking. Outdoors exercise also benefits owners with dog parks bringing people together.

Fenced Dog parks may also provide a safe place for older people or people with disabilities who may not be able to walk their dogs. Dog parks provide areas where dogs can exercise and run freely while their owners can socialize. In addition, spending time with their dogs at the dog park reinforces the dog-owner bond.

If the park isn't fenced-off, there's a chance dogs could run off and become lost or get hurt. The large outdoor fenced areas can be a great tool in keeping dogs happy and healthy. The open areas allow dogs to enjoy off-leash activity and socialization.

Dog parks are becoming increasingly popular across the nation **and there are many advantages to fenced dog-parks:**

***They encourage physical exercise –** Dog parks allow dogs to get out and be active. Exercise is crucial in a dogs health, and each dog has different needs depending on their breed and personality.
***They create mental stimulation** – New scenery and smells allow dogs to get a mental workout in addition to physical activity. Allowing them to explore dog parks can benefit them mentally, with a potential decline in disruptive behaviour. Dog parks also benefit the owners mental health.
***They encourage socialization –** Dogs are social animals, and they enjoy playing in groups with other dogs. Dog parks are a great place for dogs to meet other dogs. Dog parks are also a nice way for owners to meet fellow dog owners, and socialize with people who share similar interests.
***They can be very educational –** In addition to being a great way to socialize with other dog owners, dog parks open the opportunity to learn new things about dogs, whether it be from observing dogs playing, or chatting with other dog owners.

Wellington currently does not have any safe, fenced off-leash dog-parks so we think this is an important community requirement and priority.
The fenced off-leash dog-park will also be beneficial to travellers through Wellington who also need somewhere safe and secure to exercise their pets when they have a rest-stop.

We would like to propose that 'Market Square' in Wellington could potentially be suitable to become a safe fenced off-leash dog-park for Wellington. This area is already securely fenced, it could quite easily be up-graded to become a fenced dog-park- the existing fence needs some repair and gates installed. This area is also no longer utilised for anything and is a suitable large, empty space, close to the CBD.
This park also has plenty of space so there would be enough room for a **separate fenced** dog-park for **both large dog** area and a **separate small dog** fenced off leash park. This will ensure safety for smaller dogs, by keeping them separate from larger dogs. There is room for 2 different fenced areas- one for large dogs and one for small dogs within this space.
With the installation of some basic services we think that 'Market Square' would be an ideal location for a safe Fenced off-leash dog-park in Wellington. It is close to the CBD and this

space is currently not being used for anything. There are also public amenities next to the park and plenty of car-parking.
The preferable requirements would be the addition of:
-seating
-shade
-water (dog- bowl water availability)
-secure fence at an adequate height with gates that latch securely.
-bins
-Dog-litter bag dispensers so owners can clean up after their pets.
-picnic tables/area wit shelter/shade
+/- dog obstacles or agility course.
-separate fenced areas for large and small dogs for safety

PHOTO: MARKET SQUARE, WELLINGTON

This dog-park should be free to all residents and visitors to use.
There is a strong indication of wide community support for this service in Wellington.
As previously mentioned, we think that installation of a safe Fenced off-leash dog-park at Wellington would be ideal and convenient and we propose that 'Market Square' would make a suitable location for a Fenced off-leash Dog-Park.
We believe that the provision of a fenced off-leash dog-park at 'Market Square' could potentially deliver significant social, economic, and environmental benefits to the local community. The dog-park project would bring a significant service to our town which is a service we currently don't provide. This service aims to engage people from all backgrounds, irrespective of gender, socioeconomic status, ethnicity, disability or mental health status. As

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this service/park will be located very close to the CBD it has the potential to increase tourists and increase the likelihood of travellers to stop in the town, potentially increasing local, café, shop and supermarket business. The dog-park will be a community asset and will enhance our towns attraction and appeal. This service would also encourage tourists with dogs to stop in this area.
This service will also provide a safe area where dogs can safely be taken off the leash, rather than in an open environment where the dogs could roam and potentially hunt or harm or attack local wildlife and birds and reptiles.
Local suppliers and businesses could also be utilised as much as possible in the development and construction of this project. All necessary supplies and equipment could be purchased or hired locally where possible benefiting local businesses and the local economy.
The dog-park will be a community asset which will be enjoyed by the whole community and tourists.
We are sure you can appreciate how excited we are about this proposal and how important we feel it is for the whole community! The dog-park will be a great asset and service for Wellington which will benefit the entire whole community and visitors and travellers.
We think that 'Market Square' location would be ideal for location of a fenced dog-park and that it would widely benefit the local community as well as travellers and visitors to Wellington.

Overall, it is anticipated that the installation of a safe Fenced off-leash dog-park in Wellington NSW would have a positive impact on the Wellington community and provide a community facility and service that Wellington doesn't have.

Thankyou for your consideration in providing Wellington NSW with a safe fenced off-leash dog-park at 'Market Square'. An alternative location could also be 'Apex Park'.
We look forward to hearing from you further regarding this proposal and working together to bring this service to Wellington NSW as we are sure you will agree that Wellington needs this and that 'Market Square' would be a very convenient and potential suitable location.

If there is any further information you would like regarding this proposal or should you wish to discuss this matter further, please do not hesitate to contact us.

We look forward to hearing from you and receiving your feedback regarding our suggestions.

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PHOTOS: MARKET SQUARE, WELLINGTON

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PHOTOS: MARKET SQUARE, WELLINGTON

EG: PICNIC TABLES WITH SHELTER/SHADE will enhance the dog-park and make it suitable for elderly/disabled and visitors passing through to safely exercise their pets and take a break

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[redacted]

30/01/2022

Proposal for Construction of a Cycleway/Shared Recreation Track facility linking from Wellington Caves Complex (via Old Sydney Road, NOT the Highway) via Wellington NSW to Mount Arthur Reserve 'Scenic Drive'

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

Wellington NSW is a heritage town being the second oldest town west of the Blue Mountains with a long and rich history and is a popular tourist destination with several unique local attractions including the Wellington Caves, Lake Burrendong, Mount Arthur Reserve and many popular tourist events like the Vintage Fair and Swap Meet, The Wellington Boot Horserace and the Mount Arthur Challenge.
In recent years however, Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), loss of a 24 hour Police station with

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increased drug and crime, effects of on-line shopping, and more recently effects of severe prolonged drought, severe rodent mouse plague and COVID19 restrictions.

Wellington is now seeking new projects and infrastructure developments to enhance our town, attract tourists, improve the economy, maintain and progress Wellington and its own unique identity, and put Wellington 'on the map' and tourist trail.

We are writing to you again on this matter as there is a new Council and this project was proposed previously to the previous Council, but seems to have been forgotten about and we feel that this project would be very beneficial and worthwhile to the Wellington community as well as visitors.

As previously submitted to Dubbo Regional Councils a few years ago, we have an interest in a plan for construction of a Cycleway/Shared Recreation Track Facility linking from **Wellington Caves to Wellington (via Old Sydney Road NOT along main highway) and from Wellington to Mount Arthur Reserve 'Scenic Drive'** (the latter Track is partially constructed- but needs extending 700m to become complete to end at Scenic Drive) (and the Cyclepath currently ends at Wellington Cemetary and needs to be extended to Wellington Caves). While predominantly a Cycleway, this track will also be a Shared Recreation Track suitable for walking, running, cycling, dog walking, scooters, strollers/prams and wheelchairs, (shared Track) safely and away from traffic, as well as to provide a link between 2 of Wellingtons most popular and natural Tourist attractions. It will also showcase Wellingtons natural beauty and rivers and mountains and caves.

This proposed Shared Cycleway/Recreation Track would be similar to Dubbos 'Tracker Riley' circuit which loops from Dubbo to 'Taronga Western Plains Zoo' and 'Dundullimall Homestead' creating a circuit and direct path to these attractions. Similarly the proposed Wellington Track would link Wellington Caves and Wellington CBD and Mount Arthur Reserve.

The previous response from Dubbo Regional Council stated "Your Submission was considered by Council at its meeting held 26 June 2017 wherein it was resolved, in part, as follows: *"That the proposal for the construction of a new cycle track from the Wellington Caves complex (via Wellington) to Mount Arthur Reserve (Wellington) be considered in a future review of the Wellington Bike Plan, noting that these priorities of this Plan will inform Councils future Cycleway Construction Program"*.

As Wellington is progressing further with such developments as the recent amalgamation with Dubbo Regional Council, major upgrades to Wellington Caves Complex, recent extensions of the Wellington Correctional Centre, Bodangra Windfarm and multiple extensive Solar Farm construction, all bringing new population, visitors and employees to Wellington, we believe that now is the right time to create upgrades to our communities existing facilities and infrastructure. As the usage and promotion of the Wellington Caves and Mount Arthur Reserve increases, now is the right time to make necessary additions to the existing facilities to increase visitation, appeal, standards and facilities as well as showcase Wellington's natural beauty, attractions, location and scenery.

In addition to this the popular 'Central West Bike Trail' is now bringing many road cyclists directly to Wellington for overnight stays and we think that this proposed Track will further enhance the 'Central West Bike Trail' experience, enabling cyclists to also cycle safely out to visit Wellington Caves, increasing visitation to this tourist attraction and centre.

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In addition, the NSW Government is currently committed to working with Councils to make walking and cycling, more convenient, safer and enjoyable transport options. In recent years, the **NSW Government** committed to contribute **$39 million** to fund more than 300 walking and cycling projects across NSW. The NSW Government funding into cycling will assist to roll out a further 110 kilometers of on-road and off-road cycle routes.

We believe that now is the time for our local Regional Council to take advantage of this Government commitment for future Cycleway funding and we would like to work together to obtain funding grants and construct and create a local Cycleway/Shared Recreation Track Facility for our town.

Wellington has also previously hosted 2 very successful annual and increasingly popular Cycling Events- the **'Mount Arthur Challenge'** Cycle Event and the **'Springfest Cycle Classic'**. Due to lack of any designated Cycleway these events are currently held on roads which are dangerous and not ideal. The construction of a designated local Cycleway Path would enhance these events and especially address some road safety issues as well as provide a suitable and safe facility for training purposes and recreational cycling.

Proposed Project Description:

Development of a 2.5m wide paved, concrete (in required areas) or granite Cycleway/shared Recreation Track from Wellington Caves Complex along ***Old Sydney Road*** to Wellington and then from Wellington to the foot of Mount Arthur Reserve 'Scenic Drive' (similar to Tracker Riley cycleway/path in Dubbo).
The installation of bicycle racks at Wellington Caves, Wellington CBD (multiple sites), the start of Mount Arthur Scenic Drive as well as along the Cycle track at designated rest stops (and picnic tables). This Cycleway (approximately 10 kms length) would be similar to the existing 13km Tracker Riley Circuit in Dubbo and would loop from Wellington Caves to Mount Arthur Reserve, linking a safe trail through Wellington to 2 of its main tourist attractions. This facility would be a great asset to the local community as well as visitors from out-of-town and would enhance tourist and visitor appeal as well as showcase 2 of Wellington's beautiful natural assets and attractions. Currently Old Sydney Road is a dirt road track which is unsuitable for road cycling bikes due to large potholes, rocks, gravel and uneven surface unsuitable for road cycling as well as large farm machinery traffic. It is also unsuitable for children and their bikes, being less skilled, they require a flat even surface with no obstacles which could cause them to fall off or be injured.

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Social, Cultural, Economic or Environmental benefits

This Cycleway/Shared Recreation Track will become a recreational facility and community asset that will assist and promote an active lifestyle within the community of Wellington and surrounds. The Cycleway can be used to encourage and support health, exercise, fitness and outdoor participation within the local community. It will allow tourists and visitors to the Wellington Caves the opportunity to cycle or walk the 8 kms into Wellington bringing business into the CBD and also for them to cycle to Mount Arthur Reserve which is another of Wellington's natural assets and tourist attractions. This track will also vice versa benefit the community allowing residents from Wellington the opportunity to cycle, scooter, walk, run, push a pram/stroller or wheelchair or walk a dog safely from Wellington out to the Wellington Caves for lunch or coffee which would increase visitation and business to the Caves complex and Kiosk. The construction of this facility will also benefit other members of the local community such as the many sporting clubs, Schools, Community Organisations, Health Service, general public and recreational users, and travelling visitors to the area (many of whom are overnight stayers).

It will allow the community to access a free facility providing a suitable track for people to run, walk, cycle, scooter, push a pram, promoting a healthy lifestyle and improving social cohesion in the community. The project also aims to engage people from all backgrounds and of all fitness levels, abilities and ages, irrespective of gender, socio-economic status, ethnicity, disability, or mental health status.

Potential benefits of this project will include the impact of improved community liveability, increased productivity and increased economic activity.

Implementation of the cycling project will also help achieve transport and land use planning objectives including reduced traffic congestion costs, road, parking and fuel cost savings, reduced accident/crash risks and costs, air pollution vehicle emission reductions, noise reduction benefits, and improved public health. In particular reduced health care costs: The

negative health effects of physical activity are paralleled by staggering economic consequences. Reduced mortality due to regular physical exercise from cycling and walking also brings significant economic savings. The average saving from reduced mortality is one of the most robustly quantifiable health outcomes in studies.

Investment projects such as adding new community cycling/walking facilities to increase levels of walking and bicycling may affect a wide range of parameters relating to economics, the mobility, environment and health. It is well acknowledged that cycling is one of the most energy efficient and healthy transport modes followed closely by walking. There are many quantifiable benefits of community Cycling projects with direct benefit to the cyclists themselves and indirect benefits to the community. Direct benefits include health benefits of the improved fitness, enhanced mobility, increase in physical activity, improved public health, improved liveability, reduced health care, reduced mortality, fuel savings and decreased crashes. Indirect benefits to the community include deceased traffic congestion, reduced pollution, improved community liveability, and increased economic activity. In relation to safety, it has also been concluded that, the rate of vehicle–bicycle crashes on cycle tracks is lower than published rates for bicyclists on roads.

Taking into account the economic benefits and the health benefits of the improved fitness the use of non-motorized transport provides, the Cost-Benefit analysis is substantial. **The results show that the BENEFITS of investments in cycle networks are estimated to be at least 4–5 times the costs.**

Hence, there is a wide variety of benefits to development of infrastructures for cyclists. These benefits listed focus primarily on cycling, but its findings may also be easily applied to other active modes, such as walking, skateboarding, scootering, and manual wheelchairs, and pushing prams/strollers which are also non-motorised transport options which could utilise the proposed facility.

The level of investment that will be required in order to implement this project is also relatively modest in comparison to other transportation facilities.

In addition, successful implementation of the Wellington Caves via Wellington to Mount Arthur Reserve Cycle/Recreation path route through Wellington will also be an enhancing amenity to the tourist-based Wellingtons economy.

Wellington is a beautiful rural farming community in a picturesque rural setting with abundant natural features of rivers, caves and mountains.

Wellington Caves Complex is a world-renowned and unique tourist attraction and we think that development of a Cycleway/Shared Recreation Track linking this asset to Wellington and Mount Arthur will boost visitors to these attractions as well as enhance their appeal.

The Wellington Caves are located 8km south of Wellington NSW. Wellington Caves has many attractions such as the Cathedral Cave, Gaden Cave, Phosphate Mine, Osawano Japanese Gardens, Caves Kiosk, bird aviaries and Golf course. Wellington Caves complex also offers Accommodation, camping, kiosk, barbeque facilities but **there is currently no other transport option to reach the Caves other than private vehicular transport.** Wellington Caves has recently had a major upgrade and as usage of this unique asset increases, we believe that now it is the right time to make further upgrades to increase visitation and appeal and recreational options.

Currently there only exists a very short length of Cycle/walking track leading towards Wellington Caves which unfortunately ends on the edge of town (near the Wellington Cemetery). Currently to continue to cycle to the Wellington Caves from the edge of town where the current Cycle Path ends could be difficult and dangerous with the option to cycle

along the edge of the main Highway which is highly dangerous and unsuitable due to highway traffic and lack of shoulder lanes. The other option is to follow an unpaved dirt road called 'Old Sydney Road' which runs parallel to the Mitchell Highway and joins up with Caves Road which leads directly to the Wellington Caves complex. Unfortunately, in its current state this trail is unsuitable for road cyclists due to the rough gravel, large rocks, many pot holes and uneven surfaces and also lack of option to move off the road away from traffic, however this road would provide an ideal option for construction of a beautiful Cycleway alongside it leading to the Wellington Caves.

The **photos below** are of **Old Sydney Road** in its **current state** which is unsuitable for cyclists, runners, strollers, scooters etc due to large rocks, uneven surfaces and potholes, mud and large puddles.

This Proposed Track potentially will bring more business to the Caves Kiosk with people being able to ride out there safely from Wellington for breakfast, lunch or coffee. This will also work in reverse with the option for tourists staying or visiting the Wellington Caves Complex to cycle or walk or jog safely into Wellington Township. Construction of this facility will potentially become a great tourist attraction for visitors staying at the Wellington Caves Complex to cycle safely away from highway traffic into Wellington township and for school groups. This Cycleway could lead from Wellington Caves along Caves Road, then onto Old Sydney Road onto Mitchell Highway and Curtis Street- to avoid the Highway through Wellington, it could detour left into Zouch Street, Right into Percy Street, Left onto Maxwell Street and Right into Ferguson Lane which exits at Wellington Skate Park near the CBD. It can then cross the Bell River Bridge and follow all the way 2kms along Bushrangers Creek

Road to meet up with Mount Arthur Scenic Drive and access which is also very popular for walkers and cyclists.
Mount Arthur Reserve is another one of Wellingtons popular tourist attractions as well as a popular recreational reserve for locals. Mount Arthur Reserve is located approximately 2kms from Wellington CBD. **Currently there is no other transport option to reach the Reserve other than private vehicular transport.**

Building a Cycleway/Shared Recreation walking Track linking Wellington Caves and Mount Arthur to the Wellington CBD also has the potential to increase café and supermarket business creating increased economic activity as visitors, tourists and locals will likely socialize together before or after a ride/walk at a local coffee shop or at the Caves Kiosk hence creating economic and social benefits. In addition, visitors and tourists regularly plan their holidays around suitable family-friendly and cheap or free options and locations thereby increasing tourism for the area as families staying at the Wellington Caves accommodation options will be provided with the opportunity to cycle, run or walk for free into Wellington and also linking to Mount Arthur Reserve which could become a very popular future tourist attraction. There is also the potential for increased economic activity once the Track is constructed both at the Wellington Caves Kiosk and Visitor numbers as well as in the Wellington CBD as Cyclists often frequent local coffee stops/food outlets.

The Recreation Track/Cycleway will be a community asset which will allow the community and tourists to appreciate the beauty of Wellington's abundant, natural features of rivers and mountains as well as Wellington Caves and our beautiful and natural Mount Arthur Reserve as well as supporting health, exercise, fitness and outdoor participation.

The construction process of the Cycleway/Shared Recreation Track will also bring business and employment for local suppliers, labour and businesses required in the construction of the track and fences, bollards, bike-racks and picnic tables/areas which will provide economic benefit to this small rural community. Local suppliers and businesses should be utilized for the construction of this facility which will provide business and employment and economic benefit to the local community.
Visitation to Mount Arthur Reserve will also likely increase as well as local visitation to the Wellington Caves.

*The Proposed Cycleway/path will also travel past the Wellington Skate Park and Wellington Primary School which will likely encourage and engage local youths to utilize the Track promoting fitness and outdoor participation as well. This will support the NSW Premier's Priority of reducing overweight and obesity rates of children by 5% over 10 years.

*The Proposed Cycleway/Shared recreation Track Facility will also be beneficial when events are held at Wellington Showground such as the annual Wellington Show, Wellington Vintage Fair and Swap Meet, Wellington Boot Races, Mount Arthur Challenge. The Proposed Track will link the 2kms between Wellington to Mount Arthur Scenic Drive which directly passes Wellington Showground. Having a Cycleway/Shared Recreation Track leading from Wellington directly past Wellington Showground will also encourage people to Cycle or walk to these events which will ease traffic and parking at such events creating an enhanced and safer environment. Potentially this could also bring increased business and economic benefit to these events with increased visitors.

This project will also fit in with Dubbo Regional Councils long term 'Strategic Cycle path Network Development' Plan and Cycleway and Paved Footpath Construction. This project/facility also fulfils the Function Objectives for 'Paved Paths and Cycleways', 'Cycleway Construction' and 'Sporting Facilities' outlined in Dubbo Regional Councils Draft Budget 2017/2018:

**To minimise Councils liability with regard to pedestrian hazards be efficiently and effectively preserving and maintaining the footpath and Cycleway asset.*
**To promote and facilitate pedestrian and cyclist transport as alternatives to vehicular modes of transport.*
**To integrate and facilitate the transport, recreation and safety needs of pedestrians and cyclists.*
**To provide for the transport, recreation and safety needs of pedestrians and cyclists.*
**To provide high quality recreation space and facilities to meet the widest practical range of active recreational needs and expectations of both residents and visitors to the Local Government Area.*

This proposed Recreation Track will also fit in with the '2040 Community Strategic Plan':
'Infrastructure: *"A network of cycleways and pedestrian facilities is provided and maintained":*
and 'Environmental Sustainability: *'Alternative modes of transport are encouraged":*
"Our community has access to a diverse range of recreational opportunities";
"recreation and open space facilities are available".
Considering all these economic and health results, we can easily conclude that the new development of infrastructures for cyclists and walkers leads to appealing results for investments in cycling facilities and seems is beneficial to society indeed.

Project will address an identified community priority

Physical inactivity is one of the leading causes of morbidity and mortality worldwide. Insufficient regular physical activity increases the risk of type 2 diabetes, cardiovascular disease and some cancers. **Western NSW Local Health District (WNSWLHD) has one of the highest rates of type 2 diabetes, overweight and obesity, cardiovascular disease and mental health issues. These issues are more prevalent in those living in rural areas, are indigenous and are from low socioeconomic backgrounds.**
It has been shown that participation in regular physical activity (such as active travel through cycling and walking) reduces the risk of coronary heart disease, stroke and hypertension, type II diabetes, obesity, some types of cancer and depression. A significant and growing body of evidence links insufficient physical activity to many medical problems and modest increases in physical activity have the potential to produce substantial health benefits and reduced health care costs. The negative health effects of physical inactivity are paralleled by staggering economic consequences.

Providing the Wellington community with a Cycleway/Shared Recreation Track facility network provides them the opportunity to participate in free, regular, safe, supportive and inclusive physical activity. Such initiatives are imperative to encouraging healthy and active lifestyles and reducing the burden of chronic disease within the Wellington region. The construction of a Cycleway facility from Wellington Caves complex to Wellington and to Mount Arthur Reserve will provide a recreation hub for the general public, tourist and community to walk, jog, run or cycle in the great outdoors in a safe environment away from vehicles.

In addition this will support the NSW Premier's Priority of reducing overweight and obesity rates of children by 5% over 10 years, we think this project will help local schools to reach this target by providing a facility which they can safely utilise for sport and recreation and fun-runs and also by engaging youth to utilise and participate.

The construction of a Cycleway/Shared Recreation Track will also be beneficial and safe for one of Wellingtons highly popular and successful annual sporting events: The Mt Arthur Challenge which raises funds for Wellingtons beautiful Mount Arthur Reserve. The Proposed Cycleway from Wellington linking approximately 2 kms to link up with Mount Arthur Scenic

Drive will also offer much improved safety issues for this event which begins and ends at Wellington Showground. Currently between Wellington Showground and Mount Arthur Reserve competitors (in both the cycling and running/walking events) must run/cycle on the roadway! This is a very big safety risk as well as being an inconvenience to local traffic. The construction of a safe separate Cycleway/Shared Recreation Track beside the road will ensure that all competitors are safely off the road and safe from traffic. **The following photos attached show competitors in the Mount Arthur Challenge on the roadway and the huge safety ris**k and traffic inconvenience caused by lack of a separate suitable footpath or Cycleway.

Above: Participants competing in Mount Arthur Challenge on the roadway due to lack of separate footpath/Cycleway. This is a high risk due to danger of vehicle traffic.

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Above: A photo of what the proposed Recreation Path would look like

Funding/Costs/Approvals:

This is an extensive project with potential large costs which will require significant funding. There are currently several Government Grant opportunities which Dubbo Regional Council may be able to apply for which this project fits the criteria for:

1) "The **'Stronger Country Communities Fund'** is investing in **infrastructure projects** in **regional NSW** communities to improve the lives of residents and enhance the attractiveness of these areas as vibrant places to live and work. **The NSW Government has committed $200 million over the next few years to support local infrastructure projects** that will improve amenity and help sustain the social bonds at the heart of strong regional communities. It will support projects that involve: ***building new community facilities** (such as parks, playgrounds, **walking and cycle pathways).**
The Stronger Country Communities Fund is available to all 92 NSW regional local government areas. *The LGA must be the applicant and is responsible for submitting the application.

2) The **'Regional Sports Infrastructure Fund:**

The NSW Government has **$100 million** has been made available through the Regional Sports Infrastructure Fund for **new** and existing **sporting facilities.**

*****This fund targets investments over $1 million*****

Priority for funding will be given to proposals which:

- provide an **economic benefit** such as **increased tourism** or the **creation of jobs** (in its construction and maintenance)
- meet a **demonstrable need** in the community
- can be used by **more than one sporting code**

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- increase **participation opportunities** in sport
- provide infrastructure that **enables economic growth and boosts productivity.**
- provide an economic benefit such as increased tourism and the creation of jobs

This Project/Facility will meet most of these criteria and would hence be a strong submission. The Regional Sports Infrastructure Fund is administered by the Office of Sport with Infrastructure NSW.

3) **NSW Roads and Maritime: Walking and Cycling Programs.**

The NSW Government has committed **over $40million under the Walking and Cycling Programs to deliver over 370 walking and cycling projects** across the state of NSW. The NSW Government is working with councils to improve the walking network by providing enhanced walking facilities and implementing behaviour change and education programs. The NSW Government is committed to working with councils to make walking and cycling, more convenient, safer and enjoyable transport options. By targeting investment to improve walking and cycling in the areas where most short trips occur, the NSW Government supports more accessible, liveable and productive towns, cities and centres, by encouraging walking and cycling to be the mode of choice for short local trips, and reducing congestion on our roads.

For the 2016-17 financial year, the **NSW Government was committed to contribute $39 million** to fund more than **300 walking and cycling projects across NSW**.
The walking projects will be funded from the Walking Communities programs through 100 per cent and partnership funding arrangements. The programs will improve walking through the delivery of improved pedestrian crossing facilities and enhanced connections.
For cycling, projects will be funded under the Priority Cycleways, Cycling Towns and Connecting Centre programs. The NSW Government funding into cycling will assist to roll out a further 110 kilometres of on-road and off-road cycle routes including Western Region Projects.
**Applications are via the "NSW Government Walking and Cycling Programs Project Proposal Form". This form can be completed by councils, Local Members and NSW Government Agencies that wish to submit a new proposal for continuing funding for RMS approved projects.*
We are unsure if DRC applied for any of this funding.

Thankyou again for your further consideration of this project. We think this Cycleway/Shared Recreation Track will be a popular community asset and will become a similar asset in comparison to the beautiful and popular 13km Tracker Riley Cycleway from Dubbo to Dubbo Zoo and Dundullimall Homestead and the Macquarie River. As you aware Wellington is currently lacking in such a facility and we hope that you support and see the potential of this Proposal. Wellington would benefit greatly from improvement and further development of such an asset. This facility will be an asset to the whole community with Wellington now being strongly linked to Dubbo as part of the Dubbo Regional Council.
This asset would also benefit the whole community- cyclists, runners, walkers, dog-walkers, skate-boarders, scooters, wheelchairs, walkers pushing prams and strollers, it will also be

suitable for young children on a bike, or trike and the elderly with a walking stick or wheely walker or walking frame as the Track will provide an appropriate and safe flat surface safe and away from traffic.

Overall, it is anticipated that the installation of a shared Recreation Track/Cyclepath from Wellington Caves (along Old Sydney Road) to Wellington CBD and linking out to link to Mount Arthur 'Scenic Drive' would have a highly positive impact on the Wellington community and visitors, would benefit the whole community and would provide a community facility and service that Wellington doesn't have.

This facility would also enhance the frequent visitors to Wellington on the extremely popular and well-used 'Central West Bike Trail' and this would provide them the further opportunity to stay an extra night and cycle safely out to the Wellington Caves and Mount Arthur Reserve, further promoting these local tourist attractions and potentially increasing visitation.

Thankyou for your consideration in providing Wellington NSW with this project. We look forward to hearing from you further regarding this submission/proposal and working together to bring this service to Wellington NSW as we are sure you will agree that Wellington needs this and that it would be a highly successful and well-utilised asset for the Wellington community.

If there is any further information you would like regarding this proposal or should you wish to meet to discuss this matter further, please do not hesitate to contact us.

Our volunteer Committee is very passionate and we have extensive local knowledge relevant to the Wellington area.

We look forward to hearing from you and receiving your feedback regarding our suggestions.

***This proposal was already submitted to Dubbo Regional Council some years ago but seems to have been forgotten about, hence we are re-submitting this proposal to the new Dubbo Regional Council with the hope that this project can further develop.**

****Please find attached to this document the multiple 'Letters of Support' for this project which were also provided by the Wellington Community****

We look forward to your response soon and we hope that Wellington can become a more accommodating destination for cyclists/outdoor exercise as it already is.

Should you wish to discuss the matter further, please contact us,

Kind Regards,

[redacted]

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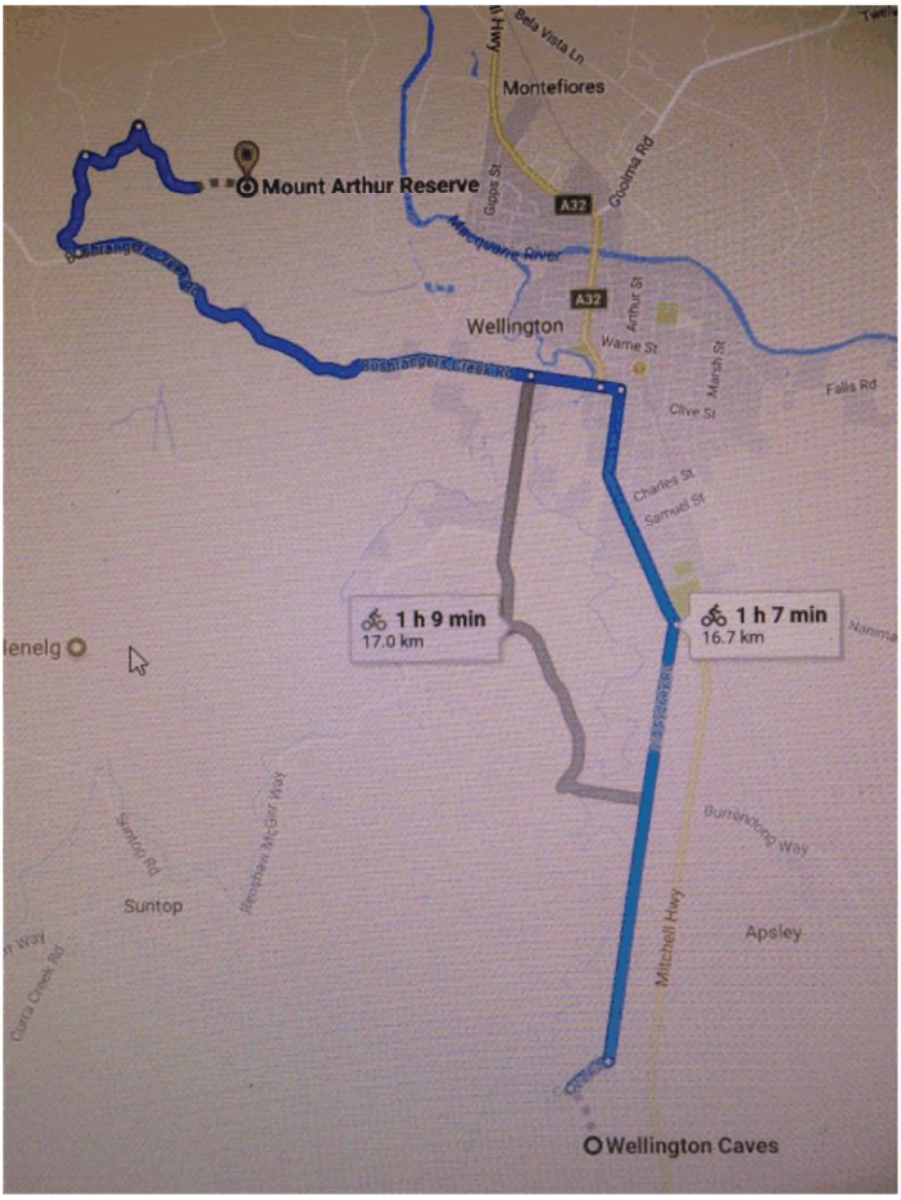
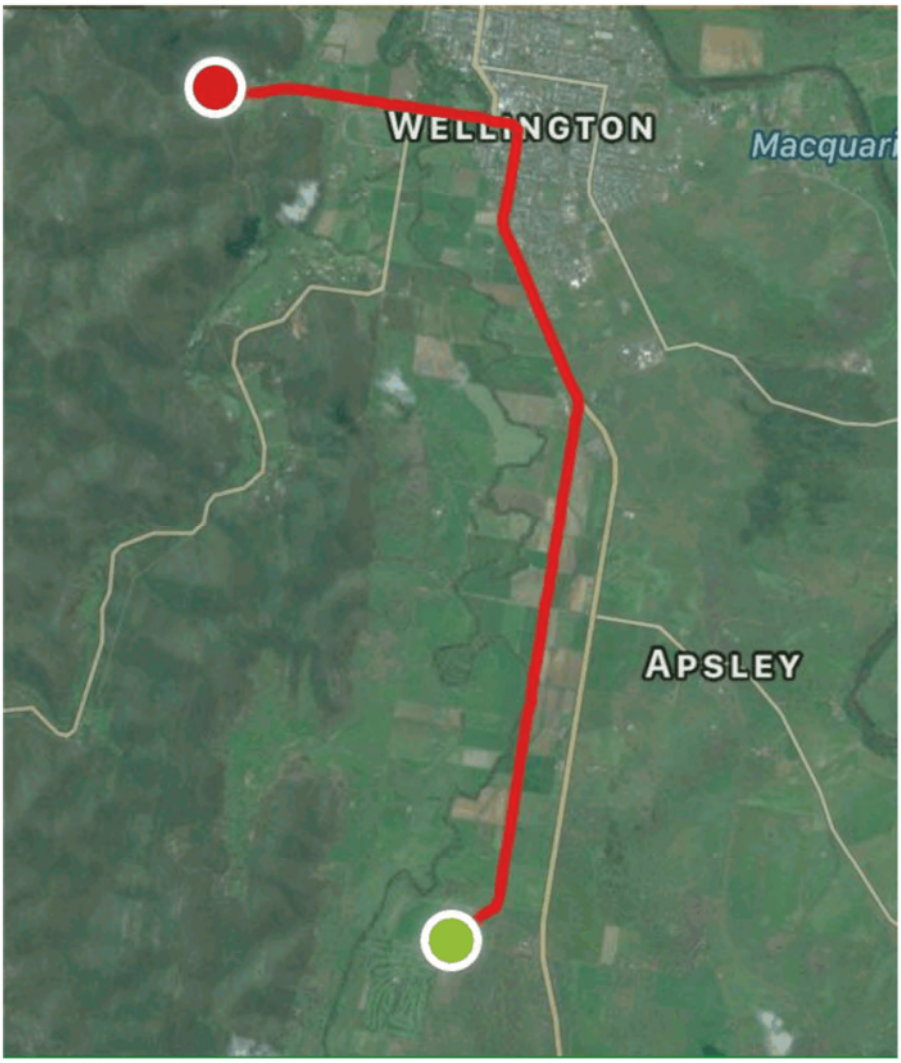

Bela Vista Ln
Montefiores
Mount Arthur Reserve
Gaspa St
A32
Goolma Rd
Macquarie River
A32
Arthur St
Wellington
Warne St
Marsh St
Falls Rd
Clive St
Charles St
Samuel St
1 h 9 min
17.0 km
1 h 7 min
16.7 km
Burrendong Way
Suntop
Apsley
Mitchell Hwy
Wellington Caves

15



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[redacted]

26 May, 2017

Wellington Health Service
Gisborne Street
WELLINGTON NSW 2820

Dear Sir/Madam,

Recreation Track in Wellington, NSW

Wellington Health Service and Community Health hereby fully support the development of a Recreation Track in Wellington that can provide a safe environment for all community members to exercise on a regular basis. Wellington, like many other rural towns, has a community where the prevalence of chronic diseases, such as cardiovascular disease, type 2 diabetes and chronic obstructive pulmonary disease is very common.

Wellington Health Service provides both supportive and preventative services to the local community through chronic disease management, education and encouragement of healthy lifestyle changes through a number of activities. However, regular walking as an activity has remained a particular difficult activity to embrace as many community members feel that there is no suitable area where they can safely walk or exercise without negotiating traffic.

The presence of a suitable Recreation Track within natural settings and away from traffic will enable people to enjoy outdoor physical activity regularly with resulting improvements in the prevention and management of chronic disease for others, as well as provide an environment for better social interaction for all community members.

[redacted]

17

[redacted]

To Whom It May Concern

Re: Wellington Cycleway/Shared Recreation Track Facility.

This submission is made on behalf of the Wellington SpringFest Cycle Classic committee and also a committed group of local cyclists. We strongly support the concept of a cycleway linking the Wellington Caves Complex (via Old Sydney Road) through Wellington and on to Mount Arthur Reserve Scenic Drive.

As people keen on riding, we have long been aware of the natural advantages the Wellington locale provides for cycling – there are a variety of courses around Wellington which cater for a range of distances and fitness levels and all include excellent scenery and relatively safe riding conditions. This is well recognised within the broader cycling community with riders regularly coming from outside the area to train and participate in our annual bike events - Mt Arthur Challenge ride and the SpringFest ride.

However what Wellington desperately needs is a shorter, more leisurely and "recreationally orientated" cycle facility. It would be a boon for the local community – both existing and potential riders. It would encourage less skilled and committed riders to hop on a bike, experience the fantastic and varied scenery and enjoy the health benefits cycling provides. The track would be a catalyst for group and family participation with all the associated benefits that flow to the community. Children particularly would benefit.

Wellington and its surrounding area has so many natural attributes which are not exploited as well as they should be, but this can and will change. As well as promoting the health and community benefits referred to earlier, the proposed cycleway would be a crucial and very effective way of selling the message that Wellington is a vibrant community with loads of natural attributes here to be enjoyed.

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I would be happy to provide more information or elaborate on any of the issues raised in this submission.

[redacted]

18

[redacted]

17.5.17

Dear Dubbo Regional Council,

Wellington Public school gives our full backing to the construction of a Recreation Track in Wellington.

Wellington Public School supports the NSW Premier's Priority of reducing overweight and obesity rates of children by 5% over 10years. The use of the recreation track by our students could allow WPS to reach this target.

Our canteen has adopted a healthier food approach and in conjunction with the recreation track this could only enhance our children's ability to lead healthier lifestyles.

A recreation track that our students could utilise during and after school would be very beneficial for many of our students.

[redacted]

19

[redacted]

15/12/2020

Dear Dubbo Regional Council,

Proposed Wiradjuri street art mural project, Wellington

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

1

We are writing to you regarding a proposed idea/project to install a public art Wiradjuri wall mural in Wellington NSW and to seek permission and support for this project.
The proposed and preferred location for this mural would be on the brick wall on the back of the Wellington Civic Centre if permission can be obtained (photo below) and if this brick wall is appropriate per artist (similar to the carpark mural in DRTCC carpark in Dubbo).

Wellington is the second oldest town this side of the Blue Mountains with a long and rich history including the traditional indigenous Wiradjuri owners of the land.
In recent years however Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), effects of severe drought, loss of a 24 hour Police station with increased drug and crime, effects of on-line shopping, and more recently COVID19 restrictions and Wellington is now seeking new projects to enhance our town, attract tourists, develop high quality public street art, improve the economy and maintain its towns own unique identity.

We think that a Wellington Wiradjuri street art mural could greatly benefit and enhance the town and significant civic centre building where it would be viewed by many people every day as this building/wall overlooks a major and very busy car park in Wellington in the centre of the CBD.
We feel that there are a number of very positive benefits that would accrue from this successful public art project and we are keen to ensure that this project is of the highest

2

possible standard. We think that a Wiradjuri mural will promote and display the important indigenous history and culture of the local Wiradjuri in Wellington.

Social, Economic, Cultural, environmental benefits to the Community:

There have been many previous successful public art mural Projects in rural NSW such as the street murals on Gulargambone which have become a major tourist drawcard and attraction.
We believe this Wellington Wiradjuri art project could potentially deliver significant social, economic, cultural and environmental benefits to the local community. The Art Mural would bring a significant art project to our town. The project aims to engage people from all backgrounds, irrespective of gender, socioeconomic status, ethnicity, disability or mental health status. As this project will be featured very close to the CBD it has the potential to increase tourists and increase the likelihood of travellers to stop in the town, potentially increasing local, café, shop and supermarket business. The Mural will be a community asset and will enhance our towns attraction and appeal. This public art would also encourage tourists to the area. This mural will also represent the proud local Wiradjuri people in Wellington and this will raise awareness of their indigenous history and culture in Wellington.
Local suppliers and businesses will also be utilised as much as possible in the development of this project. All necessary supplies and equipment will be purchased or hired locally where possible benefiting local businesses and the local economy.
The Mural will be a community asset which will be enjoyed by the whole community and tourists. There is already strong indication of wide community support for this project and we have done some extensive research into other similar mural projects.

3

Costs/Approvals/Artist:

This mural will be planned and developed in close consultation with Dubbo Regional Council who owns the Civic Centre building where the mural would be installed. DRC will oversee and assist in the coordination of the project to ensure work is conducted to their standards, rules and regulations with preferred local suppliers utilised when purchasing/hiring necessary supplies and equipment/paint/brushes/scissor lift/ladders/harnesses etc and DRC will oversee this project to ensure WHS standards, Risk management, policies and procedures are followed.

The project will also be developed in close liaison with other relevant Community or groups such as the Arts and Cultural Advisory Council, Wellington aboriginal lands council etc and the local Wiradjuri leaders and elders.

Funding will be organised by 'Wellington Community Progress and Action Group' and will be sourced from funding sources such as Grants, Government, Council, local organisations, fund raisers.

As this wall is a major prominent landmark within Wellington it is incredibly important that the mural will be the highest possible standard, eye-catching, appealing, high-quality, world-class and significant and relevant to Wellingtons history as well as significant and appealing to all Wellington residents. It also needs to 'blend in' appropriately with the surrounding environment and Wellingtons historic style and heritage colour scheme (not too 'modern' abstract or bright- keep it in 'natural' colours and photo-realism portrait style is preferred or traditional aboriginal art style).

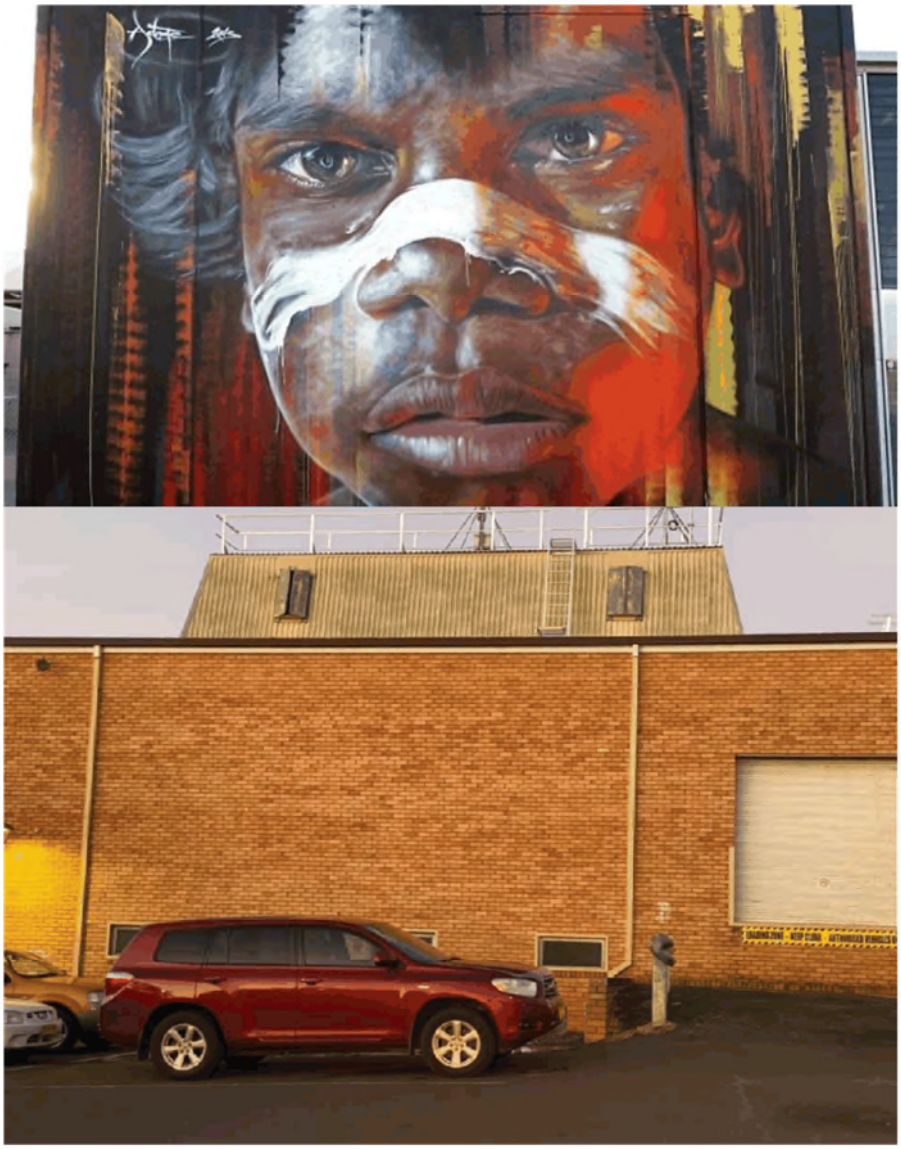
The recommended and chosen artist would also have to be high quality, professional, well known, and have a proven record of previous high standard and large scale works.

The preferred artist for this project (depending on availability) would be Adnate who paints large scale murals and works closely with indigenous Australians. He endeavours to capture their stories and emotions. Adnate also uses spray paint for his portraits which would be highly suitable for this brick surface and is a proven large scale indigenous mural artist.

4

Design/topic:

1) The proposed chosen mural topic would be a Wiradjuri aboriginal portrait by Adnate. The mural would be designed by the artist who would liaise closely with local Wiradjuri advisors. A traditional indigenous Wiradjuri child the face of the future like many of Adnates indigenous portraits would be appealing and eye-catching with photo-realism style.



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2) Another option would be a mural of art from John Oxley the explorer diary of the local indigenous people he first came to the Wellington valley. There was a display of John Oxleys diaries at the Wellington bicentenary which showed artwork of the local Wiradjuri gathered beneath the river gums near the Macquarie River for an important ceremony. This scene was peaceful, beautiful and portrayed the traditional Wiradjuri lifestyle.

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3) A third option would be some traditional style aboriginal artwork in high quality work however there is already similar wall mural on the wall of the Western Stores building nearby so such similar art is not preferable.

© Can Stock Photo - csp12209669

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Obviously the artwork and design is all subject to submission by the appropriate artist and the artists own design and choice and requires Dubbo Regional Council and local Wiradjuri approval.

We are sure you can appreciate how excited we are about this project and how important we feel it is for the community!

It will be a great asset for Wellington which will benefit the whole community.

We have also done a lot of research into other indigenous mural art projects especially works by Adnate.

We are very keen to continue to further pursue this project by seeking quotes, suitable potential artists and designs and fund-raising for this project if DRC will provide permission to proceed further with this project. This will include liaising closely with Wellington Wiradjuri elders and advisors for permission and support.

Due to significant funding to be obtained we do not foresee this project will be able to be done until formal quotes are received, a suitable and available artist is chosen and accepts the work and fund raising is complete.

Obviously Dubbo Regional Council will remain to be closely involved and consulted in all aspects of this project.

Overall, it is anticipated that this Wiradjuri mural project in Wellington NSW would have a positive, and highly influential impact on the Wellington community.

We think that this project would be similar to the indigenous portrait mural in the carpark of Dubbo Regional Theatre and think that this could be a 'sister' project/mural in Wellington.

Thankyou for your consideration in assisting us further with this project and providing further permission, support and advice to proceed.

We look forward to hearing from you.

If there is any further information you would like regarding this project or should you wish to discuss this matter further, please do not hesitate to contact us.

Kind Regards,

[redacted]

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This project would be similar to the Wiradjuri mural in Dubbo Regional Theatre carpark (above)

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10

[redacted]

10/06/2021

Dear NRMA/Transport for NSW/Dubbo Regional Council, MPs,

Proposal/request for installation of Electronic Vehicle fast-charging Stations in Wellington NSW

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

Wellington NSW is an important heritage town being the second oldest town west of the Blue Mountains with a long and rich history and identity and historic buildings and town centre. Wellington is a popular tourist destination with several unique local attractions. Wellington is also situated on a major highway and is a popular tourist destination with several unique local attractions including the Wellington Caves, Lake Burrendong, Mount Arthur Reserve, Japanese Gardens, Cameron Park, Macquarie River, Milky Daze café and boutique shops and many popular tourist events like the Rotary Vintage Fair and Swap

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Meet, The Wellington Boot Horserace, Fong Lees Lane, Music In Between Festival, Wellington Arts and Sculpture Festival, Springfest, WomDomNom charity kayak event, monthly Rotary markets, Mount Arthur Challenge and soon-to-come Wellington Parkrun.

In recent years however, Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), loss of a 24 hour Police station with increased drug and crime, effects of on-line shopping, and more recently effects of severe prolonged drought, COVID19 restrictions and severe rodent mouse plague.

Wellington is now seeking new projects and infrastructure developments to enhance our town, attract tourists, improve the economy, maintain and progress Wellington and its own unique identity, and put Wellington 'on the map',
We are informed that NRMA is planning to increase and deliver the Electric Vehicle fast-charging stations (EVCS) in additional regional locations to increase the EVCS network in regional NSW and wish to request that Wellington is chosen as a suitable location.
We predict that installing some Electric Vehicle charging stations (EVCS) within the Wellington CBD would greatly benefit and enhance the town and encourage visitors to stop which potentially could boost economic and commercial activity in a suffering small rural regional town and we feel that Wellington NSW would be an ideal location for EVCS.

*Wellington is at the crossroads of many regional NSW routes with several major roads and highways passing through Wellington. The significant Mitchell Highway passes through Wellington and the town is located on the major route inland from Sydney to Broken Hill and inland NSW as well as from south Victoria to north Queensland. It is also located as a

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connection to other important regional centres close to Wellington including Mudgee, Parkes, Molong, Dubbo, Yeoval, Orange and Sydney.

*Wellington is at the heart of regional sustainable power infrastructure development, and renewable energy, with several major projects located at Wellington including Bodangora Wind Farm, Mudgee Road and Suntop Solar Farm Projects which all feed into the giant Wellington electricity substation. Wellington's local and regional identity could be more strongly aligned with this and Wellingtons identity could be further enhanced as a 'clean, green' town with the additional installation of some Electric Car Charging stations.

*Wellington's main street economy needs an injection of customers and increased commercial activity and we think that installation of some EVCS within the CBD would have many benefits.

*Wellington will also soon be installing a significant world-class silo art mural which will attract many additional visitors to stop in the town to view the Silo mural artwork so installation of some EV charging stations will enable drivers of electric vehicles to charge their vehicles while viewing the silo murals and other world-class street art projects planned for Wellington.

*Wellington will also be launching a weekly Parkrun event in the near future which will also be a draw-card for visitors and the provision of EV charging stations will enhance this event and will ensure that visitors for this event will be able to charge their vehicles while they attend the weekly parkrun.

*The obvious benefit of landing an ever-growing number of motorists in the heart of Wellington for a half hour charge directly opposite a local café, hotel, visitor info centre, adjacent to other local food, mixed retail businesses, and the brand new town swimming pool, is a golden opportunity to re-boot commercial activity in Wellington.

*Wellington has several very suitable options for installation of EVCS within easy walking distance of the CBD. These include the substantial parking area at Wellington Train Station, and the Coles/Woolworths/Civic Centre parking area - both of which are a short walk to the shops, main street, amenities and within the CBD (however the latter is hidden and difficult to find access to for visitors so the Wellington Train Station would be the most appropriate site and this would not interfere or compete with busy locals parking areas).

The Wellington Train Station in Swift street would be a suitable location as this area has street lights and disability access, there is a large area to walk around, the Main street is approx 1.5 blocks walk (400m), there is good mobile phone coverage and there are multiple large sub-stations nearby for electricity supply, there is a large area suitable for these carparks and it does not interfere or limit/compete/remove with local residents parking areas. This area is also flood-safe, away from the flood-zones and does not take up beautiful river-side land (more suited for recreational use).

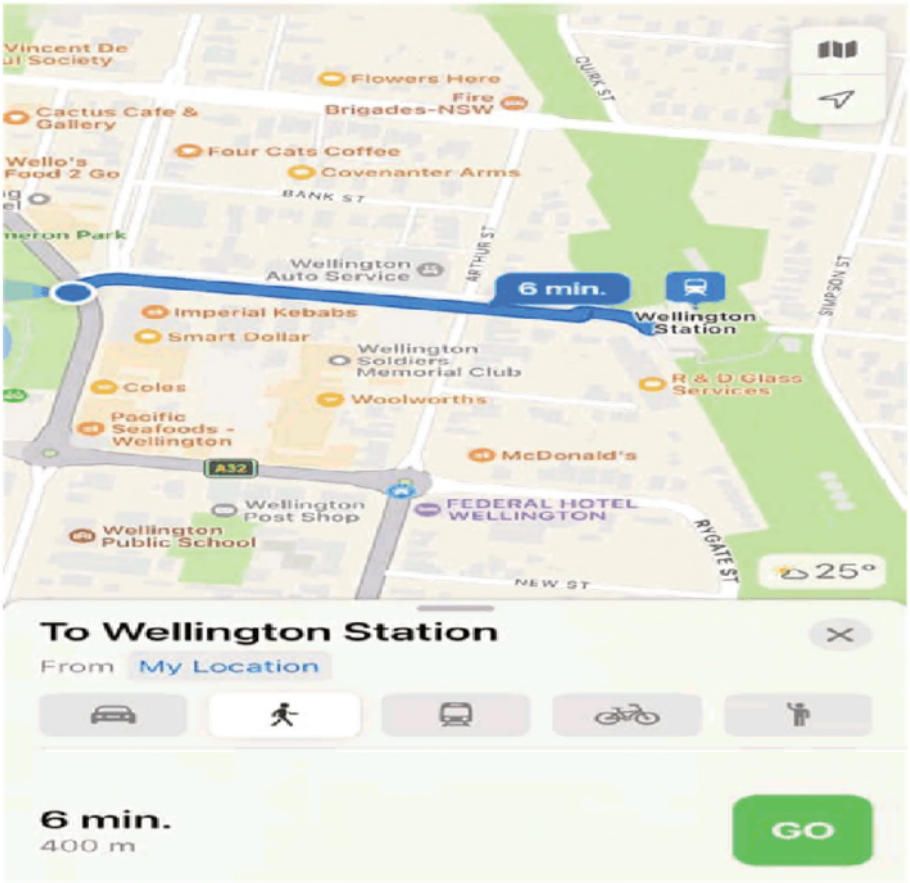
Nearby amenities include:

Toilets- located at nearby:
Wellington Train Station
Duke of Wellington Hotel
Wellington RSL
McDonalds
Woolworths
Cameron Park
Tourist Information Centre

3

Federal Hotel
4 Cats Coffee Shop

Food and Beverage
McDonalds
RSL
Duke of Wellington Hotel
Sangs Hot Bread Shop (Bakery)
4 Cats Cafe
Kebab Shop
Food to Go (Take-away)
Milky Daze (Hamburger shop)
Cow and Calf (pub)
(Please see attached google maps below to show the very close proximity the Train Station is to the entire CBD in Wellington and multiple amenities and facilities within 5 minutes walk in every direction. It is only approximately 400m walk to the Main Street).



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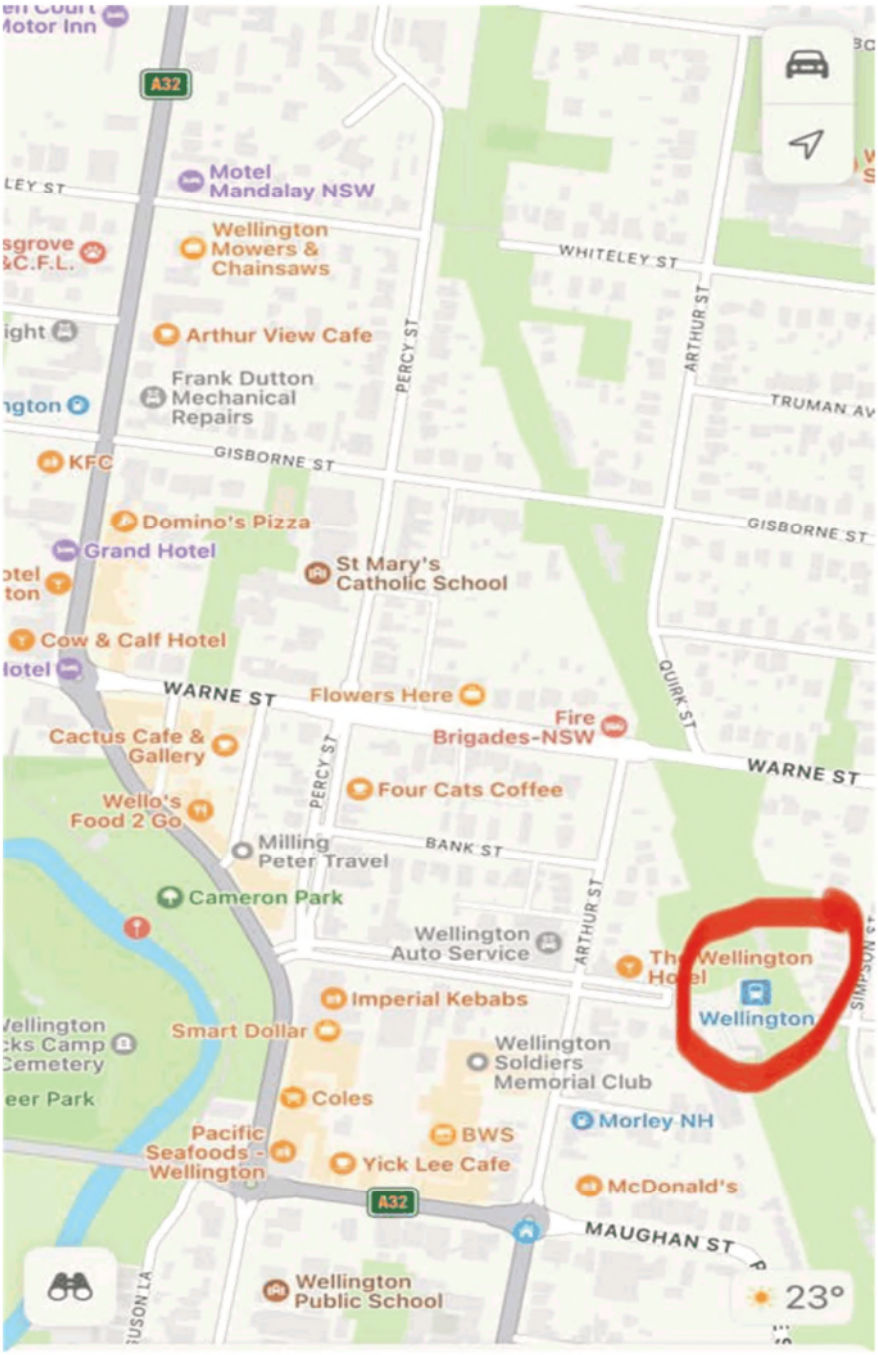
A32
Motel Mandalay NSW
Wellington Mowers & Chainsaws
WHITELEY ST
Arthur View Cafe
PERCY ST
ARTHUR ST
Frank Dutton Mechanical Repairs
TRUMAN AV
KFC
GISBORNE ST
Domino's Pizza
Grand Hotel
St Mary's Catholic School
Cow & Calf Hotel
WARNE ST
Flowers Here
QUIRK ST
Fire Brigades-NSW
Cactus Cafe & Gallery
Four Cats Coffee
Wello's Food 2 Go
Milling Peter Travel
BANK ST
Cameron Park
Wellington Auto Service
Wellington
Imperial Kebabs
Smart Dollar
Wellington Soldiers Memorial Club
Coles
Morley NH
Pacific Seafoods - Wellington
BWS
Yick Lee Cafe
McDonald's
MAUGHAN ST
Wellington Public School
23°

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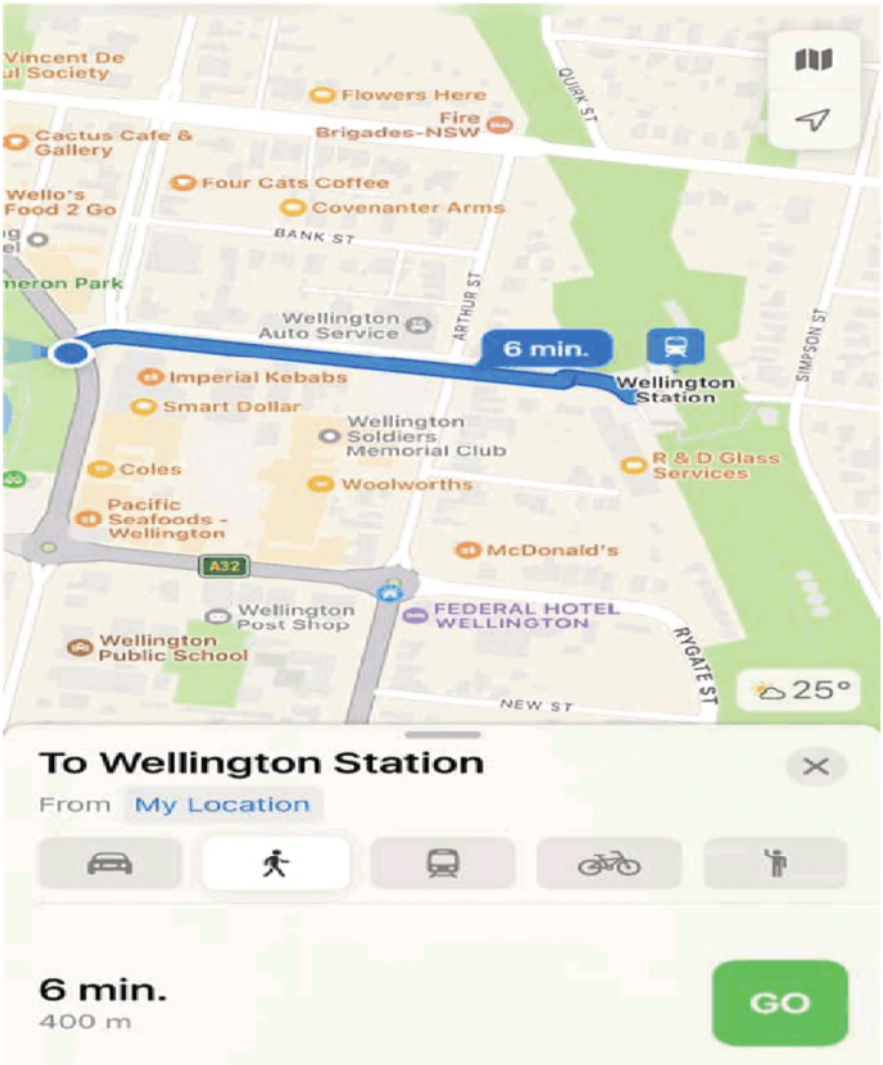

These locations would provide a perfect opportunity to bring electric vehicle (EV) drivers to the heart of town to plug in to Charger Centre located there.

*The installation of EVCS in Wellington NSW will expand this service across regional NSW enabling drivers of electric vehicles to extend their travel across the state with more charging stations being delivered providing EV driver convenience.

*Installing additional EV charging stations in Wellington will help open regional NSW up to electric vehicle owners. It will extend the network and further support regional tourism economy, and promote local investment in Wellington which is an important regional centre

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which is the crossroads of the Mitchell Highway, to well as to help meet demand as electric vehicles become more prominent and access to the regional NSW EVCS network broadens.

Social, Economic, environmental benefits to the Community:

We believe the installation of Electric Vehicle Charging Stations in Wellington NSW would potentially deliver significant social, economic, and environmental benefits to the local community. The EVCS would bring a significant service to our town.
The service/project aims to engage people from all backgrounds, irrespective of gender, socioeconomic status, ethnicity, disability or mental health status and is all-inclusive.
As this service would be installed in close proximity to the CBD it has the potential to increase tourists and increase the likelihood of travellers to stop in the town, potentially increasing local, café, shop and supermarket business. The service will become a community asset and will enhance our towns attraction and appeal, it would also encourage tourists to the area as electric cars increase in usage and popularity. This service could be utilised by the whole community as well as tourists and travellers passing through.
EVCS in Wellington would increase the regional electric car network, enhance Wellington as a tourist destination as well as provide a tourist drawcard and attraction for electric car drivers and travellers.
The investment of Electric Vehicle charging stations installed in Wellington NSW will also enhance the NSW Government's 'Electric and Hybrid Vehicle Plan' and this will assist the Government deliver on its commitment to provide the fast-charging infrastructure to make green and cleaner travel possible.
It will also help get regional businesses and the tourism industry moving again as well as enhance Wellingtons location and destination as a 'clean, green' rural town.
It will encourage people and travellers to stop off and explore Wellington as a regional town while they charge their EVs.
This will also expand the current regional fast-charging network and will help further support the regional tourism economy and local investment in regional centres.
It will mean that EV owners can travel confidently from Sydney to Broken Hill along the Great Western and Mitchell Highway- also link up with other regional destinations allowing EV motorists to enjoy all of the breathtaking and iconic destinations that Wellington, NSW and the Central West has to offer.
'Wellington Progress and Action Group' would like NRMA to consider Wellington NSW as a location for further installation of EVCS rather than focusing on only larger rural cities.
The need for increased network of electric vehicle fast chargers is growing. The building of this greener travel infrastructure Is becoming a priority and will also support regional towns like Wellington NSW.
With electric vehicle ownership on the rise, this larger network will encourage road-trippers to stop and explore the town of Wellington while waiting for their vehicles to charge, will decrease range anxiety and provide more reassurance during regional travel, and by installing some EVCS in Wellington this will increase the capacity to meet demand as electric vehicles become more prominent on our regional roads.

As Australia moves towards a low carbon future, this service would further develop and consolidate Wellington's emerging identity as a progressive, clean, green regional economy identity.
We suggest that Wellington and other smaller regional and rural towns should be considered as a priority for installation of EVCS, rather than large rural centres.

There is a strong indication of wide community support for this service in Wellington.
This service will be planned and developed in close consultation with NRMA, Dubbo Regional Council and Wellington Community Progress and Action Group.
As previously mentioned we think that installation of EVCS at Wellington Train Station (or the Cole/Woolworths carparks) would be ideal and convenient and close proximity to the CBD, within easy walking distance.

We are sure you can appreciate how excited we are about this service and how important we feel it is for the community!
It will be a great asset and service for Wellington which will benefit the entire whole community.
Overall, it is anticipated that the installation of EV fast-charging stations in Wellington NSW would have a positive, and highly influential impact on the Wellington community.

Thankyou for your consideration in utilising Wellington NSW as a potential location for installation of EV fast-charging stations.
We look forward to hearing from you further regarding this proposal and working together to bring EVCS to Wellington NSW as we are sure you will agree that Wellington would be a very convenient and potential location.

If there is any further information you would like regarding this proposal or should you wish to discuss this matter further, please do not hesitate to contact us.

We look forward to hearing from you and receiving your feedback regarding our suggestions.

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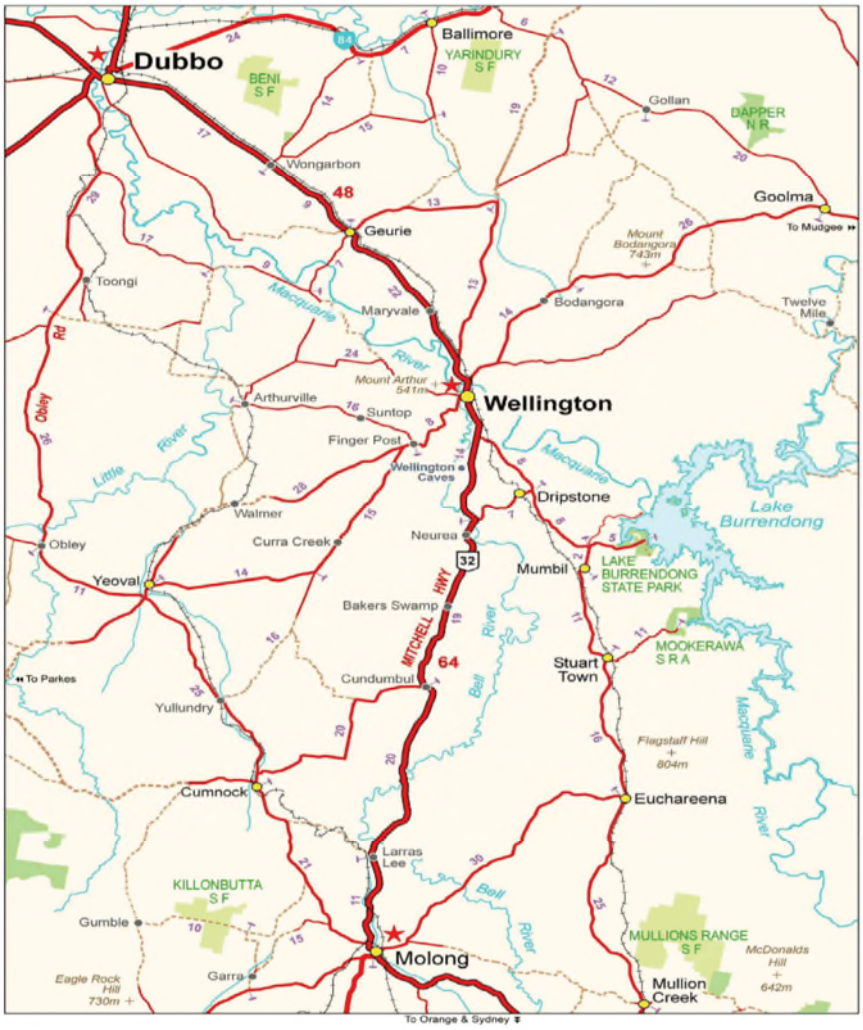

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[redacted]

08/05/2021

To Whom it May Concern,

Request for 24 Hour Police Station in Wellington NSW

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit.

We are currently supporting the Wellington community in campaigning for a 24 hour police station and we are writing this Letter of support for a 24 police station in Wellington NSW.

Wellington is a strong and close-knit rural community that has been declining and adversely impacted by a rise in crime and a decrease in its safety and reputation in recent years.

1

We feel that the current crime rates in Wellington are significant for a small rural community and that crime is increasing. The lack of a 24 hour police station is resulting in inadequate policing and increasing criminal activities. With 2 x new Correctional Centres in Wellington and excessive drug issues there is a greater need for police presence and the need for a 24 hour police station and Wellington currently does not have this essential service.

We wish to fight for a safer community and feel that there is strong public demand and need for this in our town and community. A 24 hour police station in Wellington would be a great community asset and will promote and ensure safety and potentially decrease criminal behaviour and this is an essential service which should be provided to the community. It is important for our residents and community to be safe, monitored and protected. We feel that increased crime is contributing to the overall decline of Wellingtons reputation which has significant negative impacts.

Some examples of the significant crime Wellington is experiencing includes the following recent and significant operations:

***Strike Force Pinnacle**: investigation into a large scale state-wide drug supply network syndicate operating from Wellington. This operation involved multiple specialist resources including Orana Mid-Western Police District, Detectives, Dog Unit, Public Order, Riot Squad, PolAir, Australian Federal Police, Australian Border Force and NSW Crime Commission involving multiple arrests and is **one of the biggest operations ever seen in country NSW.**

***Strike Force Libani**: investigation involving the unsolved shooting murder of a 49 year old local man in Wellington in broad daylight. This operation involves homicide detectives, Orana Mid-Western Police District, State Crime Command, Homicide Squad and remains an unsolved and ongoing Wellington murder case.

***Strike Force Kerrison:** investigation Involving the shooting murder of a 60 year old male in Wellington NSW. This operation involved Tactical Operations Unit, Homicide Squad Detectives, State Crimes Command, Homicide Squad and resulted in multiple local arrests.

***Strike Force Larelar:** established following the fatal stabbing of a 24 year old man in Wellington on 03/01/2021 involving Orana Mid-Western Police District, Crime Stoppers and Detectives. There were also separate unrelated stabbing incidents in Wellington recently in addition to this incident.

***05/01/2021 Major crime incident**= Fatal hit and run of multiple pedestrians in a residential street by a speeding and unlicenced driver- investigation involved specialists from the Crash Investigation Unit, Crime stoppers, and Orana Mid-western Police District. The driver had had previous unlicenced driver offences.

In addition to these recent and significant operations in Wellington there has been other ongoing crimes including break and enter, assaults, theft, abduction and rape, ram-raids, offences, graffiti, drug-related and DV issues, traffic offences, robbery, vandalism, illegal dumping, trespass, property damage, rural robbery and stock thefts.

The above crime rates are significant for a small rural community and crime is contributing to the decline of Wellington reputation with many negative impacts on the whole community.
Wellington's reputation for crime is a deterrent against business investment and future growth and development, affects property values and is a deterrent to people considering living in Wellington.

Overall, it is anticipated that a 24 hour police station in Wellington would have a positive, and highly influential impact on the Wellington community.

We strongly support the need for a 24 Hour police station in Wellington and want urgent action on this matter before there is more serious crime and more lives are lost,
Thankyou for your assistance and support and we look forward to hearing from you,
Yours sincerely,

[redacted]

3

[redacted]

Wellington Showground Road Re-beautification and Tree Replacement Project Proposal

01/2021

Dear Dubbo Regional Council,

The Wellington Community Progress and Action Group (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit. This is a historic photo of Showground Road Wellington (above) which used to be lined with beautiful avenues of trees **on both sides of the road** and **was one of the most scenic and beautiful roads in Wellington** leading out to Wellington Showground and Racecourse and

1

Mount Arthur Reserve. The trees included rows of mature native Kurrajong trees which were estimated to be approximately 70 years old (photo below of trees that DRC have removed) as well as mature and historic weeping willow trees.

BEFORE: with trees (above)

NOW: Trees all have been removed and not replaced (above)

2

As you are aware in recent years- since Council amalgamation Dubbo Regional Council has removed the rows of established and historic, aged, mature trees **on BOTH sides of the road** from Wellington leading out to Wellington Showground and also the trees opposite the showground along this road.
None of the trees removed have been replqced which has left an exposed, barren, treeless and shadeless road which is plain and dull- nothing like its previous beauty with avenues of trees on both sides of the road.
Historically the Kurrajong trees along this road were also trimmed back in drought conditions by Wellington Council to provide stock feed for farmers so these trees also had additional sentimental and historic value and provided extra benefit to the local community.

3

Wellington Residents were very upset and disappointed at the removal of all these trees which have not been replaced and also with the lack of community consultation regarding this matter. Despite this the trees were still removed. The Kurrajong trees which were traditionally trimmed and given to local farmers to feed their stock were taken to Dubbo Zoo and not offered to the Wellington farmers like they have for many years- this was also extremely disappointing to the Wellington Community and did not support the local farmers in drought conditions.

When the Wellington Community expressed their dismay that the trees were going to be removed they were advised the following by Dubbo Regional Council:

"When planning the track Council considered a number of options (including weaving in and out, crossing the road to the other side and then back again etc) to try and keep the rows of trees however unfortunately the only option we had was to remove the current trees to be able to fit the path safely along the side of the road. The path will be developed close to the fence line and then rows of trees will be planted between the path and the road".

It has now been more than a year since all the trees were removed on the right side of this road and several years since all the trees were removed on the left side of this road and the trees still have not been replaced 'between the path and the road' as we were advised they would be.

Wellington Progress and Action Group would like to support the Wellington community and residents in getting the trees which were removed by DRC replaced.

The WPAG and Wellington community would like to request for these trees to be re-planted and re-placed as a priority. It takes many years for plants and trees to grow in size and to become well-established and the current season is favourable for planting trees and shrubs. As the trees which were removed were estimated to be over 70 years old then it will take this long for replacement trees to grow to that size and age again.

The recreation track which is popular with residents is also shadeless, exposed and hot and we feel that rows of native trees and shrubs beside the track will enhance it, provide much needed shade and shelter from the sun as well as provide a safety barrier from traffic. WPAG would like to ensure that these trees are replaced promptly as DRC advised that they would be and **to request that only Australian Native species of trees, plants and shrubs are used.** There are many native species of smaller statue trees which can be replaced quite suitably under power lines without interfering as they don't grow to a tall height and the trees which were removed were growing there long before the power lines. There is an adequate grassed area between the recreation track and the roadway measuring 350cms width to re-plant the trees.

The restoration of native vegetation, in combination with the protection and rehabilitation of remnant vegetation, can reverse the negative effects of clearing and habitat fragmentation. Trees are very important to the environment- they provide shade, beauty, cool, habitat for birds and wildlife, and look attractive and provide shelter and oxygen. Trees give excellent benefits and give off oxygen that we need to breathe, reduce the amount of storm water runoff, which reduces erosion and pollution in our waterways and may reduce the effects of flooding. Many species of wildlife depend on trees for habitat. Trees provide shade, beauty, food, protection, and homes for many birds and mammals.

In particular as this road leads out to Mount Arthur nature Reserve and the Catombel Ranges, which is one of Wellingtons assets and tourist attractions, we feel that it would be most appropriate for the trees replaced along this road leading to Mount Arthur to be **Australian Native trees, shrubs and bushes.**

4

BEFORE: Showground Road showing the mature trees which have ALL been removed by DRC and not replaced (above)

5

NOW: Mature trees have all been removed and none replaced leaving a barren and exposed shadeless road. The Wellington community wish for trees to be replaced as a priority.

6

This will lead out to the Nature Reserve and will also provide habitat for local birds and wildlife and provide an important wildlife corridor/nature strip from the Bell River to the Mount Arthur Reserve linking them via a nature strip/wildlife corridor.

There are many benefits to planting Australian native species- they are more suitable to the climate and tolerate drought and frost conditions as well as provide important habitat for bees, birds, insects and native wildlife. Native plants provide shelter and food for wildlife and support pollinators. Native species attract a variety of birds, butterflies and other wildlife by promoting diverse habitats and food sources. Native plants promote biodiversity and stewardship of our natural heritage and they help the environment. Native plants provide food and shelter and many attract birds, butterflies and lizards. Native plants provide a wildlife corridor helping to connect animal and plant populations. By planting Australian native trees and plants can have a huge impact on the amount of native wildlife attracted to that area and studies have shown that suburbs with more native street trees have significant more bird species compared to other areas. Eastern spinebills, eastern yellow robins and superb Fairy Wrens are most likely to frequent areas composed of at least 50% Australian native plants.

Planting Australian native plants tends to be cheaper than planting other non-native varieties and selecting local varieties adapted specifically to those conditions can help reduce water needs and these plants and trees will be more hardy and frost and drought tolerant. One other benefit to planting Australian natives is that they are generally easy grow and require minimal maintenance

In addition to the above mentioned benefits of Native Australian species there are also many benefits of trees which include social, communal, environmental, and economic benefits:

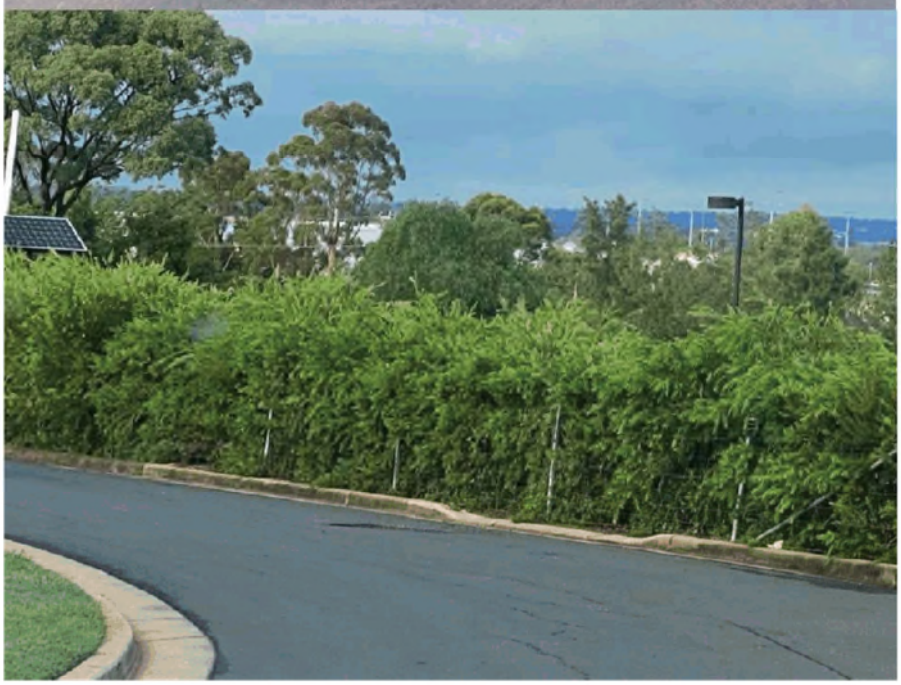
"Social Benefits: *Human response to trees goes well beyond simply observing their beauty. We feel serene, peaceful, restful, and tranquil in a grove of trees. We are "at home" there. The calming effect of nearby trees and urban greening can significantly reduce workplace stress levels and fatigue, calm traffic, and even decrease the recovery time needed after surgery. Trees can also reduce crime. Apartment buildings with high levels of greenspace have lower crime rates than nearby apartments without trees. The stature, strength, and endurance of trees give them a cathedral-like quality. Because of their potential for long life, trees are frequently planted as living memorials. We often become personally attached to trees that we, or those we love, have planted. The strong tie between people and trees is often evident when community residents speak out against the removal of trees to widen streets or rally to save a particularly large or historic tree*. There was lots of community outcry when the mature and historic trees along this stretch of road were to be removed however DRC did not listen or consider these objections.

Communal Benefits: *The benefits provided by trees can reach well out into the surrounding community. With proper selection and maintenance, trees can enhance the environment and city trees often serve several architectural and engineering functions. They provide privacy, emphasize views, or screen out objectionable views. They reduce glare and reflection. They direct pedestrian traffic. Trees also provide background to and soften, complement, or enhance architecture. Trees bring natural elements and wildlife habitats into urban surroundings, all of which increase the quality of life for residents of the community.*

Environmental Benefits: *Trees alter the environment in which we live by moderating climate, improving air quality, reducing stormwater runoff, and harboring wildlife. Local*

8

9



10

ABOVE: Examples of Native trees and shrubs suitable

11

climates are moderated from extreme sun, wind, and rain. Radiant energy from the sun is absorbed or deflected by leaves on deciduous trees in the summer and is only filtered by branches of deciduous trees in winter. The larger the tree, the greater the cooling effect. By using trees in towns and developed areas, we can moderate the heat-island effect caused by roads, bitumen, pavement and buildings in commercial areas. Wind speed and direction is affected by trees. The more compact the foliage on the tree or group of trees, the more effective the windbreak. Rainfall, sleet, and hail are absorbed or slowed by trees, providing some protection for people, pets, and buildings. Trees intercept water, store some of it, and reduce stormwater runoff. Air quality is improved through the use of trees, shrubs, and turf. Leaves filter the air we breathe by removing dust and other particulates. Rain then washes the pollutants to the ground. Leaves absorb the green-house gas carbon dioxide during photosynthesis and store carbon as growth. Leaves also absorb other air pollutants – such as ozone, carbon monoxide, and sulfur dioxide – and release oxygen. By planting trees and shrubs, we return developed areas to a more natural environment that is attractive to birds and wildlife. Ecological cycles of plant growth, reproduction, and decomposition are again present, both above and below ground. Natural harmony is restored to the urban environment.

Economic Benefits: *Property values of landscaped areas are 5 to 20 percent higher than those of non-landscaped areas. Individual trees and shrubs have value, but the variability of species, size, condition, and function makes determining their economic value difficult. The economic benefits of trees are both direct and indirect. Direct economic benefits are usually associated with energy costs. Air-conditioning costs are lower in a tree-shaded area. Heating costs are reduced when an area has a windbreak. Trees increase in value as they grow. Trees, as part of a well maintained landscape, can add value to the area. The indirect economic benefits of trees within a community are even greater. Customers pay lower electricity bills when power companies build fewer new facilities to meet peak demands, use reduced amounts of fossil fuel in their furnaces, and use fewer measures to control air pollution. Communities can also save money if fewer facilities must be built to control stormwater in the region. To the individual, these savings may seem small, but to the community as a whole, reductions in these expenses are often substantial.*

Trees provide numerous aesthetic and economic benefits, in addition, the economic and environmental benefits produced by a young replacement tree are minimal when compared to those of a mature specimen.

Wellington Community Progress and Action Group would like to request that the trees and plants which are replaced along both sides of Showground Road are native Australian trees and shrubs.

These will be more drought climate tolerant, more suitable for wildlife and birds and WPAG would like for Dubbo Regional Council to replace the trees as a priority to provide shade and shelter for the track, improve the bare, barren landscape and provide shade and habitat and provide a safety traffic barrier. **We would request that 'mature' native trees are planted rather than small seedlings which will take years to grow.**

We feel that the trees need to be re-planted as soon as possible while the season is favourable especially as the previous trees were 70+ years old and it will take many years for the trees to grow to mature and established status.

12

Gay Bennison from Burrendong Arboretum has suggested that a suitable tree for here would be '*Eucalyptus leucoxlon ssp. Megalocarpa*'. Suggestions for other suitable native species of trees to plant would include local flora and trees specific to the Wellington and Mount Arthur areas such as Wattles and Eucalyptus, Bottlebrush, Kurrajongs. In addition other suitable species would include: **Bottlebrush, Acacia, Wattle, paperbark, Weeping Myall, Lilly Pilly, Mrytle, Banksia, She-oak, Eucalyptus, Grevillea, Melaleuca, Mallee, Hakea, Callistemon, red flowering gums, Australian crepe myrtle, dwarf apple gum, mauve mist callistemon.** There is room for several rows of trees and shrubs to be planted between the walking track and the road on both sides which will provide shade for the track and it will also provide an avenue of Australian native trees and plants leading out to Mount Arthur Reserve and create an important wildlife corridor and safety barrier from traffic.
WPAG would request that local trees and shrubs are purchased from Wellington Burrendong Botanic Garden and Arboretum to support this local attraction which has one of the largest collections of Australian plants in cultivation and the staff are highly knowledgeable on the cultivation and promotion of our unique native flora.
WPAG would also request that local Wellington businesses are supported and utilised as a priority for this project where possible for all labour and supplies.
WPAG will be happy to apply for Grants for funding of this tree replacement project to assist DRC and will look at applying for Resilient Communities Small Grants Program from Central West Local Lands Services to assist with costs for this project.
We look forward to your response and to see avenues of mature size plants with native tree and shrub corridor being re-planted along both sides of Showground Road to restore and re-beautify this road to its former beauty and state.
Wellington is at the heart of sustainable power infrastructure developments with windfarms and solar farms and Wellingtons emerging identity is as a progressive, clean, green regional town and replacing these avenues of trees with Native trees and wildlife corridors will enhance Wellingtons street appeal and environmental status.
Overall, it is. anticipated that restoring Showground Road to its previous beauty with avenues of native trees on both sides of the road leading from the Bell River to Mount Arthur Reserve would have a positive, and highly influential impact on the Wellington community, help restore this roadway to its previous beauty and provide much-needed 'street appeal' leading to these popular tourist venues.
There are many major events held at Wellington Showground such as the Wellington Boot Races, Wellington Vintage Fair and Swap Meet, Wellington Show, Mount Arthur Challenge and by replacing the trees along the roadsides leading out to the Showground this will enhance and improve this route and entrance-way providing more 'street appeal' for the many visitors to Wellington who travel this road to these events. It will also provide shade, traffic barrier and wildlife corridor for the Recreation Track which currently lacks shade and shelter and enhance this beautiful and popular Recreation Track.
Thankyou for supporting this project and we look forward to hearing from you,
Kind Regards,

[redacted]

13

WPAG would like to see Showground Road restored to its former beauty and glory (top

14

photo above) with the beautiful trees replaced on both sides of the road to replace the historic and mature trees which have all been removed.
WPAG request for Native Australian species only to be used to link from the Bell River to Mount Arthur Reserve to provide a native habitat and wildlife corridor.

[redacted]

15

[redacted]

01/04/2022

Dear Dubbo Regional Council,

Inadequate public amenities in Wellington CBD

PHOTO: QUEUES FOR THE PUBLIC AMENITIES IN WELLINGTON SINCE THEY WERE REDUCED IN NUMBER

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

1

We are writing to you regarding an urgent matter about the inadequate public amenities that have been constructed in Wellington, to the detriment of the local community. We have received multiple requests and complaints and feedback from the community about the complete inadequacy this now provides for Wellingtons CBD.

For some reason, the brick toilet block and disabled access block within Cameron Park were both removed by DRC and has been replaced by a modern-style building (which does not fit in with the 'historic' heritage town and historic style park). The previous structure matched the old brick library building in the park.

For an unknown reason the number of cubicles and amenities was significantly reduced when the new structure was built. Previously there were x 4 cubicles and multiple sinks in the Ladies bathrooms, now there is only 1!! Unfortunately there is now **only 1 male and 1 female** bathroom with one shared sink with NO hand drying towel or blower or mirror or soap dispenser equipment. The amount of amenities has been significantly reduced. Unfortunately this significantly reduced number of toilets is now largely inadequate especially when Tourist coaches stop to use the amenities in the park, when the monthly Rotary Markets are on in the Park and when there are ceremonies and special events held in the park with large crowds such as Rotary Markets, Anzac Day, Australia Day, SpringFest, Vintage Fair parade, Jingle on the Bell Christmas Fair, Cob Loaf World Championships, Fong Lee Lane and other celebrations and community events.

The lack of a suitable number of amenities is causing delays and a huge inconvenience and is leading to economic implications as tourist coaches do not stop here anymore as there would be a large delay and queues for the amenities and people would complain. The amenities are also locked after hours which is not practical for travellers and tourist coaches. Local businesses in the street near the amenity block have reported significant loss of business as a result of this- tourist coaches no longer stop due to inadequate number of amenities and loss of coach parking.

Previously there were multiple toilets for each gender and coaches and tourist buses used to stop in the main street to use these amenities, there was never a delay or queues and the amenities were used frequently by tourist coaches and nearby shops received much passing trade ie coffee and food-to-go purchases

PHOTO: EXTENSIVE QUEUE FOR THE PUBLIC AMENITIES IN WELLINGTON

This issue needs to be addressed as an urgent priority as 1 public toilet for each sex in the town public amenities in NOT enough (even Geurie has twice this number) and this is also having a detrimental economic impact on the Wellington CBD.

2

With COVID19 precautions, soap dispensers and hand towels should also be supplied for infection control and safe hygiene and more than 1 sink is required as people do not need to queue to use the single sink.
The inadequate number of toilets is insufficient and inadequate and the waiting times and queues during important community events are extensive.

As regional and rural tourism becomes increasingly popular in Australia and as Wellingtons population increases now is not the time to decrease the number of public amenities which service travellers, tourists, residents and also the reflects on the reputation and impression of Wellington.

Cameron Park is in the centre of Wellingtons CBD and is regarded as one of the most beautiful and historic assets of Wellington, dating back to 1859 when the Wellington Improvement Society requested land to be set aside for a community reserve and recreation area. Cameron Park features an ornate and historic Fountain, war memorial, band rotunda, and award-winning sunken gardens which used to include fish pond and rose gardens. The amenities in the Park should be adequate especially when community events are held here. There are no other Public amenities nearby.

The previous amenities were a brick building with multiple toilets in both the male and the female. There was also a separate disabled toilet in the park. The toilets also featured sinks, soap and paper towel. We are not sure why the toilets were demolished or why the number of toilets was significantly decreased to only 1 toilet. It is also extremely disappointing that these toilets are small and metal, modern which does not suit the historic and heritage style of Cameron Park and Wellington CBD and only have 1 shared sink with no mirror, no soap dispenser and no paper towel or hand dryers or soap dispensers. These appear to be 'budget' amenities. The previous amenities were also roomy and spacious.

3

PHOTO: THE ORIGINAL CAMERON PARK AMENITIES BLOCK AND DISABLED TOILETS WHICH HAVE BEEN REMOVED AND REPLACED

4

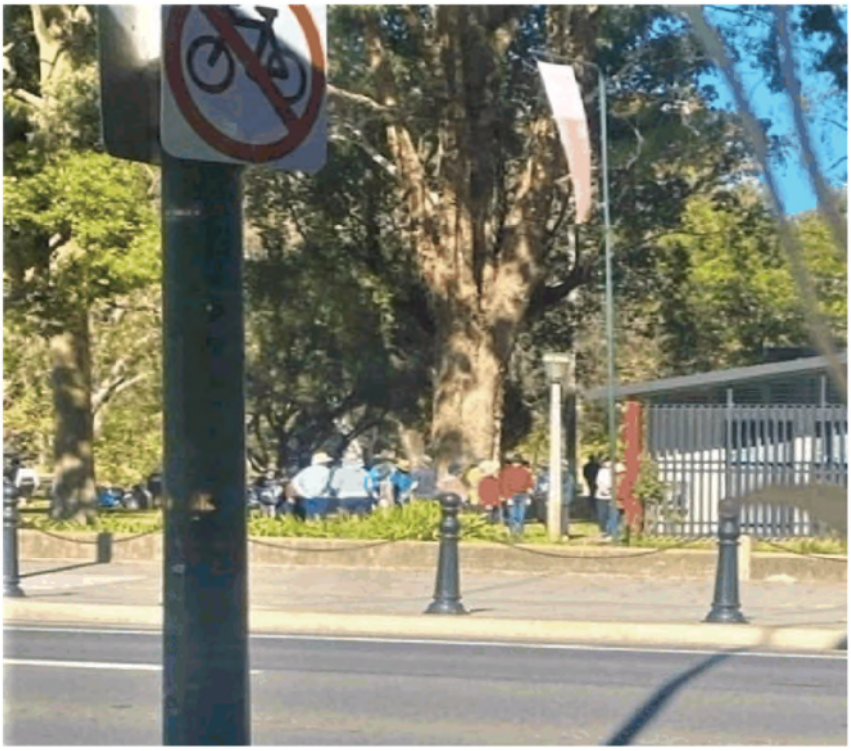
ABOVE/BELOW: THE REPLACEMENT AMENITY BLOCK WHICH HAS SIGNIFICANTLY DECREASED NUMBER OF PUBLIC TOILETS AND SINKS

5

We are sure you would agree that 1 x male and 1 x female public toilet for the Wellington town CBD is completely inadequate (even Geurie park has twice this number for a much smaller population).
This issue and concern was also raised recently at the '2040 Community Strategic Plan meeting' in Wellington as well as in the 'Town Draft Plan submissions' as your records will show.
We look forward to hearing from you and receiving your feedback regarding this issue and prompt resolution

Kind Regards,

[redacted]



6

[redacted]

27/03/2022

Dear Dubbo Regional Council,

Proposal for Native Australian Plant and wildflower Botanical Garden for 'Bell Park', Wellington

The 'Wellington Community Progress and Action Group' (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in and visit.

We are writing to you to propose the development of 'Bell Park' Wellington into a native botanical garden, with native Australian plants and wildflowers.

1

'Bell Park' is situated in a beautiful area beside the Bell River and it also ajoins the Award-winning Cameron Park- however it is not currently maintained or used since the basketball Courts from here were removed and re-located. Currently it is an empty space overgrown with Khaki weed prickle with lawn clippings dumped in this area.
WPAG would like to propose that this Park is developed further into a Botanical Native Australian plant Garden with a riverside path and a picnic area. As this Park is connected to the important Bell River riparian zones it would be a wonderful place for a Native Botanical Australian Native plant and wildflower Garden for local flora to be displayed and grown. It also ajoins the award-winning and historic Cameron Park so we feel this development would further enhance this important and historic area and location.

Cameron Park is in the centre of Wellingtons CBD and is regarded as one of the most beautiful and historic assets of Wellington, dating back to 1859 when the 'Wellington Improvement Society' requested land to be set aside for a community reserve and recreation area. It features an ornate and historic Fountain, war memorial, band rotunda, and award-winning sunken gardens which used to include fish pond and rose gardens.

'Bell Park' is connected to Cameron Park with the same significant history and WPAG would like to propose that Bell Park is further developed into a native Australian botanical garden. 'Bell Park' already has several native eucalyptus and river-gums trees in it and along the riverbank as well as multiple and established native Hardenbergia plants which are already relevant to a native plant garden.

2

Because of the history of 'Bell Park' it is important that this prime riverside area is preserved and maintained and we think that due to the importance of its position beside the Bell River Riparian Zone that this important area should be nutured and restored back to native plants and gardens. This Park could also be used to promote the nearby Burrendong Arboretum and Mount Arthur Nature Reserve. Plants from the Burrendong Arboretum and Mount Arthur Reserve could also be grown and displayed here as well as local and Australian Species. This will provide a peaceful and natural area as well as promote native Australian habitat for local insects, bees, fauna and wildlife.

There are many advantages to native plants and gardens.

Native flora/plants are more hardy to the climatic conditions and more drought-tolerant so would need less care, water/maintenance.

One of the main objectives of botanical gardens is the collection and conservation of plants, local or exotic, and the protection of endangered species as well as the protection of biodiversity and the transmission of natural heritage.

We think that this area could be a showcase for the local native Australian flora specific to the local area. Good biodiversity creates healthy ecosystems that clean the water, purify the air, maintain healthy soil, regulate the climate.

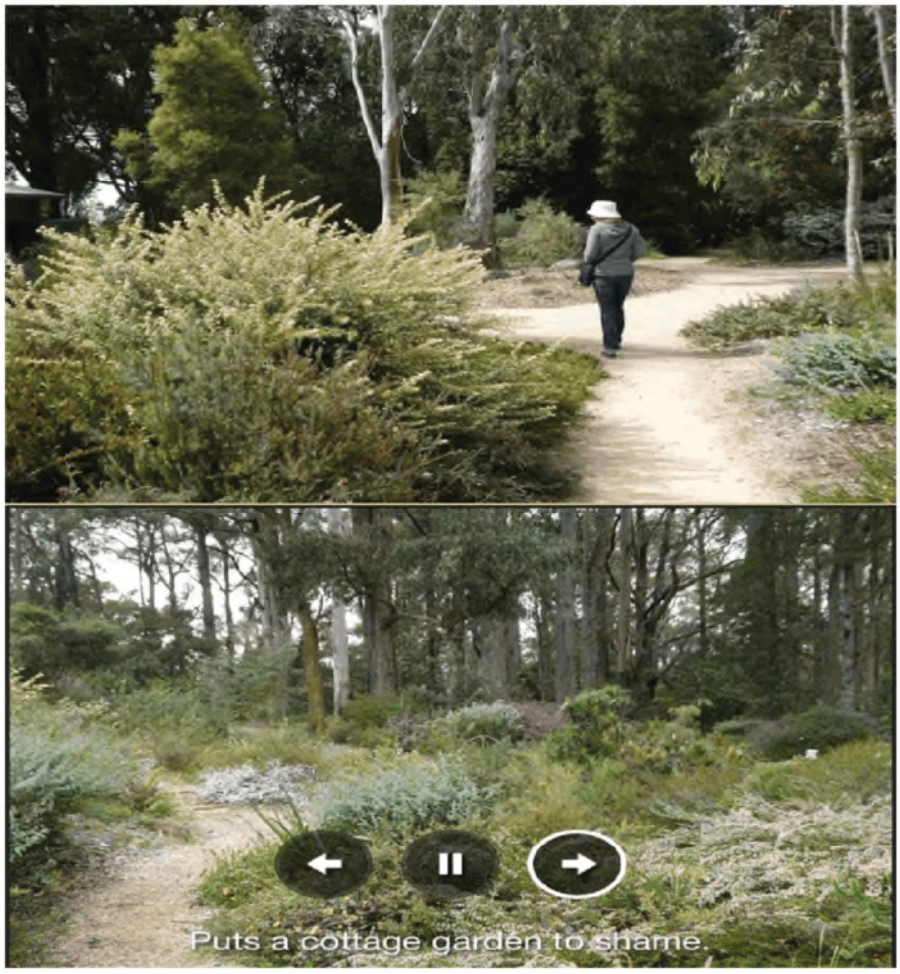
By landscaping this area with native plants this can save money, time and resources than non-native plants. This will save money and water, the plants will have better resistance to local weather, require less maintenance, restore natural riverside habitat, minimal fertilizer or pesticides would be needed.

Once established the plants will require minimal maintenance and will be hardy, more drought-tolerant and less water, no mowing will be required.

3

Native plants help the local environment by providing food and shelter, they also attract birds, butterflies and lizards. Native plants can provide a wildlife corridor helping to connect animal and plant populations.

'Bell Park' also borders the important Bell River riparian zone. Riparian zones alongside waterways are important unique and diverse areas. If non-native plants were placed here, there would be the risk that they could sucker or seed and spread into the important riparian zone and potentially damage this important river corridor and ecosystem (there are already multiple Khaki weed prickles in this park which are not being managed and could potentially seed into the Riparian riverside area). Native Australian plants are appropriate to the local eco-system and important for local insects, bees, flora and fauna and waterways.



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WPAG would gladly apply for Grants for funding for this project and are happy to be further involved in the planning and development and preservation of this important and historic piece of important riverside park land and space into a native botanical garden which will further restore and develop this area which is currently empty and bare.

This proposal will further enhance the beautiful adjoining Cameron Park area. Riverside land in important and needs to be nutured, rehabilitated and restored to further enhance and improve the environment and the river corridor.

We think that 'Bell Park' is a significant and important park to the history of Wellington and that it needs to be appropriately restored and maintained and establishment of a native Australian botanical garden in this area will further enhance and restore as well as create a beautiful feature which will further enhance the riverside and Bell River riparian zone where it is located.
This could also potentially benefit travellers and visitors to the area providing an area where they can walk around and also have a picnic table area to be used as a rest-stop.
We believe that the development of this area into a native Australian plant and wildflower garden could potentially deliver significant social, economic, cultural and environmental benefits to the local community. The project would bring a native garden to Wellington which is a unique feature that Wellington doesn't currently have.
This garden also aims to engage people from all backgrounds, irrespective of gender, socioeconomic status, ethnicity, disability or mental health status. As this park will be located very close to the CBD it has the potential to increase tourists and increase the

likelihood of travellers to stop in the town, potentially increasing local, café, shop and supermarket business. The botanical native park will be a community asset and will enhance our towns attraction and appeal.
Local native plants that provide traditional 'bush tucker' could also be a feature to promote the local Wiradjuri culture and history.
Local suppliers and businesses could also be utilised as much as possible in the development and construction of this project. All necessary supplies and equipment could be purchased or hired locally where possible benefiting local businesses and the local economy. Plants could be acquired locally from the Burrendong Arboretum supporting this important local organisation.

The native botanical park will be a community asset which will be enjoyed by the whole community and tourists.
We are sure you can appreciate how excited we are about this proposal and how important we feel it is for the whole community! The native plant park will be a great asset and service for Wellington which will benefit the entire whole community and visitors and travellers.

7

BOTANICAL NATIVE GARDEN EXAMPLES

8

9

Thankyou for your consideration of this proposal for 'Bell Park' and we look forward to hearing from you and receiving your feedback regarding our suggestions.

We are happy to meet and discuss this further,

Kind Regards,

[redacted]

10

[redacted]

06 September 2020

Dear Dubbo Regional Council,

PROPOSAL TO EXTEND WELLINGTON RECREATION TRACK TO MOUNT ARTHUR RESERVE 'SCENIC DRIVE'

The Wellington Community Progress and Action Group (WPAG) are working together to highlight and address the priorities and interests of local residents, businesses, voluntary and community groups to make our community a better place to work in, live in or visit.

We are writing to you regarding the Wellington Recreation Track to Mount Arthur Reserve. This is a very exciting development for Wellington by providing a safe and shared pathway to link Mount Arthur Reserve to Wellington township for people to safely walk, run and cycle between- off the road and safely separate to vehicles.

1

Mount Arthur Reserve is a popular area for people from the Wellington and surrounding communities to walk or cycle out to the Reserves trails from Wellington CBD. Mount Arthur Reserve is in close proximity to Wellington township and is popular for hiking, trail-running, cycling and picnics.

While this Recreation Track has been a very exciting and much needed track for Wellington, it is extremely disappointing that the Recreation Track has finished approximately 0.7kms before the Mount Arthur Reserve 'Scenic Drive' and we are writing to ask for it to be considered to extend the Recreation track all the way to the entrance of 'Scenic Drive' to connect The Mount Arthur Reserve to Wellington CBD.

This was the initial plan for the Recreation Track to extend to link and connect with Mount Arthur Reserve. It is disappointing that the Track seems to be 'incomplete' and did not reach to its destination and the track is currently is a "track to nowhere" ending suddenly at no destination location. It seems unfinished and odd that the Track does not currently lead to anywhere and does not meet the Mount Arthur Reserve which was intended to be its destination and plan.

'Scenic Drive' is the main access point to the Mount Arthur Reserve and it leads up to the main car park and access points for the most popular trails especially the scenic and popular Apex Trail as well as the Reserve Picnic Areas- so linking the Recreation Track to this access point for the Reserve would safely connect Mount Arthur with Wellington township and provide a safe pathway there.

Currently the existing Recreation track is a '"track to nowhere" as it ends before Mount Arthur Reserve and the Wellington community strongly feel that extending it a further +700m to link up to Scenic Drive would make this a safe and popular option for locals to walk, run, or cycle out to Mount Arthur and we feel that linking the Track to Scenic Drive would be the shortest and most appropriate and popular option and route.

'Brennans Way' is a public vehicle road that leads to Wellington sewerage works and private propertys and would not be suitable, whereas the Mount Arthur Scenic Drive, just 700m from the end of the track, leads directly to the Reserves main carpark, picnic areas, information signs and maps and multiple trail heads and the most popular Apex Trail and scenic lookouts. The Wellington community wish for the Track to extend further directly to 'Scenic Drive' (NOT Brennans Way- which is a much longer and indirect route and does not lead directly to any trails except the Yarraman horse trail).

Presently people using the Recreation Track to access Mount Arthur have to continue the extra 700m's to the beginning of Scenic Drive to access the Reserve via the road and this section is unsafe due to the Track ending and them having to continue on the road which is a safety risk due to traffic.

2

If you could please consider extending the Recreation Track a further 700m between 'Brennans Way' to the beginning of 'Scenic Drive' this will create a safe and direct route to the main Reserve carpark, information signs, picnic areas and popular trails and link Mount Arthur Reserve Scenic Drive to the Wellington township. Extending the track an extra 700m will benefit both Wellington park users and Mount Arthur visitors as well as ensure there is a safe route directly to Mount Arthur from Wellington CBD. Mount Arthur Reserve is one of Wellingtons most popular natural attractions so extending the Recreation Track to connect directly with it would be beneficial for visitors and locals as well as the health of the community by providing an exercise track for health and fitness and wellbeing. This would be similar to how Dubbos 13km 'Tracker Riley' walking track links directly with its local attractions such as Taronga Western Plains Zoo and Dundullimall Homestead.

We feel that people currently continuing on to Mount Arthur Reserve past the end of this Recreation track are placed at risk as they have to continue walking or cycling on the road which is unsafe and traffic is a risk. The Recreation Track has been a very popular Track since it was completed but feedback has reported safety issues when walking between the end of the Recreation Track to the start of 'Scenic Drive' at Mount Arthur Reserve due to no pedestrian track in this short section.

WPAG would also be prepared to apply for suitable Grants to assist in funding for extension of the Recreation Track. We realise that a basic pedestrian footbridge may also eventually be required to cross the culvert/gully in this section (for when wet weather and creek is running water- however a track through the gully would currently suffice) and that the track may have to have a narrower section to go up and over a small rough bush hill section just before Scenic Drive.

Thankyou for your consideration in this matter and we look forward to your response.

We are sure that you will agree that the Recreation Track currently seems to be incomplete and has NOT achieved the proposed Recreation Track that was intended for the Track to connect directly to Mount Arthur Reserve 'Scenic Drive' to link the Reserve directly to Wellington via a walking track.

Yours Sincerely,

[redacted]

3

Response No: 15

Contribution ID: 170
Member ID: 302
Date Submitted: May 28, 2023, 11:30 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6 **Written Submission**
Long Text
Please refer to attached documents x 2

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**
Single Checkbox
Yes

Q8 **File Upload**
File Upload
https://yoursay.dubbo.nsw.gov.au/download_file/219
https://yoursay.dubbo.nsw.gov.au/download_file/220

28/05/2023

[redacted]

Dear Dubbo Regional Council,
Thankyou for the opportunity to make a submission to the DRC Draft Budget and Operational Plan.
It is important for the community and residents and rate-payers to 'have their say' on these important plans to make our LGA a great place and to highlight and address the priorities and interests of local residents to make our community a better place to live in, work in and visit. The rate-payers deserve to 'have a say' on what our rates are used towards and it is important for Dubbo Regional Council to listen to the wishes of the community and residents and try to address these for the rate-payers.
I am a long-term resident of Wellington and with the loss of Wellington Shire Council and the amalgamation with Dubbo Regional Council, Wellington has lost our voice, local knowledge and historical knowledge with new Councillors who have not lived in Wellington and do not know such important issues so it is important that Wellington remains a priority and receives fair and equal budget allocation with Dubbo.
Wellington is the second oldest town this side of the Blue Mountains with a long and rich history. Wellington, like many small rural towns, has declined in local businesses, economy and reputation, due to multiple factors, including issues like Council amalgamation (loss of Wellington Shire Council), effects of severe drought, los of a 24 hour Police station with increased drug and crime, effects of on-line shopping, and more recently COVID19 restrictions, severe rodent mouse plague and floods. Wellington is now seeking new projects to enhance our town, attract tourists, develop high quality public street art, improve the economy, maintain the towns own unique identity and put Wellington 'on the map'. DRC now plays an important role in managing and supporting Wellington and its residents by fair and equal budget allocation to Wellington as well as Dubbo and surrounds.

I have reviewed in detail the relevant documents and would request the following to have an allocation of funds in the 2023/2024 DRC Budget and Operational Plan:

1) The Wellington Rhino statue needs repairing and replacing. This has been missing since 2019. The cost to replace this important feature should be included into the Draft Budget for Wellington as we request an allocation of funds for this. Wellington has already waited for 4 years of inaction by DRC on this feature- yet Dubbo features multiple rhino statues. Its time this was repaired and replaced for the Wellington community as it is an important feature in Cameron Park.

2) The Wellington community has NO fenced dog-park and has requested a fenced dog-park. (Dubbo has x 14 off-leash areas and x3 fenced dog-parks.)
The cost for a fenced dog-park for Wellington should be included into the 2023/2024 Budget so that there is a funds allocation for this important asset and community need and request:
The following statements in the Operational Plan support this:
"The lifestyle and social needs of the community are supported:

1

"Our community values domestic, companion and other animals" and "passive and active open space is located to maximise access and use by the community" and "Unique recreation and open space facilities are available"

3) Wellington needs a network of Cycleways and Walking Tracks and Wellington is currently lacking in these important assets which are required and important for health, exercise and wellbeing. The Wellington Community has previously requested a 'Tracker-Riley style'- shared recreation Track/Cycleway from Wellington Cemetery (where the current path ends) to continue to Wellington Caves Complex along 'Old Sydney Road.'
I request that there is a budget allocation for Cycleways and Walking Tracks for Wellington as there does not appear to be any budget allocation for Wellington in the Draft Budget. This particular project would also have many benefits, both economic, social and wellbeing benefits. This would enhance options for the visitors from the Central West Cycleway to also cycle to Wellington Caves, increase visitation to the Caves and also encourage visitors at the Caves to ride into the CBD (please refer to the Submission WITH Letters of Support from the Community for further benefits and advantages of this project). This would link the Wellington Caves Complex (one of the most important tourist attractions in the area) to the Wellington CBD (much like the Tracker Riley circuit in Dubbo links the CBD to Taronga Zoo and Dundullimall Homestead).
The Draft Budget currents states:
**A network of cycleways and pedestrian facilities is provided and maintained.*
*Footpaths and Cycleways- Acquisition of Assets total= **$871,025.***
*Footpaths and Cycleways – Asset Renewals Total: **$766,794***
Wellington request that at least half or more of this budget allocation is for Walking Trails and Cycleways in Wellington as there are none and the community requires this important assets for health and wellbeing.
In the above costings all of these costs are allocated to Dubbo. Dubbo already has extensive (>40kms) of Cycleways and walking Tracks and Wellington has none.
It is not fair or equal to allocate all of the above funds to Dubbo and not include Wellington. Wellington should have half of these funds or more allocated to Wellington as Wellington is VERY behind in getting such important community infrastructure and urgently needs to acquire some important network of Cycleways and Walking Tracks.
Wellington currently has NO useable Cycleways or Walking Tracks and an allocated budget to construct these in Wellington MUST be allocated into the budget. It is NOT appropriate or fair to allocate all of these funds to Dubbo only as the residents pay equal rates.
Unfortunately the only track in Wellington (from Pioneer Park to Brennans Way) was not maintained by DRC and is unsafe and unuseable due to being nearly overgrown with weeds and cat-heads causing tyre punctures to cyclists and also dangerous holes and uneven surfaces and overgrown grass which are a trip hazard.

4) There also seems to be $2000,273 for 'Dubbo CBD Macquarie River Shared Pathways' but nothing for Wellington. Wellington John Oxley Reserve by the Macquarie River needs urgent attention as does the 'Thorton Street Shallows Reserve' and 'The Falls Reserve' in Wellington. These riverside reserves and walking areas and paths require repair and budget to make them safe and useable and to develop these reserves for Community Open green Spaces. **It is NOT appropriate or fair to allocate $2000,273 to Dubbo and nothing to Wellington.** Wellington has very limited Macquarie River access areas for the community

2

and it should be a priority to allocate a budget for this in Wellington (Dubbo already has extensive riverside pathways). The Road/Track/path to The Falls Reserve in Wellington is currently closed and unuseable.
This would be in line with the Operational Plan states: *"Master-planning our river environments to guide their use, restoration and conservation" however this should state* **'rehabilitation, restoration, preservation and conservation' for our river environments.**

5) The Duke of Wellington bridge in Wellington requires URGENT review and repair. There needs to be an allocated budget for this for Hydrologist report, Engineers report and to address and ACTION and repair the damage and prevent further damage as a matter of urgency. Significant time has already passed with NO action from DRC for many years. Significant preventative action needs to be implemented immediately and while the time is right with a dry period and low river levels.
The Erosion issue at the Bell River and Macquarie River junction also needs urgent action as it is threatening Gobolian Street and the residents and houses that live there.
The weir upstream of the junction in the Bell River is clearly and obviously directing the water flow towards the cliff erosion and increasing the erosion issue. The Weir needs urgent review and action.
There needs to be an allocated budget to address and action this issue and not just *"consider options"*. Significant time has already passed and inaction by previous Councils resulted in the current situation. **This needs addressing and repairing NOW, not in the future.** This bridge is a very important piece of infrastructure for the Wellington community and it is causing significant and disruptive inconvenience to the community having it closed.
The current Operational Plan and Budget state:
Bridge Improvement Program: $5739,031:
**Additional bridges across the Macquarie River:*
Additional flood-free road access over the Macquarie River ***at Dubbo*** *is provided:*
**feasibility and options considered for the Duke of Wellington Bridge:*
'We plan for and mitigate the impacts of natural events and disasters".
There does not seem to be any costs allocated to fixing this bridge in Wellington or actioning this issue. It is NOT appropriate to only consider Dubbo regarding bridges and NOT Wellington.
The Statement should read: 'Action taken to review, address and action and repair the damaged Duke of Wellington Bridge (not just "'options considered")this needs ACTION, the review and options should have already been completed as significant time has passed.

6) Public Spaces Street Trees Budget:
The Wellington 'Street Tree Masterplan' requires a budget and so does the whole LGA.
I could not see the allocated tree budget in the Draft Budget Documents but several years ago **the allocated budget was >$600,000.00** which was reduced to $100,000.00 and NO budget for street trees in Wellington. Wellington requires an annual budget for the Trees in Wellington- to replant trees removed as well as increase the current tree canopy.
The Draft Wellington Street Tree Masterplan states that "there has been minimal trees replaced in the last decade" in Wellington so Wellington already has a decade of tree replacements to catch up on and it also stated *'when funding allows'* with no set budget.
Additionally, in recent years in Wellington the following trees have been removed:
1) Multiple mature trees on the LHS of Showground Road – to do the gutters

3

2) Multiple mature Trees on the RHS of Showground and Bushrangers Creek Road- to do a walking track
3) Multiple trees removed within the Wellington Aquatic Centre including a massive huge old mature established shade tree
4) Multiple trees on both sides of the Bell River in both Pioneer and Cameron Parks for the pedestrian bridge -within the important established 'Riparian Rehabilitation Zone'.
5) Multiple assorted trees, bushes and shrubs on the native species 'sound/noise/vision /traffic barrier mound' between the Mitchell Highway and Montefiores Housing Estate were removed. Only 1 small row of the same species bushes were replanted on top of mound- the rest of the mound has not been replanted with native trees, shrubs and ground-covers as it should have been exposing the houses to traffic and noise.
6) The row of memorial trees to 'Roy Bourke' along 'Roy Bourke Drive' in Pioneer Park were recently removed and haven't been replaced. This is disrespectful to remove a row of memorial trees so these should be replaced, in respect to the family,
NOT 1 tree has been replaced when all of these important trees were removed. This has significantly decreased the important tree canopy in Wellington and these trees should ALL be replaced as soon as possible- a budget needs to be allocated for this as the Wellington community were told the trees would be replaced.
In addition to this the 'Stockholm Root System' for street trees that DRC wants to use costs $16,000- $22,000 PER TREE so the current $100,000 tree budget for Dubbo only covers the cost of approximately x 5 trees which is completely inadadequate.
In the current climate change and with the Dubbo LGA being in a hot, dry climate the Street and Public Spaces Tree Budget should be a priority and a set budget allocation is required to fulfil the aim to increase the tree canopy and goals. A significant tree budget needs to be allocated NOW to make up for Wellingtons previous NO street tree budget so now it is important to catch up. With climate change and increased prevalence of skin cancers shade and cooling are important and so is oxygen so trees need to be considered an important priority with an appropriate allocated set budget. **(re-allocate the $250,000.00 for the unneccessary Cameron Park lights to street tree budget for Wellington instead).**

7) Wellington Aquatic Centre: this facility needs trees replaced for shade and provisions of tables and seats and seating in this facility as it is currently inadequate.
A budget for this needs to be allocated in this Draft budget to address the inadequste shade, trees and seating and tables at this facility.
The allocated budget for the DRC Aquatic Leisure Centres seems to be just for Dubbo.
There needs to be a budget allocated for the Wellington Aquatic Centre for tree-plantings to replace the trees that were removed within this facility several years ago that have not been replaced.
There needs to be more trees and more shade at this Centre. Our LGA has an extremely high rate of skin cancers so shade at a pool is an essential and important requirement.
There also needs to be many more tables, chairs, seats and BBQ, shelter sheds and picnic options at the Wellington Aquatic Centre. There needs to be an allocation in the 2023/2024 Budget for this as it has been several years and these have not been provided.
Additionally, in the Draft Budget Fees and Charges it is predicted that entry to the Wellington Aquatic Centre will increase by $10.
It does not seem appropriate to increase Wellington Aquatic Centre admission fees and charges by $10.

4

These fees already increased significantly last year and this cost affects local residents and familys of low income earners, pensioners and students.
It does not seem appropriate for these fees to increase which affects residents and locals but not to increase the admission fees to the Wellington Caves Complex- which affects tourists. **It would be more appropriate to increase the admission fees to the Wellington Caves Complex INSTEAD of the Wellington Aquatic Centre fees. These fee increases would then be passed on to visitors and tourists and NOT into local residents and rate-payers.**
It is also not appropriate to charge the same admission fees to Wellington Aquatic Centre the same as Dubbo. Dubbo Aquatic Centre has many more features and facilities such as a waterslide and more pool and kids activities so the fees to attend this centre should be higher and Wellington should be lower as it as less facilities. Wellington residents should pay less as they receive less.
There also needs to be a much lower rate for senior citizens, and pensioners.

8) Wellington Showground: This important community facility requires Better and safer lighting outside all gates, carparks, stable areas, the Grandstand and outside the Pavilions as at recent events it was noted to be dangerous at events at night due to inadequate lighting which is a trip hazard.
The Wellington Showground could also be enhanced with more tables and seating and replace more shade trees and some public art Murals – such as a Mural of the Wellington Boot Horse Race. These costs need to be included in the 2023/2024 Budget.
This is in line with: *"Implement Strategic plans for the Dubbo and Wellington showgrounds"*.

9) **The need for a Club-house at the Rygate Park netball and tennis courts as well as shade and trees for this important community hub as currently it is hot and shadeless.**
There needs to be an air-conditioned/heated club-house (like the previous Club-house which was there) for users and clubs for shelter and storage and a general sports club-house.
Instead of '"*identifying funding opportunities*" an allocated budget should be allocated and set for this. **Identify external funding opportunities to install shade for the multi-purpose courts at Rygate Park*"

10) **Public Art and Street Murals in Wellington:** The Wellington community has been attempting to organise some significant and world-class street- murals in Wellington for the past 3 years with NO permission or support from DRC. As a result Wellington has been significantly 'left behind' in regards to Murals and street-art projects. There should be an allocated budget for this in Wellington as Dubbo has multiple street art murals and a mural-walk yet Wellington has NO world-class murals or sculptures. An allocated budget for some significant art projects in Wellington needs to be allocated so Wellington can 'catch up' with art and culture and public art projects.
This is in line with the Operational Plan:*"Increased opportunities for public art";*

11) ***There should be more EV charging stations in Wellington. Suggested locations would be the Tourist Information Centre, the Wellington Railway Station and Wellington Caves Complex and Golf Club, RSL. A budget should be allocated for this to increase tourist potential and economic benefit to the Wellington CBD.**

5

This fits in with the Operational Plan:*"Environmental Sustainablility: Electric vehicles to become more prevalent, with charging stations located in key areas.*

12) **Wellington Cemetery needs flood-prevention planning and action and Amenties to be re-opened and up-graded.** It is a health hazard to have graves and recent burial sites flooded with river water which is 70% our drinking water. Urgent action is required to address the flooding and implement a solution and prevention. In the mean-time no further plots should be sold or allocated within the flood zone. An allocated budget is required for urgent flood preventative actions and solutions at Wellington Cemetery.
This is in line with the Operational Plan: *"Develop long-term management plans for cemetery facilities and ensure required service support"*

13) Installation of rubbish bins, picnic tables and litter prevention strategies at Wellingtons riverside reserves and rubbish hot-spots. The LGA requires more than just "*Monitor for hot-spots of illegal dumping*". This environmental issue requires planning, action and implementation of litter preventation strategies with an allocated and set budget required.

14) ***Inadeuate Public Amentities in Cameron Park, Wellington. The public amenities in Cameron Park were demolished and the number of toilets was significantly reduced to only 1 toilet and 1 shared sink which is completely inadequate for public events such as Anzac Day and Australia Day and markets and Vintage Fair and when coaches pull up. This issue needs urgent action as it has a significant negative economic impact on the Wellington CBD.**

15) An 'Urban Cooling Strategy' should be developed and implemented- the best way to do this would be to increase the street tree canopy and green and natural public open spaces, minimise hard surfaces such as tarmac and concrete and use more grass and ground-covers
Increasing the Street Tree Canopy is proven to be effective, environmental and efficient in this so an appropriate Street Tree Budget must be allocated for this.
This is in line with ***Investigate mechanisms and smart technologies to reduce the urban heat effect:*** however 'smart technologies' are NOT required, just more Street Trees and cooling canopy (with the leaves touching)
A **Tree Preservation Order** should also be put in place.

16) **Wellington Caves Complex really needs the proper Café which it used to have so it can provide meals, lunch and this would potentially increase the visitation to this tourist attraction. The addition of a proper café with a significant menu (burgers, hot chips, scones, sandwiches, toasties etc**) would attract more visitors to the world-renown tourist destination.
This is in line with*: "Implement Strategic Plans and Internal Business Strategies for the wellington Caves" and "Maintain and operate the Wellington Caves Holiday Complex".*
The installation of EV Charging Stations at this location would also potentially have economic benefit. **A budget allocation for a Café and EVCS would beneficial and enhance these facilities.**

6

17) **The livestream quality and sound and sound recordings of the DRC Meetings has been completely inadequate and unacceptable for the public to try and watch these meetings online or on record. The sound and recording equipment and technology clearly needs improving/updating and the community request that there is an allocation for this in the Draft Budget.**- in line with: *"Council provides transparent, fair and accountable leadership and governance"*

18) Weed Control- St Johns Wort: There needs to be a budget for weed-control in the Wellington area to eradicate and control the noxious and nearly out-of-control 'St Johns Wort' weed around the Wellington area before it takes over.

19) There is the great need for more Aged Care options, Retirement villages and Nursing Homes in Wellington. The BellHaven Nursing Home closed down which means that many residents had to relocate to another town. With an ageing population Aged Care options and facilities are important especially with an ageing and growing population.

20) 24 Hour Police Station required in Wellington. DRC needs to continue to support and advocate for this as Residents deserve to feel safe, monitored and protected. This is a very important issue for Wellington residents and a campaign by DRC would be beneficial.

21) **Drought-proof strategies put in place such as water-saving options and water restrictions and bores, irrigation and low-maintenance , low- water requiring plants, compulsory rain-water tanks for residents**

22) Storm Water Pollution Traps for Wellington. This is an essential and important environmental requirement and should be a priority to protect the Macquarie River and our drinking water.

"The region to be promoted as a transport and logistics hub
The Region to be promoted as a 'Gateway to western NSW'
The region to be promoted as a Mining Services Centre and Critical Minerals Hub to create advanced manufacturing jobs"
Disagree. Wellington should be promoted as the 'second oldest town this side of the Blue Mountains 'and 'Kayaking Capital of NSW' and Platypus Conservation Area, and as a Clean, Green Town Conservation area and environmental attractions and as the" home of the Mega-fauna fossils".

***Cameron Park- lighting=** $250,000- **Disagree**- this was **NOT a community request** and is NOT a requirement. This park is not used at night and installing lighting would only add maintenance cost and encourage vandalism and undesirables to frequent into the park at night and potentially cause damage.
This $250,000 should be re-allocated to Wellington for a fenced dog-park and Cycleways and walking paths as Wellington lacks these important assets or re-allocated for the Wellington Street Tree Masterplan. It is not required to spend $250,000.00 on unnecessary lights in a park just because a Councilllor thinks it would be nice. This money should be better spent elsewhere as this was not a community request.

7

***No Pay rise for Councillors.** The Residents and Rate-Payers wages are not increasing but the cost of living and Rates are. Councillors are elected to represent their community- not for the money and pay. It does not seem appropriate to increase Councillors wages. This money could be better allocated to benefit the whole community, not just the DRC staff themselves. This is NOT a community request and this money could be re-allocated for community budget.

8

Submission for Draft Budget and Operational Plan 2023/24

In approximately 1995, almost thirty years ago Council removed protection for our tree canopy. In 2017 Council considered a report on the opportunity to improve our tree canopy. This report provided three scenarios.

1 Business as usual

By 2032 tree canopy will be 8.5%
By 2057 tree canopy will be 3.5%

2 Replacement of trees that die or are removed (550 trees in Dubbo, Wellington unknown)

By 2032 tree canopy will be 10.4%
By 2057 will be 12.6%

3 Best practice of replacing 550 trees each year as well as planting 500 trees to infill vacant trees

By 2032 tree canopy will be 12.8%
By 2057 tree canopy will be 20.8%

The recognised minimum standard for tree canopy coverage is 30%.

Council implemented a Street Tree Master Plan for Dubbo and recently for Wellington. The first budget for the Dubbo Street Tree Master Plan was in 2020 for a period of two years. Did this result in the identified best practice of planting 1050 new street trees each year. No it did not!

It appears we have reverted to the business as usual scenario.

Approximately 50% of this LGA's tree canopy is on public land and 50% on private land.

Dubbo Regional Council does not have to reinvent the wheel. Whilst City

of Melbourne remains best practice with a tree canopy target of 40% by 2040, our large Regional LGA's such as Albury, Wagga Wagga, Armidale and Orange have identified the need for a strategic direction to meet the challenges of our changing climate.

For example Wagga Wagga Council adopted in December its Urban Cooling Strategy 2022 – 2052.

Wagga Wagga tree canopy was measured at 10.8% with the canopy on public parkland 21% and private land only 9.3%. Wagga Wagga's Tree Preservation Order has long protected large tree canopy on private property.

Our neighbouring LGA at Orange continues with best practice for the protection of tree canopy on private property.

The role of the budget in terms of planting new trees and protecting large canopy trees is one of the essential elements along with

Identifying a tree canopy target
Identifying a time frame to achieve the target
Adopting a Strategic framework to achieve the objective
Monitoring and reviewing the progress along the way

The purpose of policy documents is to guide the decision making of the Council and the Community. If we have a Street Tree Master Plan and we do not follow the Street Priority Planting what is the use of the plan? If we have a budget to plant 1050 trees every year in Dubbo and that is based on $650 a tree to plant and after waiting years to obtain that budget in 2020, why would those 1050 street trees not be planted?

DRC must do better with increasing our tree canopy and having a budget that makes achieving whatever goal is determined achievable. We also need policy documents to inform and guide the process.

Another important question to be asked is how do our Development Control Plans (DCP) compare with Councils who have for example Urban Forest Strategies or Urban Cooling Strategies?

It is evident there is a huge education role to be addressed in terms of our whole community. We are informed Council will again consider a Tree Preservation Order in July 2023. It is pleasing to see progress after 30 years of neglect from successive Councils. The work of a number of dedicated staff, Councillors and Community Members during these years is acknowledged.

The community looks forward and expects Leadership on the issue of a Tree Preservation Order with strategic direction that will guide Council and the Community to improve the environment and livability of our LGA. The budget play a crucial role in that process.

Response No: 16

Contribution ID: 168
Member ID: 223
Date Submitted: May 28, 2023, 10:40 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Please see my Submission, requesting DRC planning for 2nd Macquarie Bridge Crossing and Wellington Town Bypass, attached below.

[redacted]

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/218

Submission: Planning for 2nd Macquarie Bridge Crossing, with associated Town Bypass North and East of Wellington

Rationale supporting submission proposal:

- Wellington currently has only one bridge crossing over the Macquarie River, on Mitchell Highway, requiring all through traffic of cars, B Doubles, trucks, etc to pass directly through Wellington main street and cbd. Oversize vehicles also currently use a Heavy Vehicle Detour through residential areas along Thornton and Gisborne Streets, passing by Rygate Park, St Mary's School and northern end of cbd, along Lee Street. This is creating unwanted noise and air pollution, traffic congestion, etc in our small town commercial and residential zones.
- Central West Orana REZ development over next 5 years, Dubbo Region population growth, and increased tourism to our region will continue to increase traffic volume, including heavy and oversize vehicles, as above.
- A Wellington Northeast Road Bypass would-
    1. Remove heavy and oversize vehicles from our cbd and residential streets as listed above (Theme 5 Objective: Liveability)
    2. Reduce noise, traffic congestion in cbd and residential streets as above. (Theme 5 Objective 3.1. Visitor Economy is Supported)
    3. Enhance amenity for locals and tourism in Wellington cbd.
    4. Enhance commercial traffic movements in our region, reduce travel times between centres for freight movement, also workers who travel between Wellington/surrounds to/from Dubbo/surrounds.
    5. Provide alternate route across Macquarie River in case of major calamity on/near current Mitchell Highway crossing.
    6. Diversify road access for REZ development zone near Wellington.
    7. Diversify road access for Bodangora Airport from south and north.
    8. Enhance Wellington Correctional Facility logistics.

Proposed Route for Consideration:

Mitchell Hwy (nth of Wellington)<->Goolma Road<->Bodangora<->**new Macquarie River crossing**<->Burrendong Way<->Mitchell Hwy (south of Wellington)

Route Considerations-utilise and upgrade existing road infrastructure where possible, minimising length of new road and bridge infrastructure and associated costs, environmental impact, etc.

-further extension/enhanced connections of bypass route to Saxa Rd, Maryvale, and Mitchell Hwy further north of Wellington via existing road infrastructure, if desired…

Links to 2023 Delivery Program and Operational Plan:

Theme 2 — Infrastructure

- Urban and rural infrastructure to be well-maintained and fit-for-purpose
- Additional bridges across the Macquarie River

Alignment to quadruple bottom line: ECONOMIC & ENVIRONMENT

COMMUNITY STRATEGIC PLAN Objective: The road transportation network is safe, convenient and efficient.

2.1.1 Traffic management facilities enhance the safety and efficiency of the road transport network.

2.1.1.1 Maintain effective processes to identity, consider and prioritise new or renewed traffic management facilities Infrastructure.

2.1.1.2 Implement the Dubbo Regional Council Dubbo Transportation Strategic Plan in conjunction with Transport for NSW Infrastructure

2.1.1.3 Deliver and support initiatives in line with Transport for NSW's 2026 Road Safety Action Plan Infrastructure

2.1.5 Council works collaboratively with government stakeholders on transport-related issues.

2.1.5.1 Work with regional stakeholders to explore strategic opportunities to improve access and connectivity including road, rail and port. Strategy, Partnerships and Engagement

2.1.5.2 Pursue opportunities for additional funding of road projects through the State and Federal Government Infrastructure

2.1.5.3 Collaborate with State and Federal governments in relation to transportation issues and limitations in the Central West Orana Renewable Energy Zone

IN SUMMARY

It is vital to consider and plan for a bypass asap, even if it can't be funded at this point: As more REZ infrastructure is installed to north and east of Wellington over next 5 years, opportunity for a bypass may be prevented, which would be a major negative outcome for the township, relegating it to become a 'traffic corridor' town with significant disadvantage to residential liveability and plans to re-ignite and enhance Wellington cbd, local tourism, etc.

Response No: 17

Contribution ID: 167
Member ID: 184
Date Submitted: May 28, 2023, 09:24 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Dear Members of the Dubbo City Council,
I am writing to express my strong opposition to the proposed introduction of aircraft parking fees for general aviation pilots at Dubbo Airport. As an active member of the aviation community and owner of 3 local aircraft, I have witnessed firsthand the crucial role that affordable access to parking facilities plays in supporting vital services and fostering a vibrant general aviation community in our region.
I am an avid pilot and utilize my aircraft to provide essential dental services to the outlying town of Nyngan. Access to affordable parking facilities at Dubbo City Airport has been instrumental in enabling me to reach these remote communities efficiently and offer much-needed healthcare services to underserved populations. The introduction of parking fees would place an unnecessary financial burden on me and other pilots who engage in similar activities, discouraging and potentially limiting our ability to provide vital services.
Furthermore, as a flight instructor for Airspeed Aviation (my second job), I believe that the proposal to introduce parking fees would severely limit the viability of owning multiple aircraft for the purpose of providing affordable aircraft hire and services to the general aviation community. Owning multiple aircraft allows me to cater to the needs of aspiring pilots, trainees, and aviation enthusiasts. It also contributes to the local economy by creating job opportunities and supporting ancillary services such as maintenance and fuel providers. The imposition of parking fees would significantly impact the affordability of maintaining multiple aircraft, potentially leading to higher training costs and limited access to aircraft for individuals who are pursuing a career or hobby in aviation.
I kindly request the Dubbo City Council to reconsider the proposal for parking fees at Dubbo City Airport for the following reasons:
1. Essential Services: General aviation pilots provide critical services, such as medical and dental outreach programs, emergency medical transportation, and other humanitarian endeavors. The imposition of parking fees would hinder the ability of pilots to deliver these essential services, ultimately affecting the health and well-being of the outlying communities that rely on them.
2. Flight Training and Aviation Services: Affordable access to parking facilities encourages flight instructors and aviation enthusiasts to own multiple aircraft, promoting a thriving and diverse aviation community. The introduction of parking fees would discourage the expansion of flight training programs, limit the availability of affordable aircraft hire, and impede the growth of the general aviation sector in our region.
3. Economic Impact: The general aviation community contributes significantly to the local economy through job creation, aviation services particularly the support of our only local maintenance facility, and related businesses. The imposition of parking fees would burden pilots financially and potentially deter them from utilizing the airport's facilities, leading to a decline in economic activity and opportunities for local businesses.
In conclusion, I urge the Dubbo City Council to prioritize the needs of the general aviation community and reject the proposal to introduce plane parking fees at Dubbo City Airport. The accessibility and affordability of parking facilities are essential for pilots like myself who provide vital services to remote communities and seek to promote a thriving aviation industry in our region.
Thank you for considering my concerns and for your commitment to fostering a vibrant and inclusive aviation community in Dubbo. I trust that you will recognize the value of supporting general aviation pilots and the essential services they provide.
Yours sincerely,

[redacted]

Q7 Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8 File Upload

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/216

[redacted]

Dubbo City Council

Subject: Opposition to Proposal for Aircraft Parking Fees for General Aviation Aircraft at Dubbo City Airport

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Thank you for considering my concerns and for your commitment to fostering a vibrant and inclusive aviation community in Dubbo. I trust that you will recognize the value of supporting general aviation pilots and the essential services they provide.

Yours sincerely,

[redacted]

Response No: 18

Contribution ID: 164
Member ID: 318
Date Submitted: May 28, 2023, 08:06 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Re:3.1.2.3 Implement strategic plans for the Dubbo and Wellington Showgrounds.
I would like to propose that consideration be given to the establishment of a separate office/ meeting room be constructed on the showgrounds for use by the Wellington Show Society. The present arrangement is that we have to share the only office at the showground with the Wellington Race Club. This means transferring all our office equipment to the showground prior to the show every year and then returning it back to our rented office space in Warne St after the Show. This involves a lot of extra manual labour which is becoming an issue with such a small voluntary committee.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 19

Contribution ID: 161
Member ID: 310
Date Submitted: May 28, 2023, 06:20 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I would believe a Budgetary plan be created and implemented with a specific dates on action with Community groups with Regand Park. As an organisation that has spent $120k in plans this area deserves not only appropriate funding but the allocation of leadership to allow it to continue to develop. There is no real reason this project cannot be started sooner then later and a great community is a healthy community. This recreational space will be developed over time but it needs the basics now. Kind Regards.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 20

Contribution ID: 156
Member ID: 304
Date Submitted: May 28, 2023, 04:09 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

In DRC's draft Operational Plan where there is any mention of environmental restoration, the action is to apply for funding or get community groups to do it.

If Council claim they want environmental outcomes, there must be a financial commitment.

Council should employ an environmental officer who organises community tree planting and other community environmental events.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 21

Contribution ID: 155
Member ID: 303
Date Submitted: May 28, 2023, 03:53 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

With regard to development at Dubbo regional Airport I wish to submit the following:-

Landing Fees
I accept the need for landing fees to move with time and inflationary costs. Please see below suggestions to better streamline the landing fee process to benefit the aviation community.

Propose a discounted yearly rate for local residents or Dubbo aero club members. If an aircraft registered operator had a postcode of 2830 (or other code for DRC areas) it would be assumed they already pay rates and fees to council along with providing service to the community. By doing this the revenue is not levied by a third party.

Propose to increase the 50% off weekend MTOW to 2500KG. This will allow local pilots to maintain their currency and enjoy the Dubbo regional airport facility.

Propose allowing up to xx landings a month without landing fee. This would encourage passing aircraft to land at Dubbo for fuel or an overnight stay. These stopovers bring substantial funds into the Dubbo community, not only through fuel sales and aerodrome sales but nights of accommodation meals and transport within town. One example mentioned was $800 fuel, 4 rooms accommodation, meals for 6 people both dinner and breakfast. A total stopover could easily drop $2000-$3000 in the town.

Parking Fee
I am opposed to an aircraft parking fee. The parking facilities are tired and non-maintained. There has been no development or improvement of the parking facility for GA for many years. There are also many concerns around the administration of the fee and how it can be implemented. Suggested improvements before the parking fee is considered include.

Tie down cables on grassed area.

Develop a tiered parking fee. Parking on hard surface is the same cost as poorly maintained grassed area.

Create a free parking zone. This could be anywhere on the aerodrome provided there is suitable access.

Propose a paid sheltered parking area be developed by council as an income stream.

Registered operator with 2830(or other DRC) postcode parks for free. We already pay rates to our council.

Propose to charge a yearly rate as is suggested for the landing fees. Once again this would be paid direct to council avoiding third party levies on the fee.

Weathered in aircraft or aircraft under prolonged maintenance stuck at the aerodrome should not be penalized. They should be able to utilize the free parking area as well.

Q7

Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8

File Upload

File Upload

Response No: 22

Contribution ID: 154
Member ID: 282
Date Submitted: May 28, 2023, 03:28 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Please find attached two separate files.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/214
https://yoursay.dubbo.nsw.gov.au/download_file/215

Draft Operational 2023-24 Plan Submission

[redacted]

2.3.2.1 Review and implement the Pedestrian Access and Mobility Plan for the Local Government Area
There has been planning for years to have Parkrun in Wellington. Unfortunately, last year's flood event has damaged the proposed track. This is a very popular walkway from Cameron Park, Pioneer Park to Mount Arthur. Having Parkrun in Wellington would be of huge benefit to the community of Wellington.

3.1.1.10 Develop a business case and feasibility analysis for renewing Phosphate Mine.
Wellington Caves is the community's foremost tourist attraction and the Phosphate Mine is a huge asset, which needs to be rehabilitated and preserved. It adds to the variety that the Caves complex offers, being a very different cave to the Gaden and Cathedral Caves. Wellington Caves is an asset not just for our community but also for regional tourism and needs to have priority in our visitor economy budget allocation.

3.1.2.3 Implement strategic plans for the Dubbo and Wellington showgrounds
Wellington showground has a dual role of supporting the Race Club, as well as the Wellington Show. There is a desperate need to have a designated Show Office located at the showground. Currently the Show Secretary shares the race stewards' office and can only use the office for the week before the show. To stage the show each year, the small and dedicated Show Committee must move the Show Office from the CWA Rooms in Wellington out to the Stewards' Office at the Showground. This includes a heavy printer that requires two men to carry it. When the Show concludes, the committee has to do everything in reverse. A master plan is necessary so that the different requirements of the showground can be met equitably and harmoniously.

3.3.2.1 Implement and monitor the Wellington Town Centre Plan
The Wellington Town Centre Plan provides a framework and pathway to revitalise the local community. It is a plan that needs both a funding strategy and broad community support for it to be successful. Wellington's historical and cultural significance is its major asset and needs to be nurtured; enacting the Town Centre Plan provides the pathway for this. Business owners play a vital role in the presentation of the streetscape; to improve and enhance Wellington's Town Centre, businesses could be incentivised e.g. financial support to rehabilitate shop fronts.

4.1.1 Conduct a range of civic events and ceremonies including Australia Day....
These ceremonies, conducted by Council need to be in line with community expectations. Wellington's 2023 Australia Day twilight ceremony (held at 5:30 on 25.1.23) was a wonderful example of what can be achieved with Council, an enthusiastic committee and the community working together to achieve an inclusive ceremony that was supported by a broad section of our community.

One element of this event that was not carried out was a promised community survey, to measure the community response to the event. This was promised to the community, to inform the decision as to when the 2024 event would take place. As there was some objection to the ceremony being moved from the traditional Australia Day ceremony, it was important to fulfil Council's commitment to hold the survey. A simple exit survey on the night, a survey monkey on the Council website, a copy in the Wellington Leader, hard copies in businesses. However, it is now too late. I hope that the 2024 Australia Day ceremony will follow this year's model and be held on the evening before. The committee also needs to begin its planning much earlier than last year e.g. September 2023 for the 2024 event.

5.6.1.6 Implement a Public Art Strategy for culture and space activation within the region

The various community committees (such as Wellington Arts, Historical Society, WATS) are enthusiastic in their efforts to support and encourage Wellington's unique art and cultural capital but need greater support. Engaging an Art and Culture Coordinator to liaise, plan, coordinate and evaluate events would provide a valuable framework and future direction for Wellington.

Wellington Arts has formed a relationship with the administration of Macquarie Gaol, leading to last year's, very successful, ConArts exhibition, featuring the artworks of some very talented inmates. Macquarie Gaol is willing to

allow access for selected artists to create murals on selected sites within Wellington. This would help promote a sense of pride in our buildings and enhance our cultural environment.

5.6.3 Items of heritage significance are protected, conserved and adapted for re-use where appropriate
While there are buildings of historical significance in Wellington, many are at risk of falling into disrepair due, largely, to the cost and constraints of rehabilitating historical buildings. With support, owners could be motivated to revitalise their buildings and make changes, to repurpose the building and enhance the urban environment, for the benefit of the whole community.

6.1.4 Implement the Street Tree Master Plan…
I made a submission on this at the relevant time (please see attached separate submission)…

6.3.3.3 Report on the Weed Action Program
St John's Wort in the Wellington area and neighbouring LGAs appears to be getting out of control on both private land, roadways, railways. This noxious weed is toxic to livestock, renders land worthless for agriculture and native species. Despite the best efforts of many landholders, this problem is beyond individual efforts; it requires a systemic approach.

DRAFT Wellington Street Tree Master Plan (ID23/335)

[redacted]

A tree master plan needs to have a budget allocation and an implementation plan to have any meaning. A plan to 'increase the tree canopy over both Wellington and Montefiores from 12% and 17% respectively to 30% by 2050' (p.11 Wellington Street Master Plan) is meaningless unless it includes milestone targets and review dates e.g. what progress is predicted by 2030? 2035? How will this be measured? Without interim targets and review dates, 2050 could ultimately be unachievable.

A Tree Master Plan needs to be implemented in conjunction with the Wellington Town Centre Plan.

Wellington Town Centre Plan (5.9) notes that the tree planting in Wellington is 'inconsistent and poorly maintained' and 'limited tree cover for shelter'. This impacts on liveability, social cohesion and the overall attractiveness for both residents and visitors.

The environmental, social, economic and cultural benefits of street trees are clearly outlined in the report. For these to be realised, a budget needs to be allocated for planting and maintenance, reviewed on a regular basis and reported to the Council via the Wellington Town Committee and Tree Committee.

First impressions are important. Priority should be given, firstly, to the tree planting of the approaches to the town, then the town centre and, lastly, the residential areas. The approach to Wellington from Dubbo has been vastly improved on the southern side of the highway, but this bank of shrubs needs to be maintained or it will, again, fall into disrepair.

Careful consideration needs to be given to the variety of species planted. Many native species, particularly gums are not suitable as street specimen trees (eg Myall St, Dubbo). Gum trees drop leaves, bark, branches, suffer dieback and are a fire accelerant. Acacia and callistemon, while fast growing, are also known to have a short life-span so are not suitable as a long-term species selection. Care must also be taken when planting the trees that enough area is left around the trees to give them sufficient access to water runoff. Bitumen should not be laid close to the tree. This starves the tree and causes premature dieback.

Response No: 23

Contribution ID: 151
Member ID: 288
Date Submitted: May 27, 2023, 09:56 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

I've had some feedback from residents of Grangewood and Delroy (basically south of Minore Road) who have indicated their frustration at having nowhere for them or their children to cross the busy Minore Road.
They'd like to see a marked crossing adjacent to Woolworths which crosses Minore Road somewhere around near the duck pond in the Delroy Park.
From a safety perspective, they'd like to see a budget allocation for this as a priority.
Thanks.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 24

Contribution ID: 147
Member ID: 244
Date Submitted: May 27, 2023, 06:11 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I operate a small air charter business offering services to the business community, government departments, private and scenic tours and outback tours.
I would like to make the Council aware that 90% of private aircraft based at Dubbo Airport are owned by local 2830 business people who have long established businesses, who are residents and employers, offering professional services to regional NSW, and support growth of the region.
I understand that council, like business, has rising costs as a result of Covid19 and the economy, which need to be managed, however the proposed increase in landing fees and the introduction of parking fees will severely impact operating costs for General Aviation.
Could Council please consider the following options:
1. Landing Fees: An annual fee for landing, payable direct to DRC (not Avdata), for members of the Dubbo Aero Club who own and operate in General Aviation (per aircraft registration), regardless of the number of landings in the 12 month period.
2. Parking Fees: I agree with the proposed parking fee (with 48 hours at no charge) on the hard surface with tie down and lighting areas only - currently Council has 8 positions with these facilities. The balance of GA parking (without hard surface, non-all weather, no lighting and minimal access) should not be charged a free. For instance, during the recent wet weather events, aircraft were unable to taxi and park on the grass area and, on many occasions, aircraft had to be towed to a hard surface area before starting their engines. This was extremely difficult also for operators carrying passengers who had to walk in muddy conditions for their flights. Making it more difficult for passengers carrying luggage, is the fact that there is only one access gate to the grass area and parking area Juliet.
3. Air Charter Passengers: Currently there is poor infrastructure for local and visiting charter operators and their passengers at Dubbo Airport. There is no short-term parking for loading and unloading of passengers with hard standing and lighting. These passengers bring tourism dollars to the town and should expect to be able to leave and enter airside in a safe easy manner. A special area should be clearly marked for this purpose for minimum 2 charter aircraft for 2 hours.
4. Other regional Airports that support GA local owners with hand surface, tiedown and lighting in their respective arears, are Albury, Armidale, Broken Hill, Cobar, Tamworth, Cessnock, Wagga Wagga, Wentworth. The newly upgraded Merimbula Airport has an annual fee of $500.00 per aircraft for parking and landing on hard surface with tiedown and lighting, as well as an allocated marked area for each registration. I propose that Council consider undertaking these upgrades before levying parking fees to all local owners.
5. If Council proceeds with a parking fee covering all parking areas, the cost to my operation is $136.08 per week. On this basis, Council may find that many of the local aircraft owners may move to a nearby airport that has no landing fees and no parking fees, resulting in a loss of revenue to DRC.

[redacted]

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

Response No: 25

Contribution ID: 145
Member ID: 277
Date Submitted: May 27, 2023, 03:23 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I will be commenting on 2 parts of the draft budget.
1) 2023/2024 DELIVERY PROGRAM AND OPERATIONAL PLAN, and
2) Budget Summary

1) 2023/2024 Delivery Program and Operational Plan.
My concerns regarding the future plan for Dubbo City involve the heavy reliance on digital technology and AI systems. The SMART City/Region/Council Strategies move the residents of Dubbo closer towards a digital ID and a digitally monitored state of surveillance and potential loss of personal privacy, autonomy and decision making. I am concerned that at every level of government in Australia, there is a push for greater and greater control of populations and people and I do not think this is the right way to go.
For Example.... The future operational plan talks about plans for transport systems including increased rail, cycleways and pedestrian access. Could you please provide the community with the evidence for the need for such changes and expenditure of rate payers money? Will such systems include surveillance and tracking and monitoring of resident's movements. Will car use still be a viable option for residents?
Additionally, targeting opportunities for large scale renewable energy and public infrastructure indicates a reliance on consensus science where the evidence is not in any way conclusive in regards to global warming and/or manmade climate change. In addition, it is well known that renewable energy infrastructure is in and of itself very labour and resource intensive and much of the infrastructure is not able to be recycled or reused at end of life. Will the council be essentially forcing people to cease using traditional energy means before renewable energy sources are up and running? Will smart city technologies be used to track and trace resident's use of energy and water resources? How will you ensure that the ratepayers will not be detrimentally impacted by smart city implementation. And how will you protect the rights and privacy of ratepayers in Dubbo and region?
Who are the the key stakeholders referred to in 4.2.2.5?
I have major concerns about the increased utility of LED lighting around Dubbo streets. My understanding is that LED lights emit greater electromagnetic frequencies than the previously used lights and these EMFs pose serious health risks to people and animals. Has a risk analysis been done on the health impacts of LED lighting? If so, could you please direct ratepayers to this risk assessment for our perusal. Was community consultation undertaken before the implementation of LED lighting, and if so, could you please provide this evidence.
Also in the document, the urban heat effect has been alluded to and the use of smart technologies to combat this. I have lived in the Central West my whole life and the past 5 years have been substantially cooler than years ago. Many people I speak to say the same thing and wonder where our hot summers have gone. I am wondering where your evidence is for an urban heat effect and I would like to know what Smart technologies could possible be used to reduce this alleged heat effect. In my many years on this planet, it has always been common knowledge that trees and plants are the most effective way to combat heat. I do not know of any Smart technologies that can do this in the sense of the broader environment. Your enlightenment re this would be very much appreciated.
Likewise, I'd appreciate being enlightened about what smart technologies are able to improve waste management practices. I have noticed that since the implementation of the 3 bin system, waste management is much improved and much more efficient. Do we really need more change in this respect?
Finally, the plan states that council wants to develop a strategy etc for renewing the phosphate mine. Where would phosphate be mined from? I am assuming from the Wellington Caves? If this is so, to what end would this be considered and where would proceeds be allocated? Would this be a council venture, or tendered out to a another corporate entity?

2) Budget Summary
In the budget summary, I have noticed that the cost of burying a loved one has increased substantially. During this time of

huge financial stress on families, I question the need for such increases. I also noticed that tourist attractions such as the Old Dubbo Gaol and Wellington Caves, have not had any fee increase. Would it not be more ethical and prudent to increase admission to attractions rather than penalising already beleaguered residents and ratepayers who are struggling to make ends meet and wish to bury their dead? In my estimation, anyone travelling and engaging in tourist attractions are obviously doing much better financially than many of our residents at this time.
I also noticed that costs associated with Development applications and approvals have increased substantially. It is my thought that given we are experiencing a housing and affordability crisis, that increasing costs associated with building homes would maybe not be the best way to go.
Finally, There is currently nowhere a small community group can meet without having to pay a fee. The cheapest facility for community group meetings is $33.00 and some groups would be too small and not have the financial capacity to have to pay a fee for a meeting place. Granted, the library has meeting rooms that do not attract a fee, but groups are limited by opening hours and would be unable to provide tea/coffee facilities for attendees. I would love Dubbo Council to consider making a space available for community groups to meet in the interest of building networks within the community.

Q7

Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8

File Upload

File Upload

Response No: 26

Contribution ID: 144
Member ID: 272
Date Submitted: May 27, 2023, 11:36 AM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6 **Written Submission**
Long Text
Budget-Aircraft Parking Fees

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**
Single Checkbox
Yes

Q8 **File Upload**
File Upload
https://yoursay.dubbo.nsw.gov.au/download_file/213

The General Manager

Dubbo Regional Council

PO Box 81

Dubbo. 2830

27th May 2023

[redacted]

Dear Sir,

Re: Submission to Council on proposed new Aircraft Parking Fees.

As a new resident of Dubbo and an owner of a Small aircraft I wish to object to the introduction of aircraft parking for GA Aircraft. The Airport is not providing any service except the occasional mowing of grass. I am struggling to find any hanger space in the airport precinct and considering relocating the aircraft to Narromine.

Narromine Airport does not have landing fees or Parking fees and is only 20 minutes up the road. The Council must consider the perverse outcomes of such fees and the administrative costs of collecting the fees.

I have even looked at building a new Hanger on the new subdivisions at the Dubbo airport to find out the subdivision size is so inappropriate for small aircraft it is out of reach.

It is also worth noting, that many itinerant aircraft bypass Dubbo for refuelling. Choosing Narromine instead.

I urge the Council to reconsider the introduction of Aircraft parking fees for GA aircraft to stop the further erosion of the sector to the Dubbo region.

Yours Faithfully,

[redacted]

Response No: 27

Contribution ID: 138
Member ID: 258
Date Submitted: May 26, 2023, 08:45 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Dubbo Airport fees
Landing fees
*Yearly landing fee for locals
By dealing direct cut out avdata fees
*Increase the mtow to 2500kg for the weekend discount
Proposed parking fees
*oppose the principle car parking in Dubbo is free
*Negative impact on maintainace facility
*Negative impact on visitors to the area
*If parking was to be introduced need to be better tiedown points
* Narromine is free to park and land
* Need to have a free parking area
*create a covered area for parking and charge for it

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

Response No: 28

Contribution ID: 136
Member ID: 252
Date Submitted: May 26, 2023, 06:54 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Dear respected councillors and local members,

I'd like to share my story and concerns related to the introduction and increase of additional fees for GA operations at Dubbo Airport.

37 years old, born and raised central west, a young professional and member of the Dubbo community for 9 years I'm passionate about projects and policy that makes Dubbo a great place to live and thrive.

I started flying when I was 16. Not being able to afford the costs when I was younger I was 32 before I got my PPL. Flying is a love of mine and all expenses are personal expenses. The cost of flying is already a barrier. With a young family and the same priorities as any middle class family, aviation is already taking a back seat.

Initially, I worry that the introduction of new and increased fees is a wealth tax by proxy - presumably taxing those that can afford it. I, and those like me are proof that this presumption is fundamentally flawed. As an enthusiast I encourage all to think of ways to lower the cost barriers for GA pilots rather than increasing them unfairly.

Policies and facilities that promote people to live and invest in Dubbo should be front of our minds. My story is not unique and I worry that increasing costs for recreational aviators is further increasing barriers for young pilots or encouraging us to use alternative facilities.

On that note, it's also important to consider Dubbo aerodrome and the proposed increases in costs compared to other major/nearby facilities. Our airport and GA community is a catalyst for local commerce. As a City we run the risk of creating our own commercial barriers. I encourage council to consider how these cost increases may influence peoples behaviour in the immediate and long term. I struggle to see how the small revenue uplift from increasing fees for GA aviators justifies the risk of people ceasing to use Dubbo as their aerodrome or worse, leaving aviation all together.

Have council considered the impacts and risks that I raise????

Warm regards,

[redacted]

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 29

Contribution ID: 135
Member ID: 251
Date Submitted: May 26, 2023, 06:19 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6 **Written Submission**
Long Text
Please see attached file.

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**
Single Checkbox
Yes

Q8 **File Upload**
File Upload
https://yoursay.dubbo.nsw.gov.au/download_file/212

To The Executive, DRA Committee Members and Councilors of Dubbo Regional Council

In response to your proposed Fee Increase for Dubbo Regional Airport 2023/24

Thank you for encouraging community and industry feedback to the proposed fee increases (and introduction of new chargeable items). Your attendance at the meeting held at Dubbo Aero Club on Wednesday 24th May was welcome and gave a platform for affected parties to present their thoughts. We think you saw a collaborative attitude of disappointment from the participants during the discussions.

As a Dubbo-based aviation business we are trying to remain fair-minded in this submission to Council.

A consideration of fair return on assets is front and centre, but aviation (worldwide and historically) is not an industry that makes money for most participants. Thank goodness for passionate people with the dreaded aviation disease in their blood.

Master Plan and changing asset values.

Understand if you don't move forward, you go backwards. The Master Plan provides a footprint for the next 10 – 20 years. Most current airport users do not need all the bells and whistles. Anything over a 1100 metre runway or having capacity for parking 737 aircraft is irrelevant in any of our business plans. Yes, the airport and city will benefit. Does the expansion of the airport distort the value of airport land creating your argument for land valuations forcing reviews (increases) in leases? Please remember the small guys.

Also, providing commercial land for a new airport tenant may be a positive, but if it distorts land values, then not at the expense of the long term, smaller businesses and hangar owners who have been paying their way and contributing to the DRA and Dubbo for many years. The airport and airport businesses contribute to the community in many ways and that should not be ignored in this conversation.

Passenger Fee Subsidy – New Routes

A justification for the introduction of aircraft parking fees was the "congestion" of the airport. Yet this subsidy is designed to attract new routes and/or operators to DRA. Why? To benefit the community.
(Yet increasing and introducing charges that affect most of the smaller GA business community has very much the opposite effect. It will deter some visitors and customers wanting to do business with tenants of DRA.)

Airport Passenger Fees

Cost recovery and proportionable to applicable carriers. It is understood these Airport Passenger Fees are applied as cost recovery only to the applicable airline operators.

Aircraft Landing Fees

An increase in line with CPI is not unreasonable. Landing fees are an equitable way of applying a user pays system in recovering maintenance costs of DRA asset.

But…

- Consideration of an annual fee per nominated aircraft for Dubbo-based business?
- Non-local but regular visitors/operators provided with the same option?
- Increase the 50% off weekend MTOW to 2500KG. This will allow local (mostly recreational) pilots to maintain their currency and skill levels whilst enjoying the Dubbo regional airport facility.

Aircraft Parking Fees

The elephant in the room. A "new" cost impost on DRA tenants and aircraft owners who have survived through some of the toughest business conditions over the last several years. This group has been the backbone of aviation activity for years and needs as much encouragement and help as possible from the Council to maintain viability. Make DRA an attractive place for people to come and do business, don't penalise, or overcharge them for coming here. The airport provides a lifeline to the community and everything you can do to bring economic activity here will benefit all.

DRA attracts aircraft for maintenance, both scheduled and unscheduled. Occasionally an aircraft may be here for weeks at a time, with supply chains disrupted it can sometimes take weeks for a part to arrive for an aircraft on ground (AOG) scenario. The aircraft owner or worse still, the maintenance organisation, will be directly affected by a parking fee regime and financially penalise all parties, in various ways.

The consensus from airport users is clearly DON'T introduce this charge.

And as much as it will be a disincentive, if you DO introduce aircraft parking fees you need to find a way to apply some demarcation on cost between hardstand, tie down and grassed areas. And basing the rate on tonnage rather than on the take-up of a parking space is unpalatable.

A suggestion was raised for a paid sheltered parking area to be developed by council as an income stream. That would show the Council was trying to improve facilities rather than a straight money grab from airport users (remember they're not a money machine).

Registered operator with 2830 (or other DRC) postcode parks for free. We already pay rates to our council.

Hangar owners are at a distinct advantage. For those who don't own, or can't afford, a hangar there is a direct impost on the cost of their business or hobby (not forgetting a lot of airport users are recreational and don't raise revenue on their activity).

Be sure, introducing aircraft parking fees WILL encourage a flow of business away from DRA and its tenants.

Response No: 30

Contribution ID: 133
Member ID: 243
Date Submitted: May 26, 2023, 05:05 PM

Q1
Short Text

Q2
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Q3
Short Text

Q4
Telephone

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Email

[redacted]

Q6
Long Text

Written Submission

To whom it may concern, Bruce and I are the owners of the only GA maintenance facility based in the Dubbo / Greater Central West area. Not only do we offer a maintenance service to the local area we also service aircraft which fly in from extremely remote NSW, Sydney, Canberra, Merimbula, FNQ just to name a few. We service over two hundred aircraft. The variation of aircraft type ranges from recreational aircraft all the way through to AIRTRACTOR 802. The MTOW rate varies from 700kg to 7200kg MTOW. We currently employ eight staff as well as several contractors. We would like to thank the councilors and council staff members for their time on the 24/5/23 at the Dubbo Aeroclub meeting. Bruce and I would like to respond to the current 2023/2024 Budget, specifically the proposed aircraft parking fees and address some points which were discussed at the meeting.
PARKING FEES:
* Why? It was mentioned by Mr Brett Reiss that the GA parking is at max capacity and introduced fees will discourage extended parking. Our response is, clearly if we are at max capacity that has to scream volume that we need more parking. This is a positive observation, proving that GA has a substantial involvement in the region. Why discourage the growth? Isn't that what it's all about, growing the region?
* What is the definition of parking? We have an apron out the front of our two hangars, if aircraft are parked there will this incur a fee.
* How is it to be policed? Mr Reise mentioned it will be the ARO role to drive around an hour twice daily to take note, then apply notes to a spreadsheet to then cross refence with AVDATA as to who has exited the airport. The ARO ground staff do an amazing job and are already stretched to their limits.Is this a cost effective?
* We feel that introduced parking fees will lose us customers, this is detrimental to our little LOCAL business.
* We have issues with parts and manufacturing supply. We more often than not can have anywhere from a week to several months waiting for parts on an aircraft which is grounded due to being unairworthy. How is this fair to the aircraft owner. Beal Aircraft can not be held accountable and absorb this cost.
* We need to be encouraging visitors to Dubbo, not be prohibitive.
* We receive constant feedback that Aircraft owners bypass Dubbo entirely due to the landing fees and lack of simple GA facilities, no tie down points, (the ground is that hard you literally cannot drive a peg into it). In bypassing Dubbo, you are missing out on fuel sales and much more.
* For years we have had repeated discussion with the Dubbo airport regarding cable tie down points, simple, cheap and practical. Very little maintenance.
* We pay rates and lease. Why are we being penalized for having an AVIATION based business on an AIRPORT?
* It is an airport, where else would you advise us to park? Not everyone can afford to build a hangar. And to be honest the land sizes are too big, smaller and more of to accommodate one or two aircraft is sufficient for GA needs.
* If fees are introduced, what will we receive in return?
* Many aircraft based here are small businesses which service the wider community. Charters, dentists, transport of medical staff. You're disadvantaging some of the most vulnerable communities.
* Fairness will all fees be charged equally. The Flying doctors seem to have a financial advantage over similar, smaller businesses that offer the same service.
* Why per ton MTOW for parking? Each aircraft takes up the same parking spot. Mr Reiss mentioned that this is to cover costs of repair work and maintenance. To be honest I can't see or how he had come to this conclusion. Understandably on hard surface to a degree but on the grass it's not a valid argument.
* There are many public forums which people can leave a review on a particular airport; Dubbo airport receives terrible reviews.
* If parking fees are to be introduced, and we clearly oppose the introduction of fees, could there be a concession for aircraft under maintenance? Mudgee and Moree offer this.
* Options for local's aircraft owners is to have a yearly fee, both parking and landing. Many surrounding airports offer this.

Armidale offers this.
* Beal Aircraft could pay to have reserved parking allocation per year.
* Free grass parking- Mudgee offers this.
* Possible fees for parking on hard surface- you can see value in that.
* Has Council looked into other forms of revenue raising? Option is to build T hangars and have lease agreements in place. Gunnedah have a great example of this.
* How will Council address fees if an aircraft breaks down here? Crash lands on the runway, which Beal Aircraft is called to remove. Which we have no issue with, we are a big family out here and we all scratch each other's back. 9/10 we don't even charge for this, it's just something you do as a community.
*What if bad weather prevents aircraft from leaving?

In conclusion, we oppose the introduction of parking fees, it's financially detrimental to aircraft owners and the businesses that operate out of here. Bruce and I would welcome/encourage any staff member and councilor who wish to have more of an understanding of what and who operates out of the Dubbo airport to visit us. I think you would be rather overwhelmed what happens outside of RPT, Civil construction and the Flying Doctors.

Kind regards,

[redacted]

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**

Single Checkbox

Yes

Q8 **File Upload**

File Upload

Response No: 31

Contribution ID: 131
Member ID: 125
Date Submitted: May 26, 2023, 01:51 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6 **Written Submission**
Long Text
Submission for Draft Budget and Operational Plan 2023 file attached

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**
Single Checkbox
Yes

Q8 **File Upload**
File Upload
https://yoursay.dubbo.nsw.gov.au/download_file/207

Submission for Draft Budget and Operational Plan 2023/24

1. **In 2023 this community expects a budget that reflects a more visionary approach to addressing the challenges this LGA will face in dealing with a changing world yet in looking at the Topics of Interest prior to writing this submission I was astounded to see trees, greening, or planning for the effects of climate change did not rate a mention in any of the 6 sections.**

   Are DRC staff and councillors aware of the catastrophic cost to this country if global temperatures rise just 3 degrees, and that three major economic regions (Darwin, Broome, and Port Hedland) are set to become uninhabitable by the end of the century if this temperature rise occurs?

   Are they aware that Blacktown City Council has felt the need to establish 'heat refuges' for its citizens in summer?

   It's alarming that DRC (arguably the hottest and driest inland city in NSW) seems to have its head stuck in the sand when other comparable councils are putting plans in place to ameliorate the projected effects on their region.

   For example after community consultation Wagga CC established an Urban Cooling Strategy 2022-2052 (details accessible online), so why hasn't DRC also made this a priority?

   Orange CC has measured the temperature of one of its streets (Sampson St?) lined with mature large canopy trees and found the temperature in summer was appreciably lower than in streets with little or no canopy.
   Not only that the temperature lowering effect was felt two streets away!

   Darling St is one of our few remaining streets with large canopy street trees, but there is almost no attempt to nurture them or address the canopy damage done by Essential Energy's thoughtless pruning practices.

   Where in this budget are adequate funds allocated to address these pressing issues?

2. Circa 1995 Dubbo City Council removed protection for its tree canopy, approximately 50% of which is on public land and 50% is on private land.

   The world has now moved on and we have one of the most ineffective tree preservation orders of any comparable LGA, so in 2023 it's time to re-introduce protective measures via an effective order that will do its job.

   Wagga Wagga's Tree Preservation Order has long protected large tree canopy on private property. Their tree canopy was measured at 10.8% with the canopy on public parkland 21% and private land only 9.3%.

   Our neighbouring LGA at Orange continues with best practice for the protection of tree canopy on private property.

   We are told DRC will again consider a Tree Preservation Order in July 2023, but where in this budget are the funds allocated to implement any proposed changes to this order?

It is however pleasing to see progress after 30 years of neglect from successive councils, and I would like to acknowledge the work of those dedicated staff, councillors and community members who have pushed for change.

3. In 2017 this Council considered a report on the opportunity to improve our tree canopy. This report provided three scenarios:

   a) Business as usual
   By 2032 tree canopy will be 8.5%
   By 2057 tree canopy will be 3.5%

   b) Replacement of trees that die or are removed (550 trees in Dubbo, Wellington unknown)
   By 2032 tree canopy will be 10.4%
   By 2057 will be 12.6%

   c) Best practice of replacing 550 trees each year as well as planting 500 trees to infill missing trees
   By 2032 tree canopy will be 12.8%
   By 2057 tree canopy will be 20.8%

Note: The recognised minimum standard for tree canopy coverage is 30%.

DRC implemented a Street Tree Master Plan for Dubbo and recently one for Wellington. The first budget for the Dubbo Street Tree Master Plan was in 2020 for a period of two years.

Has this result in the identified best practice of planting 1050 new street trees each year.
No it has not, so it appears we have reverted to the business as usual scenario.
Not good enough DRC.

4. Dubbo Regional Council does not have to reinvent the wheel. Whilst City of Melbourne remains best practice with a tree canopy target of 40% by 2040, our large Regional LGA's such as Albury, Wagga Wagga, Armidale and Orange have identified the need for a strategic direction to meet the challenges of our changing climate.

The role of the budget in terms of planting new trees and protecting large canopy trees is one of the essential elements along with:

Identifying a tree canopy target
Identifying a time frame to achieve the target
Adopting a Strategic framework to achieve the objective
Monitoring and reviewing progress along the way

The purpose of policy documents is to guide the decision making of the Council and the Community. If we have a Street Tree Master Plan and we do not follow the Street Priority Planting what is the use of the plan?

If we have a budget to plant 1050 trees every year in Dubbo and that is based on $650 a tree to plant and after waiting years to obtain that budget in 2020, why would those 1050 street trees not be planted?

Clearly DRC does not view trees, greening, and their role in making its LGA more liveable seriously.

5. DRC must do better with increasing our tree canopy and having a budget that makes achieving whatever goal is determined achievable. We also need strong policy documents to inform and guide the process that are adhered to.

Another important question to be asked is how do our Development Control Plans (DCP) compare with Councils who have for example Urban Forest Strategies or Urban Cooling Strategies?

It is evident there is a huge educative role needed on this subject to be addressed in terms of councillors, council staff and our whole community.

The community expects and looks forward to leadership on the issue of a tree preservation order with strategic direction that will guide both DRC and the community to improve the environment and liveability of our LGA.

The community also expects leadership around ways to ameliorate our increasing summer temperatures which should include changes to building codes, a greater choice of building block size, and wider streets to accommodate shade trees because DRC is dragging the chain here.

This budget should play a crucial role in the start of that process, and that role should be visible.

Response No: 32

Contribution ID: 130
Member ID: 240
Date Submitted: May 26, 2023, 01:41 PM

Q1
Short Text

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Short Text

Q3
Short Text

Q4
Telephone

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Email

[redacted]

Q6
Long Text

Written Submission

Council Fee Review Meeting 24/05/2023
A meeting was held at Dubbo Aero Club to discuss the proposed fees and charges – 2023/2024. A invitation was sent through various mediums to any persons with a interest in aerodrome fees and charges in the DRC area. The attendees ranged from student pilots to commercial operators, maintenance engineers and charter operators through to council staff and current councilors. A list is attached for reference.
• Landing Fees
DAC accepts the need for landing fees to move with time and inflationary costs. Please see below suggestions to better streamline the landing fee process to benefit the aviation community.
o Propose a discounted yearly rate for local residents or Dubbo aero club members. If an aircraft registered operator had a postcode of 2830 (or other code for DRC areas) it would be assumed they already pay rate and fees to council along with providing service to the community. By doing this the revenue is not levied by a third party.
o Propose to increase the 50% off weekend MTOW to 2500KG. This will allow local pilots to maintain their currency and enjoy the Dubbo regional airport facility.
o Propose allowing up to xx landings a month without landing fee. This would encourage passing aircraft to land at Dubbo for fuel or an overnight stay. These stopovers bring substantial funds into the Dubbo community, not only though fuel sales and aerodrome sales but nights of accommodation meals and transport within town. One example mentioned was $800 fuel, 4 rooms accommodation, meals for 6 people both dinner and breakfast. A total stopover could easily drop $2000 – $3000 in the town.

• Parking Fee
It is important to note that as a group we are opposed to an aircraft parking fee. The parking facilities offered are tired and non-maintained. There has been no development or improvement of the parking facility for GA for many years. There are also many concerns around the administration of the fee and how it can be implemented. Suggested improvements before the parking fee is introduced include.
o Tie down cables on grassed area.
o Develop a tiered parking fee. Parking on hard surface is the same cost as poorly maintained grassed area.
o Create a free parking zone. This could be anywhere on the aerodrome provided there is suitable access.
o Propose a paid sheltered parking area be developed by council as an income stream.
o Registered operator with 2830 (or other DRC) postcode parks for free. We already pay rates to our council.
o Propose to charge a yearly rate as is suggested for the landing fees. Once again this would be paid direct to council avoiding third party levies on the fee.
o Weathered in aircraft or aircraft under prolonged maintenance stuck at aerodrome should not be penalized. They should be able to utilize the free parking area as well.

The committee of the DAC would like to express our great thanks and gratitude for all the attendees who invested their time to attend providing positive and constructive discussions to form the club's submission to the fees and charges review.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8 **File Upload**

File Upload https://yoursay.dubbo.nsw.gov.au/download_file/206

[redacted]

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[redacted]

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The committee of the DAC would like to express our great thanks and gratitude for all the attendees who invested their time to attend providing positive and constructive discussions to form the club's submission to the fees and charges review.

[redacted]

Response No: 33

Contribution ID: 127
Member ID: 239
Date Submitted: May 26, 2023, 12:51 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

The Dubbo airport has always been a region of growth within the aviation community and the local region.

With such large plans ahead for the airport I strongly suggest that you do not forget or ignore where the airport started and has grown to, in part from the local community within you who have provided a staple for the Dubbo airport.

The local businesses and regular clients are the reason that outside GA and smaller RPT customers love the airport. The fact that everyone there will help each other at the drop of the hat. That is the Dubbo airport that everyone knows and loves. Not a large terminal or a fancy ramp which is congested by the larger RPT companies who pay more.

other suggestions which have been mentioned:
? Landing Fees
accepts the need for landing fees to move with time and inflationary costs. Please see below suggestions to better streamline the landing fee process to benefit the aviation community.

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Q7

Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8

File Upload

File Upload

Response No: 34

Contribution ID: 126
Member ID: 232
Date Submitted: May 26, 2023, 08:59 AM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

With regard to Airport fees and charges
I would suggest that the council should consider a once- a year landing fee for Dubbo based GA Aircraft
Parking fees should only apply to the hard stand area, free parking should be provided for aircraft in maintenance and local operators, a area close to the terminal with say 1 hour parking for drop off and pick up for charter operators should be provided [redacted]

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 35

Contribution ID: 125
Member ID: 236
Date Submitted: May 25, 2023, 10:13 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

To whom it may concern,

I have read the delivery program and operational plan for 23/24 and believe there is a vital project that may need to be bumped up in the list of priorities.

I note that the Towards 2040 plan states that there is a point of interest to look further into investing infrastructure within the villages that currently don't have town water or sewerage services. However, it is not noted to be of interest for council to investigate within the next financial year. I believe that some steps towards investigating a town water source in the village of Elong Elong is essential. Town water would obviously improve land values and therefore increase rates to council if the residents of Elong had town water. However, I believe there is a greater requirement for residents to have at least one access point to a bulk water source, even if the water is not connected to their homes but rather a central point in the village as a stage 1 of this project. Elong is categorized as a high fire risk zone, however the only water sources in the village are rainwater tanks. Access to town water would allow the RFS to have access to significant water sources in the village if they were in the position where they needed to defend the residents within Elong. Due to the surrounding terrain of the village, the RFS defending Elong from a bushfire is a likely scenario that could play out.

I believe the most cost-effective way to bring town water to Elong would be to tap into the water infrastructure at Ballimore because of its proximity. This is a project where council wouldn't have to stump up funds from its own revenue streams but could look at funding options through state and federal government grants as well as the NSW Rural Fire Service.

I am currently on the village committee as an Elong representative and open to working closely with council staff to investigate funding options and feasibility for such a project.

Look forward to hearing further from someone in council on the above.

[redacted]

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 36

Contribution ID: 124
Member ID: 206
Date Submitted: May 25, 2023, 07:21 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

FORM SUBMISSION | Draft 2023/ 2024 Budget & Operational Plan

The township of a Yeoval has seen a resurgence in population growth with people wishing to escape Sydney and the Larger Regional Centres purchasing Residential Houses and Rural Lifestyle Blocks within our community.
ABS STATISTICS
2016 - pop of Nth Yeoval = 79
2021 - pop of Nth Yeoval = 95

From statistical information on Real Estate Housing Sales in Yeoval there has been 15 Houses sold in Yeoval since 2020 with 6 Of these houses located in Nth Yeoval. In Nth Yeoval - three new houses have also been built and three new families with young children have moved here.

Yeoval has been identified as a 'Pushbike Friendly Town' with an increasing number of Bike cycle riders making Yeoval a stopover / rest destination.

The Community of North Yeoval fall into the DRC area, sitting Nth of the Cabonne Council Boundary across the Buckinbah Bridge. The Renshaw McGirr Way is designated as a Heavy Traffic Flow Regional Road that transerves through Nth Yeoval across the Buckinbah Bridge into Yeoval.

SUBMISSION FORM : INFRASTRUCTURE
2.1 THE ROAD TRANSPORTATION IS SAFE, CONVENIENT AND EFFICIENT
2.1.1 TRAFFIC MANAGEMENT FACILITIES ENHANCE THE SAFETY AND EFFICIENCY OF THE ROAD TRANSPORT NETWORK
IMPACTS TO THE NTH YEOVAL COMMUNITY
1. The number of trucks and vehicles using the Renshaw McGirr Way has increased, the vehicles are travelling through the 'Residential Built Up Area' of Nth Yeoval.
SUBMISSION REQUEST
* That DRC maintain and clear around the 50km Speed Restriction Signage on both the Renshaw McGirr Way and Bournewood Road Entrances into Nth Yeoval. That these Speed Restriction Signs are in a predominant , cleared view position in easy site of the oncoming traffic as they approach into Nth Yeoval.
* That DRC plant a Tree Line along the Roadside Verge of the Renshaw McGirr Way from the Intersection of Cemetery Road and Renshaw McGirr Way to the intersection of Bournewood Road. That this area be maintained, cleared of debri and mowed regularly by DRC employees. This would be a VISUAL INDICATION TO DRIVERS THAT THEY IN A 'RESIDENTIAL BUILT UP AREA'. It would cut down the impact of Traffic Noise along the Renshaw McGirr Way and it allow for Safe Pedestrian Access to Cemetery Road and those School children walking to School in Yeoval.

2.1.2 THE ROAD NETWORK MEETS THE NEEDS OF OF USERS
The Renshaw McGirr Way through Nth Yeoval is a prioritised Transport Link for Light Truck Freight coming from the Central West (Parkes Transport Hub) and from South West of NSW taking freight to Newcastle.

The Renshaw McGirr Way through Nth Yeoval is now also a prioritised for Caravans, travelling from Victoria and Southern NSW to Queensland. The Caravaners choose this Way to avoid the Heavy Haulage and Long Freight Trucks that utilise our State Highways.

On weekends , there can be up to 10 pushbike cyclists riding along the Renshaw McGirr Way bitumen through Nth Yeoval, crossing the Buckinbah Bridge into Yeoval, for a rest stopover.
IMPACTS TO THE NTH YEOVAL COMMUNITY
1. Trucks passing across the Buckinbah Bridge, travelling north are meeting at School times with children that are walking from Nth Yeoval to attend school across the Buckinbah Bridge in Yeoval (approx 10 children walk along the Renshaw McGirr Way to access school from Nth Yeoval - twice daily).
2. Caravans and local trucks pass through Nth Yeoval continually throughout the day (approx 15 caravans and 10- 15 Local trucks). These Vehicles force young mothers with prams, elderly people in gophers and other pedestrians from Nth Yeoval off the Bitumen Road, into the uneven rough unkept verge along the Renshaw McGirr Way as they heading across the Buckinbah Bridge into Yeoval (a elderly resident was tipped sideways in her gopher due to the unevenness along the side of the road). Services ie: Doctor, Pharmacy and Grocery Supplies are across the Buckinbah Bridge in Yeoval.
3. The Cyclists riding along the Renshaw McGirr Way approaching the Buckinbah Bridge from the northern side , can cause traffic difficulties at the Bridge and Railway Parade intersection - they need Cycleway to ride safely.
4. To maintain a 'Clear Walking Access' for pedestrians living in Nth Yeoval to access Yeoval across the Buckinbah Bridge - SIX RESIDENCES FROM NTH YEOVAL ARE USING THEIR OWN LAWN MOWERS AND SUPPLYING THEIR OWN PETROL to maintain and mow the wide verges along the Renshaw McGirr Way at Nth Yeoval.
SUBMISSION REQUEST
* That DRC undertake to mow and maintain the wide verges on both sides of the Renshaw McGirr Way from the Bournewood Road intersection to the Buckinbah Bridge.
* that DRC put a HIGH PRIORITISATION ON THEIR FUNDING ALLOCATION FOR 2023/ 2024 - to build a Safe Walking Path/Cycleway from the Bournewood Road intersection with the Renshaw McGirr Way to the Buckinbah Bridge.

2.1.3 Additional Flood-Free road access over the Buckinbah Creek.

The Buckinbah Creek has a history of flooding. In the heavy rains of 2022, the Buckinbah Creek flooded twice above the height of the Bridge.
IMPACTS TO THE NTH YEOVAL COMMUNITY
1. From the Nth Yeoval approach to the Footbridge over the Buckinbah Creek , the flooding water has eroded the ground at the approaches to Footbridge and misaligned it.
2. The uneven rough verges of the Renshaw McGirr Way at Nth Yeoval between Bournewood Road intersection and the Buckinbah Bridge - retained stagnant water in the low lying areas , this made the ground very boggy and impassable for pedestrian forcing them to walk on the bitumen road.
SUBMISSION REQUEST
* That DRC realign the Footbridge approach to the Footbridge across the Buckinbah Bride. DRC stabilise the soil erosion at the Footbridge.
* That DRC undertake adequate water drainage and diversion of water away from the low lying areas along the Renshaw McGirr Way Verges at Nth Yeoval.

2.1.4 Adequate and Convenient Parking

At the south end intersection of Railway Parade and Renshaw McGirr way , close to the Buckinbah Bridge approach , people have been using a wider part of the road as a Car 'Turn Around ' or 'Pull Over' area.
IMPACTS ON THE NTH YEOVAL COMMUNITY
1. Car parking and/or turning too close to the Sth Railway Parade intersection and the Buckinbah Bridge approaches, can impair traffic vision to the Bridge and when you coming off Railway Parade onto The Renshaw McGirr Way.
SUBMISSION REQUEST
* That DRC clear an area further north on the western side verge of the Renshaw McGirr Way, just along from the Sth intersection of Railway Parade. The area suggested is at the Disused Railway Signal. It is wide here and could be have an 'Information Board explaining the history of the Railway in Yeoval.

2.1.5 Council works collaboratively with Gov'n bodies and Stakeholders on transport-related issues

DUBBO REGIONAL COUNCIL HAS NOT BEEN FORTHCOMING WITH FUNDING, NOR IN ITS MAINTENANCE OR IMPROVEMENT TO THE ROUGH UNEVEN VERGED AREAS ALONG THE RENSHAW MCGIRR WAY IN NTH YEOVAL , THAT ARE THE APPROACHES TO THE TOWNSHIP OF YEOVAL ACROSS THE BUCKINBAH CREEK.
IMPACTS TO THE NTH YEOVAL COMMUNITY
1. With reference to: The Dept of infrastructure, Transport & Regional Development; The Transport Industry; Cycling ,Walking and Running Groups; Public and Community Transport Groups; AND THE RESIDENTS AND RATE PAYERS OF NTH YEOVAL. DRC has not been supportive of the needs and safety provision of these Stakeholders with reference to the Renshaw McGirr Way Road that transverses through Nth Yeoval (part of the DRC Area).
SUBMISSION REQUEST
* That DRC address their INFRASTRUCTURE FUNDING CRITERIA and their OPERATIONAL PLAN CRITERIA with regard to the Safety Concerns and a Infrastructure Needs expressed above, with inclusion of Nth Yeoval in their FINAL 2023/2024 BUDGET & OPERATIONAL PLAN

THE YEOVAL AND DISTRICT PROGRESS ASSOCIATION, AS REPRESENTATIVE OF THE RESIDENTS OF NORTH YEOVAL PUT FORWARD THIS 'SUBMISSION FOR INFRASTRUCTURE FUNDING' FROM THE DUBBO REGIONAL COUNCIL re : DRAFT 2023/2024 BUDGET AND OPERATIONAL PLAN

Q7

Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8

File Upload

File Upload

Response No: 37

Contribution ID: 123
Member ID: 122
Date Submitted: May 25, 2023, 02:50 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Submission for Draft Budget and Operational Plan 2023/24

In approximately 1995, almost thirty years ago Council removed protection for our tree canopy. In 2017 Council considered a report on the opportunity to improve our tree canopy. This report provided three scenarios.

1 Business as usual

By 2032 tree canopy will be 8.5%
By 2057 tree canopy will be 3.5%

2 Replacement of trees that die or are removed (550 trees in Dubbo, Wellington unknown)

By 2032 tree canopy will be 10.4%
By 2057 will be 12.6%

3 Best practice of replacing 550 trees each year as well as planting 500 trees to infill vacant trees

By 2032 tree canopy will be 12.8%
By 2057 tree canopy will be 20.8%

The recognised minimum standard for tree canopy coverage is 30%.

Council implemented a Street Tree Master Plan for Dubbo and recently for Wellington. The first budget for the Dubbo Street Tree Master Plan was in 2020 for a period of two years. Did this result in the identified best practice of planting 1050 new street trees each year. No it did not!

It appears we have reverted to the business as usual scenario.

Approximately 50% of this LGA's tree canopy is on public land and 50% on private land.

Dubbo Regional Council does not have to reinvent the wheel. Whilst City of Melbourne remains best practice with a tree canopy target of 40% by 2040, our large Regional LGA's such as Albury, Wagga Wagga, Armidale and Orange have identified the need for a strategic direction to meet the challenges of our changing climate.

For example Wagga Wagga Council adopted in December its Urban Cooling Strategy 2022 – 2052.

Wagga Wagga tree canopy was measured at 10.8% with the canopy on public parkland 21% and private land only 9.3%. Wagga Wagga's Tree Preservation Order has long protected large tree canopy on private property.

Our neighbouring LGA at Orange continues with best practice for the protection of tree canopy on private property.

The role of the budget in terms of planting new trees and protecting large canopy trees is one of the essential elements along with

Identifying a tree canopy target
Identifying a time frame to achieve the target
Adopting a Strategic framework to achieve the objective
Monitoring and reviewing the progress along the way

The purpose of policy documents is to guide the decision making of the Council and the Community. If we have a Street Tree Master Plan and we do not follow the Street Priority Planting what is the use of the plan? If we have a budget to plant 1050 trees every year in Dubbo and that is based on $650 a tree to plant and after waiting years to obtain that budget in 2020, why would those 1050 street trees not be planted?

DRC must do better with increasing our tree canopy and having a budget that makes achieving whatever goal is determined achievable. We also need policy documents to inform and guide the process.

Another important question to be asked is how do our Development Control Plans (DCP) compare with Councils who have for example Urban Forest Strategies or Urban Cooling Strategies?

It is evident there is a huge education role to be addressed in terms of our whole community. We are informed Council will again consider a Tree Preservation Order in July 2023. It is pleasing to see progress after 30 years of neglect from successive Councils. The work of a number of dedicated staff, Councillors and Community Members during these years is acknowledged.

The community looks forward and expects Leadership on the issue of a Tree Preservation Order with strategic direction that will guide Council and the Community to improve the environment and livability of our LGA. The budget play a crucial role in that process.

Q7 **Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.**

Single Checkbox

Yes

Q8 **File Upload**

File Upload

Response No: 38

Contribution ID: 120
Member ID: 233
Date Submitted: May 25, 2023, 10:46 AM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

My name is Grant Spencer, I am the Dealer Principal of Western Plains Automotive, Director and joint owner of WPA and Clancy Ford (now Dubbo Automotive) in Dubbo.
I am a recreational pilot, own an aircraft and pay rent in "Hanger 9" Dubbo. I was present at last nights meeting held at the Dubbo Aero Club and though it was an informative meeting, councilors and staff were engaging and for the most part, the the feel of the room was pretty good. I would make a couple of points and I'll keep it short:
1/. The average age of a pilot (particularly in Dubbo) is well over 60. Most of our members are more likely to purchase a new set of hearing aids rather than a plane in the coming years.
2/. Flying is expensive, owning an aircraft is even more expensive - I own a 1960 Piper Comanche and is all I need and can afford for my rec flying. Still the plane owes me 150K - not cheap.
3/. Any young person looking to obtain a PPL will need to part with in excess of 20K, and will more than likely never own an aircraft, and is therefor limited to hiring a plane. Hiring comes down to availability and in most cases, a young person will simply give the game away.
4/. If you have a chat to any plane owner, they will tell you they either lie or hide the cost of ownership from their partners, If we die, we hope our partners dont sell our planes for what we said we paid from them. Most of us would never consider putting the costs on a spreadsheet as its too depressing as we actually fly for the enjoyment and to have an outlet - its kind of like our expensive sport.
5/. What I do find ironic is I have a business and I am required by Council to have a certain amount of parking for my customers - I cant charge my customers to park and use my facilities. By paying a landing fee, hanger fee's etc...I presume we are your customers and as such should have parking available at no cost.
Summary: I can afford parking, landing and hanger fee's, 10 years ago I wouldnt have. My feeling is in less than 10 years if you have another meeitng at the Aero Club, there will be less than 1/2 the pilots and planes. We need to encourage young people to take up flying, non of this helps.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 39

Contribution ID: 117
Member ID: 231
Date Submitted: May 25, 2023, 07:51 AM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Thank you for meeting with the airport users last night.
Firstly congratulation on the vision to establish a separate G.A. area - this is an excellent example of forward planning and whilst achieving it may be challenging I know all G.A. users are fully supportive of the plan.
My comment is regarding landing fees for private/recreational non commercial activities. Flying for a sport/hobby/interest is an activity that is enjoyed by a number of pilots and their friends who have to absorb the same rate as commercial/business operators who are able to pass on the cost and/or claim it as a business deduction - an option not available to private recreational pilots.
Sports fields/swimming pools/libraries are all provided for community enjoyment and it would be equitable for Council to view the use of the airport by private/recreational users in the same manner through a reduction in landing fees.
I know that the Dubbo Aero Club have discussed this topic on numerous occasions and would be pro-active in proposing a solution should Council be willing to at least consider the proposal.
Regards

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

Response No: 40

Contribution ID: 114
Member ID: 227
Date Submitted: May 24, 2023, 06:52 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

I would like to congratulate the Council on a few initiatives to attract newcomers and businesses to Dubbo Region and the appointment of the new Multicultural Advisory Committee is one of them. It is also encouraging to see that a piece of land has been allocated at Elizabeth Park for building a monumental Multicultural garden. It will be highly appreciated if this project becomes a reality as soon as possible.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

Response No: 41

Contribution ID: 110
Member ID: 137
Date Submitted: May 23, 2023, 03:59 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Today I decided to walk around Pioneer Park as many people in Wellington do for exercise. I noted that the park is still in a disgraceful state after the floods. There is still rubbish that was deposited by the floods that has not even been cleaned up. The road has only been repaired in one small section and to walk around the park is a nightmare of rubbish and large potholes.
Wellington is very sadly lacking in rubbish bins both in Pioneer Park, Cameron Park and the CBD and due to this there is a large amount of rubbish just disposed of on the ground. This presents very badly when it comes to visitors coming to the town.
Council need to consider strongly placing rubbish bins in these high traffic areas.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 42

Contribution ID: 106
Member ID: 207
Date Submitted: May 22, 2023, 06:13 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Sheraton Road to Boundary Road - Dangerous for pedestrians.
The state of Sheraton Road past St Johns College to Boundary road is rough. More of a concern is the fact that there is no paths along the side of the road to ensure the safety of pedestrians, and in particular school children. With South Lakes Estate growing rapidly, the school children walking home to that area is increasing. Bus passes are not issued to some of these families as they live too close to the school to qualify. With traffic increasing, in particular at high volume times it is unsafe for children to walk this road. Someone will be hurt or die on this road.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 43

Contribution ID: 98
Member ID: 137
Date Submitted: May 22, 2023, 12:22 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

In the budget of essential services, council needs to consider the implementation of garage bins in both the main street of Wellington plus parks and sporting facilities.
There is constantly rubbish thrown in these areas due to the lack of facilities for people to dispose of rubbish.
It would encourage people to use them and present the town in a much neater way especially for tourists

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 44

Contribution ID: 84
Member ID: 148
Date Submitted: May 19, 2023, 10:33 AM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

To whom it may concern,
I feel that the introduction parking fees for all aircraft are unwarranted in the upcoming proposal. The small aircraft we have can often be in Dubbo for more than 48 hours for maintenance or awaiting specialist maintenance ie: avionics work. This is just another cost imposed on the landing fee already paid especially when the access to GA sealed parking is limited and limited facilities are available for grass area parking. I have made a list of points that I feel should be addressed.
• How will parking fees be kept track of/policed?
• If parking fees are to be charged then better facilities need to be supplied including better access to the GA area, especially near Runway 11.
• Premium parking on the sealed parking bay, No parking fees for grass parking. Mudgee Airport charges parking fees for hardstand parking only. Grass parking is free. Cable tie-down points like at Narromine would be beneficial in the grass area.
• Could the council offer free parking in the parking area adjacent to Runway 11?
• What is the justification for the proposed parking fees? Revenue, cost recovery?
• Propose a yearly blanket fee for local aircraft owners. Several other regional airports offer this. For example, Armidale and Cessnock offer this.
• Many airport users bring substantial business and revenue to the town. Many pilots are business owners from remote areas or own a business in town or surrounding towns and travel to Dubbo for such.
• Often aircraft have to be left as when the pilot goes to leave the weather is not good so they have to come back later and collect the aeroplane when the weather is better. Why be penalised for safety?
• Will the revenue raised be directly fed back into the airport?
• Fairness, will all users of the airport, big or small be charged accordingly?
• I feel and so do others that Dubbo Regional Airport is becoming less and less GA friendly and I have been a user of the airport for the past 35 years.
Thankyou

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 45

Contribution ID: 81
Member ID: 147
Date Submitted: May 19, 2023, 09:14 AM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

On weekends, the aerial toll road to Wellington will be more expensive that the aerial toll road to Dubbo aerodrome.
I object to the proposed new increased landing fees at Wellington Aerodrome.
The proposed increase to the landing fees at the Wellington aerodrome from $6.74 to $10.00 per tonne pro rata means it will be more expensive for light aircraft to land at Wellington Aerodrome than at Dubbo where the weekend landing fees are only $7.00 per tonne pro rata.
This discrepancy is not fair for those pilots who use the Wellington aerodrome on weekends as Wellington Aerodrome has fewer amenities and has a lower standard of runways which aren't certified, unlike Dubbo. The change would also mean aircraft would be doing more training circuits at Dubbo. This would mean RPT aircraft would not be able to do the straight in approaches, and would have to do a circuit when landing at Dubbo. RPT pilots would not appreciate this.

Dubbo Regional Council should also look at the cost of running AVDATA at Wellington Aerodrome
On the occasions that we land at Wellington Aerodrome we receive an account for $4.05. This paper account is sent to us from AVDATA, a private company who leases DRC a radio receiver and monitors pilots' radio calls at Wellington airport. The cost to AVDATA to do this would be far in excess of $4.05 and it is likely the Dubbo Regional Council would not receive anything from the landing fee and would also receive an account from AVDATA for supplying the service.
Of the 22 non security controlled airports 'West of the Mountains' in NSW, Wellington is the only one where landing fees apply for light aircraft (below 1500Kg). Obviously all other Regional councils realise the real cost to them for charging the fees and/or realise the importance of the aerial road to their district.

Most of the costs incurred at Wellington Aerodrome are not caused by aircraft landing, such as-
• $9,000+ Gap sealing done on the hot mix section of the runway where the drag races are held
• $? Supplying and running a WIFI booster for transmitting radio calls to AVDATA
• $17,000+ to alter the terminal building so the Dubbo City Car Club would have an office. A DRC report dated 14.4.2022 stated the DCCC surrendered the lease, so this expenditure reverted to the Wellington Aerodrome expenses.
• Mowing. It costs in the vicinity of $1,000 more to mow the whole aerodrome grounds as happens before Drag events, compared to what is necessary for aircraft to land.

Please remove the landing fees at Wellington Aerodrome and bring it into line with all other non security controlled aerodromes 'West of the Mountains' in NSW. At the very least, halve the weekend landing fee at Wellington Airport.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 46

Contribution ID: 76
Member ID: 143
Date Submitted: May 18, 2023, 02:39 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I represent Wellington Arts and the community of Wellington and I maintain a strong focus on what is of benefit for our smaller rural communities which in effect enhance the title name of Dubbo City within the region. Without the collective populations of these villages and townships making DRC over 50,000 in population, Dubbo would not attain the title of being a city and being able to gain access to higher percentages of State and Federal funding. This needs to be remembered and addressed when funding is allocated across the entire DRC.
I believe all regions suffer similar fates with the smaller population towns and villages frequently being overlooked, and resources and opportunities are centralised. This continues to make the bigger centres more robust and kills the economy and drive of the smaller communities' chances of surviving, as they cannot compete.
It's a fact that Wellington being located centrally in the major tourism hub of Orange, Mudgee and Dubbo has potential for massive economic growth in the tourism industry due to perfect placement with rail and road infrastructure. Also, Wellington has the ability to effectively provide use of air connections for passengers or freight should money be effectively allocated to the Bodangora airport.
I understand major events will not be allocated to small towns due to physical resources not being available and lack of accommodation and eating out options. But if we continue to think and act this way, by growing the major centres and neglecting the smaller ones, how can smaller centres survive. Wouldn't it be of greater benefit for many, to have several dynamic tourism points across DRC instead of continuing to build just one major centre (Dubbo). Wellingtons architecture and history is frequently commented on by visitors and with development of walking tracks, information boards and quirky points of interest this can be capitalised for the whole region. This has been 'talked about' for the past 4 years. Lets spend money on making this a reality for each of the smaller communities. We are not a one gig town, and investment in building Wellingtons uniqueness will only enhance the whole Central West region. There needs to be more investment in encourage tourism in Wellington by working with business owners and community groups, providing positive plans for expansion of tourism options and providing some sound and positive initiatives to investors in boutique interests.
The caves has undergone a massive transformation but don't stop there! What about acknowledging the uniqueness of the latest archaeological finds (Thylacoleo Carnifex), and promoting everything about this. This is world class information and right here on our doorstep. Create another reason to visit the region besides the WP Zoo and Old Dubbo Gaol.
Example: Upfront $90K is allocated for 2023 Dream Festival !!. What proportion of funding for arts in the budget is allocated to Wellington, Geurie or Stuart Town without us having to apply for funding through the Events Funding Programs.
In 2022-23, $220,000 was paid out by DRC of NSW funding to ignite tourism and socialising again after covid, this went to Dubbo to host the Light Castles. What benefits did this provide economically for our smaller communities, for local businesses, or for artists who were not given opportunity to be involved???. During December and January, I did not hear one visitor to our gallery in Wellington mention a word about this installation.
Why not provide similar or smaller attractions to the smaller villages on a regular basis to increase visitations and tourism across the entire region. Instead, we are expected to wave the flag of DRC and paddle our own canoe, putting on a vast range of well attended home grown and professional events while the benefits are reaped and recorded as events held within DRC with no initiative to improve on what doesn't happen. Yes, we are jaded!!
Managing a budget for a Council area is a huge task of which I have no envy.
I refuse to believe that Orange and Dubbo's proximity is too close to Wellington for it to thrive. We need to be promoted and supported so that the valuable historical uniqueness and world class archaeological treasures become one of the next big things for the Central west and the rest will start to look after itself.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8 **File Upload**

File Upload

Response No: 47

Contribution ID: 75
Member ID: 138
Date Submitted: May 17, 2023, 02:47 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Re: Capital expenditure in budget
Relating to a routine maintenance program for the already existing and sadly neglect drainage of Geurie.
Have been a resident of Geurie for 28 years and under Wellington council and now Dubbo Regional council I have not seen regular maintenance of drainage ie: culverts, dish drains which already exist, they are silted up and overgrown with grass and weeds. A number of residents have tried to maintain drains and road shoulders near their own residence. I am not advocating or even asking for council for wholesale kerb and guttering, which I know would be virtually impossible in my life time.
Some or if not a major impact on the village storm water and drainage, pot holes and road shoulder degradation would be and could be alleviated by routine Maintenance program.
I have brought this to the attention of the Mayor and a number of councillors with little or no result. Mayor and the Works manager did contact me with basically a identical conversation.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 48

Contribution ID: 71
Member ID: 134
Date Submitted: May 15, 2023, 06:39 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Please see a list of questions and suggestions in relation to the proposal around increase in landing fees and introducing parking fees for non RPT aircraft:

-How will parking fees be kept track off/policed?
-Why per tonne for parking? Why not per parking place, all aircraft will use the same parking area?
-If parking fees are to be charged better facilities need to be supplied. We have suggested cable tie down points.
-Premium parking on the sealed parking bay, cheaper parking fees for grass parking. Mudgee airport charges parking fees for hardstand parking only. Grass parking is free.
-Could council offer free parking on runway 11.
-Council to install covered parking and lease parking spots to aircraft owners. This is a viable strategy to create revenue for the airport. In turn revenue raised to be poured back into improving the infrastructure of the airport.
-What is the justification for the proposed parking fees? Revenue, cost recovery?
-Propose a yearly blanket fee for local aircraft owners. Several other regional airports offer this. For example, Armidale and Cessnock offer this.
-Many airport users bring substantial business and revenue to the town. Many of our customers are business owners from remote areas or own a business in town or surrounding towns.
-Will the revenue raised be directly fed back into the airport?
-Fairness, will all users of the airport, big or small be charged accordingly?
-Feedback we constantly receive is Dubbo Regional Airport is not GA friendly.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Q8
File Upload

File Upload

Response No: 49

Contribution ID: 70
Member ID: 132
Date Submitted: May 14, 2023, 10:41 AM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

2023 draft budget and operational plan submission.

Jacob Perry

Dear Murray Wood General Manager/CEO and Executive Leadership Team. Mayor and Councillors DRC

I write my submission to the 2023 Draft operational plan and budget. My submissions are as followed and would encourage DRC to take on board some of my ideas.

Subjects
. Old Mendooran/Boothenba Road
. Rates Harmonisation
. Council Boundary review
. Livestock Markets
. Terrabella/Benolong Road
. Nubingerie Road
. Popularity Elected Mayor

Boothenba/old mendooran road
Councils recent decision to close the section of Old Mendooran Road between the Golden Highway and Boothenba Road, isn't a silly decision it's a braindead decision at best. Closing and making Old Mendooran Road off in this place creates an even greater bottleneck at the Golden Highway/Boothenba Road intersection, creates a 3km longer journey from anyone coming from Mugga Hill heading towards Mendooran.

This inept course of action makes no sense whatsoever. The incidents that have occurred at this location time and time again are not soley - but largely to a degree contributed to council's inadequate signage at the present crossroads, from all angles and the complete inactivity over several years to clear numerous pine trees on the nearby corner to increase visibility for motorist. It's ironic that all the incidents that most people are aware of have taken place on the side of the road where the visibility is poor.

Let's create a bigger bottle neck that'll work. You can look all around the state to find examples of where councils have made safer approaches to near by railway crossings with an immediate intersection, oh wait there's one about 10km further up the same road opposite the saleyards… for goodness sake you fixed that intersection into the saleyards to allow B Doubles to sit safely there and wait for a train and not stick out on Boothenba Road but you can't do the exact same thing and curve the main road a safe distance from the rail corridor at the opposite end of Boothenba Road and make a safe and efficient intersection in the one. If you want an example of how to fix an intersection look at what you did opposite the saleyards for goodness sake. Instead of wasting time and resources into ripping up this section of old mendooran road, ripping out signage than having to dual and upgrade existing signage at one intersection fence off and cart away old bitumen on what was a perfectly fine piece of pavement DRC should be putting that energy effort and resources into upgrading and fast tracking the rebuild of the northern end of old mendooran road which is just an absolute disgrace to say the least. This is an example of where Council has the wrong priorities all together - it's a bad example and probably one of the worst in recent times.

And I don't blame the councillors the mayor or junior staff who often cop the flack for these inept decisions I blame the

senior staff who ultimately had the final say on this. The ceo should go out to old mendooran road and inspect if for himself and then explain to the people why the same logic and design that council indeed applied opposite the saleyards can't be replicated at the old mendooran crossroad. I'd urge DRC to reconsider this utter insanity.

Rates Harmonisation, rates harmonisation is something that should have been done well and truly by now. The fact that we as a merged entity 8 years on after the amalgamation still have different rating structures between the two former council areas is nuts. We are one council Dubbo Regional Council. Dubbo City and Wellington councils for good reasons don't exist anymore. The fact that we pay higher and lower rates between the two areas and vice versa isn't particularly a big deal but the bigger issue is and if you ask any landholder or grazier along the former council boundary between dubbo and Wellington they will say and I can say this to from reading my last rates notice that 8 years on from the amalgamation when a person owns a property that spanned 2 LGAs ie both sides the little river but get one lot of rates this quarter then a seperate set of rates the next quarter is a whacky way of doing your accounts. Now I'm not the only one who's experienced this, there are several people with a property like mine that spans the two former lga areas now part of the one lga area (most notably anyone along the little river or between Wongarbon and Ballimore but west of Geurie) are still subject to this nonsense. I'm sure Council would appreciate their rates being paid in full on time and in a lump sum for the one property rather than splitting that property's rates along old Council lines and sending a bill off for 1000$ one week and then a seperate rates notice after that for 2,500$ (figure is an example) i and many others in the same boat would much rather 3,500$ for the whole property's rates in one hit than being sent 8 different lots of rates notices in one given year split for the one property. And it's of complete benefit to council. For councils budget to be healthy it's much better being paid a lump sum in full in one hit while the persons got the money. Well at least that's how I try to run my business anyway. So the rate's harmonisation is well well well overdue and it needs everything I addressed being adopted in full. Some of the commentary surround this issues ie Mary Bloggs wanting to pay 3$ less for her water the same as her Dubbo counterpart is not a first world issue. The dogs breakfast rates noticing system that's sparatic is more pressing. I call in DRC to address this.

Boundary Review
Next item that needs addressing and it's indicative of both cooperation between Dubbo and Cabonne councils (a council personally I believe shouldn't even exist anymore but that subject to another time) and that is I suggest both Dubbo and Cabonne (namely more so Dubbo in this situation as Cabonne wouldn't even be able to organise a chook raffle) that the two councils work collaboratively together and submit a proposal to the boundaries commission to have the southern boundary of DRC and Cabonnes northern boundary drawn to better suit each other's ratepayers. For example a town such as Yeoval which has greater ties to Wellington and Dubbo than Cabonne is split in two for a town of 300 people is nothing short of stupid. Whether it be entirely given to Cabonne or entirely given to Dubbo the town as a whole should be in one LGA or the other. I personally think the whole lot should be in Dubbo for the reasons outlined above and have the village of Obley also transferred into Dubbo as this area is historically more connected to the Dubbo region than the Cabonne and if anyone's driven from obley to Yeoval in recent times they'd know Cabonne forgot about that area a long time ago. To close to dubbo to worry about. This would make sense logistically and socioeconomic ally to garner more area here in the area of our LGAs rightful influence in exchange for looking after and propping up an area that isn't in our sphere of influence ie Eeuchareena and Stuart Town. These two towns and nearby areas have absolutely nothing in common with Dubbo, we are stretching resources by maintaining infrastructure down that way and these people largely work in Orange and Molong. They send their kids to schools in Orange, they do their shopping in orange, Eeuchareena is less than 40km from Orange. This is where these areas belong and we can take care of the Obley area instead it's a win win situation and should be explored but again Dubbo would have to go out and make the first move because Cabonne is a hopeless entity that even that state government gave up on reforming years ago. I do encourage DRC to make representations and take on board exactly what was in Dr Ian Tileys report when he considered and gave approval for the Dubbo-Wellington merger and that was to give consideration to moving Stuart Town and the area south of it into Cabonne, Dr Tiley is a respected experienced member of the local government sector and wouldn't of just made such a thing up without it holding substance. We should embrace what he said and DRC should make a formal submission to the boundary's commission regarding just that. Dr Tiley also stated that Narromine should to one day be merged into Dubbo which I believe is inevitable as Narromine can't even find enough people to even hold general elections.

Submitting boundary alterations is nothing new. It's happened several times before, in Dubbo and Wellingtons case it was two seperate councils merged into one - which was the right thing to do but not tweaking boundaries in the process was ridiculous, yes it's the states decision but DRC needs to wake up and smell the coffee. It's been 8 years and no submission has been made to do so. After amalgamation in 2004 Mid-Western Regional Council underwent several boundary tweaks, the majority of Rylstone Shire had been merged into Mudgee and the southern portion of the old Rylstone Shire had been incorporated into Lithgow City Council who in turn weren't sacked into administration and kept operating as usual. This can occur with DRC if they submit a strong enough case to do so. Mid-Western Regional Council in another example also with Upper Hunter Shires approval sought to transfer the township of Cassilis which had been recently put into the new Mid-Western Regional Council into Upper Hunter instead.

There's no reason this council can't do the same to shave everything south of Stuart Town off into Cabonne. All that's lacking is the will and it's a decision that ultimately will fall with the ceo of this council who should be pursuing this. It's something in every rate payers interest rather than pursuing community Facebook groups online for using the term "Dubbo regional" in their name. It's time the ceo acted on some real world issues effecting council for a change.

DRC saleyards
The current charges at the Dubbo Saleyards are getting completely beyond the pale especially in recent years. I understand and appreciate as do many others the hard work that council has put into these facilities in recent times and they are probably some of if not the best in NSW and at least southern QLD but the fact that 90$ is charged per minute to was out your stockcrate is ludicrous. Most users are local or small to medium livestock operators with 1-4 trucks at best. Unlike general freight which is dominated by the likes of LinFox, Toll, Ron Finnermore etc who are multi millionaires the general stock carter generally can't afford to pay these prices to simply wash out there truck at the livestock markets. The facility's are state of the art, I do wish they were used more often but council is disenfranchising people to do so when they charge

what they do.

On top of the yard fees it does become a very expensive trip to the saleyards to sell and buy for that matter, I understand Council have to charge yard fees and unlike several agents who just sell the cows then head home it's councils workers in the pens cleaning them out until midnight, they need a wage, they need to maintain upkeep on the facilities etc, not that there's anything wrong with that in fact it's a great source of employment for the town but consideration should be given for a seller for instance when they have agent fees, yard fees, other taxes, gst and then the bill for washing out their truck. Selling a cow becomes a very costly exercise and Council isn't the only one here who is ti blame, but I just ask council review any further charges and price hikes at the saleyards for the foreseeable future.

Terrabella/Benolong Road, Terrabella Road and Benolong roads are effectively now since the construction of the new Terrabella bridge and straight lining of the road into one have effectively become the one road, roughly 90% of traffic that comes to the end of Benolong then traverses through to Terrabella Road and vice versa. It's absolutely bonkers DRC continues to maintain these roads under different circumstances. For example in recent times a lot of effort has been put into upgrades on Benolong road literally to the new bridge but council crews won't go the extra mile and fix the destroyed pavement at Barney's Gulley. This in turn needs fixing greatly and council staff and engineers are acutely aware of this based of site inspections and meetings with locals. Benolong Road is adequately signposted, Terrabella Road isn't. I've also made representations to council to have that pathetic non existent signage at the Arthurville Road/Terrabella Road intersection upgraded appropriately to the same as what's on the intersection at Terrabella Bridge and the Benolong Road/Obley Road intersection. This needs addressing as its now an important fully sealed route bypassing the highway between Dubbo/Wellington/Geurie council staff are well aware of my earlier submissions in regards to this and I would ask they pull it up or contact me in relation to it if they can't find it in their system for some reason.

The road on google is even named Benolong Road from Arthurville Road to obley road and maybe it's time to call the whole corridor just that or give serious consideration to dual naming the road to Benolong-Terrabella Road instead. Further to this the lack of signage on the new Terrabella Bridge is a shame, and I have also raised this with council to no avail, all new bridges have at a bare minimum for motorist a sign that says the river and the bridge. Terrabella has neither. At a minimum there ought to be a sign on each side saying "Little River" and underneath "Terrabella Bridge" it's insane this hasn't yet been done.

Nubingerie Road. It's no secret that Nubingerie road is one of the worst roads in the entire LGA and thank goodness Council had it upgraded recently. This is a route that is slowly getting busier and busier and in time when Alkane resources start using the road on a more regular basis to cart limestone from geurie it's going to be in a really terrible state. Namely the dirt sections along it that are prone to washing out. I can't fathom nor understand why DRC has never completed the seals between the Benolong Fireshed and the Nubingerie Eulandool road intersection where there is decent bitumen at both ends. This is nut's completely. And even more absurd is ending the bitumen at cockleshell creek at the springs road crossroads and not continuing it another 2km to meet the obley road. These two missing links need sealing now. Especially between obley road and the springs cross roads. It's also a school bus route and last year when council wouldn't touch the road let alone gravel sheet it it became totally impassable for the local school bus. When this solution is an an easy fix but continuing single lane bitumen I can't understand why DRC haven't to date done so. It's only logical this be done in future as traffic is only going to increase on Nubingerie/Eulandool Road. The referenced route that in turn provides an alternative to the already chopped to pieces Benolong Road would be nearly 90% completely sealed. It's time DRC considered this and acted accordingly on it.

Popularity elected mayor is something that is long overdue in Dubbo Regional Council. Given what transpired with the previous council and the enormous rout that saw namely ex mayors who stood for reelection punted (all of which who in their stints were elected by their colleagues) there are at least 35 councils in NSW who have gone down this path of having the community elect their own mayor. And given the overwhelming results of the last council election people said no more to the wards, which clears one barrier and two they got rid of ex mayors who were elected by their colleagues that they felt weren't up to the job. Broken Hill, Orange, Tamworth, Griffith, Sydney, Northern Beaches, Newcastle just to name a few all have their constituents elect their mayor's. Dubbo is grown up enough to have our own ratepayers choose our own mayor and it would be overwhelming voted to at a referendum in my opinion. As was the case in orange. Now sometimes these votes haven't gotten up and if tricksters dodgy buggers word stuff these things like that mob in Wagga did last time round it can sometimes disenchant people from choosing to do so. I think at a bear minimum DRC should first put an online poll up to test the water and support for this proposal which again would be overwhelming supported. Based on the last council elections Mathew Dickerson romped it in and if replicated he would be our democratically elected mayor. Just by the people rather then the councillors which instills a greater level of trust in the organisation especially after so much was eroded in the last term. Dubbo is a regional council and a 50,000 strong pragmatically engaged community should have more of a day on who their leader is. I do call on DRC to take this up as it was first touted as early back as 2012. If Orange, Broken Hill, Tamworth Sydney and 31 other LGAs across NSW can have this why can't we? We are grown ups enough to be able to have this option out to us and let the community decide upon their leader. Ultimately the same should apply when it comes to choosing councils ceo a position often of more power then the mayor but at least if people can have a say in who leads them it instills a greater degree of confidence in council. We in turn elect premiers, we in turn elect prime ministers and we elected councillors why is it in this day and age we still don't have any say in who we elected as our mayor? It's time that changed.

Ends

Q7

Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8

File Upload

File Upload

Response No: 50

Contribution ID: 67
Member ID: 128
Date Submitted: May 12, 2023, 12:52 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

I write in concern the Dubbo regional Airport
I'd like to address the following
1/parking fee proposal affect on small business - as an outside business of an aviation company based at Cessnock airfield and fly for recreation i think its unreasonable to charge for parking when an aircraft is having maintenace conducted at Dubbo airfield, parts delays etc or weather ability to fly out and back over the range to the east coast! - maybe exemptions could be given to the maitenance organisation for this to allow them to continue as normal
2/ the quality of parking is sub standard at Dubbo compared to other airfield
3/ the landing fee increase is fine as cost to operate i see fit and have no issue with this
4/I would also probably not stay when maintenance is being conducted either, i would fly in and depart asap and not stay in town or shop either
5/ i would be happy to pay a small fee like $5 a day after the first day for recreation use and say $10 a day after the first day for commercial ops as long as there were cable tie downs on a sealed surface
5/Cessnock airfield have identified that tourism is the way forward to future proof the area and have made it a much more user friendly airfield in the last 2 years, reduced landing fee (one of cost daily irrespective of landing.) exemptions for local business based on the airfield and waived parking fees for local business visitors - this is closely monitored by the airport manager and the business
please dont hesitate to call me to discuss
Andrew Mcintosh
0419 666 912

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 51

Contribution ID: 61
Member ID: 124
Date Submitted: May 05, 2023, 09:10 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Thank you for allowing our say on the draft budget for 2023/24.
I am a long term resident of Dubbo and have 3 young children. We live in Southlakes estate. Since before we moved into Southlakes there has been plans for a children's playground.
My recollection is that last year it was scheduled to be built but later removed from the 2023 budget due to other priorities. I am dissapointed to see that it is not included in the 2023/24 budget or in the forward estimates.
With the expansion of Southlakes and many young families in the area, I believe it is important to have facilities for children to play.
Please reconsider including a playground construction at Southlakes in the current year budget.
Thank you,
Ben Calder

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 52

Contribution ID: 44
Member ID: 117
Date Submitted: May 03, 2023, 03:43 PM

Q1
Short Text

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

[redacted]

Q6
Long Text

Written Submission

Dubbo Regional Council has neglected to give recognition to the VILLAGE OF NTH YEOVAL as being part of its Local Government Area. In the development of the Draft Operational Plan DRC - HAS NOT ALLOCATED ANY FUTURE FUNDING for NORTH YEOVAL. (there is over 80 population and 40+ Residences in Nth Yeoval). There is major infrastructure and social concerns, that Nth Yeoval is experiences due to the lack of Dubbo Regional Council Support.
* Nth Yeoval Cemetary is in urgent need of Upgrade and ongoing Maintenance. The Grave Digger is very neglectful in providing his services in a timely manner. (causing grieving families to wait up to 5 weeks before they can bury their loved one, this is also causes great financial burden on a grieving family - at $30 a day to store a deceased person with an Undertaker).
* A Public Access Pathway needs to be constructed connecting Nth Yeoval to Yeoval , elderly residences and children daily walk along the verge of the Renshaw McGirr Way into Yeoval to access school and services.This is very dangerous as this road is a main regional road. (The verge is now being maintained by local residences because DRC will not provide the Public Verge maintenance, to mow this and keep it clear to walk)
* Continual maintenance and upgrading of essential service that connect mains water to the Village of Nth Yeoval. (Fire Hydrants need to be upgraded and maintained on a regular under State Legislative requirements).
* The Village of Yeoval (which encompasses Nth Yeoval) is being socially divided because it being situated on the boundary of two Councils. Dubbo Regional Council is sadly lacking in its social and infrastructure support to Nth Yeoval and this is causing much disadvantage and disconnection to their residences living in Nth Yeoval

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 53

Contribution ID: 36
Member ID: 88
Date Submitted: May 02, 2023, 06:57 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

I propose that Mumbil keeps a reduced sewerage charge for their services based on the fact that it is not a full sewerage service that we are provided. Our system is only connected for grey water & the homeowners still need to pay extra to have the waste removed from our septic systems. The price to have a septic emptied has also increased considerably. I don't believe that Mumbil residents should have to pay the same price as Dubbo or Wellington residents when we are not getting the same service. Previously we have been granted a $50 a year discount to go towards the waste removal costs which over 5 years is only $250. Last time I had my septic emptied it cost $300 over a 3 year period. I request that Mumbil residents receive a $60 reduction of sewerage charges per year for consideration. Thank you

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

Response No: 54

Contribution ID: 30
Member ID: 103
Date Submitted: May 02, 2023, 02:40 PM

Q1
Short Text

[redacted]

Q2
Short Text

Q3
Short Text

Q4
Telephone

Q5
Email

Q6
Long Text

Written Submission

Please find the attached letter as a submission from Dubbo District Senior & Junior Cricket Associations. The letter is to formally provide our feedback to the 2023/2024 Budget for the sporting organisation fees and charges in the hope the fees can be reviewed formally for cricket.

Q7
Single Checkbox

Yes, I understand the process for addressing Council and wish to be contacted by the Governance and Internal Control team within Council.

Yes

Q8
File Upload

File Upload

https://yoursay.dubbo.nsw.gov.au/download_file/158

[redacted]

DDCA

[redacted]

Hi Tracey & Dubbo Council,

I am writing regarding the proposed fees for the upcoming 2023-24 season.
Based on the updated brief and associated fees, and with the application of the 30% Council subsidy Dubbo District Cricket fees for the 2023/2024 season would be $62,997 and DDJCA $8591. Totalling $71,588pa.
To my understanding this is representing an increase of gross costs from $80,572 to $102,268 since the fees were last reviewed & results in an increase of net fees of $15,188 from the $56,400 (49,632+ 6,768) previously charged.

I also understand this proposed increase is higher than most associations pay for a normal season excluding Touch football.

Whilst I am not debating the costs of the grounds services are going up (or their necessity to keeping our facilities great), I am writing to ask whether the council would re-consider the increase in turf pitch preparation costs advised or consider increasing their 30% subsidy coverage to offset part of the increase in fees- which ultimately get passed on to Clubs & players outside sponsorship.

From the last agreed brief I understand the costs of the turf pitches are going from $1591 per week to $2703 for LC grounds and $2030 for Vic Park grounds. Would it be possible to have this revisited please or some more explanation as to the calculation of these figures, in order to provide some feedback.

As you would be aware, the Dubbo District Cricket Association Inc. (DDCA & DDJCA) is responsible for the management of sanctioned senior & Junior cricket competitions within the city of Dubbo. The Whitney Cup for example has been in place for over 90 years in Dubbo for the Senior Competition.
The DDCA competition formats range across:
-Twenty/Twenty (T20) on Friday nights,
- One Day & Two day formats on Saturdays and Sundays

offering players in the region a strong competition to display and develop their skills.
DDJCA competitions host Junior & Master blasters, U10s- u16s age groups.

Although the competitions have altered slightly over the years, we have consistently maintained a club structure of first, second and third grade sides, with several clubs (now including Narromine, Wellington & Gilgandra) being involved in some senior grades & Junior competitions, as the smaller towns struggle to keep sporting associations running.
We view this as a positive move for the local community as we continue to facilitate options for people of all ages to play cricket.

[redacted]

For the 2022-23 season we had 28 teams in the senior competition equating to at least 336 registered players.
We estimate there was 139 Junior/master blaster players, and 495 junior players (350 dubbo based) across the 45 Junior teams this season.
Proportionally the increase to each association equates to around **$42** per senior player & $5.40 per Dubbo based junior, or an increase of $23 per Dubbo player overall. The lions share is always covered by Senior cricket, as junior cricket utilises senior Turf pitches in the morning anyway.

Across the clubs, players are already paying an Average of $300 per person (outside insurance/admin fees), an immediate increase of $40 per person is likely to impact player numbers in the grades playing on turf pitches in the long run. Clubs would absorb what they could however We are already seeing players pay half season registrations as the impacts from the social and economic issues faced in recent years are felt, and players play cricket more casually.

We want to ensure we keep playing on Turf pitches as:

- We all need Dubbo & Wellington cricket pitches maintained for cricket carnivals (school/state/veterans anyways) to generate significant income for Dubbo (outlined below).
  From what we are seeing in other regions that have lost council support, Dubbo almost has a monopoly for inland carnivals.
- Would be pointless Council having 8 turf wicket facilities and have them not being used locally due to costs of preparation.
- The general community and other associations indirectly benefit from the upkeep over the summer that cricket part pay for- (Schools, Dog Walkers, Soccer, Rugby/league).
- Reduced turf games increases the reliance on synthetic wickets (of which we have a shortage). We are already having to play games in Narromine to accommodate the growing number of lower grade teams.
  DDCA is seriously looking at working in conjunction with Wellington Cricket (Angus Maurice & Marie Cornish) to ensure their competition continues with the rising fees (and therefore use of Geurie/Wellington facilities continue). We may have to consider the use of these ovals.

Carnival Revenue

Carnivals hosted in 2022-2023 & estimated Revenue ($208pp per night) :
Max Shepherd Shield (September 2022) (2 nights 3 days)- 5 visiting teams 12 players and a parent minimum & Dubbo= 120 visitors conservatively=$25K per night=**$50,000** Revenue
Youth Championships (December 2022) 24 teams 13s-15s = 576 visitors 119K per night 3 nights= **$359,000** revenue

State Challenge (Jan 2023) 8 male teams u 14s 3 nights 192 visitors 40K per night = **$120,000 revenue**
and 4 girls teams under 19s 2 nights 96visitors 20K per night= **$40,000** revenue

[redacted]

(October 2023) Veterans Cricket have also reached out this year about hosting regular carnivals, and as a guide first up we are working on them bringing 16 teams or close to 380 people for 5 nights (Sunday through to Friday) for 60s State Championships. This would equate to revenue for the Town of **$390-400,000** alone for the week(rounded).

The total revenue from cricket carnivals could conservatively be estimated at **$500,000** for the past year and **$900,000** for the upcoming season should Dubbo host all the carnivals again.
I think its worth pointing out that DDCA has been supportive of the other associations hosting events for the good of the Dubbo (such as Dubbo Touch state carnival for example) as well.

The DDCA would like to thank the Council for the continued support of local cricket in our area. The members of our local and representative competitions, and the carnivals (zone, school and state) always pass on great feedback on Dubbos facilities, and cricket simply cannot happen without the support of the Council ground staff & facility Co-ordinators.

Should you have any other questions regarding this letter please do not hesitate to contact me on

[redacted]

A1

[redacted]

[redacted]

PO Box 81

Dubbo NSW 2830

Dear Sir,

I am the owner of Hanger No 11 at the Dubbo airport and also own a Cessna aircraft. I am writing to you to strongly oppose the introduction of parking fees and the increase in landing fees and support Beal Aircraft Maintenance in their opposition.

I feel that proposed increases will only drive more aircraft away from Dubbo to other facilities such as Moree, Mudgee etc. There is also the loss to accommodation venues and restaurants and even fuel sales.

[redacted]

A2

[redacted]

Dubbo Regional Council
Dubbo
22/05/2023

Re : DRaft Budget 2023 Wellington/Bodangora Airport.

I wish to strongly object to the ridiculous increase in landing fees for this airfield. In fact the landing fee for light aircraft using this facility should be waived completely. The Council's futile use of the Avdata system to collect fees should also be closely scrutinized and indeed discontinued as its cost is just another burden to ratepayers.
Council seems to forget that there are no facilities at Wellington's field of the like that Dubbo Airport has and yet it wants similar fees from users. Even the toilets and pilots room is unavailable to pilots unfamiliar with the area.

Also as I understand it a large amount of Commonwealth Govt and Council funding will be used this year in upgrading the facility. This will be futile to the extreme if Car drag racing events are permitted to happen there on a regular basis.
In closing I wish to also object to any parking fees for light aircraft at Dubbo Airport.

Your Faithfully

[redacted]

A3

[redacted]

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

Could consideration please be made for toilet facilities at the New Dubbo Cemetery.
Many thanks
[redacted]

1

A4

Submission re Draft 2023/2024 Delivery Program and Operational Plan

I am writing in regard to proposed landing fees and charges for the use of Wellington Aerodrome. Firstly, I have objection to the name suffix "and recreation park". This has been designated by the Dubbo Regional Council after the unwanted and unjustified integration forced upon us by the State Government with Dubbo Council. I have had continuous involvement with Wellington Aero Club (now Incorporated) since I called the inaugural meeting in 1975, and held various executive positions. I was also involved in the initial and later voluntary construction of the aerodrome, along with other Club Members.

I object to the landing fees imposed on all users of the Airport, especially as the later amending announcement by the Mayor, Mr. Dickerson, that Wellington was not included in the weekend discount for landing light aircraft, and thus Wellington would miss the benefit of that! Any analysis of the cost of identifying and collection of such fees indicates very small contributions to the cost to Council of maintaining the Airport. Any move to use cameras is said to be even less justifiable.

Council is also proposing that after the much needed $400,000+ resealing of the movement and Apron areas, the Dubbo Car Club would be allowed to recommence holding "Drag Meetings" on the new pavement, destroying it, presenting real danger to aircraft operations, as well as closing the Airport to sometimes vital aircraft usage. The increase in charges for its use, cannot justify that use.

The last and most serious concern is that pilots are said to be using the Airport without making each other aware of their presence, position and intentions, causing great danger of collision. Also Pilots departing O5 cannot see operations on the 31 end of the main runway and vice-verse, because of the higher ground between. Radio silence could be disastrous. No one would want that on their conscience!

A5

[redacted]

I strongly disagree with the proposed introduction of a Aircraft Parking Fee at Dubbo Regional Airport.

This introduction of the proposed Aircraft Parking Fee goes totally against the grain of economic development for Dubbo and our region.
This proposed parking fee discourage business people and visitors from coming to Dubbo.

Dubbo Regional Council is boasting that they have visitors staying in Dubbo for an average of 2.7 nights.

This proposed parking fee will discourage business people and visitors from coming to Dubbo and they will keep flying onto another destination which is much more friendly.

The missed income to businesses in Dubbo would equate to thousands of dollars !!!

Dubbo Regional Council should abolish the proposed Aircraft Parking Fee at Dubbo Regional Aerodrome.

[redacted]

1

A5.2

[redacted]

I totally disagree with the 49% increase for Landing Fees at Wellington Aerodrome.

It is not fair when Dubbo Aerodrome proposed landing fees on weekends has landing fee 44% less than Wellington Aerodrome which doesn't have anywhere near the level of services such as:
Full weather updates
fuel
maintenance services
Food
Aerodrome that is open 24hrs

This proposed increase for Wellington Aerodrome goes totally against economic development for the Wellington Region and should not be increased.

[redacted]

1

A6

[redacted]

Dubbo Regional Council

PO Box 81

DUBBO NSW 2830

RE 2023 DELIVERY PROGRAM & OPERATIONAL PLAN- THEME 1, HOUSING

I welcome the opportunity as a ratepayer and agent in Dubbo to respond to the code 1.2.1.8, "effective use of external sales and marketing resources to facilitate sales for future releases".

During my 49 years in agency and for 40 of those years the REINSW-Orana Division has been involved with DCC and now DRC in the marketing and sales of Council land releases in various ways, but mostly within the meaning of this code 1.2.1.8

I restate what I have said personally and on behalf of REINSW-Orana Division, many times over the years**…" The decision of Dubbo Council in the 1960's to acquire a square Km of land, on the then outskirts of the City has been the cornerstone of the great growth of Dubbo since the first release in 1972."**

Over the 50 years of Council land releases, there have been many successes and some failures. The successes cover sales by various methods covering most ways of marketing residential land subdivisions. Over many releases Council

has consulted or sought a market update on residential land demand and current market prices and marketing suggestions.

With respect, the last release of Keswick lots is one of the failures for Council. It was so unnecessary and arose from lack of understanding of the likely change in the land market, and of consultation with REINSW, Builders group, or Valuers. Those organisations, are always available to collaborate with Council to give reliable market intelligence, and sales data.

It was very understandable that Council would consider Auction fot the Keswick release last October. However, when advice came from REINSW verbally at a meeting of the parties in February and then by a presentation by REINSW at April monthly meeting of Council, that auction was not recommended, Council did not engage with REINSW to seek reasons.

This failure followed Council resolving to act as a "Real Estate agent", by undertaking the marketing and promotion, and the conduct of an auction under Property and Stock agents Act. This is an involved process and that is why NSW Government through NSW Fair Trading require RE agents to be accredited to conduct an auction of residential real estate.

Other issues which impacted on the auction process and resulted in only 12 of 52 lots selling were.

- Insufficient notice of the first auction- 9 days, in a low volume publication.
- No distribution into the community of a sale brochure with subdivisional plan, and lot sizes
- Difficult and confusing registration and auction process.
- Lack of media publicity generated by Council, pre and post auction. It does not appear Council, has undertaken a campaign to bring the availability of the unsold lots to the community. 7 months after the 3 auctions, only recycled advertising from 2020 has been used and the number of sales reflects the marketing failure.
- In my opinion had the marketing, method of advertising, conduct of auction procedures, the selling structure on auction day been

undertaken by a member of REINSW or by REINSW (as occurred in 1993 and 1994), the result of the land sales would be very different.

- **However, the Council elects to sell residential land releases in future, prior consultation with the stakeholders mentioned earlier in this submission will give a much better financial outcome for the ratepayers of DRC in the sale of the land.**

I am not aware how the Council determines the plan of subdivision, as to lot sizes, dual occupancy lots and how Council thinking at the time of sub dividing land, matches the market demand. I strongly suggest that given the variation in demand at the auctions and post auction, this may be an important consideration under the Operational Plan.

I commend Council for including this code in the delivery program for 2023/24. It is hoped the failure of marketing the 2022 release of Keswick land will not occur again, as it has been a costly failure for ratepayers, and for the supply of housing lots into the under supplied residential market in Dubbo.

The council has its own expertise and associated with housing stakeholders in the community, a more desirable outcome can be achieved.

Finally, may I suggest Council refer to the Residential Areas review in 2005 when REINSW as invited members of the working party strongly recommended to Council, that the lack of medium density housing posed potential problems for Dubbo. This projection is now evident across the board in the supply of housing available, lack of rental accommodation and increasing homelessness. Also refer to the Council method of marketing following a forum in the late 1980's conducted by the then deputy chair of Landcom.

Whilst land development and selling land is not an easy process, Council should be aware there is always support for it in the community, and it does not need to undertake most of the tasks I have mention earlier in this submission.

I trust the Council will succeed with future sales of Keswick land.

DISCLAIMER;

This submission is solely my own and is not connected to or associated with any other Real Estate agency, OR REINSW- Orana Division.

Yours Faithfully

[redacted]

A7

DUBBO REGIONAL COUNCIL | YOUR SAY

SUBMISSION: DRAFT 2023/2024 BUDGET, DELIVERY PROGRAM AND OPERATIONAL PLAN AND ASSOCIATED DOCUMENTS

Thank you for your making a submission. Required information is marked with an *.

Deliver to: Customer Experience Centre Cnr Curch and Darling Streets Dubbo NSW 2830 or Cnr Nanima Crescent and Warne Street Wellington NSW 2820

Post to: PO Box 81 Dubbo NSW 2830

PRIVACY NOTE: Council is bound by the provisions of the Privacy and Personal Information Action 1998, in the collection, storage and utilisation of personal information provided in this form. Accordingly, the personal information will only be utilised for the purposes for which it has been obtained. For further information, please refer to Council's Privacy Management Plan Policy located on Council's website www.dubbo.nsw.gov.au

DUBBO REGIONAL COUNCIL

First Name*	[redacted]
Last Name*	
Organisation or Community Group For those submitting on behalf of an organisation or local community group	
Contact Number	
Postal Address*	

Written Submission

~ DUBBO RAILWAY BRIDGE ~

THE DUBBO RAILWAY BRIDGE OVER THE MACQUARIE - WAMBULUL RIVER WAS BUILT IN 1884 BY BENJAMIN BARNES WITH IRON WORK BY COCHRANE & CO., MIDDLESBOROUGH ENGLAND, THE BRIDGE WAS ADDED TO THE N.S.W. HERITAGE RIGISTER ON 2ND APRIL 1999 (WIKIPEDIA).

THE CONDITION OF THE PAINT WORK ON THE BRIDGE IS IN A DEPLORABLE CONDITION AND BADLY NEEDS PAINTING.

IT WAS ORIGINALLY PAINTED RED, AND AT SOME STAGE PAINTED IN THE SAME (GREY) PAINT THEY USED ON THE SYDNEY HARBOUR BRIDGE (ASSUMING THIS WAS AROUND THE 1930'S OR 1940'S). RETURNING THE COLOUR BACK TO A RED OCHRE COLOUR WOULD BE GREAT.

I THINK THAT IT WOULD BE GREAT FOR THE CONTINUATION OF THE FIRST NATIONS ARTWORK ON THE PYLONS OF THE APROACHES

For multiple page submissions please indicate Page: 1 of 2 (total pages)

yoursay.dubbo.nsw.gov.au

ON THE EASTERN SIDE WOULD BE GREAT FOR THE SPAN OVER BLIGH STREET, WITH MAYBE, PAINTINGS OF LOCAL PROMINENT ELDERS ON THE LARGER WESTERN SIDE PYLONS, AND MAYBE A SERPENT WINDING UP AN EASTERN SIDE PYLON, THEN ACROSS THE SPAN. IT WOULD BE IN THE SIMILAR STYLE OF "SILO ART," WHICH WOULD BECOME A TOURIST ATTRACTION.

THE RAILWAY WATER PUMP HOUSE IS ALSO A PART OF OUR HISTORY WHICH ALSO REQUIRES ATTENTION.

AN INFORMATON BOARD AT THE PUMP HOUSE WITH THE HISTORY OF THE BRIDGE AND PUMP HOUSE WOULD ENHANCE THE TOURISTS INTEREST. I HAVE BEEN ASKED BY VISITORS AS TO WHAT THE SHED (PUMP HOUSE) WAS.

THE BRIDGE IS SITUATED ON THE EDGE OF THE DUBBO C.BD, VIRTUALLY PASSING OVER LIONS PARK, WHICH INCLUDES THE VISITORS CENTRE WITH MANY VISITORS / TOURISTS VISITS DAILY.

THE NEWELL HIGHWAY, WHICH IS THE MAJOR NORTH-SOUTH HIGHWAY, PASSES CLOSE BY AND UNDER THE BRIDGES APPROACHES ON THE WESTERN SIDE.

I REALISE THE BRIDGE BEING OWNED BY THE STATE GOVERNMENT, NEGOTIATIONS WOULD BE REQUIRED, BUT I THINK THE BRIDGES CONDITION REFLECTS POORLY ON OUR CITY OF DUBBO.

[redacted]

Page 2 of 2

A8

Chief Executive Officer

Dubbo Regional Council

PO Box 81

Dubbo NSW 2830

29th May 2023

It has come to my attention and I object to the INCREASE to the landing fees at the Wellington Aerodrome indicated in the new Strategic Plan, where there is no real beneficial infrastructure like the Dubbo Aerodrome has. It is a vital community asset to the Wellington town and District?

The reason for my objection is the wellington aero club spends UNPAID time and MONEY to maintain the grass cross strip for safety reasons and also around the hangers with NO compensation from Dubbo Regional Council. The reason we did this is because your contractor does not mow low enough and not often enough to maintain runway 05 for aircraft take off safety towards the high terrain at Bodagara town ship. A well maintained surface is more effective than your Erected Sign indicating a takeoff caution on runway 05. The Wellington Aero Club had to purchase a mower to do this because of necessity and safety as well as taking pride in the appearance of the aerodrome. Also the Wellington aero club holds Insurance though Elders Insurance for the Work activities carried out

The Wellington Aerodrome is a very important asset to the district rate payers for the numerous operations that need to be carried out when required. Some of these operations are, Agricultural Aircraft, Corrective Services, Wind Farm operators, Firefighting aircraft, Angel Flight, And patient transfer flights, Business, **private and visiting tourists to the area**, Hanger License Holders, Emergency Landing Area and an uninterrupted flight training area especially needed with the future increasing flight traffic into and out of Dubbo.

The aircraft that land at Wellington do no damage to runways or surrounds, not like the Dubbo Car Drag Club which does all the damage and the event fees to Council go now where near compensating for the damage to the runway. So why penalize Wellington Aero Club with increased landing fees and who take pride in the place and having heavily invested with Hangars on the aerodrome

Hence the Aero Club would rather you work with us, not against us for the future development of the aerodrome for the rate paying community which it serves.

[redacted]

A9

Orana K9 Training Club Inc.

Established June 2017

Dubbo Regional Council.

Thank you for advising us of the upcoming charges in respect to hire of the Katrina Gibbs Field being $300.00 per event, this however creates a very big problem to our NFP organisation.
The current trialing committee (formally D&DKC) were approached by Dubbo Rangers (Jody McGowan) to see if we could assist with dog training to help assist with problem dogs in the Dubbo area, we believe that we have helped provide that service to assist the community. As you are aware we conduct training classes for the general public, basically free of charge, a small cost of $5.00 per dog per week to cover insurance and equipment costs, $15.00 per year per membership, this is a requirement of Dogs NSW our affiliate body and a requirement required by their insurance company. All Trainers and Committee donate their time free of charge as a service to the community

It is a known fact that training clubs west of the blue mountains loose funds when running trials, we just don't get the entries that the large cities do, even then they usually only break square or make a small profit. Orana K9 have been able to run two (2) trials since our inception in 2017, (2019 & 2022), Both these trials were run at a considerable loss, The visiting Judges donated their time. 2021 and 2022 trials were cancelled due to covid

- With the increase in charges, we may have to follow in the steps of the Dubbo & District Kennel Club who have moved their 3-day, 1200 entries event to Gilgandra, where the Shire has welcomed them with open arms and no costs because of the monies and visitors they bring into the town. Dubbo's Loss.
- Our committee is very reluctant to follow suit, we believe that Dubbo needs all the events it can get plus the business it generates in excess of $200,000.00 annually.
- We have discussed cancelling the July/August and October trials 2024 and or folding the club,
- We have verily been informed that Dennison Training Club in Bathurst, Parkes and Wagga Training clubs are free of Council charges, whilst Mudgee & District Kennel Club are given a council grant out of which they pay Council Fees, perhaps Council may consider this as an alternative for Orana K9. All these clubs provide the same service as Orana K9 to the community.
- Orana K9 also want to introduce Agility Trials, which indecently show a profit and bring hundreds of visitors to the event, however the cost of equipment of $33,344.00 is currently out of our reach. Other trials include, Trick Trials, Dancing with Dogs, Herding and more.
- Feed back from our last trials has been excellent, fantastic grounds, best there've ever trailed on, some even stay a few extra days, (i.e., Interstate visitors (Victoria, South Australia, Queensland, Sydney, Canberra, Newcastle visitors to mention a few) to enjoy what Dubbo has to offer. your reply in due course.

Best regards

[redacted]

A10

[redacted]

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

Hi Steve,please bear with me,
Cameron Park needs proper tables with covers?
The fountains got no water in it,what is going on ?
Have heard the Park is getting new lighting, are they going to be old fashioned to fit in ,or ugly ones like in front of the railway station?
Fong Lees lane needs a boost in funding ,maby a cover for the whole lane,
Where is wellingtons share of $ from the solar,wind farms etc,wellington should have free power!!!
It is still the same ,
Don't stop in wellington, go straight to Dubbo, getting sick of what's NOT happening in town.
Thankyou Steve,

1

A10.2

[redacted]

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

Housing for 5,000 workers in Dubbo,?
Why not build Housing for 2,000 in wellington

1

ORANA arts inc

DRC Strategic Partnership & Development with OA 2023-2024 $40,185*

Orana Arts will work to ensure there is maximum engagement and opportunities for DRC to be active and responsive participants. The organisation has a strong history of securing strategic partnerships, funding and delivery programs that ensure economic, cultural and social benefits for the DRC region.

Orana Arts was launched in 2004 with core funding from NSW Government and local government contributions. Dubbo City Council was the largest contributor to the delivery of services for arts development in the region. In 2015-2017 Orana Arts undertook the transformation of the vacant Fire Station, in partnership with Dubbo Local Aboriginal Land Council, into a contemporary arts centre. In turn, it supported the creation of a bespoke café, Brigade (now Press) and was recognised as a leader in the development of contemporary Aboriginal art in the region. This level of creative investment by Orana Arts secured the national arts conference for Dubbo in 2016, Artlands. Orana Arts continues to play an important part in the uncovering and developing of new creative practitioners and administrators. In 2019 due to the administrative changes at Council, Orana Arts was advised by staff to apply for project funding with Council. We were not successful.

Orana Arts request a meeting with Councillors to discuss investment in the organisation for 2023-2024 and undertake a strategic partnership with Orana Arts focussing on opportunities for creative practitioners that contribute to the cultural, social, civic and economic development of the region.

The following programs are for discussion with Councillors as well as any other opportunities Council seeks to address for cultural outcomes in the Dubbo Region.

Program One
Cultural Tourism: Cultural Experience Ride
Cultural tourism, eco-tourism and family-friendly experience tourism meet in sustainable bike trails and bike touring. Bicycle-based tourists tend to: spend more money, spend money at independent outlets, promote diversified economies and have a more limited impact on 'sense of place' for local residents.

Orana Arts are in the position to explore partnerships for scoping ideas and opportunities with Councils interested in or extending Cultural Tourism. Dubbo Regional Council, with its existing infrastructure, and active arts community is in a position to be the lead Council for the program. We envision the work undertaken by Orana Arts will:

- Build local creative practice
- Highlight distinct experience of Dubbo as a destination
- Promote broader visitor experience
- Increase economic opportunities

Orana Arts is currently part of the Regional Arts Network cultural tourism research funded by Create NSW ($150,000) and will leverage resultant actions towards this project where relevant.

Program Two
Exploration of Creative and Cultural Exchange with South Korea

Orana Arts seeks opportunities that secure a creative engagement that speaks to the needs and expectations of partnerships and participants.

Case studies and partnerships can be found via the website link:
https://www.oranaarts.com/consultancy

Currently, Orana Arts are working with CBP & Transport for NSW facilitating at the Mindyarra Rail Facility the commissioning and installation of First Nations work informed by Dubbo's history of rail and its impact on communities. We see this current project is integral to how we can engage with South Korea and the facilities that are being proposed in Australia and South Korea.

Potential programs/ideas based on Orana Arts past work:

- Commissioning and brokering artists work for corporate installations (for example work that relates to place, landscape and identity of country)
- Artist's residency with a focus on renewable energy as a link to the product development of the South Korean investment and relationship with Australia
- Cultural programming that links young people from the Dubbo region to global counterparts in South Korea https://www.oranaarts.com/nadr

Orana Arts will research a program for Global/Regional connections and exchanges with regional NSW & South Korean artists. We will factor in Local, State & Federal investments and initiatives to ensure what is developed has investment and support by all parties. Orana Arts will work towards building a foundation for DRC's 1st Creative Cultural Sister City program.

Our experience working across private and public partnerships and our location in the region places us in the ideal position to explore and facilitate early cultural collaborations between South Korea and the region. The experience, knowledge and responsiveness of Orana Arts, and our ability to seek additional funding will greatly enhance the success and impact of any such program.

**$40,185 is based on the Regional Arts NSW guide to minimum local government contributions.*

1. ENGAGEMENT PROGRAM SUMMARY

The engagement program for the Draft 2023/2024 Delivery Program and Budget project identified a number of objectives. As tabled below, implementation of the program has achieved a number of outcomes against identified objectives. Further results of the program are detailed in this report.

Objective	High level outcome
Inform community about the new 'Have your say' platform and encourage residents to register and join the database.	• First month of competition encouraging registration attracted 268 registrations and entries (with a further 4 months of competitions planned). • 342 members registered to Your Say in first seven weeks. • Over 700 downloads of project document (including four weeks of exhibition period and two weeks post). • Diversity of voice through nine Councillor videos encouraged community to visit Your Say supported engagement efforts, gaining a total watch time of over 1620 minutes. • Good demographic spread 20 years to 85 years and over. • 45% of contributors accessed the platform direct through browser.
Encourage residents to provide feedback about the 2023 operational plan and budget	• Extensive advertising program undertaken across multiple media channels including QR codes. • 551 mentions in content across media channels. • Councillor videos providing human face to wanting to hear what community has to say. • 178 individual interactions with various engagement tools on the project page (i.e. polls, thumbs up, thread conversations). • Site views of 2,121 across all project pages on the Your Say platform during the exhibition period.
Create conversations about key aspects of the operating budget that link to the community strategic plan	• 562 online engagements with social posts • Highest level of engagement on operational Plan activities evidenced within content of submissions • 30 direct responses all provided within one business day to questions about specific highlights • Was evidenced that answering of questions across both Your Say and social media helped people feel a valued part of the process, assisted in supporting informed submissions.

Provide the community with information that aligns to their interests	• Five key themes promoted on platform and within media releases delivering evidenced engagement with community members and media. • Engagement with individual Community Committees and stakeholder groups was undertaken pre and during the exhibition period to highlight areas of interest and encourage feedback. • Active and direct engagement online directed community to specific information to assist with their consideration of information and informing their submissions.
Build community trust in the consultation process and understanding of how input will be considered.	• Clear timelines on project page provided clarity and transparency on key project stages, dates and decision points. • 'Your questions' section on Your Say served as both proactive Q&A content and response based on general questions about the process. • Immediate communication post submission, in addition to an engagement program summary, was provided to all submitters to reinforce process, clearly communicate next steps and encourage registrations to speak at Council meeting. 76% open rate on emails regarding engagement summary • Direct and responsive engagement with social media and Your Say resulted in positive feedback from individuals and also assisted in building trust with observers viewing online conversations who could also see answers and responsive engagement efforts. • 157 community members are following the project page, indicating high engagement and opportunity to continue engagement.

In reviewing the 2023 engagement program there will be consideration on future programs utilising more tools available within the platform to engage community, physical community pop-ups to support face to face engagement, connecting communications of what has been achieved in the past 12 months, provide opportunity for community to make choices to gauge community sentiment where appropriate, improved imagery linked to projects and services, increased active engagement of community committees in in pre consultation and during the public exhibition period

2. COMMUNICATION ENGAGEMENT RESULTS

The program included a paid advertising campaign in print and on radio, dedicated media releases to generate media coverage and a comprehensive social media content plan aimed at driving community engagement.

Summary of Communication

Type	Assets	Key results
Media Releases	5	536 mentions (radio and tv news services) 15 mentions (print media stories)
Social posts	67	Over 54,000 impressions
Videos	10	1,620mins of video content (27hrs)
Print advertisements	9	Half page ads
Radio Advertisements	678	339 mins of radio (5.56hrs)

**not including DCFM or Binjang Community Radio*
*** not including Wellington Leader*

PRINT AND RADIO ADVERTISING

The paid advertising campaign was coordinated as part of the communications plan and included:

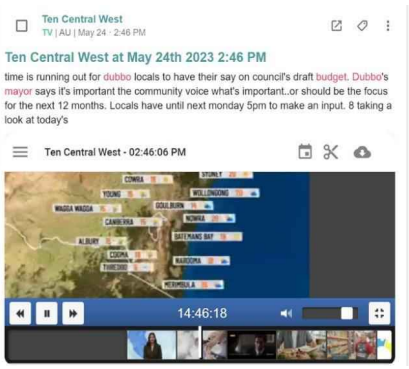
- Dubbo Photo News, Daily Liberal and Wellington Leader (9 x half page)
- Council Snapshot, Dubbo Photo News (3 advertisements)
- Council Column, Daily Liberal (3 advertisements).
- Triple M, Zoo FM, 2DU, Binjang and DCFM (30 second advertisements)

Example of print advertisement:

MEDIA COVERAGE

Across the campaign five media releases were distributed to local media across the month of May. In addition, a media launch for the draft budget going on public exhibition and a media package about the John Gilbert Water Treatment Plant optimisation study was also included (see video content examples).

Examples print and television news generated:



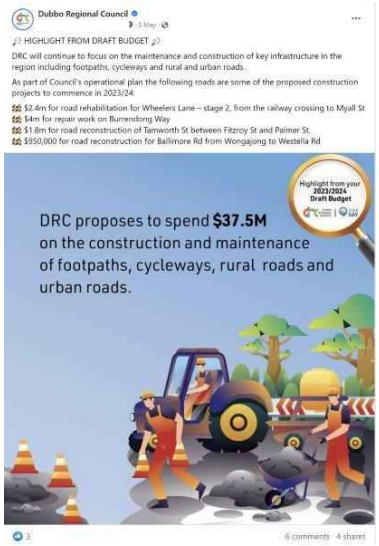
SOCIAL MEDIA

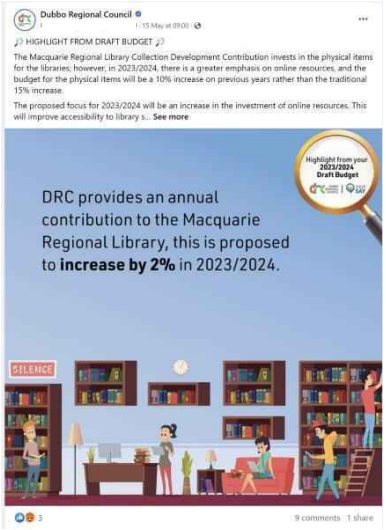
Type	Assets	Key Results
Social posts	67	562 engagements Over 54,000 impressions 70 content shares
Videos	10	1,620mins of video content (27hrs)
Social Media Responses		30 direct responses to questions via social media

<u>Snapshot of social media insights relating to the engagement program:</u>

There is still time to have your say on the draft budget and operational plan for 2023/... Dubbo Regional Council	22 May 12:01	1.1K Accounts Centre accounts reac...	215 Post engagements
Council partners with a range of community programs to deliver social connectivity, he... Dubbo Regional Council	19 May 12:00	766 Accounts Centre accounts reac...	54 Post engagements
🔎 HIGHLIGHT FROM DRAFT BUDGET 🔎 DRC operates a number of tourism facilities... dubboregionalcouncil	18 May 09:00	163 Accounts Centre accounts reac...	--
🔎 HIGHLIGHT FROM DRAFT BUDGET 🔎 DRC operates a number of tourism facilities... Dubbo Regional Council	18 May 09:00	1.1K Accounts Centre accounts reac...	162 Post engagements
The maintenance and rehabilitation of roads and bridges in the Dubbo Region is a pri... dubboregionalcouncil	17 May 12:00	470 Accounts Centre accounts reac...	--
The maintenance and rehabilitation of roads and bridges in the Dubbo Region is a pri... Dubbo Regional Council	17 May 12:00	964 Accounts Centre accounts reac...	155 Post engagements
🔎 HIGHLIGHT FROM DRAFT BUDGET 🔎 The proposed works to rectify drainage issu... Dubbo Regional Council	16 May 09:00	900 Accounts Centre accounts reac...	36 Post engagements
🔎 HIGHLIGHT FROM DRAFT BUDGET 🔎 The proposed works to rectify drainage issu... dubboregionalcouncil	16 May 09:00	186 Accounts Centre accounts reac...	--
There are a number of projects proposed for the community in the 2023/2024 draft bu... dubboregionalcouncil	15 May 12:00	607 Accounts Centre accounts reac...	--
There are a number of projects proposed for the community in the 2023/2024 draft bu... Dubbo Regional Council	15 May 12:00	720 Accounts Centre accounts reac...	116 Post engagements
🔎 HIGHLIGHT FROM DRAFT BUDGET 🔎 The Macquarie Regional Library Collection ... dubboregionalcouncil	15 May 09:00	175 Accounts Centre accounts reac...	--
🔎 HIGHLIGHT FROM DRAFT BUDGET 🔎 The Macquarie Regional Library Collection ... Dubbo Regional Council	15 May 09:00	1.3K Accounts Centre accounts reac...	78 Post engagements

Examples Facebook & Instagram tiles created:





Examples of video content:

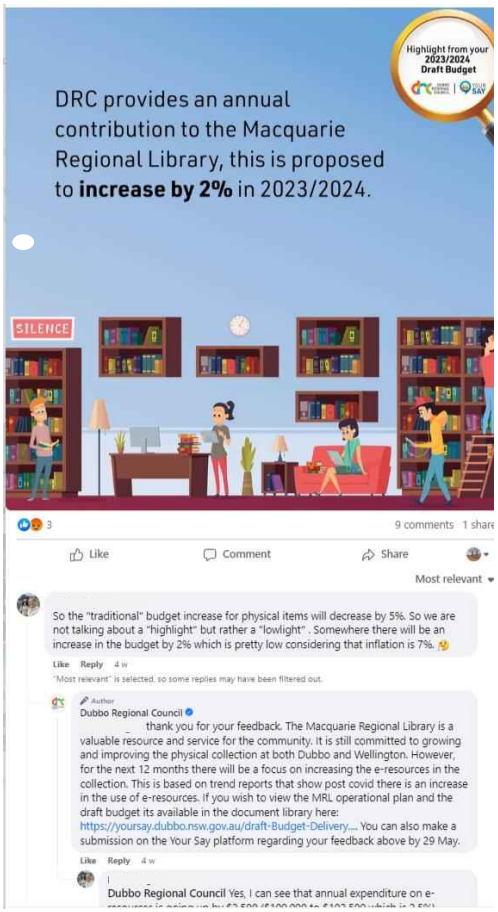
Nine videos featured across both Facebook and Instagram. The videos attracted a combined total watch time of over 1620 minutes.

ONLINE ENGAGEMENT

Responses to any questions on social media were answered directly with references to specific pages on the documents or information provided directly.

There were 30 responses provided to questions about specific highlights for the draft budget and operational plan.

There was a total of 145 link clicks on social media posts that related to the draft budget and operational plan.



Example questions answered via the Your Say Platform

Budget Submission

1 votes | 66 views

can I make a submission without referring to a particular of the operation plan and or budget?

Do you like this question?

1 0

STRATEGY PARTNERSHIPS & ENGAGEMENT

Replied a month ago

Answer

Hi ,

To make a formal submission on the operational plan, budget or associated documents can be as broad or specific as you deem reasonable. Council's response to your submission and the level of detail around outcomes will reflect the details you provide, so please consider this within your submission. Something as simple as page number or heading can help us determine which part of the documents you are providing commentary on.

We encourage you to make a formal submission via the Submit here link.

Was this answer helpful?

2 0

Capital Budget for Property and Land Development

0 votes | 22 views

Question asked to STRATEGY PARTNERSHIPS & ENGAGEMENT

On page 21 of the DRC Budget and Capital Expenditure there are $ amounts for Keswick S5 S6 S7 and Moffat S4, separated into components: Stormwater, Water, Roads, Sewerage, for each of the 4 Years These figures are in most cases the exact same $ amount for the different components. Is this realistic ? I doubt that they represent the true likely costs of those components.

Do you like this question?

0 0

STRATEGY PARTNERSHIPS & ENGAGEMENT

Replied 22 days ago

Answer

Thanks

The Keswick Stage 6 Budget estimate is based on previous construction costs plus taking into account increases in construction costs per year. The increase of costs is then allocated evenly across the infrastructure classifications.

We encourage you to make a formal submission below by following the **Submit Here** button below.

Was this answer helpful?

0 1

'Areas of interest' section on Your Say was utilised to provide context of budget and services

Essential Services

A continued focus on the renewal of key assets in the road network as well as providing essential services such as waste, water and sewerage.

Learn more ›

Financial Sustainability

The long-term financial plan will ensure the current levels of service, plans for ongoing maintenance and asset renewal can be achieved into the future.

Learn more ›

Community Centric

The draft operational plan reflects the activities that Council has proposed to undertake in the next 12 months that will deliver on the long-term community plan.

Learn more ›

Future Focus

Identify opportunities that strategically grow and further enhance facilities and services that support the regional economy and the community as a whole into the future.

Learn more ›

Strategic Partnerships

A number of strategic partnerships and works to develop new partnerships that will provide an ongoing benefit to the Dubbo region.

Learn more ›

Social Impact

Deliver and coordinate a number of programs and events that provide social connection, skill building and create a sense of belonging in the community.

Learn more ›

'Your Questions' section on Your Say assisting community to understand process.

Your questions explained

- What is the Community Strategic Plan? +
- What is the Delivery Program? +
- What is an Operational Plan? +
- What is included in the Fees and Charges document? +
- What is a Public Exhibition? +
- What will happen with my feedback? +
- Are you considering speaking at a Council meeting? +

For further information

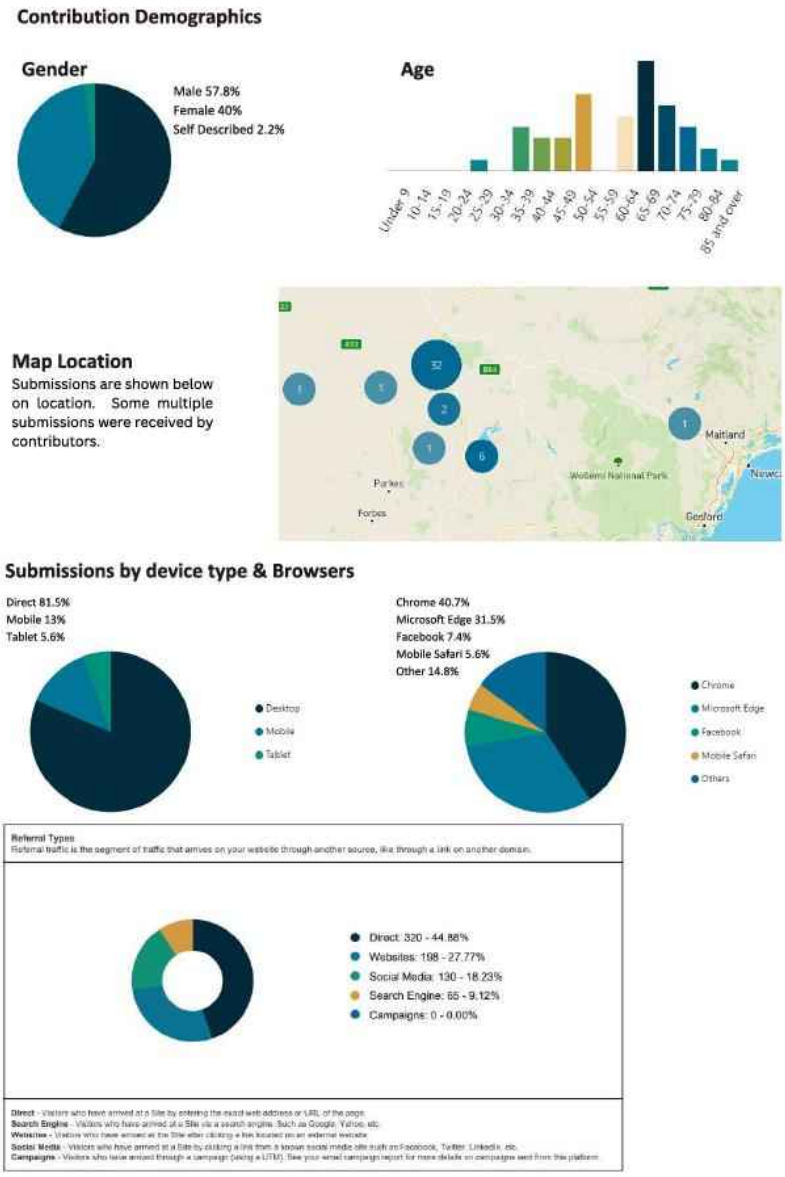
You can enter your questions directly into our live Ask a Question feed to have it answered by our engagement team.

STRATEGY PARTNERSHIPS & ENGAGEMENT

(02) 6801 4000

YOUR SAY PLATFORM CONTRIBUTION DEMOGRAPHICS

Contribution Demographics



Draft 2023/2024 Budget and Operational Plan

June 2023

Community Engagement Summary

On Thursday 27 April 2023, Council endorsed the Draft 2023/2024 Budget and Operational Plan for Public Exhibition. The endorsed engagement level of consultation was identified as **CONSULT,** aimed to gain feedback on identified issues and potential alternatives. Consultation methods applied ensured regional community had an opportunity to participate allowing Council to receive direct feedback and identify community sentiment to inform decision making.

Engagement activities were largely centred on the Your Say platform and a targeted Communications Plan. Enabling content to be viewed through multiple channels.

Question and Answer tools were utilised within the Your Say project page to give community an opportunity to seek clarification before completing their formal submission. Engagement and Customer Insights Team proactively and efficiently facilitated the answers to these tools which community appreciated.

A summary of engagement activities and resulting community participation is highlighted below.

How we reached you

28 days of engagement
- 1 May - 29 May 2023
- **4** locations available across Wellington & Dubbo for viewing

Advertising and communications
- **66,724** newspaper advertisements (Readership)
- **678** radio advertisements
- **5** media releases distributed

1,262 visits to Your Say page
- **41** project followers
- **8** Q&A contributions, all answered
- **611** downloads of document library

Digital engagement
- **28** referred from DRC website page
- **54,130** social media impressions
- **67** social media posts

Water & sewer harmonisation Consultation Sessions
- **1** Wellington, Residents & Ratepayers
- **1** Wellington, Business & Government
- **1** online Q&A Session, Residents & Ratepayers

Fees & Charges

Direct stakeholder engagement
Pre and post public exhibition
- **8** facilities directly informed stakeholders identified with moderate to high impact
- **2** targeted information sessions informed stakeholders with moderate to high impact
- **5** community Committee Meetings informed

Councillor engagement videos
- **9** videos encouraged community participation via Your Say on key areas of impact.
- **1,620** combined total watch time

Formal submission's received
- **52** via Your Say
- **15** via other methods

Outcomes and next steps

- A report will be provided to Council at the Ordinary Council Meeting to be held at the Dubbo Council Chambers, 5:30pm Thursday 22 June 2023 for consideration.
- Any person wishing to address Council during Public Forum regarding their submission must complete and return to Council's Corporate Governance team the Procedures for Addressing Council and Standing Committees form.
- For more information on addressing Council or to view the live stream event please visit: https://www.dubbo.nsw.gov.au/About-Council/Meetings-and-Documents/council-meetings
- All formal submissions, where appropriate contact details have been received, will be notified of the outcome of the Council report titled 2023/2024 Draft Budget, Operational Plan and Associated Documents – Results of Public Exhibition
- On 1 July 2023 the Delivery Program and Operational Plan, budget and Fees and Charges for the 2023/2024 year come into effect.

Councillor Engagement Snapshot | Your Say Overview

Draft 2023/2024 Budget and Operation Plan

This overview is a representation of submissions and contributions across the Your Say platform. There were 15 submissions via more traditional methods that does not provide an opportunity for in depth analysis or comparison.

Summary

Visitation for the 28 day duration saw peaks at the beginning and end of the Public Exhibition. Contributions and Followers saw a steady increase to trends as the close of public exhibition closed. This result can be attributed to the communication plans and marketing campaigns pushing community to sign-up and visit.

Visitors: are unique public or single user.
Contributors: inlcude submissions and interations on the page.
Followers: include the number of visitors who have subscribed.

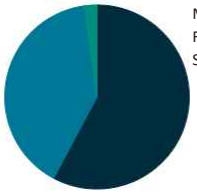
Downloads & Information

Taking into account the site views of **2,121** across all pages within the Draft 2023 2024 Budget and Operational Plan and the document library downloads displayed below, it appears visitors to the site explored the information at depth with a total of **611** downloads across the documents uploaded.

File Title	File Type	Downloads	Date Added
ED23 69357 Draft 2023 2024 Delivery Program and Operational Plan.pdf	PDF	127	Apr 28, 2023, 10:11 AM
Draft 2023-2024 Budget and Capital Expenditure.pdf	PDF	115	May 11, 2023, 08:23 AM
ED23 69141 2023 2024 draft Dubbo Regional Council Budget (including Fees and Charges).PDF	PDF	100	Apr 28, 2023, 10:08 AM
2023-2024 Draft Dubbo Regional Council Fees and Charges.pdf	PDF	68	May 11, 2023, 08:24 AM
ED23 68714 Long Term Financial Plan - 2024.PDF	PDF	58	Apr 28, 2023, 10:14 AM
ED23 69106 2023 2024 Draft MRL Operational Plan.PDF	PDF	40	Apr 28, 2023, 10:19 AM
ED23 70338 2023 2024 draft Macquarie Regional Library Budget (including Fees and Charges).PDF	PDF	38	Apr 28, 2023, 10:18 AM
2024 Annual Statement of Revenue Policy.PDF	PDF	32	May 01, 2023, 08:37 AM
ED23 69075 Draft 2022 2023 Strategic Asset Management Plan - SAMP.PDF	PDF	32	Apr 28, 2023, 10:20 AM
ED23 69140 2024 Annual Statement of Revenue Policy(2).PDF	PDF	1	Apr 28, 2023, 10:20 AM

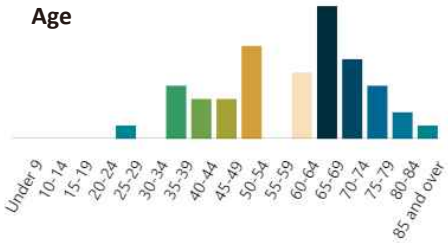
Contribution Demographics

Gender



Male 57.8%
Female 40%
Self Described 2.2%

Age

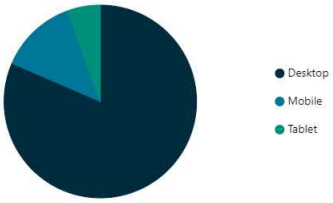


Map Location

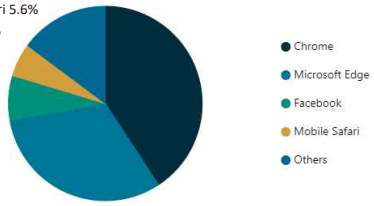
Submissions are shown below on location. Some multiple submissions were received by contributors.

Submissions by device type & Browsers

Direct 81.5%
Mobile 13%
Tablet 5.6%



Chrome 40.7%
Microsoft Edge 31.5%
Facebook 7.4%
Mobile Safari 5.6%
Other 14.8%



Referral Types
Referral traffic is the segment of traffic that arrives on your website through another source, like through a link on another domain.

- Direct: 320 - 44.88%
- Websites: 198 - 27.77%
- Social Media: 130 - 18.23%
- Search Engine: 65 - 9.12%
- Campaigns: 0 - 0.00%

Direct - Visitors who have arrived at a Site by entering the exact web address or URL of the page.
Search Engine - Visitors who have arrived at a Site via a search engine. Such as Google, Yahoo, etc.
Websites - Visitors who have arrived at the Site after clicking a link located on an external website.
Social Media - Visitors who have arrived at a Site by clicking a link from a known social media site such as Facebook, Twitter, LinkedIn, etc.
Campaigns - Visitors who have arrived through a campaign (using a UTM). See your email campaign report for more details on campaigns sent from this platform.

DRAFT 2023/2024 BUDGET AND DPOP SUBMISSION SUMMARY AND MANAGEMENT RESPONSES

Contribution ID 189

a) **Council needs to put money into environmental restoration, including a position to promote these activities. Council needs to take action to protect and restore ecological assets. Grant opportunities should be applied for, not just 'identified'**
b) **An annual report on the Operational Plan is needed to report on its implementation.**
c) **Minutes of Community Committee meetings need to be made public.**
d) **Update the public bin network across the LGA, including replacing vandalised bins.**
e) **Please do not put a new bridge over the river in south Dubbo.**

a) Council provides a maintenance service of the rural and urban reserves to help ensure that these important assets do not degrade and are available to our communities to enjoy.

In reference to 'identifying government grants', Council must first meet eligibility criteria and guidelines as defined by funding bodies and their programs. When eligible and resourced to do so Council will seek to offset capital expenditure and/or operational costs through grant applications that are deemed appropriate and that Council has capacity to deliver within the timeframes of the funding program.

There are a number of environmental projects underway that demonstrate Council's commitment to environmental restoration. These grant funded projects include riverbank stabilisation and environmental restoration works on the Bell River in Wellington and planting appropriate foraging trees for flying foxes. These projects support other internally funded projects such as Council's infrastructure offsetting tree planting works.

Where possible and appropriate Council assists community and environmental groups in improving these environments, with an example being the Greater Bank planting day at Regand Park.

There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to further invest in a dedicated environmental officer (position) is required, operational funds must be reallocated from elsewhere in the budget.

Where Endangered Ecological Communities (EEC) are located on Council controlled land and reserves they are protected and as funding (both internal and external) is identified, enhanced through additional plantings of appropriate species aligned with that ECC. For example, the Fuzzy Box EEC at Keswick Estate has had additional tree planting and management applied to it. Where these communities are located on non-Council controlled land these EEC are protected under State legislation.

b) Council's performance on the implementation of the Delivery Program and Operational Plan is reported to community twice a year through a report to Council. The report which includes a status update and comment on the progress of the action is provided as an attachment to the Council report, which is made public in both the Business Papers and (once adopted) on the Community Strategic Plan webpage. https://www.dubbo.nsw.gov.au/About-Council/Our-Responsibilities/community-strategic-plan

c) Community Committee meeting minutes are made public by being included in the Standing Committee Agendas every second Thursday of the month, this is done so that Council can note the minutes.
The Standing Committees are the:
- Infrastructure Planning and Environment Committee
- Culture and Community Committee
- Corporate Services Committee

These standing committee agendas are available on Council's website and are put on the website the Monday prior to the Thursday meeting.

d) Under the Waste Collection Contract (damaged and/or theft) there is no additional cost to ratepayers when residential bins are replaced by the contractor. Public bins are replaced at a cost to Council. Community are encouraged to report vandalised rubbish bins via Council's Customer Request Management (CRM) system DRC&ME or calling our Customer Experience Centre. Existing waste services on the public bin network throughout the Local Government Area (LGA) are deemed to be acceptable servicing levels, being weekly.

It is deemed that adequate bins are provided at the sporting facilities and parks at Wellington, and litter in parks is a result of some people not using the bins available. Council is committed to encouraging positive community behaviours regarding rubbish disposal and littering and will explore opportunities to increase education and engagement in this regard. Whilst additional bins could be provided, each installation with steel frame and cement padding comes at an additional cost of $5,500, plus the additional servicing cost based on frequency.

The current allocation and service levels of public rubbish bins are deemed to be adequate. People are encouraged to use the bins that are already provided to help reduce costs and to enable the available funds to go towards maintenance and improvements to these facilities. Council may consider investments and agency partnerships in furthering education, increased signage/information regarding littering.

e) The intention behind this action is to look at possible locations for an additional crossing over the Macquarie River to plan for future growth of Dubbo. This action is to look at options, the feasibility and develop a business case for a crossing to realise part of the Dubbo Transportation Strategy. As part of this action, there will be additional community consultation to understand community concerns and ideas. For reference, a copy of the strategy can be accessed Council's website or the link provided: Dubbo Transportation Strategy 2020 - Final - 11102021.pdf

Contribution ID 188

a) Progress towards a Theme 1 Housing community expectations has been disappointingly slow. In particular "rental accommodation to be available at a range of price points"

Housing is a key component of community wellbeing and the continued economic development of our Region. Community have clearly identified housing in the Local Government Area is an integral issue of importance. The community plan identifies a number of partners needed to meet community housing expectations including Council and industry stakeholders, such as developers and the Real Estate Institute NSW.

Council's role in housing supply involves facilitating an appropriate supply and mix of housing to meet community needs as well as to develop strategies and policies that encourage the construction of affordable housing. The Housing Roadmap includes Council's initiatives and actions over the immediate term (2022 to 2024 in line with Council's Delivery Program and Operational Plan) and longer term actions that will aim to assist the community's housing needs.

Key housing related projects identified across the region currently underway include the following:

- North West Urban Release Area Planning (including the development of Precinct Plan, Master Plan, Development Control Plans and associated works).
- River Street West development, including final design for road construction following Council receiving a grant of $9.23 million for construction of the road.
- Central West Urban Release Area (including working with the proponent on a number of Planning Proposals for changes to the Dubbo Regional Local Environmental Plan 2022 and Development Control Plans for site development).
- Review of Council's Infrastructure Contributions Framework, including development of a new Urban Roads Contributions Plan amongst others.
- Actions and initiatives associated with Short Term Worker Accommodation. This includes understanding the accommodation requirements for short term worker accommodation, undertaking an amendment to the Dubbo Regional Local Environmental Plan 2022 to allow for short term worker accommodation in existing buildings and other locations and investigation of other mechanisms such as build-to-rent and affordable housing opportunities.
- Preparation of a Structure Plan for residential zoned land at Montefiores in Wellington. This will assist in facilitation of further residential development in this area of Wellington.
- Further guidance material around housing and housing related issues. This has included the preparation of guidance material around Planning Proposals and Development Toolkits for various residential development types (now being finalised for release by July 2023). It also included updated demographic and housing forecasts, which allows the housing issues for the region to be better understood.
- Furthering housing initiatives through Planning Agreements associated with large energy projects. This has included examining ways of incentivising the development of affordable and social housing.

The next update for implementation of the Housing Roadmap will be considered by Council at the July 2023 meeting.

Staff meet with the Housing Supply Reference Group biannually and hold a Developers Forum three times a year (the first being held in March 2023). These meetings are an important source of two-way communication between industry and Council.

Contribution ID 187

a) Long-term sustainable solution for stormwater in Geurie (Buckenbah Street).

The drainage issues raised at the property have been brought to Council's attention previously. Written advice was provided on 24 March 2023 that this has been placed on the program for investigation noting that there are a number of projects with a higher priority. A contact person for any enquiries relating to this matter has also been provided. At this stage, there are no works planned at this location.

Contribution ID 186

a) Please increase the budget for the upgrading of the WPCC museum exhibit "People, Places and Possessions" to $900,000.
b) Please increase the budget for the Dubbo Regional Theatre and Convention Centre by 15%.
c) Please provide a marketing budget for all other tourist facilities owned by Council including the Wambuul Macquarie River walking track loop, Driftwells Park, the Heritage Walks, the South Dubbo Fishway etc. Please provide a budget to renew faded signs.
d) Please make sure that Council recruitment does not discriminate with respect to age and gender, particularly with respect to women.
e) Please increase funding for Ranger services by 25%.

f) Please increase Dubbo Regional Council's funding to the Macquarie Regional Library by 15%.
g) Please do not fund additional reviews of the Aquatic Leisure Centre function if Council already has these.
h) Please commit to spending $300,000 on planting street trees in Dubbo and Wellington.
i) Please commit to spending $200,000 on planting trees and weed management.
j) Please increase current budget relating to emptying the gross pollutant traps by 50%.
k) Please increase the budget relating to assessing major infrastructure projects to that they reasonably avoid endangered ecological communities, threatened species, habitats and environmental assets by 100%.

a) There is currently $200,000 allocated in the capital program to fund stakeholder engagement and interpretive design for a revitalised and progressive museum exhibition. There are no identified funds for installations. This will be considered as part of forward budgets and funding applications once designs are finalised. There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to further invest in this project funds must be reallocated from elsewhere in the budget.
b) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to further invest an additional 15% budget for the Dubbo Regional Theatre and Convention Centre is required, operational funds must be reallocated from elsewhere in the budget.
c) Council has secured funding to commence with a significant upgrade of wayfinding signage around the Macquarie River walking trails as a Stage 1 of a broader improvement project throughout the City. Design work on the wayfinding signage is well advanced and it is envisaged that Stage 1 will be completed by December 2023. As funds allow the program will be extended to other attractions. Council is currently evaluating a plan for heritage signs to be considered as part of the 2024/2025 financial year budget forecast. Initial plans were to include the Old Dubbo Gaol Heritage Plaza, the delays to the Plaza project have delayed the planning and scoping stage of this project.
d) Council has designed its recruitment and selection processes to remove individual bias by ensuring objective scoring against the position criteria, balanced panels and a strong review and approval process. Council also regularly track our Equal Employment Opportunity (EEO) statistics including at leadership levels, with the aim to reflect the diversity of our community in the diversity of our workforce. Council also has a dedicated EEO Committee to review and continually improve our practices in this space.
e) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to further invest an additional 25% budget for Ranger services is required, operational funds must be reallocated from elsewhere in the budget.
f) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to further invest an additional 15% budget for the Macquarie Regional Library is required, operational funds must be reallocated from elsewhere in the budget.
g) The comment within the submission has been noted.
h) Council is currently undertaking a review of the Dubbo Street Tree Master 2016 following the recent adoption of the Wellington Street Tree Master Plan. As part of the review it is proposed that a realistic canopy cover target will be set, taking into account our baseline tree canopy figure, the age, health and species of the urban forest and forecasted budget figures. As part of the review the street planting prioritisation will be revisited, and if required, updated.

In addition to the above other factors will be also be considered including climatic predictions indicating a warmer and drier climate, and the impacts that this will have on species selection over the next 50 – 100 years.

Other tree related projects being delivered in the coming 12 months, that are aligned with the review that in turn may result in the development of other strategic tree related documentation, include:

- Heat mapping and tree canopy assessment of Dubbo and Wellington with the intent of creating an Urban Cooling Strategy for these urban areas.
- Assessment of urban public lands managed by Council with the expansion of the Dubbo Street Tree Master Plan to identify other planting sites to increase canopy cover over time.
- Species assessment (heat tolerance) to identify current species (both native and exotic) that are unlikely to persist in the Dubbo environment in 50 – 100 years. As part of this project Council will be identifying species that we can look at transitioning to in an effort to help maintain shade and the cooling effects of trees in our urban areas.
- Other strategies to help reduce the heat island effects including green facades and roofs.
- Potential funding strategies (internal and external) to expand our tree planting programs.

The LGA street tree budget is $100,000. There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. It is proposed that c community and corporate partnership program be developed for consideration to support public spaces tree planting and maintenance as part of Council's Marketing Services Action Plan. If Council determines that an immediate increase to street tree funding is a priority, funds must be reallocated from elsewhere in the budget.

In addition to the street tree program Council will be delivering $245,000 for tree planting works across the region as part of an offset plantings program. This equates to 4,500 new tress in the region. Council secured $100,000 to go towards improving flying fox foraging opportunities. These funds will go towards planting appropriate feed and roosting trees for flying fox colonies. Funded through the NSW Environmental Trust – Environmental Restoration and Rehabilitation Grants Program the Wellington Caves is undertaking seed collection, propagation and planting or local trees to improve habitat on the reserve as part of the Bring Back the Bats project.

i) Under the Biosecurity Act 2015, Council is the Local Control Authority, It has a legal obligation to manage the biosecurity risk posed or likely to be posed by reducing the impacts of Priority Weeds on human health, the economy, community and environment.
These obligations are met through programs to:

- control Priority Weeds on council managed lands; and
- inspect private lands to ensure that owners of land carry out their obligations to manage the Biosecurity Risk as imposed under the Act by controlling Priority Weeds.

Council's Natural Resources Team is responsible for implementing these programs. The programs are based on targeted high risk pathways and a broader landscape approach to achieve an effective outcome for all landowners. The Natural Resources Team takes a coordinated approach with residents, community groups and other agencies to control Priority Weeds on all lands regardless of land tenure.

The weed management program has a budget of $128,446 in the 2023/2024 financial year. This amount is for the actual on ground spraying and weed control works across the LGA.

The Weeds Action Program has a budget of $411,959 in the 2023/2024 financial year. These funds are for the inspections, reporting, enforcement education and training of Natural Resource officers as well as community education. This is jointly funded with $106,910 from the Department of Primary Industries and $305,049 from Council.

j) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to further invest an additional 50% budget for emptying gross pollutant traps is required, operational funds must be reallocated from elsewhere in the budget. It should be noted that emptying GPTs is highly dependent on weather conditions.

k) The comment within the submission has been noted.

Contribution ID 185

a) Request to separate footpaths and cycleways in the budget.

Detailed lines in the Capital Expenditure Summary identify works under Paved Footpaths – Construction, Cycleways Construction, and Paved Footpaths – Reconstruction. Improvement to titling of projects will be considered for forward budgets.

Contribution ID 183

a) Provide real choice to choose a preferred option over type, size and location of a home, e.g. demand for lifestyle blocks and intensive farming - worked leanly and highly productive.

b) Permit and prioritise on-farm development and choice of homes for farmers, farmer family members, farm employees and workers.

c) Innovate policies to promote housing choice and community interaction in farming communities, e.g., agrihoods outside Dubbo city which offer proven financial, health and environmental benefits.

d) Permit housing and mixed-use agri-development that leverages the advantages of farming locations.

e) Dubbo Aquatic Centre (50m heated pool) - to be open all year round.

a-d)

Dubbo Regional Local Strategic Planning Statement and Council's Land Use Strategies guide the use of land throughout the Local Government Area. The role of the Local Strategic Planning Statement and Council's Strategies are to ensure the housing needs of the community can be met, whilst managing the impacts of development, including maintaining the production capacity of our rural lands. The Dubbo Regional Local Environmental Plan 2022 provides a range of housing choice options throughout the Local Government Area, including on rural lands. The role of minimum lot sizes in rural zones is to ensure the production capacity of rural land is understood and maintained without allowing for a proliferation of unplanned residential development.

It is recognised that Villages throughout the Local Government Area also play an important role in providing low density housing options in the LGA. In recognition of this and other factors, Council has commenced work on a Village Plan for Stuart Town and Mumbil, which will be considered by Council later in 2023.

See response to Contribution ID 188 for housing projects identified across the Region.

e) The Dubbo Aquatic Leisure Centre currently opens from 1 September through to early April each year. At the present time Council is not looking at extending the current season length as this will increase operating costs substantially to maintain the temperature of the pool at 26/27 degrees. These additional costs would then have to be factored into the fees and charges for the facilities. Effectively there would need to be an increase in costs that would need to be passed on to patrons to accommodate this request.

Contribution ID 182

a) **Request to list creative and cultural groups separately as partners within the delivery program document.**
b) **Request to include new action under 5.4.1 "Explore a suitable venue for a creative and cultural hub, as a permanent space for the dozen+ of creative organisations without a permanent home"**
c) **Request for a separate category for creativity and culture in the Community Culture Places budget. At the moment, the only reference to culture is in the Western Plains Cultural Centre.**

a) Where appropriate partner lists and references to creative and cultural groups will be updated to reflect this feedback.

b) Following Council resolution in March 2023 an updated action for the operational plan is proposed as "Development of a future focused Cultural Precinct Plan at the Western Plains Cultural Centre". An engagement program around the development of this plan will capture specific stakeholder needs, including creative organisations. This proposed action is to commence the planning and engagement process and it should be noted this will be a long term project. The adopted SPARC cultural program includes action to undertake audit of rooms.

c) Budget relating to 'creativity and culture' is reflected within a number of operational facilities and programs including the Macquarie Regional Library, Dubbo Regional Theatre and Convention Centre and Western Plains Cultural Centre. There are also recreation and sporting facilities that also contribute towards culture significantly, such as the gardens at Elizabeth Park.

In addition to specific cultural facilities and related services, Cultural Development and Event Attraction and Development are funded within the operational budgets of the Regional Experiences Branch and Regional Events branch respectively. Investment in the delivery of actions in the SPARC plan to deliver cultural outcomes in partnership with community is $100,000.

Contribution ID 180

a) **Propose allowing up to xx landings a month without landing fees.**
b) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

General Response

Council operates many of its facilities, including the Dubbo Regional Airport, under a user pays principle with funds contributing to the ongoing maintenance of the facility. Unlike Council's community based facilities the airport is operated as a standalone business unit, and under the Local Government Act and Council's Community Strategic Plan Council has an obligation to ensure its business resources are sustainably managed, which includes the recovery of appropriate fees and charges from all airport users.
Discounted annual charge for resident aircraft:

Council has received feedback regarding the introduction of an annual landing charge for resident aircraft based at Dubbo Regional Airport and a review will be undertaken with regards to an annual landing fee during Council next fees and charges review period for 2024/2025.
Proposed increase to weekend 50% MTOW discount fee from 1.5 tonne to 2.5 tonne

Currently Council provide a weekend discount of 50% for light aircraft of 1.5 tonne or less. This was introduced to encourage weekend flying for recreational aircraft operators and is considered appropriated. The 50% reduction did not increase usage over the past 12 months. Feedback has been provided that the discount should be provided for aircraft of up to 2.5 tonnes. The potential increase to 2.5 tonne is not currently contemplated in this pricing review period, but will be assessed under the next fees and charges review for 2024/2025.

Initially a blanket parking charge of $3/tonne/day is being considered for the airport for its hardstand and grassed areas. This included a free parking period of 48 hours consecutive. After receiving feedback concerning a parking charge applying to all airside areas Council is considering limiting the parking charge to hard stand areas only. This means that aircraft parking charges would not apply to grassed areas. This would be done as part of a staged process and would be assessed under the next fees and charges review for 2024/2025.

Proposed free landing allowance per month for GA aircraft

Council operates many of its facilities, including the Dubbo Regional Airport, under a user pays principle with funds contributing to the ongoing maintenance of the facility. Unlike Council's community based facilities the airport is operated as a standalone business unit, and under the Local Government Act and Council's Community Strategic Plan Council has an obligation to ensure its business resources are sustainably managed, which includes the recovery of appropriate fees and charges from all airport users. This proposal amounts to a subsidy by Council to one of its business operations, which is contrary to its obligations.

Aircraft parking fees

The introduction of aircraft parking charges is to help Council manage the impact of long term parking by aircraft operators on airport capacity. Operational capacity constraints for aircraft parking areas means that unlimited free aircraft parking has the potential to impact aircraft parking availability with aircraft operators parking for extended periods. The introduction of aircraft parking charges helps modify these behaviours while the fees raised contribute toward facility upgrades and future expansion costs. This would include contribution towards the suggested upgrades.

It is recognised that aircraft that are parked for maintenance requirements may be parked for a number of days/weeks. Under the fees and charges policy provision has been made for prior arrangements to be made with Council, provided these arrangements are made in writing and in advance.

Initially a blanket parking charge of $3/tonne/day is being considered for the airport for its hardstand and grassed areas. This included a free parking period of 48 hours. After receiving feedback concerning a parking charge applying to all airside areas Council is considering limiting the parking charge to hard stand areas only. This means that aircraft parking charges would not apply to grassed areas.

Discount Weekend landing fees at Dubbo Regional Airport and Wellington Aerodrome increased landing fees

Council operates many of its facilities, including the Wellington Aerodrome, under a user pays principle with funds contributing to the ongoing maintenance of the facility. Further to this the fees raised contribute toward facility upgrades and future expansion costs. Council is committed to the upgrading of Wellington Aerodrome for airport operators and will be undertaking an apron and runway reseal of approximately $700,000 which is co-funded by the Federal Government. Feedback received regarding the weekend discount rate at Dubbo Regional Airport for non RPT aircraft under 1,500kg is noted and Council can confirm the landing fee charge at Wellington Aerodrome will also be discounted by 50% for non RPT aircraft under 1,500kg on the weekends. Note the 50% reduction did not increase usage.

Contribution ID 179

a) **We urge Council to continue to generously fund organisations like Outback Writers' Centre and Dubbo Writers' Festival.**

Council remains committed to supporting the continued growth of creative practice in our region and supporting community connection to a range of creative opportunities. Through the SPARC Cultural Plan and its associated funding Council will continue to work with the community to provide support to a

range of projects. 2023/2024 will see a formalised grant process for partnerships supported through SPARC. This grant program is proposed to distribute $20,000 annually, directly to community, to support cultural outcomes.

Contribution ID 178

a) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

See response to contribution ID 180.

Contribution ID 177

a) **Proposed a budget allocation for position of Director Western Plains Cultural Centre.**

Services identified within this submission are currently provided through a number of existing positions. The current service delivery structure supports cultural outcomes across the organisation and region and is not centred on a single facility. It is noted that this is a different service delivery model to other art galleries and museums.

A service review of cultural services is proposed to be included in a draft 12 month service review program to be considered by Council in September 2023. If endorsed, the scope of this review could include structure and service delivery but may not necessarily result in recommending or Council endorsing increased investment in any additional roles or resources.

There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to invest a new leadership position for the Western Plains Cultural Centre is required, operational funds must be reallocated from elsewhere in the budget.

Contribution ID 176

a) **Request for lighting along running path (basin reserve near Champagne Drive west towards Lady Barren Drive.**

Council works closely with the Dubbo Police regarding areas of concern for safety and crime. Should the position on the priority and risk for this reserve change, detailed costings and a funding strategy (internal and external funding opportunities) will be required, in addition to consultation with the broader community in the area.

It is estimated there would be a capital cost of $120,000 to undertake this project. There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to provide lighting along running path in the Outlook Estate Dubbo is required, operational funds must be reallocated from elsewhere in the budget.

Contribution ID 175

a) **Opposed to renewal of the footpath to Gipps St and Brisbane St.**
b) **Opposed to the removal of Kurrajongs along Gipps St.**
c) **Hope that the Tamworth St (Fitzroy to Palmer) reconstruction only involved the road surface and not the existing kerbing leaving all existing trees along.**
d) **Council needs to include a suitable budget for planting street trees.**
e) **Council needs to provide free tree saplings to residents to increase the tree canopy on private land.**
f) **Council to establish a Tree Preservation Order.**
g) **Council to commit money for bushland regeneration team.**
h) **Council to commit money for tree planting and establishing Regand Park as community passive open space.**
i) **Council to prepare a heritage study review for Dubbo and Wellington regions.**

j) Council to include in budget employing a community environmental education officer.
k) Council to prepare a climate resilience / net zero strategy to plan how their goals will be achieved.
l) Council to alter their plans for the heritage plaza.
m) Council to commit more money for the Wiradjuri Cultural Centre to be constructed in one stage

a) The works form a part of Council's footpath renewal program that identified the footpath on Gipps Street between Bultje and Wingewarra Streets and the footpath on Brisbane Street between Mitchell and Reakes Streets are due for replacement due to the condition of the footpath to ensure pedestrian safety.

This matter was presented to the Public Spaces Tree Committee on the 26 October 2023 as part of the kerb and gutter and footpath replacement program. The trees in Gipps Street are proposed to be replaced with nine Soap trees to continue the avenue that exists South of Cobra Street.

b) The removal of the Kurrajongs on the eastern side side of Gipps Street (between Bultje and Wingewarra streets) were assessed in 2012 as already being in poor and declining condition with the life expectancy of many of these trees ranging from <5 years to 5-15 years. The removal and replacement of these trees as part of the kerb and guttering upgrade therefore ensures that Council can replant replacement trees in a cost efficient and effective manner that will enhance the streetscape for future generations.

This matter was presented to the Public Spaces Tree Committee on the 26 October 2023 as part of the kerb and gutter and footpath replacement program. These are proposed to be replaced with nine Soap trees.

c) The works at Tamworth Street are primarily for the road pavement and there has been some previous stormwater works that required the removal of two trees that will be replaced.

d) See response to contribution ID 186 h).

e) It is not recommended that the current street tree budget of $100,000 be reduced to fund the purchase of plants for private resident use. Whilst the intent supports increased canopy for the long term it is inappropriate for Council to be expending public monies on private land improvements. If Council determines that an increase service to invest in saplings for private landholders is required, operational funds must be reallocated from elsewhere in the budget. Council will continue to plant additional trees on public land for the benefit of the entire community as budgets allow.

f) Council will consider a Tree Preservation Order (TPO) covering private trees at the Ordinary Meeting in July. In the event that Council considers the report favourably a draft TPO will be placed on public exhibition seeking feedback from the community before a final determination is made.

g) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to resourcing a bushland regeneration team is required, operational funds must be reallocated from elsewhere in the budget.

h) Council has some funds identified to continue tree planting within the Macquarie River Master Plan (North and South Precincts) not just Regand Park. Where appropriate, Council will continue

to partner with environmental groups to undertake future tree planting. While some of this future planting can be undertaken through community involvement to reduce costs, there are limitations with one of them being the use of specialized equipment for long stem planting. Long stems have identified as a preferred planting method due to their higher survival and establishment rates. Much of the costs identified in the implementation of the master plan is through the construction of infrastructure and not tree planting.

i) A Heritage Study review is not identified to be resourced in the current schedule of works but will form a part of the Growth Planning teams future schedule of works as priorities and resources allow.

j) The position of the Resource Recovery Education Officer is responsible for providing advice and assistance in the development of regional and local education strategies and the planning of resource and waste education programs and activities across three Councils. The officer is also responsible for the delivery of a range of resource, recovery and waste minimisation education programs to schools, businesses and the community within the Orana Region. This position is part of a joint agreement between Dubbo Regional Council, Narromine Shire Council and Mid-Western Council and is waste focused. Council also funds a Sustainability Officer however this role in largely internally focused on education and transformation. Council also has a position that oversees bush care volunteer management as part of their duties.

   There is no identified option for the resourcing or reallocation of existing resources for an additional position to undertake the role of community environmental education officer. If Council determines that such a position is required, operational funds must be reallocated from elsewhere in the budget.

k) Council is currently completing a Net Zero Framework. The purpose of the Net Zero Framework is to provide Council with an overarching blueprint for reducing greenhouse gas emissions to net zero within its operations by 2050 at the latest. The requirement for Council to achieve 'net zero emissions' is outlined within Council's Towards 2040 Community Strategic Plan (Objective 6.1). Furthermore, Council's 2022/2023 Operational Plan Action 6.1.2.4 requires Council to 'prepare a Net Zero Strategy for Council and Council operations'.

   In addition to a Net Zero Framework climate change is an area of focus in Council's Risk Management Framework. Currently under review and due for completion in the second financial quarter, the framework consists of a risk management Council Policy, Management Policy, Management Procedure -Strategic Risk, Management Procedure - Enterprise Risk and risk registers for strategic and enterprise risks. These documents will capture the risk causes and consequences associated with climate change and ensure that Council's planning and actions are appropriately recorded and assessed.

l) Council is awaiting the outcome and assessment from the archaeologist which may influence the final design of the Old Dubbo Gaol Heritage Plaza, alongside budget.

m) Council is reviewing the options available for the delivery of the Wiradjuri Centre and other related projects. Council's commitment to a quality 'Wiradjuri Centre' remains unchanged. Further information will be presented to the elected representatives in due course.

Contribution ID 171

a) **The Wellington Rhino statue needs repairing and replacing.**
b) **The Wellington community has NO fenced dog-park and has requested a fenced dog-park. Proposal to use 'Market Square'**
c) **Wellington needs a network of Cycleways and Walking Tracks, Wellington request that at least half or more of this budget allocation is for Walking Trails and Cycleways in Wellington. (facility linking from Wellington Caves Complex (via Old Sydney Road, NOT the Highway) via Wellington NSW to Mount Arthur Reserve 'Scenic Drive')**
d) **There also seems to be $2,000,273 for 'Dubbo CBD Macquarie River Shared Pathways' but nothing for Wellington.**
e) **The Duke of Wellington Bridge in Wellington requires urgent review and repair.**
f) **Public Spaces Street Trees Budget: The Wellington 'Street Tree Masterplan' requires a budget and so does the whole LGA. Re-allocate the $250,000.00 for the unnecessary Cameron Park lights to street tree budget for Wellington instead (or a fenced dog-park and cycleways and walking paths).**
g) **Proposed Wellington Showground Road Re-beautification and tree replacement project.**
h) **Proposed Native Australian Plant and wildflower Botanical Garden for Bell Park, Wellington.**
i) **Wellington Aquatic Centre: this facility needs trees replaced for shade and provisions of tables and seats and seating in this facility as it is currently inadequate.**
j) **Opposed to $10 increase on entry fees to the Wellington Aquatic Centre.**
k) **Wellington Showground: This important community facility requires Better and safer lighting outside all gates, carparks, stable areas, the Grandstand and outside the Pavilions. The Wellington Showground could also be enhanced with more tables and seating and replace more shade trees and some public art Murals.**
l) **The need for a Club-house at the Rygate Park netball and tennis courts as well as shade and trees.**
m) **Public Art and Street Murals in Wellington. Proposal for Wiradjuri street art project.**
n) **There should be more EV charging stations in Wellington.**
o) **Wellington Cemetery needs flood-prevention planning and action and Amenities to be re-opened and up-graded.**
p) **Installation of rubbish bins, picnic tables and litter prevention strategies at Wellingtons riverside reserves and rubbish hot-spots.**
q) **Inadequate Public Amenities in Cameron Park, Wellington (Wellington CBD)**
r) **An 'Urban Cooling Strategy' should be developed and implemented.**
s) **A Tree Preservation Order should also be put in place.**
t) **Wellington Caves Complex really needs the proper Café, with a significant menu.**
u) **The livestream quality and sound and sound recordings of the DRC Meetings has been completely inadequate and unacceptable.**
v) **There needs to be a budget for weed-control in the Wellington area to eradicate and control the noxious and nearly out-of-control 'St Johns Wort' weed around the Wellington area.**
w) **There is a need for more aged care options, retirement villages and nursing homes in Wellington.**
x) **DRC needs to continue to support and advocate for 24 hour police station.**
y) **Drought-proof strategies put in place.**
z) **Storm Water Pollution Traps for Wellington.**
aa) **Wellington should be promoted as the 'second oldest town this side of the Blue Mountains 'and 'Kayaking Capital of NSW' and Platypus Conservation Area, and as a Clean, Green Town Conservation area and environmental attractions and as the" home of the Mega-fauna fossils"**
bb) **No Pay rise for Councillors**

a) Council will undertake community consultation in relation to the Wellington Rhino. Options may consider the cost and feasibly to repair and repaint, an exact replacement or replacement with an

animal more connected to the Wellington area and Wellington Caves such as a Diprotodont. This specific project is currently unfunded however funding will be considered following community consultation and as part of any future rhino sculpture renewal work in the LGA.

b) The provision of a leash free, fenced Dog Park in Wellington will be considered as part of a combined review of maintenance standards and cost benefit analysis of current leash free areas in the LGA. The estimated cost for a fence suitable for a leash free area is $40,000. Council is reviewing a number of sites for a leash free area including Market Square and Apex Park.

c) Council coordinated a road safety audit on Scenic Drive in 2020, for the purposes of assessing the feasibility to incorporate a footpath within the roadway, connecting the existing footpath on Bushrangers Creek Road to Mount Arthur Reserve. The report identified a number of intolerable safety risks due to the insufficient width of the existing road to safely accommodate both vehicles and pedestrians, as well as inadequate site distance around curves. The cost of mitigating the risks identified and to safely accommodate for both pedestrians and vehicles in Scenic Drive is cost prohibitive, making the option of constructing a footpath along Scenic Drive infeasible.

   Other options for safely connecting pedestrians to Mount Arthur Reserve are still being considered. Further consideration for footpath construction is required if this projects is deemed a priority capital project.

   The former Wellington Council prepared a Pedestrian and Access Mobility Plan (PAMP) to review the current condition of the footpath network which included Wellington, Geurie, Mumbil and Stuart Town. The PAMP is a document that provides strategic direction on the need and location of new connecting pathways. The PAMP in its current form does not include a dedicated path from the Wellington CBD to the Wellington Caves. It is proposed to review the previous PAMP to include new paths where there is pedestrian demand which would then be of similar nature to the Dubbo PAMP.

   Old Sydney Road has been affected by the flooding of the Bell River which has closed the road and required substantial work to reinstate the road. The construction of a granite shared pathway at this location may not be an appropriate location given the damaged caused by flood waters at this location.

d) The Shared Pathway project along the Macquarie River in Dubbo is a grant funded project under NSW Government - Department of Planning, Industry and Environment's NSW Public Spaces Legacy Program project. A new pedestrian bridge linking Cameron and Pioneer parks in Wellington was recently constructed, and a new internal path system within Pioneer Park will be constructed by June 2024.

e) A structural assessment of The Duke of Wellington Bridge is underway. This will inform the options available to Council in regards to the final use of the bridge. Any works proposed at this location would be through the external funds from the Natural Disaster Program which is why this is not listed in the budget. A report was put to Council on 23 February 2023 CCL23/50 titled Erosion report update for the Bell River – Duke of Wellington Bridge and Pioneer Park.

f) The LGA street tree budget is $100,000. There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. It is proposed that staff explore potential funding strategies (internal and external) to expand our tree planting programs. This may include corporate and community partnerships. If Council determines that an immediate increase street trees a priority, budget funds must be reallocated from elsewhere in the budget.

In addition to the street tree program Council will be delivering $245,000 for tree planting works across the region as part of an offset plantings program. This equates to 4,500 new tress in the region. Council secured $100,000 to go towards improving flying fox foraging opportunities. These funds will go towards planting appropriate feed and roosting trees for flying fox colonies

An audit identified current lighting in Cameron park system does not meet Australian Standard, or Safety by Design principles. Council has also received numerous letters of concern from residents regarding lighting in the park. There is a public safety component that needs to be addressed in the immediate future. The identified funds in the budget will ensure a full redesign of the system prior to the installation of a compliant system in the future.

g) The removal of the Kurrajongs occurred several years ago. This issue has been addressed on numerous occasions, including at the Wellington Town Committee, Public Spaces Tree Committee and through correspondence back to the Wellington Community Progress and Action Group. It is acknowledged that a number of Kurrajongs (endemic) and exotic species were removed to enable the installation of a granite path on the northern side of Showground Rd. No trees on the southern side of the road were removed as part of this project.

It was intended that a suitably sized and endemic species of tree would be replanted following the completion of the path. However, it has been advised that Infrastructure is considering the widening of this road in the future (no date identified) that would then result in the removal of trees. Further, the planting envelope is significantly impacted by overhead power lines and underground services (including water and sewer in asbestos mains) that effectively makes the replanting of the trees impossible.

The offset planting requirement of the pathway project will go into Pioneer Park as part of the rehabilitation and restoration works that are being carried out in this area as part of the $1.8 M flood restoration works.

It is noted that the neighbouring property owner on the northern side of the path was approached to identify if Council could plant trees in this area. Due to subsurface irrigation for his crops the farmer declined.

h) It is acknowledged that following the renewal of the Wellington Aquatic Leisure Centre that Bell Park needs reactivation. However, prior to making a decision on Bell Park a master plan would need to be developed and adopted for the area.

The development of the master plan would incorporate opportunities for the broader community to also have a say in its future use and development. This master plan would then need to be formally adopted by Council that would then allow and support grant applications for the site.

There is no budget identified to fund the development of the Bell Park Master Plan and no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that a master plan for Bell Park a priority, funds must be reallocated from elsewhere in the budget.

i) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase trees and shade structures at the

Wellington Aquatic and Leisure Centre funds a priority, funds must be reallocated from elsewhere in the budget.

j) Council operates many of its facilities including the Wellington Aquatic and Leisure Centre under a user pays principle with funds contributing to the operation and ongoing maintenance of the facility. Council still provides significant funding to the operation of this service.

k) A conceptual renewal plan for the Wellington Showground has been drafted following targeted stakeholder engagement. The draft plan is expected to be provided to Council for consideration prior to a formal exhibition period in the first quarter of the financial year. There will be opportunity for specific asset renewal information and ideas to be considered as part of this process. Creation of an agreed renewal plan is an important step to support future grant seeking activities.

l) A new amenity block, including toilets, changerooms, storage areas and a canteen was constructed at Rygate Park two years ago. Funding for a club house similar to Victoria Park No. 1 would be $800,000. This request would need to be considered in strategic context based on all users and understanding the actual impact of not having such as asset is having on sporting and recreational outcomes for community, and what additional outcomes would be creatives if it was established. Development of clubhouses is often driven by individual sporting clubs that seek a partnered approach with local and state governments. This feedback will be considered as part of future sporting asset planning for the region.

m) It is recommended that the project follows requirements from the soon to be placed forward, Public Art Strategy. The draft strategy is due to be presented to Council in the first quarter of the financial year. Following Council's consideration the strategy is proposed to go on public exhibition.

The project would also need to likely place forward a Development Application for approval and would need to seek permission from the Asset Owner. Council is supportive of community driven initiatives, and view this project as a private community project. As this would not be a Council project, Council would be limited on providing direction on items such as theme, style, or artist.

Painting onto brick will give a completely different look to the mural. To be a 'sister' mural to the one near Dubbo Regional Theatre the rear of the Civic Centre project managers may wish to consider investment in cement render.

n) Council has recently installed four 22kW electric vehicle 'destination' charging stations at the Wellington Library and Wellington Caves with the support of the NSW Government's NSW Electric Vehicle Destination Charging Grant (Round 1).

'Destination' charging generally encourages a longer dwell time, for example 1-3 hours, meaning more time for electric vehicle (EV) drivers to visit Wellington's cafes, pubs, retail stores and attractions.

Further information can be found on Council's website at: https://www.dubbo.nsw.gov.au/Our-Region-Environment/Maps-Traffic-and-Transport/electric-vehicle-charging-stations

o) Council is aware of the issues raised in relation to the flood information and are in the process of developing documentation to update the Wellington Flood Studies which will include the Bell and

Macquarie Rivers. Council actively participates in the Floodplain Management Program administered by the Department of Planning and Environment.

Council is currently preparing tender documentation for the preparation of a Flood Study and Floodplain Risk Management Plan in accordance with the Floodplain Development Manual. A copy of the process is shown below which is an extract from the Flood Risk Management Manual (Flood Risk Management Manual (nsw.gov.au))

Figure 2 Flood risk management process

This is a process to ensure that suitable works are undertaken within the floodplain and that isolated works are not adversely impacting other areas of the floodplain.

There has been previous studies undertaken which shows that the Wellington Cemetery is within the floodplain and can be affected by the larger rainfall events. The affected area is based on a statistical approach on the likelihood of the inundation, however this has been experienced more frequently in the past year. The area of flooding identified by the previous flood study in the vicinity of the cemetery is shown below.

The area of the flood study will capture both the Bell and Macquarie catchments and the impact of flooding on Wellington and surrounding areas (including the cemetery). It is important to undertake this process where we are considering works within the floodplain as this has the potential to impact the behaviour of flood waters.

The development of a Floodplain Risk Management Plan will allow Council to make informed decisions on the level of protection to its assets, including the cemetery, within the floodplain and

make sure that any works undertaken don't significantly cause an adverse outcome for other parts of the floodplain.

There is an allocated budget of $180,000 for such studies.

The amenities within Wellington Cemetery are not built to standards so cannot be upgraded. A new amenities will require $150,000 plus septic upgrade, access friendly pathways and lighting. It is also noted that there will be reduced grave space as a result. There is no allocation of budget for amenities as there is no plan to upgrade amenities within the Wellington Cemetery. There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to construct a new amenities block is a priority, funds must be reallocated from elsewhere in the budget.

The Wellington Cemetery has limited useful land for interments. There is a plan to remove the existing buildings which are on the grounds of the cemetery to create a larger area for new beams and interment plots. This would allow for an extended length of life for the current cemetery.

Previously, when the amenities were open there was a high need for maintenance and cleaning at the Wellington Cemetery site, as this was being used by travellers and members of community gathering for antisocial behaviour.

Council is working towards an updated Cemetery Management Plan and will also be progressing through the new Cemetery Licence process with NSW Cemeteries and Crematoriums in October 2023.

p) See response to contribution ID 189

q) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to construct a new amenities block at Cameron Park is a priority, it is recommended that we would therefore go with a similar design to the ones established in recent years. It is estimated the cost would be approximately $150,000, providing an additional three toilets.

r) Projects proposed for the coming 12 months that are aligned with the strategic intent of an urban cooling strategy include:

- Heat mapping and tree canopy assessment of Dubbo and Wellington with the intent of creating an Urban Cooling Strategy for these urban areas.
- Assessment of urban public lands managed by Council with the expansion of the Dubbo Street Tree Master Plan to identify other planting sites to increase canopy cover over time.
- Species assessment (heat tolerance) to identify current species (both native and exotic) that are unlikely to persist in the Dubbo environment in 50 – 100 years. As part of this project Council will be identifying species that we can look at transitioning to, in an effort to help maintain shade and the cooling effects of trees in our urban areas.
- Other strategies to help reduce the heat island effects including green facades and roofs.
- Potential funding strategies (internal and external) to expand our tree planting programs.

s) Council will consider a Tree Preservation Order (TPO) covering private trees at the Ordinary Meeting in July. In the event that Council considers the report favourably, a draft TPO will be

placed on public exhibition seeking feedback from the community before a final determination is made.

t) A Wellington Caves Café expansion is not sustainable. The previous provision of this service level of food was not able to cover operating costs. There are no plans or budget allocation to bring this level of service back in the short term, although the option will continue to be looked at as visitation is grown. There are already EV Chargers at this location.

u) Council has purchased new microphones to resolve this issue. Council also recently resolved to relocate the Council Chamber in Dubbo to the Ground Floor to increase accessibility. The relocation to the ground floor has also provided the opportunity to upgrade the technology required to be support livestream and online participation at meetings. The expected time of completion will be the end of July 2023.

v) The growing flowering time of St John's Wort coincides with several other summer weeds such as Silver Leaf Nightshade, Coolatai Grass and Blue Heliotrope just to name a couple. These weeds also need to be treated and are of equal or more importance in the case of Coolatai grass. There is budget allocation for St John's Wort management but it is the staff resourcing of this service that presents a challenge. In the past Council have utilised Council staff and Contractors. It should also be noted that much of the St John's Wort is on private land and Council is not responsible to physically control weeds on private lands.

   Eradication of St John's Wort is not feasible or economical, it is a widespread weed in the Central West Local land Services Region. Management of this weed is primarily to protect land that isn't infested and also treating small isolated infestations and Council roadsides.

   Most of the roads have been sprayed in both Dubbo and Wellington last season. Council's aim is to re-spray these roads again this coming season.

   St John's Wort is currently a General Biosecurity Duty Classification which inhibits the action that can be taken by Council to enforce any control action, the current regional plan has expired and the new plan is required to be signed off by the Agriculture Minister. There is no clear date as to when the document will be signed off. Council is not in a position undertake any enforcement action until the regional plan has been signed off by the Minister.

w) Council has a dedicated Community Development Officer for Seniors and People with Disability, who connects with aged care services across the Local Government Area.

x) Council and its elected body have continued to promote the need for a 24 hour Police Station in Wellington, to the highest levels. Council has a close and productive relationship with the Orana Mid Western Command and commends the policing strategies that are already in place.

y) Council has been undertaking works to work towards drought proofing Wellington. This has included the installation of a bore and piped network to extract groundwater to compliment river water for processing into drinking water. These activities will continue into the 2023/2024 financial year. Alternate water supplies for Pioneer and Cameron Park are being investigated to reduce the demand on potable/town water supplies.

z) There are 19 Gross Pollutant Traps in Wellington. There is no identified need or funding for more.

aa) Council's core destination marketing strategy takes a regional approach, with holistic marketing of the breadth of visitor experiences available across Dubbo, Wellington and the surrounding villages. This regional approach builds on the existing brand stability and awareness of Dubbo while achieving greater cut through in metro markets due to the diversity and desirability of the tourism offerings available across the region.

When opportunities are identified to promote Wellington as a stand-alone destination outside of the regional focused marketing activity the town is positioned with a focus on its rich history and breathtaking natural beauty. Wellington is marketed as a 'bona fide nature lover's paradise' leveraging well-established attractions (Wellington Caves, Lake Burrendong, Arboretum, Mount Arthur Reserve in particular), as these attractions are developed and currently accessible and bookable to visitors. When appropriate to the target audience particular selling points such as historic significance, water sports opportunities and environmental significance, like the historic discoveries of megafauna fossils, are promoted and leveraged as supporting messaging when relevant.

bb) Adopting the fees payable to Councillors and the Mayor is a legislative requirement under section 248 of the Local Government Act 1993. It further states that Council may fix the annual fee within a range set by the Local Government Remuneration Tribunal; if Council does not fix the annual fee, the minimum fee determined by the Remuneration Tribunal must be paid.

The Local Government Act 1993 requires the Local Government Remuneration Tribunal to report to the Minister for Local Government by 1 May each year on its determination of categories of councils and the maximum and minimum amounts of fees to be paid to Mayors and Councillors.

As this is a legislative requirement, Council is unable to reallocate these funds to other parts of the budget.

Contribution ID 170

a) The Wellington Rhino statue needs repairing and replacing.
b) The Wellington community has NO fenced dog-park and has requested a fenced dog-park.
c) Wellington needs a network of Cycleways and Walking Tracks, Wellington request that at least half or more of this budget allocation is for Walking Trails and Cycleways in Wellington. (facility linking from Wellington Caves Complex (via Old Sydney Road, NOT the Highway) via Wellington NSW to Mount Arthur Reserve 'Scenic Drive')
d) There also seems to be $2,000,273 for 'Dubbo CBD Macquarie River Shared Pathways' but nothing for Wellington.
e) The Duke of Wellington Bridge in Wellington requires urgent review and repair.
f) Public Spaces Street Trees Budget: The Wellington 'Street Tree Masterplan' requires a budget and so does the whole LGA. Re-allocate the $250,000.00 for the unnecessary Cameron Park lights to street tree budget for Wellington instead (or a fenced dog-park and cycleways and walking paths).
g) Wellington Aquatic Centre: this facility needs trees replaced for shade and provisions of tables and seats and seating in this facility as it is currently inadequate.
h) Opposed to $10 increase on entry fees to the Wellington Aquatic Centre.
i) Wellington Showground: This important community facility requires Better and safer lighting outside all gates, carparks, stable areas, the Grandstand and outside the Pavilions. The Wellington Showground could also be enhanced with more tables and seating and replace more shade trees and some public art Murals.
j) The need for a Club-house at the Rygate Park netball and tennis courts as well as shade and trees.

k) Public Art and Street Murals in Wellington.
l) There should be more EV charging stations in Wellington.
m) Wellington Cemetery needs flood-prevention planning and action and amenities to be re-opened and up-graded.
n) Installation of rubbish bins, picnic tables and litter prevention strategies at Wellingtons riverside reserves and rubbish hot-spots.
o) Inadequate Public Amenities in Cameron Park, Wellington.
p) An 'Urban Cooling Strategy' should be developed and implemented.
q) A Tree Preservation Order should also be put in place.
r) Wellington Caves Complex really needs the proper Café, with a significant menu.
s) The livestream quality and sound and sound recordings of the DRC Meetings has been completely inadequate and unacceptable.
t) There needs to be a budget for weed-control in the Wellington area to eradicate and control the noxious and nearly out-of-control 'St Johns Wort' weed around the Wellington area.
u) There is the great need for more Aged Care options, Retirement villages and Nursing Homes in Wellington.
v) DRC needs to continue to support and advocate for 24 hour police station.
w) Drought-proof strategies put in place.
x) Storm Water Pollution Traps for Wellington.
y) Wellington should be promoted as the 'second oldest town this side of the Blue Mountains 'and 'Kayaking Capital of NSW' and Platypus Conservation Area, and as a Clean, Green Town Conservation area and environmental attractions and as the" home of the Mega-fauna fossils"
z) No Pay rise for Councillors

See response to contribution ID 171 a-z.

Contribution ID 168

a) Consider and plan for a second Macquarie River Bridge crossing with associated town bypass North and East of Wellington.

The provision of a Wellington Mitchell Highway Bypass is not recognised in Council's long term strategic planning for Wellington. It is understood that it is not in the strategic plans of Transport for NSW.

Council is working closely with the Energy Corporation of NSW on development of the Central West and Orana Renewable Energy Zone, which includes the majority of the Dubbo Regional Local Government Area and in particular land around Wellington. These work activities include analysis of the transport functions associated with development in the Renewable Energy Zone and the impact on agricultural uses and the functions of Wellington.

Whilst it is considered that a Mitchell Highway Bypass is not currently required, it is considered that a more holistic consideration of the future transport infrastructure requirements of Wellington is warranted, through the preparation of a Wellington Transport Strategy.

This body of work for Wellington is not currently funded or included in the Infrastructure Division works program. Following further work on the transportation and access requirements associated with the Renewable Energy Zone, this body of work can be further considered by Council towards inclusion in the next iteration of the Operational Plan**.**

Contribution ID 167

a) Opposed to aircraft parking fees at Dubbo Regional Airport.

See response to Contribution ID 180.

Contribution ID 164

a) **Propose that consideration be given to establishment of separate office/meeting room at Wellington Showground for use by the Wellington Show Society.**

A conceptual renewal plan for the Wellington Showground has been drafted following targeted stakeholder engagement. The draft plan is expected to be provided to Council for consideration prior to a formal exhibition period in the first quarter of the financial year. This feedback will be considered as part of this engagement process.

Contribution ID 161

a) **A budgetary plan should be created and implemented with specific dates on action with Community groups with Regand Park.**

The Macquarie River Master Plan North and South Precinct , which includes Regand Park was endorsed as a long term strategic plan for the precinct, with estimated cost to implement being $10M in current terms. Prior to the development of a budgetary plan to inform a funding strategy and support implementation, further finer grain design is required to ensure that any infrastructure is designed to withstand flooding and inundation events.

At present the time no additional funding is identified to proceed with this design work, however Council has funding to continue with tree planting in this area. While this may not progress the infrastructure development of the site, it does enable these trees time to establish and start to make a positive contribution to the environment while other funding is identified.

Contribution ID 156

a) **Council needs to put money into environmental restoration, including a position to promote these activities.**

See response to contribution ID 189 a).

Contribution ID 155

a) **Proposed alternatives to landing fees at the Dubbo Regional Airport, including;**
   - **Discounted yearly rate for local residents for Dubbo Aero Club members.**
   - **Increase the 50% off weekend MTOW to 2500kg.**
   - **Propose allowing up to XX landings a month without landing fees.**

b) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

See response to Contribution ID 180.

Contribution ID 154

a) **Review and implement the Pedestrian Access and mobility Plan for the LGA (specific mention of Cameron Park, Pioneer Park to Mouth Arthur)**
b) **Noted support of Operational Plan action items, 3.1.1.10, 3.1.2.3, 3.3.2.1, 5.6.1.6.**
c) **Hope that Australia Day 2024 ceremony to follow the same model as 2023 (event held on the evening before) noted that community survey was not carried out.**
d) **Request for support to owners of building with historical significance to revitalise their buildings, repurpose and enhance the urban environment.**
e) **Wellington Street Tree Master Plan need to have a budget allocation and implementation plan.**
f) **Request for systemic approach to St John's Wort in the Wellington area and neighbouring LGAs.**

a-b) The comments within the submission have been noted.

c) The Wellington Town Committee, of which the Wellington Australia Day Committee was formed from, have indicated a preference for the Wellington Australia Day event to be held Thursday 25 January, 2024. A community survey regarding aspects of this year event will be undertaken in the coming weeks to assist the Committee and Council in finalising details for the 2024 event.

d) At the June 2023 meeting of the Wellington Town Committee, members requested that a working paper be developed to analyse the current challenges and opportunities for Wellington CBD Heritage revitalisation. Pending Councils approval this body of work will be included in the 2023-2024 Economic Development Services Action Plan and will be provided to the Committee and Council for consideration.

e) The LGA street tree budget is $100,000. There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. It is proposed that staff explore potential funding strategies (internal and external) to expand our tree planting programs. This may include corporate and community partnerships. If Council determines that an immediate increase street trees a priority, budget funds must be reallocated from elsewhere in the budget. In addition to the street tree program Council will be delivering $245,000 for tree planting works across the region as part of an offset plantings program. This equates to 4,500 new tress in the region. Council secured $100,000 to go towards improving flying fox foraging opportunities. These funds will go towards planting appropriate feed and roosting trees for flying fox colonies.

f) See response to Contribution ID 171.

Contribution ID 151

a) Request for budget allocation for a marked crossing adjacent to Woolworths Delroy Park (crossing Minore Road).

There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to construct a marked crossing adjacent to Woolworths Delroy Park operational funds must be reallocated from elsewhere in the budget.

Contribution ID 147

a) Consider an annual fee for landing (Dubbo Regional Airport) direct payable to DRC.
b) Support for parking fees on hard surface with tie down and lighting areas only. No support for other parking options.
c) Request for short-term parking options at Dubbo Regional Airport for air charter passengers (including hand standing and lighting).
d) Opposed to aircraft parking fees at Dubbo Regional Airport.

See response to contribution ID 180.

Contribution ID 145

a) Concerns regarding the future plan for Dubbo City and the heavy reliance on digital technology and AI systems.
b) Concern with the increased cost in cemetery fees.
c) Concern with the increase in costs associated with Development Applications.
d) Council to consider making a space available for community groups to meet.

a) The 2020 Dubbo Transportation Strategic Plan aims at reducing traffic congestion within Dubbo Central Business District (CBD), facilitate booming Residential Development and open up new regions for Commercial and Industrial development within Dubbo Region. Council has no regulatory function in stopping people from using cars.

Council ensures services and projects align to legislative privacy requirements.

Council is not aware of any significant case studies suggesting risk to human and animal health from the use of LED lighting in proposed settings outlined in the SMART Region or SMART Council strategies.

Smart technologies are utilised and continue to be improved in our waste processes by monitoring pick up rates to increase efficiency in servicing.

The Phosphate Mine is a tourism product at the Wellington Caves not a mining enterprise.

b) Council operates a number of its services under a user pays system. The fees applied under Cemetery Fees are applied for interment and reservations to all cemeteries within the LGA and partially offset operational costs.

c) Fees associated with Development Applications are legislated. From 1 July 2023, the fee unit for planning services will be increased to reflect movements in the consumer price index (CPI). This includes development application fees contained in Schedule 4 of the Environmental Planning and Assessment Regulation 2021.

The fee unit for the financial year commencing 1 July 2023 will be $107.27. Updating the fee unit each year in line with CPI changes means that fees will better reflect the cost of providing planning services and any increases will be gradual.

NSW Department of Planning and Environment has advised that an amendment to the Environmental Planning and Assessment Regulation 2021 to ensure the new fee can be applied from 1 July 2023. Provision has been made to increase fees associated with contestable construction certification and complying certification works. The aim of these fee increases is to fund additional resources that would assist in assessment times being reduced.

d) Following a Council resolution in March 2023 an updated action for the operational plan is proposed as 'Development of a future focused Cultural Precinct Plan at the Western Plains Cultural Centre'. This strategic planning process will consider opportunity for spaces that community groups can hold meetings.

As identified in the adopted SPARC Plan a proposed operational task in the coming 12 months is 'Council will investigate interim measures to support community, arts and cultural groups with spaces to hold meetings. The investigation should include a review of Council owned assets, leases and licences agreements and identify opportunities to increase use at any underutilised facilities'.

Contribution ID 144

a) Opposed to aircraft parking fees at Dubbo Regional Airport.

See response to Contribution ID 180.

Contribution ID 138

a) Consider an annual fee for landing (Dubbo Regional Airport) direct payable to DRC.

b) Opposed to aircraft parking fees at Dubbo Regional Airport. Create a covered area for parking that can be charged for.

See response to Contribution ID 180.

Contribution ID 136

a) Concerns with the introduction and increase of additional fees for GA operations at Dubbo Regional Airport.

See response to Contribution ID 180.

Contribution ID 135

a) **Consideration of 'smaller users' of the Dubbo Regional Airport when considering the master plan and changing asset values.**
b) **Question regarding parking fees and the Passenger Fee Subsidy – New Routes.**
c) **Consider an annual fee for landing**
d) **Increase the 50% off weekend MTOW to 2500kg.**
e) **Opposed to aircraft parking fees at Dubbo Regional Airport. Create a covered area for parking that can be charged for.**

a) Dubbo Regional Airport is operated under a user pays principle with funds contributing to the ongoing operations and maintenance of the facilities. It is recognised that different sized aircraft have different needs for airfield infrastructure utilisation with larger aircraft having more of an impact on airfield wear and tear and greater airfield capacity needs, and smaller aircraft having a lesser impact on airfields in terms of maintenance and capacity requirements. Therefore, aircraft are charges on a maximum takeoff weight (MTOW) basis with larger aircraft attracting a larger charge and smaller aircraft attracting a lesser charge.
When assessing land values, the principles of market and economic locality are applied with rental values assessed against the market values achieved in the Dubbo Region, and not just those achieved on airport.

b) Passenger Fee Subsidy – new routes:
The market fee subsidy is designed to increase passenger services into and out of Dubbo Airport where there is sufficient runway and Regular Passenger Aircraft apron capacity to meet the airports future needs.

The introduction of aircraft parking charges is to manage capacity constraints generated from the impact on aircraft parking availability at the airport with aircraft operators parking for extended periods of time in the general aviation areas thus creating operational capacity constraints for aircraft parking. The introduction of aircraft parking charges helps modify these behaviours while the fees raised contribute toward facility upgrades and future expansion costs.

Also see response to Contribution ID 180.

Contribution ID 133

a) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

See response to Contribution ID 180.

Contribution ID 131

a) **Allocation of adequate funds to address the effect of climate change (trees, greening and planning)**
b) **Allocation of funds to implement the proposed Tree Preservation Order.**
c) **DRC must do better with increasing our tree canopy, this includes a budget and strong policy documents.**

a) Council will be delivering $245,000 for tree planting works across the region as part of an offset plantings program. This equates to 4,500 new tress in the region. Council secured $100,000 to go towards improving flying fox foraging opportunities. These funds will go towards planting appropriate feed and roosting trees for flying fox colonies. Council also requires Developers to plant new street trees in new estates as part of the Development Approval. Since 2012 this has resulted in over 2,500 street trees planted at no additional cost to Council.

The LGA street tree budget is $100,000. There is no identified option for reprioritisation of service within the relevant function budget to direct to new tree planting.

It is proposed that staff explore potential funding strategies (internal and external) to expand our tree planting programs. This may include corporate and community partnerships. If Council determines that an immediate increase street trees a priority, budget funds must be reallocated from elsewhere in the budget. In addition to the street tree program.

b) Council will consider a Tree Preservation Order (TPO) covering private trees at the Ordinary Meeting in July. In the event that Council considers the report favourably a draft TPO will be placed on public exhibition seeking feedback from the community before a final determination is made.

c) See response to Contribution ID 186 h).

Contribution ID 130

a) Proposed alternatives to landing fees at the Dubbo Regional Airport, including;
- **Discounted yearly rate for local residents for Dubbo Aero Club members.**
- **Increase the 50% off weekend MTOW to 2500kg.**
- **Propose allowing up to XX landings a month without landing fees.**

b) Opposed to aircraft parking fees at Dubbo Regional Airport. Create a covered area for parking that can be charged for. Other proposals; tiered parking fees, free parking for registered operator with Dubbo Region LGA postcodes, a yearly rate for parking, weathered in aircraft or aircraft under prolonged maintenance should not be penalised.

See response to Contribution ID 180.

Contribution ID 127

a) Proposed alternatives to landing fees at the Dubbo Regional Airport, including;
- **Discounted yearly rate for local residents for Dubbo Aero Club members.**
- **Increase the 50% off weekend MTOW to 2500kg.**
- **Propose allowing up to XX landings a month without landing fees.**

b) Opposed to aircraft parking fees at Dubbo Regional Airport. Create a covered area for parking that can be charged for. Other proposals; tiered parking fees, free parking for registered operator with Dubbo Region LGA postcodes, a yearly rate for parking, weathered in aircraft or aircraft under prolonged maintenance should not be penalised.

See response to Contribution ID 180.

Contribution ID 126

a) Proposed annual landing fee for Dubbo based GA Aircraft.

b) Parking fees should only apply to the hard stand area, free parking should be provided for aircraft in maintenance and local operators.

See response to Contribution ID 180.

Contribution ID 125

a) Request to prioritise investigations into town water source for Elong Elong. There is a greater requirement for resident to have at least one access point to a bulk water source.

The extension of a water supply service from Ballimore to Elong Elong is not currently in the forward program. Council has higher priorities for renewals for the existing network. A bulk filling station is located at Ballimore that is available to residents upon application.

Contribution ID 124

a) Request for DRC to maintain and clear around the 50km speed restriction signage on both Renshaw McGirr Way and Bournewood Road entrances into North Yeoval.

b) Request to plant a tree line along the roadside verge of Renshaw McGirr Way from the intersection of Cemetery Road and Renshaw McGirr Way to the intersection of Bournewood Road.

c) Request that DRC mowing and maintenance of the wide verges on both sides of Renshaw McGirr Way from Bournewood Road intersection to the Buckinbah Bridge.

d) Request as a high priority funding allocation to build a safe walking path/cycleway from Bournewood Road intersection with the Renshaw McGirr Way to Buckinbah Bridge.

e) Request for DRC to realign the footbridge approach the Buckinbah Bridge, including stabilisation of the soil erosion at the footbridge.

f) Request for DRC to undertake adequate water drainage and diversion of water away from low lying areas along the Renshaw McGirr Way verges.

g) Request that DRC clean an area north on the western side verge of Renshaw McGirr Way for parking and an information board explaining the history of the Railway in Yeoval.

h) Request for DRC to address their infrastructure funding criteria and their operational plan criteria with regard to the safety concern and infrastructure needs as included above including North Yeoval in their final budget and operational plan.

a) The budget identifies $360,000 to increase maintenance service levels on the highway entrances to Dubbo and Wellington. This service level adjustment is not extended villages. Village maintenance service levels are identified in adopted policy setting of Council.

b) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to planting a tree line in North Yeoval (Renshaw McGirr Way) is required, operational funds must be reallocated from elsewhere in the budget.

c) See response a).

d) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to build a walking path/cycle way in North Yeoval is required, operational funds must be reallocated from elsewhere in the budget.

e) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to realign the footbridge approach to the Buckinbah Bridge is required, operational funds must be reallocated from elsewhere in the budget.

f) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase to service to undertake new drainage works along Renshaw McGirr Way operational funds must be reallocated from elsewhere in the budget.

g) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to clear an area for parking on Renshaw McGirr Way and install an information board is required, operational funds must be reallocated from elsewhere in the budget.

h) Formal discussions with Cabonne Council regarding potential boundary adjustments are expected to occur within the in the first quarter of the financial year.

Contribution ID 123

a) DRC must do better with increasing our tree canopy, this includes a budget and strong policy documents.

See response to Contribution ID 186 h) and 175 f).

Contribution ID 120

a) Concerns with the introduction and increase of additional fees for GA operations at Dubbo Regional Airport.

See response to Contribution ID 180.

Contribution ID 117

a) Concerns with landing fees for private/recreational non-commercial activates at Dubbo Regional Airport.

See response to Contribution ID 180.

Contribution ID 114

a) Congratulations to Council on initiatives to attract newcomers and businesses to Dubbo Region and appointment of Multicultural Advisory Committee.

b) The allocation at Elizabeth Park for a monumental Multicultural garden is supported.

The comments within the submission have been noted.

Contribution ID 110

a) Council to consider placing rubbish bin in high traffic areas in Wellington (specifically Pioneer Park, Cameron Park and the CBD.)

See response to contribution ID 189 d).

Contribution ID 106

a) Request for pedestrian pathway Sheraton Road to Boundary Road.

Council is in the early stages of undertaking a design of Sheraton Road as a future upgrade from the roundabout at Boundary Road through to the Mitchell Highway. This design will include a path from Boundary Road through to the start of the school precinct.

Council has undertaken initial investigations for a pedestrian pathway on the western side of Sheraton Road however there are number of concerns to be addressed;

- footpath may need to be temporary, to give us flexibility to alter the levels in the footpath area in the future.
- As there will be residential properties backing onto Sheraton Road, we will need to drain the footpath area back to the road to avoid water discharging from public land into private property in the future. This will require the road boundary (eastern side) to be higher than the back of kerb. Currently as the land generally falls away from the road to the east, the new footpath will be too low to allow appropriate drainage, and would need to be ripped out and adjusted in the future.

Contribution ID 98

a) Council to consider placing rubbish bin in high traffic areas (specifically Pioneer Park, Cameron Park and the CBD/parks and sporting facilities)

See response to contribution ID 189 d).

Contribution ID 84

a) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

See response to Contribution ID 180.

Contribution ID 81

a) **Opposed to increased landing fees at Wellington Aerodrome.**
b) **Council should consider the costs associated with running AVDATA at the Wellington Aerodrome.**
c) **Request to remove the landing fees at Wellington Aerodrome.**

See response to Contribution ID 180.

Contribution ID 76

a) **Increase visitation and tourism across the region by providing smaller attractions/events to the smaller villages on a regular bases. Request for event funding outside of applying to the Event Funding Programs.**
b) **Council's investment in DREAM Festival and value for smaller centres in the region**
c) **Utilisation of state government event activation being spent in Dubbo**

a) Funding for the Arts (cultural services, cultural development or event attraction and development) is regionally focused and there is no specific funding identified for Wellington, Geurie or Stuart Town. The event funding program enables a transparent process of applications for public funds for events across the region. A number of events from Wellington, Geurie and Stuart Town have been successful in obtaining funds through the program including six in 2021/2022 receiving a total of $14,500, and three in 2022/2023 receiving a total of $6,500.

In addition, and in relation to support for culture and cultural tourism activities in these specific locations the budget and 12 month operational plan proposes:

- As part of the $100,000 identified to deliver actions the adopted regional cultural program SPARC relaunching the Oral History project in Geurie, take versions of established programs on the road, for example Minimakers and Smokescreen.
- $16,000 to facility maintenance for the Wellington Museum, $7,000 to part fund an external museum advisory service to work with the committee, in addition to peppercorn lease (valued at $10,000) of public facility.
- $10,000 to fund insurance and maintenance of the Fowler Steam Engine
- Peppercorn lease to the Maliyan Café and Cultural Centre.

Council is keen to continue to support events to build capabilities and capacity and access funding streams outside Council. Council will continue to coordinate the Regional Events Network as part of that commitment.

In relation to investment in public cultural and tourism offerings, in addition to Wellington Caves, $222,000 has been spent on upgrades and new equipment at Wellington Civic Centre since 2019. This investment has been in line with increased activation. The following performing arts events have been programmed during the last three years.

Name of the event held at Wellington Civic Centre	Date	Total number of people attending	Total number of people from Wellington attending	% represented by Wellington residents
Brass Monkeys	10/04/21	65	55	84.6%

Comedy Night	11/06/21	67	41	61.1%
The Wiggles	21/03/22	1472	258	17.5%
Alphabet of Awesome Science 2 x 2 shows	04/04/22	336	61	18%
Bruce Mathiske Guitar Artistry	28/05/22	60	13	21.6%
Caribe on Tour	17/09/22	83	42	50.6%
Travelling Dance Hall	05/11/22	64	29	45.3%
Andy Nelson and friends	09/09/23	30	0	0

b) The investment by Council for the DREAM Festival is $40,000, not $96,000, the difference is derived from commercial sponsorships, grant funding, and income from sales. Regional Events has reached out to community and cultural groups in the LGA to encourage established and newly created events to be part of the DREAM Festival month of September. Staff are happy to meet with the Wellington Arts Centre committee to see what exciting events that can connect, celebrate and illuminate September 2023 as part of the DREAM Festival.

c) Sky castles was a huge success in reconnecting communities through Create NSW Funding. Premise of this funding program was centred about enticing communities out of their home and gathering together in a public space post Covid not visitor attraction so there was no program of measurement of value to small centres undertaken.

As part of the Reconnecting Communities Funding Project (of which Skycastles was funded) , Regional Events supported the Fong Lees Lane event in Wellington to the value of $5,000 as well as $5,000 to Wellington Arts & Sculpture Festival to re-ignite community engagement following the pandemic

Contribution ID 75

a) Requests for regular maintenance of drainage (i.e. culverts, dish drains)

Council has a budget allocation to undertake drainage maintenance throughout the local government area. The proposed budget for this type of work is:

• Rural sealed road drainage maintenance - $50,000
• Rural unsealed road drainage maintenance - $37,000
• Urban Roads General Maintenance - $700,000 this is for all activities such as pothole patching, drain maintenance, line marking maintenance, roadside signs maintenance, minor traffic facilities maintenance, unsealed laneway maintenance for the urban areas.

There is no distinct budget item for drainage works for Geurie, or any other town or village, with the maintenance activities undertaken across the whole Local Government Area. Works are reviewed and programmed if considered to be required.

Council does undertake general inspections for maintenance programming, however items such as individual pipes are not inspected in detail. Any issues with drainage can be reported via Council's

Customer Request Management (CRM) system DRC&ME or calling our Customer Experience Centre. The request is then allocated to the relevant staff member and if works are required, it is then prioritised with the other requests for works.

Contribution ID 71

a) **Concerns with the introduction and increase of additional fees for GA operations at Dubbo Regional Airport.**
b) **Alternatives suggested for tiered parking fees, an annual fee.**

See response to Contribution ID 180.

Contribution ID 70

a) **Opposed to the recent decision to close the section of Old Mendooran Road.**
b) **Rates harmonisation is overdue.**
c) **DRC should make a formal submission to the boundary's commission regarding boundary adjustments to areas such as Yeoval and North Yeoval.**
d) **Request to review any further charges and price hikes at the saleyards (Dubbo Regional Livestock Markets) for the foreseeable future.**
e) **Request for adequate signage at Terrabella Road, "Little River" and "Terrabella Bridge".**
f) **Request for completion of 'missing links and sealing' between Benelong Fire-shed and the Nubingerie Eulandool road intersection.**
g) **Proposed popularity elected mayor.**

a) There have been two fatalities at this intersection with one occurring after the installation of oversized signage. A road safety audit was undertaken with the preferred option being the closure of Old Mendooran Road between the Golden Highway and Boothenba Road. This was subsequently adopted at the Ordinary Council at the meeting held on 24 February 2022. It is noted that this closure creates a slightly longer journey for people travelling from Mendooran who are wishing to travel west along the Golden Highway.

b) General rates harmonisation has already occurred. This year Council is proposing water and sewer pricing harmonisation. In accordance with Section 562 of the Local Government Act 1993, "Annual rates and charges may be paid in a single instalment or by quarterly instalments". If payment is made in a single instalment, the instalment is payable by 31 August, and if payment is made by quarterly instalments, the instalments are payable by 31 August, 30 November, 28 February and 31 May.

The Local Government Act requires rates to be levied on each "parcel of land" which is separately valued and also for each parcel of land to be placed in one of four rating categories. The definition of "parcel of land" in the Local Government Act is a portion or parcel of land which is separately valued under the Valuation of Land Act.

The Valuation of Land Act requires separate valuations to be made under the following circumstances:

- Section 26(1); if buildings are erected thereon which are obviously adapted for separate occupation.
- Section 27(1); Where several parcels of land owned by the same person are separately let, they shall be separately valued.
- Section 27(2); Lands which do not adjoin or which are separated by a road or are separately owned shall be separately valued, except land held for agricultural or pastoral purposes which are owned by the same person.
- Section 27(B); Lots in a subdivision may be separately valued.

Where several parcels of land adjoin, and are in the same ownership, and no part is leased, they are to be included in the one valuation unless the Valuer General directs otherwise (section 26 of Valuation of Land Act noted above). Separate valuations are required where buildings are erected thereon which are obviously adapted to separate occupation. Where several parcels of land adjoin, are owned by the same person and are all let to one person then they are subject to one valuation, otherwise they should be separately valued and rated (section 27 of Valuation of Land Act noted above).

c) Formal discussions with Cabonne Council regarding potential boundary adjustments are expected to occur within the in the first quarter of the financial year.

d) Council has made significant investment in recent years to the facility, and is unable to continue operations, maintenance and capital investment without reviewing fees.

New truck wash was a $1.6M investment. Dubbo Regional Livestock Market (DRLM) operates under a NSW Environment Protection Authority (EPA) licence and the truck wash is much more than a concrete pad and a tap, it is the effluent management behind the scenes that forms a significant amount of the cost. Benchmarking of fees and charges against other truck wash has been completed and DRLM is at the lower end of these comparisons.

In context, the yard fee charges by Council is only one component of selling. Council has no control over the price of other Government levies, commission agents charge, scanning fees, transit insurance and freight. DRLM has 13 competitive licenced agents operating at DRLM which is more than most other saleyards.

e) The low lying area of Terrabella Road that crosses Barneys Gully is known to be affected by floodwaters and this has been experienced in the last couple of years.

Terrabella Road at Barney Gully is low lying with water remaining on private property where the water course traverses. Works at this location would require the raising of the road and significant works within private property to drain this low lying area.

A customer request has been created for the signage at the intersection of Arthurville Road and Terrabella Road to be reviewed and any necessary actions will follow.

The timber bridge was known as Terrabella Bridge and it is understood that former signage reflected this. There is no requirement for bridge names to be approved by the Geographical Names Board so signage will be made and installed at the new bridge location.

f) Nubingerie Road is currently not listed for an upgrade to a bitumen sealed road. The upgrade and renewal works are assessed across the local government area and there are a number of roads with a higher priority.

Nubingerie Road (Benolong Fire shed to Eulandool Road intersection) was gravel resheeted earlier this year as part of the gravel resheeting program and no further treatment proposed at this time.

g) The comments within the submission have been noted.

Contribution ID 67

a) **Opposed to aircraft parking fees at Dubbo Regional Airport.**
b) **The landing fee increase is supported.**

See response to Contribution ID 180.

Contribution ID 61

a) **Request to reconsider a new playground in Southlakes.**

A resolution of Council on 28 October 2021 reallocated the funds for a Southlakes playspace to be reallocated to the Victoria Park Playground renewal, and the potential fencing of the Cameron Park playground. Council resolved for a fence to be installed around Cameron Park playground at its meeting held 25 May 2023.

There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to construct a playspace in Southlakes is required, operational funds must be reallocated from elsewhere.

Contribution ID 44

a) **Request for upgrade and ongoing maintenance at the North Yeoval Cemetery.**
b) **Request for a public assess pathway connecting North Yeoval and Yeoval along Renshaw McGirr Way.**
c) **Request for continual maintenance and upgrading of essential services that connect mains water to the North Yeoval.**
d) **The Villages of Yeoval (which encompasses North Yeoval) is being socially divided because it being situated on the boundary of two Councils.**

a) Regular mowing is undertaken in line with Councils adopted mowing schedules. Community are encouraged to report other issues via Council's Customer Request Management (CRM) system DRC&ME or calling our Customer Experience Centre. The request is then allocated to the relevant staff member and if works are required, it is then prioritised with the other requests for works.

b) See response to contribution ID 124.

c) The mains water infrastructure in North Yeoval is not a Dubbo Regional Council asset.

d) Formal discussions with Cabonne Council regarding potential boundary adjustments are expected to occur within the in the first quarter of the financial year.

Contribution ID 36

a) **Request that Mumbil keeps a reduced sewerage charge. Previously granted at $50 a year discount, request is for a $60 reduction per year.**

The comments within the submission have been noted.

Contribution ID 30

a) **Request to increase the 30% subsidy to Dubbo District Cricket Association for grounds services fees.**

Council staff are supportive of a 10% increase on the proposed 30% subsidy to Dubbo District Cricket Association for grounds services. It is proposed that the services agreement be updated to reflect a 40% subsidy.

Contribution ID A1

a) **Opposed to increased landing fees at Dubbo Regional Airport.**
b) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

See response to Contribution ID 180.

Contribution ID A2

a) **Opposed to landing fees at Wellington Aerodrome.**
b) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

See response to Contribution ID 180.

Contribution ID A3

a) **Request for amenities at the New Dubbo Cemetery.**

There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to construct amenities at the New Dubbo Cemetery is required, operational funds must be reallocated from elsewhere.

Contribution ID A4

a) **Objection to the name suffix "and Recreation Park"**
b) **Opposed to landing fees at Wellington Aerodrome.**
c) **Comment regarding the recommitment of drag meetings and the potential destruction of the new pavement.**

a) The name Wellington Aerodrome and Recreation Park was resolved by Council and is reflective of the multi-purpose use of the facility.
b) See response to Contribution ID 180.
c) See response to Contribution ID 180.

Contribution ID A5

a) **Opposed to aircraft parking fees at Dubbo Regional Airport.**

See response to Contribution ID 180.

Contribution ID A5.2

a) **Opposed to increased landing fees at Wellington Aerodrome.**

See response to Contribution ID 180.

Contribution ID A6

a) **Comments regarding 1.2.1.8 "Effective use of external sale and marketing resources to facilitate sales for future releases"; which includes a number of comments regarding the Keswick land auctions.**
b) **On the basis of variation in demand, Council should consider subdivision options of future land releases.**
c) **Suggestion that Council refer to the Residential Areas review in 2005.**

The comments within the submission have been noted.

Contribution ID A7

a) **Request to repaint the Dubbo Railway Bridge, including continuation of First Nations artwork on the pylons.**
b) **Request for information board at the pump house, including the history of the bridge and pump house for the purpose of a tourist attraction.**

a) This is not a Council Asset however the project could be considered by community, with the relevant asset owners, as part of the soon to be placed forward, Public Art Strategy. The draft strategy is due to be presented to Council in the first quarter on the financial year. Following Council's consideration the strategy is proposed to go on public exhibition.

b) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an information sign regarding an asset that is not owned by Council is a priority is required, operational funds must be reallocated from elsewhere. History of the railway bridge and pump house can be considered as part of any future heritage signage project, information guides or museum rejuvenation project.

Contribution ID A8

a) Opposed to increased landing fees at Wellington Aerodrome.

See response to Contribution ID 180.

Contribution ID A9

a) Concerns with the $300.00 per event fee for the hire of the Katrina Gibbs field.

Council operates a number of its services under a user pays system. The fees applied under Parks/Gardens/Reserves/Sporting Ground Hire to hirers is to partially offset operational costs. The 2022/2023 fee was $297.00, the draft 2023/2024 fee is $305.00 this is in line with general percentage increase applied to hire of public facilities.

Contribution ID A10

a) Request for tables with covers at Cameron Park.
b) Question regarding no water in the fountain.
c) Question regarding the style of new lighting in Cameron Park.
d) Request for a shade sail over Fong Lees Lane.
e) Question regarding Wellingtons share of funds from the solar and wind farms.

a) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to provide tables with covers at Cameron Park is required, operational funds must be reallocated from elsewhere.

b) The Cameron Park fountain has had water flowing since early April 2023. The fountain was turned off due to an EPA non-compliance issue. This has since been resolved.

c) Following a significant amount of correspondence to Council regarding the safety concerns within Cameron Park, funds have been proposed to the commence work on a redesign of the system prior to the installation of a complaint system. To assist in the budget situation we could proceed with the full redesign of the system in 2023/2024 with a view of funding the installation the following year. Council will continue to seek external funding opportunities to offset costs associated with this project. Council would endeavour to install a light system that is sympathetic to the heritage of the park and the Wellington Heritage Zone that it sits within.

d) There is no identified option for reprioritisation of service within the relevant function budget to meet this submission. If Council determines that an increase service to place a shade structure over Fong Lees Lane is required, operational funds must be reallocated from elsewhere in the budget. At the June 2023 meeting of the Wellington Town Committee, members requested that a working paper be developed to analyse the current challenges and opportunities for Wellington CBD Heritage revitalisation. Pending Councils approval this body of work will be included in the 2023-2024 Economic Development Services Action Plan and will be provided to the Committee and Council for consideration.

e) Council has adopted a *Renewable Energy Benefit Framework* for solar and wind energy farms to enter into a Planning Agreement with Council with funding requirements to be equivalent to 1.5% of the Capital Investment Value of the projects.

The Framework identifies that Council will utilise funds received to benefit the community in the following ways:

- Road infrastructure provision and maintenance;
- Housing opportunities and initiatives;
- Strategic planning;
- Economic development and investment attraction opportunities and initiatives;
- Skills development;
- Community facilities and recreation opportunities;
- Youth welfare and support;
- Town centre development and maintenance in Wellington;
- Other infrastructure provision that provides for the continued health, wellbeing and development of the community.

Council also encourages the inclusion of a Community Benefit Fund component in all Planning Agreements.

In negotiating Planning Agreements Council have and do, set geographic limitations on where funds can be spent, ensuring that the immediate area around the project and Wellington urban area are prioritised.

Contribution ID A10.2

a) Question raised regarding housing in Dubbo and Wellington.

Council is undertaking a number of planning activities to ensure housing opportunities can be realised in Wellington to accommodate natural growth and to ensure housing associated with the Renewable Energy Zone (REZ), can be provided. This includes undertaking strategic planning actions for residential land at Montefiores, reviewing the Wellington Settlement Strategy to look at opportunities for residential expansion of Wellington and importantly, working with the Energy Corporation of NSW and government on housing opportunities that can align for the benefit of the community.

In respect of Dubbo, Council has a focus on ensuring both the natural growth of Dubbo as a key regional City is adequately planned for, in addition to the investment attraction and growth opportunities associated with the REZ and a range of other projects occurring in our Region, including the Australian Strategic Materials Toongi Project, Inland Rail, large scale infrastructure projects, growth in the health sector, the opportunities from the Central West Critical Minerals Hub and Dubbo's strategic location in respect of the Parkes Special Activation Precinct. Council's actions are focused on ensuring our infrastructure planning is ahead of development requirements, the commencement of development in the North-West Precinct (which will realise 5,500 allotments), planning activities associated with the Central West Precinct and importantly, ensuring we can provide the correct policy settings to grow Dubbo, whilst maintaining overall liveability.

Contribution ID A11

a) Request for $40,185 to support the Orana Arts programs, Cultural Tourism: Cultural Experience Ride and Exploration of Creative and Cultural Exchange with South Korea.

Within the current budget allocation for the relevant function there could be opportunity to remove the creative community grants program of $20,000 and provide these funds solely to Orana Arts, and remove another program/s from the regional adopted Cultural Plan, SPARC.

Council current provides $2000 funding a year to Orana Arts and has provided support in their applications to obtain significant funding from other levels of government.

If the $20,000 Community Grant program was reallocated to Orana Arts this would impact funding being provided to the following types of groups;

- Dubbo Filmmakers
- Songwriters and Original Musicians of Dubbo
- ORISCON
- Dubbo Drama Club
- Outback Writers Centre
- Wellington Arts
- Fresh Arts
- Dubbo and District Family History Society
- University of the Third Age
- Studio 138
- Local artists
- Dubbo Neighbourhood Centre
- Art Connect Creative

If the further additional $20,000 was required to be reallocated from the SPARC budget to support the Orana Arts request, there would be a number of project closures (noting a number of these projects will have been co-funded by Create NSW). These include:

- Minimakers,
- Expansion of Minimakers to Wellington
- Expansion of Smokescreen to Wellington
- Music Encore Programs (supports local businesses to fund local musicians to perform in live venues across the LGA

If Council determines not to reallocate from within an existing function and that an increase service to $40,185 to support the Orana Arts programs is required, operational funds must be reallocated from elsewhere in the budget.

It should be noted that Council has already commenced several months of planning and conversations with delegates from a potential sister city in South Korea. This potential relationship sits within our Sister City Operations as part of the Regional Experiences Branch with other sister city relationships with Minokamo, Wujiang and Newcastle.

If substantial funding is to be provided to a single organisation proposing to deliver services in partnership with regional cultural community, it is proposed that Council seek letters of support from the broader cultural community to measure community support for the Orana Arts proposed initiatives. Additionally, clear, measureable deliverables would be requested to enable community outcomes to be clearly identified.

REPORT: The Making of the Rates and Charges

DIVISION: Organisational Performance
REPORT DATE: 9 June 2023
TRIM REFERENCE: ID23/1268

EXECUTIVE SUMMARY

Purpose	Fulfil legislated requirement/Compliance	
Issue	The Making of the Rates and Charges for 2023/2024	
Reasoning	• In accordance with Section 494 Council must make and levy an ordinary rate for each year on all rateable land in its area. • In accordance with Section 534 of the Local Government Act 1993 each rate or charge is to be made for a specified year. • In accordance with Section 535 a rate or charge is made by resolution of the council.	
Financial Implications	Budget Area	Dubbo Regional Council
	Funding Source	Rates and Charges
	Proposed Cost	Financial implications arising from this report are detailed in Council's 2023/2024 Operational Plan and Budget.
	Ongoing Costs	Financial implications arising from this report are detailed in Council's 2023/2024 Operational Plan and Budget.
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 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 WHEREAS the 2023/2024 Draft Operational Plan was adopted by the Council on 27 April 2023, and WHEREAS public notice of the 2023/2024 Draft Operational Plan was given as per Section 405 of the Local Government Act 1993 in the form of a proactive media plan supported by an advertising campaign and online communications and WHEREAS a period of 28 days has lapsed since the commencement of advertising on 1 May 2023 and Council has taken into consideration submissions made concerning the Draft Operational Plan and Budget IT IS HEREBY RESOLVED that Council make the following Rates and Annual Charges for the year 2023/2024, and that such Rates and Annual Charges be the amount specified hereunder subject to the minimum amount per assessment specified in Ordinary Rates table in the report of the Revenue Accountant dated 9 June 2023.**
2. **That WHEREAS the 2023/2024 Draft Operational Plan was adopted by Council on 27 April 2023, and WHEREAS public notice of the 2023/2024 Draft Operational Plan was given as per Section 405 of the Local Government Act 1993 in the form of a proactive media plan supported by an advertising campaign and online communications and WHEREAS a period of 28 days has lapsed since the commencement of advertising on 1 May 2023 and Council has taken into consideration submissions made concerning the Draft Operational Plan and budget, IT IS HEREBY RESOLVED that Council make the User Charges for the year 2023/2024 as referred to in the report of the Revenue Accountant dated 9 June 2023.**

Jane Bassingthwaighte
Director Organisational Performance

BM
Revenue Accountant

BACKGROUND

Previous Resolutions of Council

27 April 2023	*In part:* *1. That the draft 2023/2024 Dubbo Regional Council Budget (including Fees and Charges) and Forward Budgets, be adopted by Council for the purposes of public exhibition only.*

REPORT

Consultation

- The draft annual statement of revenue policy and budget (including fees and charges) were placed on public exhibition from 1 May until 29 May 2023. Council received 67 submissions during the public exhibition period.

- The draft documents were available for viewing at the Dubbo and Wellington Customer Experience Centres, Macquarie Regional Library – Dubbo and Wellington Branches, and through a dedicated consultation page on Council's website.

Resolution 1:

That WHEREAS the 2023/2024 Draft Operational Plan was adopted by the Council on 27 April 2023, and WHEREAS public notice of the 2023/2024 Draft Operational Plan was given as per Section 405 of the Local Government Act 1993 in the form of a proactive media plan supported by an advertising campaign and online communications and WHEREAS a period of 28 days has lapsed since the commencement of advertising on 1 May 2023 and Council has taken into consideration submissions made concerning the Draft Operational Plan and Budget, IT IS HEREBY RESOLVED that Council make the following Rates and Annual Charges for the year 2023/2024, and that such Rates and Annual Charges be the amount specified hereunder subject to the minimum amount per assessment specified in the Ordinary Rates table below:

Ordinary Rates (Section 494)	**Ad Valorem (or rate in $) Amount**	**Minimum Amount**	**Yield %**
Residential			
Residential Ordinary Applies to residential properties within the areas that are outside the defined Residential Dubbo Urban, Residential Wellington, Residential Geurie, Residential Village, Firgrove Estate, and Richmond Estate (as defined in Schedule A hereunder) Residential – Dubbo Urban Applies all residential properties within the defined "Urban" area (as defined in Schedule A hereunder)	0.3618	$577.09	8.6%

Residential – Dubbo Urban Applies all residential properties within the defined "Urban" area (as defined in Schedule A hereunder)	0.6229	$759.24	44%
Residential – Firgrove Estate Applies to residential properties within the defined "Firgrove" development (as defined in Schedule A hereunder)	0.4545	$742.13	0.7%
Residential – Richmond Estate Applies to residential properties within the defined "Richmond Estate" development (as defined in Schedule A hereunder)	0.4545	$742.13	0.5%
Residential – Wellington Applies to all residential properties within the defined Wellington Urban area (as defined in Schedule A hereunder)	1.4190	$572.84	4%
Ordinary Rates (Section 494)	**Ad Valorem (or rate in $) Amount**	**Minimum Amount**	**Yield %**
Residential – Village Applies to all residential properties within the defined "Village" areas of Ballimore, Brocklehurst, Eumungerie and Wongarbon (as defined in Schedule A hereunder)	0.5258	$599.39	0.6%
Residential – Geurie Applies to all residential properties within the Village of Geurie (as defined in Schedule A hereunder)	0.5258	$599.39	0.3%
Business			
Business Ordinary Applies to all business properties that are outside the township of Wellington and the defined CBD, East Dubbo, Cobra Street and Wellington Road areas (as defined in Schedule A hereunder)	0.8286	$759.24	10%
Business - Central Business District Applies to all business properties within the defined "CBD" area	2.3571	$759.24	11%
Business - Wellington Applies to all business properties within the township of Wellington (as defined in Schedule A hereunder)	2.4094	$759.24	0.9%
Business - East Dubbo area Applies to all business properties within the defined "East Dubbo" area	2.8209	$759.24	1.2%
Business – Cobra Street Applies to all business properties within the defined "Cobra Street" bulky goods precinct	2.8209	$759.24	0.7%

Business - Wellington Road Applies to all business properties within the defined "Wellington Road" area	2.8209	$759.24	0.7%
Ordinary Rates (Section 494)	**Ad Valorem (or rate in $) Amount**	**Minimum Amount**	**Yield %**
Farmland			
Farmland Applies to all land which has been declared "Farmland"	0.3169	$403.60	16.4%
Mining			
Mining Applies to all land which has been declared "Mining"	6.0000	$599.39	0.0%

Schedule A

Ordinary Rates Land to which rate applies

a. Residential

All properties categorised as "residential" outside the defined "Residential Dubbo Urban", "Residential Wellington", "Residential Geurie", "Residential Village", "Firgrove Estate" and "Richmond Estate" areas.

b. Residential - Dubbo Urban

All residential properties declared "Residential Dubbo Urban" being in the area generally described as that part of the City of Dubbo which lies within an area bounded by Talbragar River, Old Gilgandra Road, Boothenba Road, Yarrandale Road, Cobbora Road, Bushland Drive, western boundary of Lots 221 and 222 DP 1239477 and Lot 21 DP 572534, Buninyong Road, South Buninyong Road, Railway Lane, Wellington Road, the western boundary of Lot 1 DP 1246347 and Lot 2 DP 1246347, northern boundary of Lot 2100 DP 1227782, Sheraton Road, northern boundary of Lot 102 DP 1287704, northern boundary of Lot 6 DP 582736 (unformed end of Hennessy Drive) parcels to the southern side of Hennessy Drive inclusive of lots currently described as Lots 7000, 7001 and 7002 DP 1139564, Lot 1 DP 1216539, Lots 101, 102 and 103 DP 1286114, Old Dubbo Road, area on southern side of Macquarie Street and west of the railway line to Macquarie River, Macquarie River, southern boundary of Lot 16 DP 753233, Newell Highway, Rifle Range road, western boundary and inclusive of Lot 172 DP 753233, Blackbutt Road, Joira Road, Minore Road, Western Railway Line, area zoned R2 and RU2 on the western side of railway line inclusive of Lot 22 DP 1038924 and Lot 7 DP 223428, Narromine Road, Dubbo Aerodrome, Blizzardfield Road, Bunglegumbie Road, northern boundary of Lot 1 DP 1206861, Macquarie River, southern boundary Lot 6 DP 1281953, Brisbane Street North Dubbo and Newell Highway.

c. Residential - Firgrove

All residential properties within the "Firgrove Estate" development.

d. Residential - Richmond

All residential properties within the "Richmond Estate" development.

e. Residential - Village

All residential properties within the villages of Ballimore, Eumungerie and Wongarbon zoned RU5 (Village) under the Dubbo Local Environmental Plan 2023 and all residential properties declared Residential Village being in the area generally described as that part of Brocklehurst which lies within an area bounded by Wambianna Street, western boundary of Lots 147 and 148 DP 754328, northern boundary of Lot 1 DP 1001551 and the Newell Highway.

f. Residential - Wellington

All residential properties declared "Residential Wellington" being in the area generally described as that part of the town of Wellington which lies within an area bounded by Mitchell Highway, Goolma Road, western boundary of Lot 2 DP 806578, Macquarie River, McLeod Street, Warne Street, Marsh Street, Maughan Street, McLeod Street, southern boundary of Lots 3 and 4 DP 711299, western boundary of Lot 147 DP 756920, western boundary of Lot 337 DP 728783, Charles Street, Pierce Street, Samuel Street, the western boundary of lots 68 and 69 DP 756920, Pierce Street, northern boundary of Lot 7002 DP 1020770, Barton Street, Belle Street, Curtis Street, eastern boundary of Lot 3 and 4 Section 17 DP 759073, Lot 1 Section 82 DP 759073, unformed end of Zouch Street, western boundary of Lots 7 and 10 DP 783257, Maxwell Street, Bell River, southern and eastern boundary of Lot 31 DP 1099008, southern, eastern and northern boundary of Lot 289 DP 756920, Gobolion Street, Bell River, Macquarie River, Lay Street, Tollemache Street, eastern boundary of Lot 10 DP 1122385, southern and eastern boundary of Part Lot 2 DP 334986, Mitchell Highway.

g. Residential - Geurie

All residential properties declared "Residential Geurie" being in the area generally described as that the village of Geurie which lies within an area bounded by Geurie Street, Greenbank Street, Lot 154 DP 754313, Fitzroy Street, Comobella Road, western boundary of Lots 1 and 10, section 5 DP 758438, Lot 1 DP 123355, Lots 1 and 10 section 15 DP 758438, Mitchell Highway, western boundary of Lots 195 and 196 DP 184019, Morley Street, Whitely Street, Cass Street, Old Dubbo Road and Mitchell Highway.

h. Business

All properties categorised as "business" except those within the defined "Central Business District", "East Dubbo", "Cobra Street" and "Wellington Road" areas or within the "township of Wellington" (which is defined in the Residential Wellington sub-category description).

i. Business - Central Business District

All "business" properties within the area described as that part of the City of Dubbo which lies within the area bounded by Erskine Street, Darling Street, Cobra Street and the Macquarie River.

j. Business - East Dubbo

All "business" properties within the area bounded by Wheelers Lane, Birch Avenue, Windsor Parade and the Mitchell Highway.

k. Business - Cobra Street
All "business" properties zoned Business Development B5 in the area fronting Cobra Street within the area bounded by the Molong Railway line to the west and the eastern and southern boundaries of Lot 121 DP1074142 and the northern boundary of Lot 304 DP 754308.

l. Business - Wellington Road
All "business" properties zoned Business Development B5 in the area fronting Wellington Road known as "Blue Ridge Estate" within the area bounded by Sheraton Road to the west, Wellington Road (Mitchell Highway) to the north, the eastern boundary of Lot 4 DP 1144575 and Capital Drive to the east and Blueridge Drive and the Northern Boundary of Lot 2506 DP 1082413 as the southern boundary.

m. Business - Wellington
All "business" properties within the township of Wellington (as defined in the Residential Wellington sub-category).

n. Farmland
All land which has been declared "farmland".

o. Mining
All land which has been declared "mining".

ANNUAL CHARGES STATEMENT (Section 405(2))

In accordance with the provisions of Section 405 of the Act, Council has resolved to make and levy the following annual charges.

DOMESTIC WASTE MANAGEMENT SERVICE CHARGE (SECTION 496)
Domestic Waste Management Service Charge – 3 Bin Service

A Domestic Waste Management Service is to be available to all residential properties in the urban areas of Brocklehurst, Dubbo, Geurie, Wellington and Wongarbon which have been defined on a map marked for this purpose. The annual charge for 2023/2024 is $445.40. This charge provides for a once weekly kerbside collection service of one weekly 240 litre food and garden waste bin service, a once weekly kerbside collection of 140 litre garbage bin and a fortnightly kerbside collection for one 240 litre bin of mixed recycling.

Under section 496(2) of the Local Government Act 1993 Council may make an annual charge for the provision of a domestic waste management service for a parcel of land that is exempt from rating if the service is available for that land and the owner of that land requests or agrees to the provision of the service to that land.

Council will grant a voluntary pension rebate of $52.00 on the Domestic Waste Management Service Charge – 3 Bin Service in 2023/2024. To be eligible to receive the voluntary rebate the property owner must be eligible to receive a Pensioner Concession on their Ordinary Rates and Annual Charges under section 575 of the Local Government Act 1993. The voluntary Pension Rebate – Domestic Waste will be granted or abandoned proportionately based on liability and on a quarterly basis as per the eligibility criteria for a Pension Concession granted under section 575 of the Local Government Act.

Domestic Waste Management Service Charge – 2 Bin Service

A Domestic Waste Management Service is to be available to all residential properties located in the urban fringe and outer areas of Brocklehurst, Dubbo, Geurie, Wellington and Wongarbon, the villages of Ballimore, Bodangora, Dripstone, Elong Elong, Euchareena, Eumungerie, Mogriguy, Mumbil, Nanima, North Yeoval and Stuart Town, and the areas of Cadonia Estate, Firgrove Estate, Richmond Estate, Ponto Falls and Wellington Caves; which have been defined on a map marked for this purpose.

The Domestic Waste Management Service Charge – 2 Bin Service will apply to multiple unit dwellings on single title lots such as retirement villages, gated communities and apartment blocks and to Strata title units with greater than 2 lots in the registered Strata Plan.

The annual charge for 2023/2024 is $363.10. This charge provides for a once weekly kerbside collection service of one weekly kerbside collection of 240 litre Garbage bin and a fortnightly kerbside collection for one 240 litre bin of mixed recycling.

Multiple unit dwellings situated on a single title property will be levied a Domestic Waste Management Service Charge – 2 Bin Service for each unit for dwellings comprising up to and including eight units. Multiple unit dwellings comprising more than eight units will be levied eight times the Domestic Waste Management Service Charge – 2 Bin Service ($2,904.80) plus one Domestic Waste Management Service Charge – 2 Bin Service for every two unit dwellings in excess of eight (rounded up to the next whole number in the case of an odd number of units).

Capacity Upgrade – 3 Bin Service

In exceptional circumstances, and as approved by the Manager Resource Recovery and Efficiency, approval may be granted for a weekly 240 litre Garbage Bin rather than the standard weekly 140 litre bin. The additional charge for this extra capacity will be $92.65 in 2023/2024. This is an annual charge and will not be levied on a pro-rata basis.

Domestic Waste Management Charge – Vacant Land

A Domestic Waste Charge – vacant land for 2023/2024 of $112.15 is applicable to all vacant parcels of land categorised as Residential for rating purposes within the defined three bin or two bin kerbside collection areas.

Additional Domestic Waste Management Services

Additional Domestic Waste Management Recycling Service for residential dwellings charge provides for a once fortnightly kerbside collection for one 240 litre bin of mixed recycling. The annual charge for 2023/2024 is $148.50.

Additional Domestic Waste Management Food Organics and Garden Organics Service for residential dwellings charge provides for a once weekly kerbside collection for one 240 litre

bin of food and garden organic waste bin service. The annual charge for 2023/2024 is $145.20.

ANNUAL CHARGES (SECTION 501)
Non Domestic Waste Collection Service Charge

A weekly kerbside garbage collection service is available to all non-residential properties in the designated kerbside collection area. The annual charge will only be applied to those properties for which the service is provided.

The annual charge for 2023/2024 is $248.50. This charge provides for a once weekly kerbside collection service of one 240 litre garbage bin.

Non-Domestic Recycling Service Charge

Fortnightly Non-Domestic Recycling collections will be provided to all non-residential properties in the designated kerbside collection area that require the service. The annual charge provides for a fortnightly kerbside collection of the 240 litre bin of mixed recycling.

The annual charge for 2023/2024 is $148.50 per bin.

Non-Domestic Green Waste Collection Service Charge

Food and Garden Waste collections will be available to all non-residential properties in the designated 3-bin kerbside collection area that require the service. The annual charge provides for a weekly kerbside garbage collection service of one 240 litre Food and Garden Waste bin.

The annual charge for 2023/2024 is $145.20 per bin.

Waste Management Service (Rural) Charge

A Waste Management Service (Rural) Charge is applicable to all rural parcels of rateable land with households located thereon located outside the defined waste collection zones and covers the disposing of small domestic quantities (equivalent to wheelie bin capacity). The annual charge finances the operation of rural household waste transfer stations and the cost of disposing of small quantities of rural household waste at the Whylandra Waste and Recycling Centre and Wellington Waste Facility.

The annual charge for 2023/2024 is $159.35 (including GST) and the charge is based on the revenue required to cover the “reasonable cost” of providing this service for 2023/2024.

Drainage Service Charge - Dubbo

An annual Drainage Service Charge will apply to all parcels of rateable land in the defined “Urban” area. The defined “Urban” area is the same area to which the Residential Dubbo Urban Ordinary Rate is applied. The amount of the Annual Charge for 2023/2024 will be $106.87 and is an increase of 3.7% over the Annual Charge for 2022/2023.

Water Supply Service Access Charge

The Pricing Policy for 2023/2024 will comprise:

1. An access charge (annual charge under Section 501).
2. A usage charge (charge for the actual use of the service under Section 502).

An annual Water Supply Service Access Charge will apply to all parcels of land where a water supply is available. The amount of the access charge applicable to each property will be in accordance with the size of the water service provided to that property. The access charge for each size of water service for 2023/2024 is as follows:

Meter Size	Annual Charge
20mm	$301.75
25mm	$471.48
30/32mm	$772.48
40mm	$1,207.00
50mm	$1,885.94
65mm	$3,187.23
80mm	$4,828.00
100mm	$7,543.75
150mm	$16,973.44
200mm	$30,175.00

A minimum charge, being the amount equivalent to a 20mm water service charge, will apply to each rateable parcel of land which has been created under a Strata Title subdivision, Community or Neighbourhood Plan.

A minimum charge, being the amount equivalent to a 20mm water service charge, will apply to each parcel of rateable land which does not have a water service connected but to which a water service is available in accordance with the provision of Section 552 (1) (b) of the Local Government Act 1993.

Sewerage Service Charge – Residential

An annual Sewerage Service Charge will apply to all residential properties.

The annual Sewerage Service charge to apply to all single dwellings, and each rateable parcel of land which has been created under a Strata Title subdivision, Community or Neighbourhood Plan and vacant land where a sewerage service is available will be $806.25 for 2023/2024.

The annual sewerage service charge to apply to all residential multiple residence properties where individual separate occupancies are situated on a single parcel of land (includes non strata flats, units, villas and dwellings within retirement villages) will be the number of occupancies x the residential single dwelling annual charge x .5.

Resolution 2:
That WHEREAS the 2023/2024 Draft Operational Plan was adopted by the Council on 27 April 2023, and WHEREAS public notice of the 2023/2024 Draft Operational Plan was given as per Section 405 of the Local Government Act 1993 in the form of a proactive media plan supported by an advertising campaign and online communications and WHEREAS a period of 28 days has lapsed since the commencement of advertising on 1 May 2023 and Council has taken into consideration submissions made concerning the Draft Operational Plan and Budget, IT IS HEREBY RESOLVED that Council make the following User Charges for the year 2023/2024:

USER PAY CHARGES (SECTION 502)
Water Supply Service Usage Charge

A charge will be raised for the use of the Water Supply Service on a consumption year basis recorded by the meter or meters servicing each property.

The Usage Charge applicable to all properties for 2023/2024 will apply as follows:

Residential Properties	
All consumption – per kilolitre	$2.28
Non Residential Properties	
All consumption – per kilolitre	$2.28

Connected water services with no water meter will be charged 20kl per quarter.

Sewerage Service Charge Non Residential

The use of the Sewerage Service by all non-residential properties will be charged on a quarterly basis in accordance with the following pricing structure for 2023/2024:

B = SDF x (AC + C x UC)
B = Quarterly Sewerage Charge - Non Residential
SDF = Sewerage Discharge Factor
AC = (AC_{20} x $\underline{D}^2$)

This equates to the following Access Charge (AC) for the various water connection sizes:

Meter Size	Quarterly Amount	Annual Equivalent
20mm	$112.50	$450.00
25mm	$175.78	$703.13
32mm	$288.00	$1,152.00
40mm	$450.00	$1,800.00
50mm	$703.13	$2,812.50
65mm	$1,188.28	$4,753.13
80mm	$1,800.00	$7,200.00

100mm	$2,812.50	$11,250.00
150mm	$6,328.13	$25,312.50
200mm	$11,250.00	$45,000.00

The Access Charge (AC) is applicable to each water service connected to a property in accordance with the size of the meter fitted to the service.

D = Water Supply Service Connection Size
C = Annual Water Consumption
UC = Usage Charge $2.50/Kl
Minimum Quarterly Sewerage Charge - Non Residential $201.56

REPORT: 2023 Dream Festival Lantern Parade

DIVISION: Infrastructure
REPORT DATE: 6 June 2023
TRIM REFERENCE: ID23/1458

EXECUTIVE SUMMARY

Purpose	Seek endorsement	
Issue	• The Dream Festival Committee is seeking approval to conduct the Dream Festival Lantern Parade on 9 September 2023, requiring a temporary road closure of Talbragar Street between Bligh Street and Memorial Drive (Victoria Park) Dubbo between 7 pm and 7.45 pm.	
Reasoning	• Special events are a common occurrence on the road network. The Local Traffic Committee concurs with the events as proposed and typically conditioned as required by Council, NSW Police and Transport for NSW in accordance with Traffic Management Guidelines. • Temporary road closures for special events can be approved by a Road Authority under the Roads Act and Local Government Act.	
Financial Implications	Budget Area	There are no financial implications arising from this report. The event organiser is Dubbo Regional Council's Events and Partnerships Team with funding allocated from the Regional Events Operational Budget.
	Funding Source	There are no financial implications arising from this report.
	Proposed Cost	There are no financial implications arising from this report.
	Ongoing Costs	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: 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 for a temporary road closure of Talbragar Street between Bligh Street and Memorial Drive (Victoria Park) Dubbo on Saturday, 9 September 2023 for the Lantern Parade between 7.00 pm to 7.45 pm, subject to the following:

1. The Parade will commence at approximately 7.00 pm from the Macquarie Lions Park and the Macquarie Regional Library car park in Talbragar Street then east to Memorial Drive and access to Victoria Park.
2. The event is to be undertaken under Police escort in accordance with the requirements of the NSW Police with approval documentation forwarded to Council for notation.
3. The temporary closure of the road shall occur five minutes prior to the commencement of the Parade from the Macquarie Regional Library car park to Talbragar Street. Talbragar Street shall progressively re-open at the time the rear escort vehicle is one block ahead of the previous intersection:
   - Open Bligh Street when the vehicle has passed Macquarie Street;
   - Open Macquarie Street when the vehicle has passed Brisbane Street;
   - Open Brisbane Street when the vehicle has passed Darling Street; and
   - Open Darling Street when the vehicle has entered Memorial Drive.
4. The submission of an Event and Traffic Management Plan and Traffic Control Plans to Council for approval in accordance with Australian Standard 1742.3:2019, and Transport for NSW (TfNSW) guide to Traffic Control at Worksites prepared by an accredited person.
5. 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.
6. The Event is undertaken under Dubbo Regional Council's Public Liability Insurance Policy.
7. The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.
8. All traffic advisory signs are to be placed in accordance with the approved Traffic Control Plan (TM 7032) and the Event and Traffic Management Plan.
9. The NSW Police's consent and conditions for the running of the event as considered necessary.
10. The applicant is to contact the Manager of Dubbo Bus Lines regarding potential conflict with the night time Bus Service within the CBD.
11. The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions before final approval is granted.
12. All costs associated with implementing these event conditions 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 5 June 2023. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That Council approval be granted for a temporary road closure of Talbragar Street between Bligh Street and Memorial Drive (Victoria Park) Dubbo on Saturday, 9 September 2023 for the Lantern Parade between 7.00 pm to 7.45 pm, subject to the following:

1. **The Parade will commence at approximately 7.00 pm from the Macquarie Lions Park and the Macquarie Regional Library car park in Talbragar Street then east to Memorial Drive and access to Victoria Park.**
2. **The event is to be undertaken under Police escort in accordance with the requirements of the NSW Police with approval documentation forwarded to Council for notation.**
3. **The temporary closure of the road shall occur five minutes prior to the commencement of the Parade from the Macquarie Regional Library car park to Talbragar Street. Talbragar Street shall progressively re-open at the time the rear escort vehicle is one block ahead of the previous intersection:**
   - **Open Bligh Street when the vehicle has passed Macquarie Street;**
   - **Open Macquarie Street when the vehicle has passed Brisbane Street;**
   - **Open Brisbane Street when the vehicle has passed Darling Street; and**
   - **Open Darling Street when the vehicle has entered Memorial Drive.**
4. **The submission of an Event and Traffic Management Plan and Traffic Control Plans to Council for approval in accordance with Australian Standard 1742.3:2019, and Transport for NSW (TfNSW) guide to Traffic Control at Worksites prepared by an accredited person.**
5. **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.**
6. **The Event is undertaken under Dubbo Regional Council's Public Liability Insurance Policy.**
7. **The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.**
8. **All traffic advisory signs are to be placed in accordance with the approved Traffic Control Plan (TM 7032) and the Event and Traffic Management Plan.**
9. **The NSW Police's consent and conditions for the running of the event as considered necessary.**
10. **The applicant is to contact the Manager of Dubbo Bus Lines regarding potential conflict with the night time Bus Service within the CBD.**

11. **The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions before final approval is granted.**
12. **All costs associated with implementing these event conditions are to be met by the event organiser.**

Luke Ryan
Director Infrastructure

DV
Senior Traffic Engineer

BACKGROUND

The Lantern Parade is an activity associated with the Dream Festival and has been running successfully since 2013. It consists of a procession of structural lanterns carried by adults and children and is under the guidance of professional artists including musicians and bands. Initially, the procession was under Police escort only; however, with the participation growth, consideration was given to provide additional traffic management support for the rolling road closure.

REPORT

Dubbo Regional Council's Regional and Partnerships Events Team have submitted a Special Event application (**Appendix 1**) for a temporary road closure of Talbragar Street to hold the Annual Dubbo Dream Lantern Parade on Saturday 9 September 2023 as an activity associated with the Dream Festival. The Lantern Parade utilises Talbragar Street, between Bligh Street and Memorial Drive (Victoria Park).

The Event is classified as a Class 4 rolling road closure, requiring a Police escort to minimise the closure period along Talbragar Street from 7.00 pm to 7.45 pm.

Talbragar Street is a local CBD street with temporary closures required to side streets and at the start and finish locations. There is no considered traffic impact on access to the CBD as access is available around the Parade route. Intersections will close five minutes prior to the commencement of the Parade, with Talbragar Street progressively reopening at the time the rear escort vehicle is one block ahead of the previous intersection, such as Bligh Street opened when the vehicle has passed the Macquarie Street intersection. Dubbo Bus Lines operate a night time service within the CBD. The applicant is to liaise with Dubbo Bus Lines concerning any potential conflict with the temporary road closure for the Lantern Parade.

The Parade assembly area is in Lions Park adjacent to the Visitor Information Centre with the Parade commencing just after 7.00 pm from the Macquarie Regional Library car park to Talbragar Street. Access to the CBD is available around the Talbragar Street temporary closure. Council's Traffic Control Plan TM 7032 (**Appendix 2**) details the proposed traffic management.

It is recommended that approval be granted for Council's Events Team to implement a temporary road closure of Talbragar Street on 9 September 2023 for the Dream Lantern Parade in accordance with the Traffic Management Plan, Council's Traffic Control Plan TM 7032 (**Appendix 2**) and conditions of approval as imposed by Council and the NSW Police.

Consultation

- Event Organiser, Council staff, Transport for NSW and NSW Police.

Resourcing Implications

- No staff required from the traffic perspective.

Planned Communications

- Communication not required for a temporary road closure.
- Closure will be advertised.

APPENDICES:

1⇩ 2023 Dream Festival - Risk Management Plan

2⇩ 2023 Dream Festival - Traffic Control Plan

3⇩ 2023 Dream Festival - Special Event Application - Lantern Parade - September 9

Risk Management Plan

As the event organiser you have a responsibility to ensure that your event is undertaken in a safe manner and that you minimise wherever possible harm to people or property.

Under OH&S legislation and other related law, the event organiser is obliged to ensure that reasonable steps are taken to ensure that events are conducted in a manner which provides for the safety of everyone that might be present at any time, including the general public, volunteers, staff, independent contractors and their employees and sub-contractors.

Liability arises where a person is 'exposed' to the risk of injury to health and safety, it is not necessary for a person to have been actually injured but merely 'exposed to risk'. Therefore, an event management plan must focus on the risk to health and safety rather than the consequences of an injury or accident.

During your planning process it is essential to develop a Risk Management Plan so potential hazards are identified early and appropriate measures are put in place to reduce the likelihood of an incident occurring.

To develop the Risk Management Plan:

Step One: Establishing the Context
- Identify the specific details of your event
- Identify the list of all your event stakeholders and relevant contact details

Step Two: Identify Risks
- Hold a brainstorming session with your stakeholders to identify all potential risks
- Log these risks in your risk assessment matrix

Step Three: Analyse Risks
A risk is the combination of the likelihood (table 1) and consequence (table 2) of an incident occurring. The levels and descriptors in these tables may change and the descriptions will vary greatly depending upon your event under consideration. At the risk analysis stage risks should be evaluated with existing or known controls in place; unlike the identification phase (Step Two) where known treatments are ignored.

Step Four: Evaluate Risks
For risk evaluation it is recommended level of risk (table 3) is used. By comparing the likelihood (table 1) and consequence (table 2) values, level of risk (table 3) identifies a risk rating of either:
- Low
- Moderate
- High
- Extreme

Step Four: Treatment of Risks
Evaluate the level of each identified risk and act accordingly using treatment of risk rating (table 4).

In order to create a thorough Risk Management Plan there are key things that you'll need to consider, this is called the Risk Assessment.

Risk Assessment

Your event Risk Assessment should be developed in conjunction with all parties involved in the undertaking of the event including paid and volunteer staff, venues and contractors.

The Risk Assessment should identify what hazards or risks are associated with the event, and what measures are in place to reduce/eliminate that hazard/risk occurring.
Risks should also be prioritised based on the most significant risks, and a staff member allocated to the management of each risk area to ensure ownership of its management.

Some specific areas of attention your Risk Assessment should consider addressing are:

- **Health and Safety** - Identify any potential hazards that could compromise health and safety of your event visitors, suppliers and the general public
- **Financial Risks** - From poor attendance, cancellations, or unexpected need for extra resources
- **Reputational Risk** - The chance you or your organisation will receive poor publicity as a result of something happening at your event
- **Environmental Risk** - Impacts your event present the local environment

If you are looking to hold your event on public land, Council will require a copy of your Risk Management Plan including Risk Assessment. It is important therefore that you consider and document all risks relevant to the event and how you propose to manage those risks.

TABLE ONE: Likelihood of Risk		
LEVEL	DESCRIPTION	EXAMPLES
A	Almost certain	Expected to occur in most circumstances
B	Likely	Will probably occur in most circumstances
C	Possible	Should occur at some time
D	Unlikely	Could occur at some time
E	Rare	May occur, only in exceptional circumstances

TABLE TWO: Consequence of Risk Criteria					
	1	2	3	4	5
Description	Negligible	Minor	Moderate	Major	Catastrophic
Reputation	Unsubstantiated, low impact, low profile or no news item	Substantiated, low impact, low news profile	Substantiated, public embarrassment, moderate impact, moderate news profile	Substantiated, public embarrassment, high impact news profile, third party actions	Substantiated, public embarrassment, very high multiple impacts, high widespread multiple news profiles, third party actions
Operations	Little impact	Inconvenient delays	Significant delays to major deliverables	Non achievement of major deliverables	Non achievement of key deliverables
Health	No injuries	First aid treatment on site	Medical treatment - on or off site	Accidental death, extensive injury or permanent disability	Multiple deaths or severe permanent disablements
Financial Impact	Insignificant Less than $1,000	$1,000 - $10,000	$10,000 - $50,000	$50,000 - $150,000	More than $150,000

TABLE THREE: Level of Risk						
		CONSEQUENCE				
		Negligible	Minor	Moderate	Major	Catastrophic
LIKELIHOOD		1	2	3	4	5
Almost certain	A	MEDIUM A5	HIGH A4	HIGH A3	EXTREME A2	EXTREME A1
Likely	B	MEDIUM B5	MEDIUM B4	HIGH B3	HIGH B2	EXTREME B1
Possible	C	LOW C5	MEDIUM C4	MEDIUM C3	HIGH C2	HIGH C1
Unlikely	D	LOW D5	LOW D4	MEDIUM D3	MEDIUM D2	HIGH D1
Rare	E	LOW E5	LOW E4	MEDIUM E3	MEDIUM E2	MEDIUM E1

TABLE FOUR: Treatment of Risk Rating	
EXTREME	Discontinue the activity and/or implement immediate corrective action(s)
HIGH	Corrective action needed, to be implemented as soon as possible
MODERATE	Attention indicated
LOW	Implement practical short / medium term control measures

IMPORTANT INFORMATION

- As the owner of the Risk Management Plan it is important that you carefully consider this template and make all necessary changes.
- If staging your event in a Council facility or venue, Council requires receipt of your Risk Management Plan at least 6 weeks prior to your event. This timing is crucial to enable Council's insurers to review the plan and provide feedback.
- If your event includes a traffic control on a road you are required to include actions in your Risk Management Plan that relate to actions under your Traffic Control Plan.

More info: Event risk assessment and management - Premier & Cabinet (nsw.gov.au)

EXAMPLES ONLY: The following are examples of event elements, levels of risk and control measures. Each control measure should be delegated to a member of the organising committee/volunteer. It is important that you complete your Risk Management Plan based on the nature, scope and elements of your event.

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	Unknown risks of the venue				Undertake a site inspection of venue, amenities and surrounds to help identify hazards and assess risks. **RESPONSIBLE: Event Manager, Jane Dough**			
Use of Marquees	Marquees becoming unstable due to strong winds	D	**2**	MEDIUM C4	All marquees will be assessed by a committee member during bump-in to ensure they are stable and properly secured prior to allowing event attendees into the venue. If marquees are not properly secured they will be taken down. Stallholders o provide evidence of $20M public liability insurance **RESPONSIBLE: Bill Smith**	D	1	LOW D5
	Tent pegs for marquees damaging underground services	D	**2**	MEDIUM C4	All communications to stall holders will ask them to bring water weights or sand bags to secure their marquee to eliminate risk. The event committee will have spare water weights on hand to substitute those that have brought tent pegs. If no spares are available tent pegs will be measured to ensure they meet Council regulations of 200mm or shorter, if they are longer than regulations the marquee will not be set up. **RESPONSIBLE: Bill Smith**	D	1	**LOW D5**
Food prepared and served on site	Food poisoning	D	**3**	MEDIUM D3	All food vendors to comply to Food Authority Guidelines for temporary events All food vendors to have $20M public liability insurance Above documentation recorded **RESPONSIBLE: Mary Brown**	D	2	LOW D4
Large numbers of people in one space	Transmission of COVID-19	D	**3**	EXTREME B1	**The following key actions will be undertaken as per our covid-19 safety plan** **RESPONSIBLE: Tom Jones**	C	3	MEDIUM C3

RISK MANAGEMENT PLAN	
Event Name DREAM Lanterns (parade and market activity)	
Date: 9 September 2023	**Event Location** Talbragar Street and Victoria Park
Risk Management Plan prepared by: Stephen-Joel Carter	**Date of Completion** 12 / 4 / 23
Expected attendance: >12,000	

DREAM LANTERNS – VICTORIA PARK : 3PM – 8PM

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	Trip and fall hazards *Injury to public, personal injury*	B	3	High	Site inspection of venue undertaken prior to event and any trip or fall hazards identified and reported to Dubbo Regional Council	D	4	Medium
Marquees	Unstable marquee Wind events *Injury to public, personal injury*	C	**3**	Medium	• Ensure equipment contractors are appropriately licensed/qualified • Marquees are erected to manufacturer's specifications • Pegs are not to be used. Water and sand weights to be used to stabilise the structure in the case of wind events	D	4	Low
Electrical equipment	Live electrical wires or faulty equipment Trip hazard *Injury to public, personal injury*	D B	**2** **3**	Medium High	• Ensure all electrical equipment is tested and tagged • Run barricades around the electrical areas for no public access • In the case of wet weather, no cords run along the ground and are fitted with plug covers • Pre-event walk-thru to check and address risks	D	4	Low

					• All trip hazards removed or treated to prevent injury • Rubber mats and cable traps over cables • Barriers placed around protruding equipment • Changes in height and edges highlighted • Guy ropes and stakes checked for trip hazards and are clearly marked	D	4	Low
Generators	Members of the public coming in contact with generators *Injury to public, personal injury* Generator breaks down *Reputation*	E D	**2** **4**	Medium Low	• All generator must be isolated from access by members of the public • On-site electrician engaged • Multiple generators on site in the case of breakdown	E E	5 5	Low Low
Sale and preparation of food	Food poisoning *Injury to public* *Reputation*	C	**3**	Medium	• Ensure food vendors are aware of their obligations under the Temporary Event Food Handling Guidelines • Ensure vendors have $20M public liability insurance • Food vendors are registered with their home Council	D	4	Low
Sale or service of alcohol	Unruly behaviour Excessive service of alcohol *Injury to public and reputation*	D	**4**	Low	• Alcohol license is in place and all service of alcohol undertaken by RSA holders • Alcohol management plan is in place which includes appropriate security	E	5	Low
Children	Lost Child *Reputation* Inappropriate behaviour	B C	**2** **2**	High High	• Lost children included in Emergency Response Plan. The plan will include designated area and hierarchy of communications	C D	3 2	Medium Medium

	Reputation				• Working with Children Checks in place			
Cash	Stolen cash *Reputation* *Financial*	B	**3**	High	• Security Plan in place which will include securement of cash on site as well as its removal	D	2	Medium
Waste	Waste overflow *Reputation* *Financial*	B	**3**	High	• Waste Management Plan in place which will include calculation of bins to patron ratio and actions for removal from site	D	4	Low
Toilets	Unclean facilities Insufficient toilets *Reputation* *Injury to public*	A	**4**	High	• Toilets to be cleaned as per Event Management Plan • Toilet to patron ratio as per Event Management Plan	D	4	Low
Traffic	Risk to pedestrians from increased traffic around event *Injury to public* *Reputation*	C	**2**	High	• Traffic Control Plan established with actions to reduce risk and injury • Traffic control officers engaged to carry out TCP	D	3	Medium
Movement of vehicles on site	Motor vehicle and pedestrian collisions *Injury to public* *Reputation*	C	**3**	Medium	• Onsite traffic Control Plan in place including requirement of all vehicles on site engaging hazard lights and limiting speed to less than 10kmph • Council staff and volunteers must wear high visibility vests	D	3	Medium
Hot surfaces/objects	Burns *Injury to public*	C	**4**	Medium	• First Aid kit on site and located on site map • Burns requiring medical assistance covered I Emergency Response Plan	C	5	Low
Flammable materials/sources of ignition	Outbreak of fire *Injury to public*	D	**2**	Medium	• Fire extinguisher on site and located on site map	D	4	Low

					• All vendors preparing food are required to have a fire blanket			
Lifting, pushing, pulling	Back injuries Injury to public	C	**3**	Medium	• Vendors to ensure they follow safe lifting techniques and have trollies available if possible • Council staff to use trollies where possible	D	4	Low
Slip/trip hazards	Use of ropes, structures and electrical cords at event *Injury to public*	C	**3**	Medium	• Pre event site inspection to identify any potential risks and address using witches hats, raising electrical cords and other methods	D	4	Low
Heat/cold exposure	Extreme heat or cold unexpected in October *Injury to public*	C	**4**	Medium	• Monitor weather conditions • Use communication channels to prepare audience and volunteers for extreme weather	D	4	Low
Strong winds/dust	Unexpected wind and dust *Injury to public*	C	**3**	Medium	• Monitor weather conditions • Use communication channels to prepare audience and volunteers for extreme weather	D	4	Low
Emergency	Unexpected emergency or medical incident *Injury to public* *Reputation*	C	**2**	High	• Emergency/ response management plan developed • All volunteers and stallholders are provided with a copy	C	3	Medium
Access by emergency vehicles	Vehicles unable to enter site *Injury to public* *Reputation*	C	**2**	High	• Emergency services ingress and egress points identified on site map • Emergency/ response management plan developed	D	3	Medium
Elevated platforms	Erection of stage and structures *Injury to public*	C	**2**	High	• Ensure any staff contractors or stall holders are aware of their obligations in regard to managing working with elevated platforms	D	2	Medium

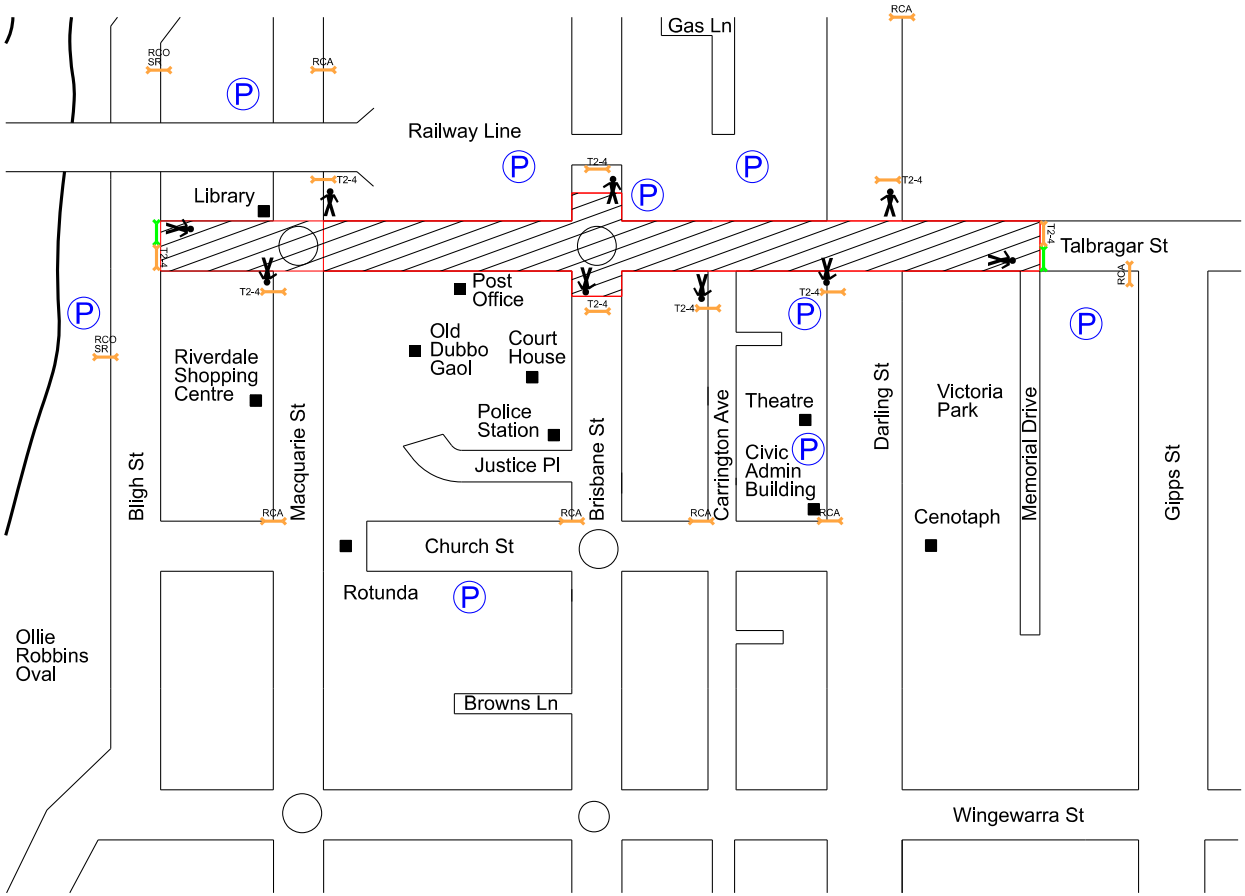
LANTERN PARADE: 7.00PM – 8.00PM

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***
Candles in lanterns	Injury to public	C	**3**	Medium	• Direct adult supervision for any participants aged 5yrs – 9yrs Participants given clear instructions how to behalf in procession and use of lantern and carry stick • Adequate marshal supervision – Marshal to child ratio 1:15 • Briefing provided in writing to participants based on need to hold lantern in front and walk 1m apart and at a gentle pace. • All marshals will carry a bucket with a wet blanket to douse any small fire. • All marshals fully briefed • St Johns Ambulance at Victoria Park • Materials used to make lanterns are fire retardant and all lanterns checked prior to being lit.	C	4	Medium
Bamboo sticks in lanterns	Injury to public	C	**4**	Medium	• Participants given clear instructions how to behalf in procession and use of lantern and carry stick • Adequate marshal supervision – Marshal to child ratio 1:15 • Briefing provided in writing to participants based on need to hold lantern in front and walk 1m apart and at a gentle pace.	D	4	Low
Spectators too close	Injury to public	C	**4**	Medium	• Two marshals to lead procession and clear any spectators from the path of the procession • Gentle movement provides plenty of time of spectators to view individual participants	D	4	Low

Young Children	personal injury Reputation	B	**4**	Medium	• Direct adult supervision for children 5yrs – 9 yrs • Marshals 1:15 are clearly identifiable • Lost child procedure in place (refer Event Management Plan) • Lantern carrying restricted to children over 9 years.	C	4	Medium
Pedestrian movement in parade	Injury to public, personal injury	C	**4**	Medium	• Clearly defined parade route with marshals engaged to steer and clear. • Parade route inspected prior to day of event to identify any trip or fall hazards. Any hazards are passed on to Dubbo Regional Council with a request to rectify. • All participants asked to wear appropriate comfortable shoes that are closed in.	D	4	Low
Carrying Floats or feature lanterns in parade	Injury to public, personal injury	C	**3**	Medium	• Marshals will steer and clear • Lantern carriers must not have existing back injuries and height and weight of carriers influencing the type of floats/lanterns to be carried. • Information on safe heavy lifting procedures will be distributed • All lanterns are lit by 12v lighting systems battering operated. They are fitted with fuses t ensure power cut off before overheating can occur. They cannot catch fire as they are fire retardant.	D	4	Low
Risk to pedestrians from increased traffic around event	Injury to public, personal injury	C	**2**	High	• Traffic Control Plan established with actions to reduce risk and injury • Traffic control officers engaged to carry out TCP	D	3	Medium
Negative comments regarding management of traffic including congestion around venue	Reputation	?	**?**		• Businesses in Talbragar Street venue contacted via letter drop or face-to-face • Actions from Traffic Control Plan in place to reduce illegal and inconvenient traffic and parking	?	?	?

Risk to participants due to clash with vehicles	Rolling road closure	C	**2**	High	• Temporary road closure in Talbragar Street between Blight Street and Memorial Drive between 8.00pm and 8.45pm. • The road closure shall commence 5min prior to the start of the parade. Talbragar St shall be progressively opened once the rear escort vehicle is one intersection ahead of the previous intersection. • Minimum 1 barrier board at road closure points. • Marshals to be provided at all road closure points and along the route for the purpose of crowd control. • Only emergency and authorised vehicles are permitted access within the road closure areas. • Brisbane Street is closed at southern end of the pedestrian crossing median island. • Refer attached Traffic Control Plan	D	2	Medium

DREAM FESTIVAL PARADE 2023
TALBRAGAR STREET TRAFFIC CONTROL PLAN



Notes:

1. Temporary road closure in Talbragar Street between Bligh Street and Memorial Drive between 7 - 7.45pm.
2. The road closure shall commence 5min prior to the start of the parade. Talbragar St shall be progressively opened once the rear escort vehicle is one intersection ahead of the previous intersection.
3. Minimum 1 Barrier Board at road closure points.
4. Marshalls to be provided at all road closure points and along the route for the purpose of crowd control.
5. Only emergency and authorised vehicles are permitted access within the road closure area.
6. Close off Brisbane Street at the southern side of the pedestrian crossing median island.

Legend:

Parking	P	
Temporary Road Closure Area		
Barrier Board		
Road Closed	ROAD CLOSED	T2-4 X 9
Road Closed Ahead	ROAD CLOSED AHEAD	RCA X 7
Road Closed On Side Road	ROAD CLOSED ON SIDE ROAD	T1-32A+T2-4 X 2
Marshall		

TRAFFIC MANAGEMENT PLAN AUTHORISATION
SHEHAN MANAGE DATE 08/05/2023
APPROVED BY
TCT1025670
ACCREDITATION NUMBER
APPROVED
DATE
MANAGER INFRASTRUCTURE STRATEGY

SURVEY DATE
DESIGN DATE
DRAWING JL,JB,WA,SM DATE 08/05/2023
CHECKED
DATE
SENIOR DESIGN ENGINEER

FIELD BOOK/SURVEY FILES
DESIGN FILES
DRAWING FILES
N:\Design Section\Projects\2020-2021\Traffic\Dream Festival Lantern Parade Sydney 2016 - TCP\Microstation Drafting Files\TCP Plan.dgn

SCALES
NOT TO SCALE
ORIGINAL SIZE A1
0 1 2 3 4 5 cm

PERMANENT MARK: RL: DATUM: AHD & MGA55
STATUS: PRINT DATE: $D

No.	DATE	APP'D	DETAILS OF AMENDMENTS
1.	02/06/2016	JL	CONCEPT PLAN
2.	09/05/2016	DV	UPDATED MARSHALLS/ SIGNAGE DATES
3.	25/05/2021	WA	UPDATED
4	08/05/2023	SM	UPDATED

DUBBO REGIONAL COUNCIL

DRAWING TITLE
TRAFFIC CONTROL PLAN

JOB
DREAM FESTIVAL PARADE 2023 TALBRAGAR STREET TRAFFIC CONTROL PLAN

SHEET NO. 01 OF 01 SHEETS
PLAN NO.
TM 7032

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: Dream Festival Lantern Parade

Event Location: Talbragar Street to Victoria Park (crossing Darling Street)

Event Date: 9 Sept 23 Event Start Time: 7.00pm Event Finish Time: 7.45pm

Event Setup Start Time: 5.30pm Event Packdown Finish Time: 7.45pm

Event is ☐ off-street ☑ on-street moving ☐ on-street non-moving
☐ held regularly throughout the year (calendar attached)

1.2 Contact names

Event Organiser * Dubbo Regional Council

Phone: 6801 4122 Fax: Mobile: 0417 545 894 E-mail: lana.willetts@dubbo.nsw.gov.au

Event Management Company (if applicable)

Phone: Fax: Mobile: E-mail:

Police Orana Mid Western Police District

Phone: 6883 1599 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)

Participants will assemble behind Macquarie Regional Library and proceed east along Talbragar St and Victoria Park (crossing Darling St).
Lanterns will be carried by adults and children

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

- ☐ Impacts heavy vehicles - RTA to manage
- ☑ Does not impact heavy vehicles

3.10 Special event clearways

- ☐ Special event clearways required - RTA to arrange
- ☑ 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

- ☐ 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

- ☐ Road closures or restrictions - advertising medium and copy of proposed advertisements attached
- ☑ 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

- ☑ 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

- ☐ Messages, locations and times attached
- ☑ This event does not use permanent Variable Message Signs

4.5 Portable Variable Message Signs

- ☐ The proposed messages and locations for portable VMS are attached
- ☑ 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.

6 APPROVAL

TMP Approved by: ..... Event Organiser ..... Date

7 AUTHORISATION TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: .... Council ..... Date

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: ..... RTA ..... Date

* *"Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals* (Roads Act, 1993). *Council and RTA require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.*

Schedule 1 Form - Notice of Intention to Hold a Public Assembly

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

1

I .....Stephen-Joel Carter..... *(name)*

of .....Dubbo, 50r Rosedale Road..... *(address)*

on behalf of .....Dubbo Regional Council..... *(organisation)*

notify the Commissioner of Police that

on the ...9..... (day) of ...9..... (month), 2023 (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

.500. *(number)* persons,

which will assemble at approximately ..6..... am/pm, and at

approximately ...7..... am/pm the procession will commence and shall proceed

From the corner Talbragar and Bligh Street, travelling east along Talbragar St, crossing Darling St to Victoria Park - Entry via Memorial Drive.

(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...Lantern Parade.....

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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 …2…. *(number)* of vehicles and/or..... *(number)* of floats involved.

The type and dimensions are as follows:

Standard Sedan

(ii) There will be ..3…. (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:

N/A

(iv) Other special characteristics of the proposed assembly are as follows:

Lanterns

Adults and Children

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:

50r Rosedale Road

Dubbo NSW 2830

…….. Postcode.

Telephone No. 0498 548 138……

6 Signed .....

Capacity/Title Event Support Officer

Date .....

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Special Event Planning & Resource Matrix

Event Class	Description	Features	Examples	Lead Times for Agency Approvals	Police Fees	Council Fees	RTA Fees	Transport Mgt Plan	Risk Management Plans (Traffic Control) under OH&S ACT 2000	Advertise Transport Management Arrangements	Liability Insurance	Special Event Clearway. Heavy Vehicle Detours	Public Transport	Emergency Vehicle & Local Access	Parking	Contingency planning
1	A Class 1 event: • impacts major traffic and transport systems • disrupts the non-event community over a wide area • requires the involvement of Police, one or more Councils and the RTA • requires a detailed Transport Management Plan • requires advertising the event's traffic aspects to a wide audience.	A Class 1 event may: • be conducted on-road or in its own venue • involve trusts and authorities when using facilities managed by them • involve Transport NSW • involve the State Rail and State Transit Authorities • involve private bus and coach organisations • impact the road transport industry • require RTA to provide special event clearways • require RTA to provide heavy vehicle detour routes • require the RTA to adjust traffic signals • require RTA to manage Variable Message Signs • depending on the nature of the event, invoke the Police "User Pays" policy.	For example: • an event: that affects a principal transport route in Sydney, or • an event that reduces the capacity of the main highway through a country town, or • a bicycle race that involves the Sydney Harbour Bridge.	Minimum 4 months from first approach to Council to proposed start date. 6 months for vehicle races.	Charges apply where: *"it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large."*	As described in Council's Special Events Policy. Asset rentals: refer to Council.	Marginal costs apply where services are provided above those normally provided to the community. RTA provides quote. Asset rentals: refer to RTA.	TMP model recommended.	Traffic Control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended. Need to consider access for disabled persons.	28 days for all events that require regulation of traffic or where special event clearways in operation. Not required where there is no regulation of traffic.	Required with Council & Police (if Police User Pays in force) named on policy. Also RTA if using RTA asset. Certificate of currency required.	RTA arranges if required. RTA provides quote.	Promoted where practicable	Required. Refer to TMP.	May be required. Need to consider parking for disabled persons.	Recommended
2	A Class 2 event: • impacts local traffic and transport systems but does not impact major traffic and transport systems • disrupts the non-event community in the area around the event but not over a wide area • requires the involvement of Police and Local Council • requires a detailed Transport Management Plan • requires advertising the event's traffic aspects to the local community.	A Class 2 event may: • be conducted on-road or in its own venue • involve trusts and authorities when using facilities managed by them • involve State Rail and the State Transit Authority • involve private bus and coach organisations. • depending on the nature of the event, invoke the Police "User Pays" policy.	For example: • an event that blocks off the main street of a town or shopping centre but does not impact a principal transport route or a highway • a motor rally on local country roads.	Minimum 3 months. 3 months for vehicle races.	Charges apply where: *"it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large."*	As described in Council's Special Events Policy Asset rentals: refer to Council		TMP model recommended	Traffic Control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended. Need to consider access for disabled persons.	28 days for all events that require regulation of traffic or where special event clearways in operation. Not required where there is no regulation of traffic.	Required with Council & Police (if Police User Pays in force) named on policy. Certificate of currency required.		Promoted where practicable	Required. Refer to TMP.	May be required. Need to consider parking for disabled persons.	Recommended
3	A Class 3 event: • does not impact local or major traffic and transport systems • disrupts the non-event community in the immediate area only • requires Local Council and Police consent • is conducted on-street in a very low traffic area such as a dead-end or cul-de-sac • requires Police agreement that event qualifies as Class 3 • is never used for vehicle races.	• A Class 3 event , depending on Local Council policy, may: • require a simplified Transport Management Plan • not be available in all Council areas. • depending on the nature of the event, invoke the Police "User Pays" policy. • require advertising the event's traffic aspects to the community.	For example: • an on-street neighbourhood Christmas party.	Minimum 6 weeks	Charges apply where: *"it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large."*	As described in Council's Special Events Policy Asset rentals: refer to Council		Council may require TMP	Traffic Control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended. Need to consider access for disabled persons.	28 days for all events that require regulation of traffic. Not required where there is no regulation of traffic.	Required with Council & Police (if Police User Pays in force) named on policy. Certificate of currency required.			Required. Refer to TMP.		
4	A Class 4 event is intended for small on street events and: • requires Police consent only • is within the capacity of the Police to manage on their own • is not a protest or demonstration • is always an on-street event • does not require RTA or Council consent • does not require advertising the event's traffic aspects to the community • does not require a TMP • does not require the involvement of other Government agencies.	A Class 4 event may: • be conducted on classified or unclassified roads • cause zero to considerable disruption to the non-event community • cross Police Local Area Commands (LACs) • cross Local Government Areas (LGAs) • require Council and RTA to assist when requested by Police • depending on the nature of the event, invoke the Police "User Pays" policy.	For example: • a small ANZAC Day march in a country town • a small parade conducted under Police escort.	Minimum 1 month	Charges apply where: *"it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large."*						Required if User Pays policy in force. Police named on policy. Certificate of currency required.					

REPORT: Draft Development Control Plan North-West Urban Release Area

DIVISION: Development and Environment
REPORT DATE: 9 June 2023
TRIM REFERENCE: ID23/1249

EXECUTIVE SUMMARY

Purpose	• Seek endorsement • Fulfil legislated requirement	
Issue	• The North-West Urban Release Area Precinct Plan identifies the key strategic issues to be considered in the development of the area and defines future strategic direction and planning guidance. • Following completion of the Precinct Plan, further planning activities have been undertaken, including the preparation of an initial Development Control Plan (DCP) for the Precinct. • The role of the Development Control Plans is to further define how the Precinct will develop, including such things as road locations, road design, open space provision and design, development typologies and guidance for the community and the development industry. • The draft DCP has been prepared utilising a similar structure, form and content as the Dubbo DCP 2013, and it contains controls to manage residential subdivision and development. • 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 agencies, and landowners both within and adjacent to the precinct. • Targeted consultation will be undertaken with those persons who have previously made submissions to Council during development of the North-West Urban Release Area Precinct Plan.	
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	Council received a grant for strategic planning work of $155,000 from the State Government Department of Planning and Environment in addition to the project being identified in the Growth Planning budget.

	Proposed Cost	$155,000
	Ongoing Costs	Nil
Policy Implications	Policy Title	Dubbo Development Control Plan 2013
	Impact on Policy	Upon adoption the draft DCP will provide development guidance for the land.

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes 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 the draft North-West Urban Release Area Development Control Plan be adopted for the purpose of public exhibition only.**
2. **That the draft North-West Urban Release Area Development Control Plan be placed on public exhibition for a period of not less than 28 days in accordance with the requirements of the Environmental Planning and Assessment Act, 1979.**
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.**
4. **That following the completion of the public exhibition period, a further report be presented to Council for consideration, including the results of public exhibition.**

Stephen Wallace
Director Development and Environment

SJ
Manager Growth Planning

BACKGROUND

1. Previous resolutions of Council

Date	Resolutions
23 March 2023	1. *That the submissions received by Council in respect of the draft North-West Urban Release Area Precinct Plan (attached in Appendix 1 and 2) be noted.* 2. *That proposed amendments resulting from the public exhibition process be noted.* 3. *That the updated draft North-West Urban Release Area draft Precinct Plan (as attached in Appendix 3) 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.*

2. North-West Urban Release Area Precinct Plan

The North-West Urban Release Area Precinct Plan, which was considered by Council at its March 2023 meeting identifies the key strategic issues to be considered in the development of the area and defines future strategic directions and planning guidance.

The broad aims of this Plan are to:

- Identify the opportunities and constraints of the land and the anticipated needs of the community.
- Broadly indicate the likely future development potential of the Precinct.
- Enable the characteristics of the study area to determine the most appropriate location and form for future development.
- Provide a broad context of the consideration, by Council, of a future land zoning regime in the area.
- Establish a vision and set of development objectives which future development will be required to meet.

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. The role of the Development Control Plans is to further define how the Precinct will develop, including such things as road locations, road design, open space provision and design, development typologies and guidance for the community and the development industry.

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.

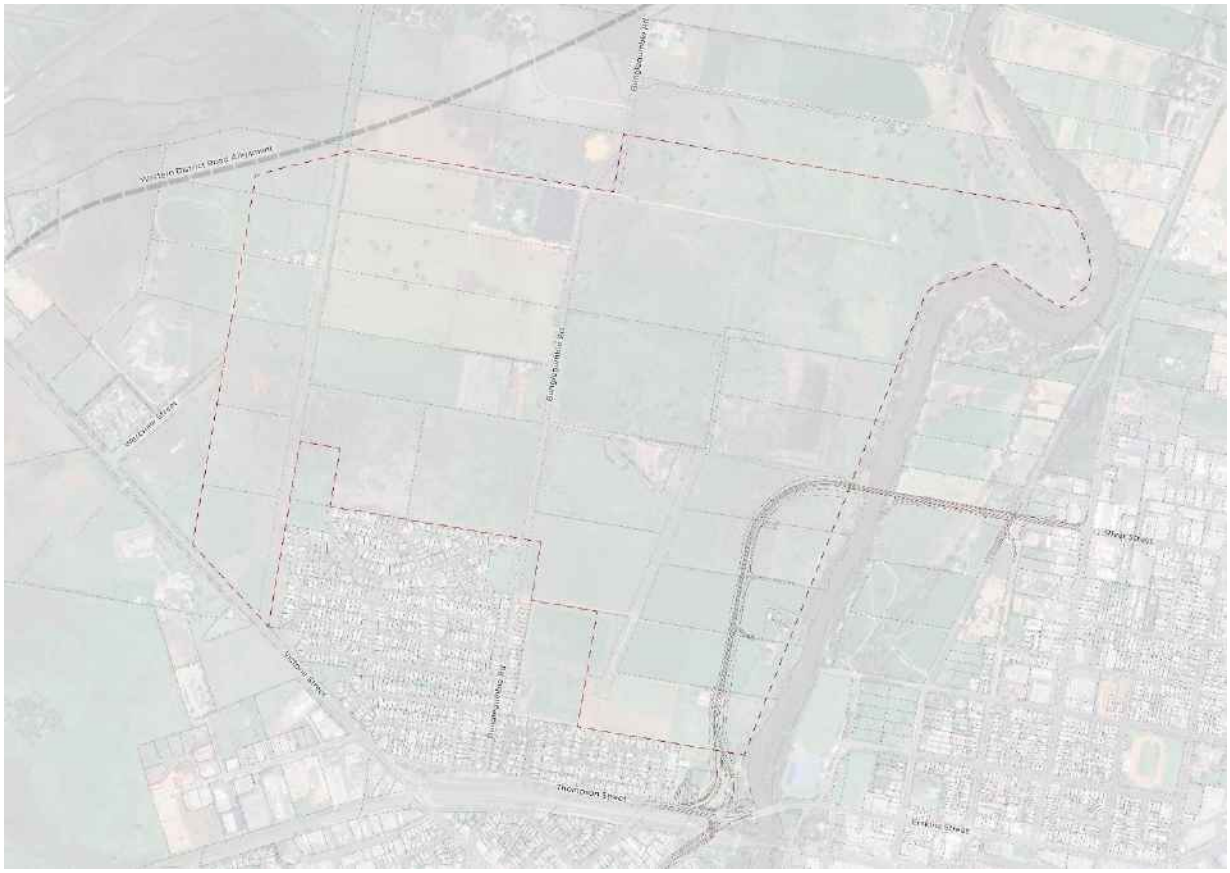

Figure 1 North-West Precinct

REPORT

1. What is a Development Control Plan

A Development Control Plan (DCP) provides detailed planning and guidance to support the aims, objectives and planning controls in the Dubbo Regional Local Environmental Plan 2022 (DRLEP 2022).

A DCP has the role of guiding developers, landowners, Council and importantly the community in relation to how land may change over time through development or management and use. DCPs include a range of provisions relating to how development can be delivered on land that achieves a range of performance objectives and importantly ensures we can continue to develop our urban area with a strong emphasis on overall liveability.

The Dubbo Regional LEP 2022 contains planning provisions, which identify a number of Urban Release Areas in Dubbo. These areas are included in the Dubbo Urban Areas Development Strategy as residential growth areas. The North-West Dubbo Urban Release Area (NWDURA) is a residential growth area located north-west of Dubbo.

Clause 6.3 of the Dubbo Regional LEP 2022 requires a site-specific DCP to be prepared and considered by Council prior to Council considering a development application for residential subdivision of the land.

2. Precinct Master Planning Process

The Precinct master planning process was undertaken by a project team of qualified and experienced consultants, which was assembled by developer Brett Anderson, who has extensive land interests in the Precinct.

Although the Precinct master planning process was not financially funded by Council, a robust governance framework was in place to maintain the integrity of the process, the thoughts and perspectives of stakeholders and integrity and trust in Council's role as planning authority.

The master planning process builds on the objectives of the Urban Release Area Precinct Plan to present a cohesive long-term vision for the Urban Release Area.

The Precinct vision and desired future 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 Precinct 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 areas. The connections to and integration with surrounding land uses will encourage various and sustainable travel modes, a strong community character and social interaction.

The Precinct 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 local residents' needs 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.

It is considered that 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 a positive legacy for Dubbo.

The North-West Urban Release Area Development Control Plan – Masterplan document is provided here in **Appendix 1**. The Masterplan drawing is shown in Figure 2:

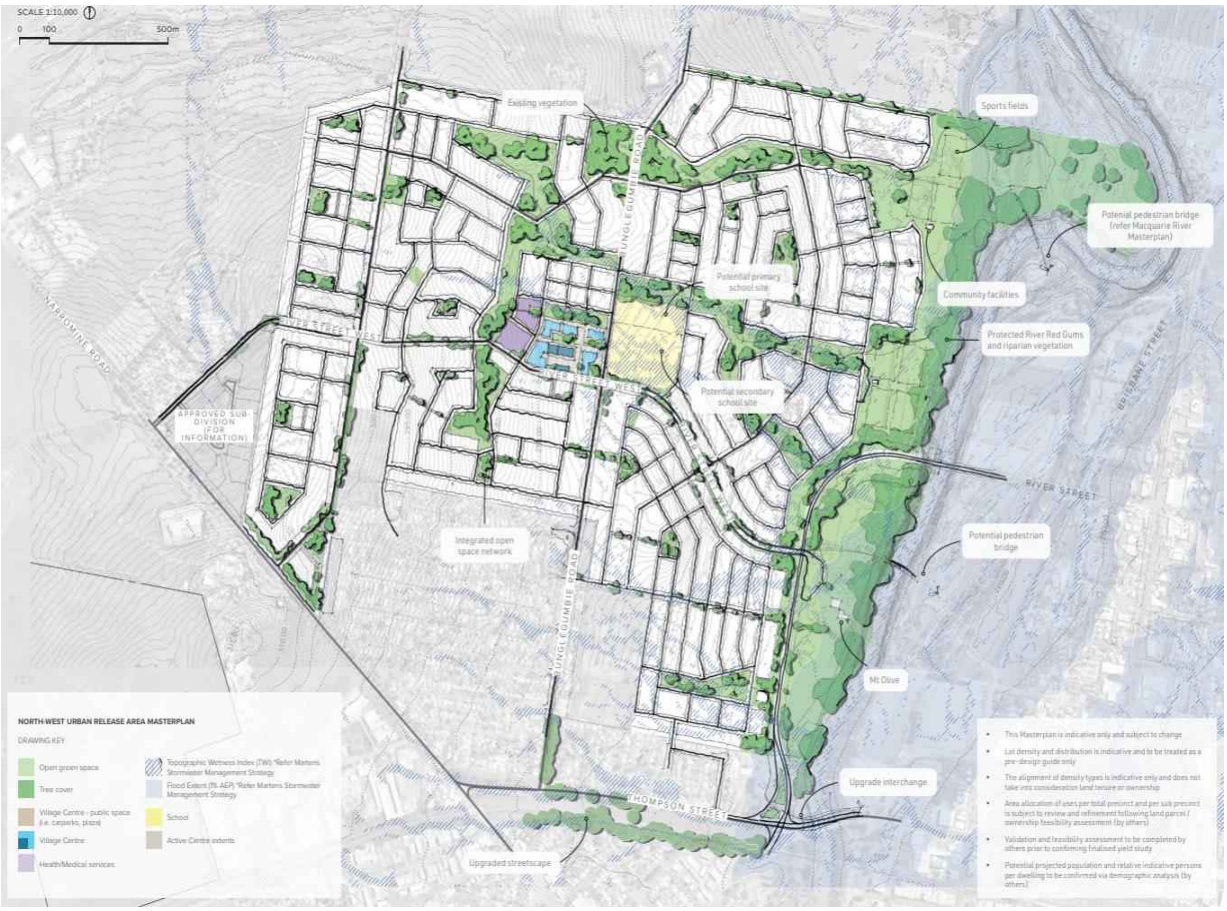

Figure 2 North-West Precinct Masterplan

3. Development Control Plan

A draft Development Control Plan (DCP) has been developed to provide detailed planning and design guidance for the future development of the North-West Urban Release Area.

The draft DCP utilises a similar structure, form and content as the Dubbo DCP 2013 to aid in a better understanding of the Plan by the building and development Industry and ensure a level of parity is provided between all DCPs.

The draft DCP will be read in conjunction with other relevant provisions of the Dubbo DCP 2013, but it will prevail in the event of any inconsistency.

This DCP seeks to embed the general development layout for the Precinct, including the overall arterial and sub-arterial road locations. The DCP also embeds the key Precinct activities including a future school site, the Village Centre and the location of public open space throughout the Precinct.

The DCP includes detailed development requirements and guidance for an initial development area within the Precinct as shown in Figure 3.

Figure 3 Initial Stage 1 Development Area

As further planning activities are undertaken in the Precinct, additional components of the Precinct Development Control Plan will be prepared.

The draft DCP consists of the following components:

- Introduction
- Residential Design Controls

The following provides a brief summary of the various components of the draft DCP:

(a) Part 1 – Introduction

This section provides a number of administrative components and savings provisions required by the Environmental Planning and Assessment Act 1979.

(b) Part 2 – Residential Development and Subdivision

Staging and Implementing the Urban Structure:

This section guides and provides specific requirements to relating to the urban structure of the precinct, and ensure it takes into account planning and infrastructure provisions. The draft DCP includes the following:

Section A – Staging and Implementing the Urban Structure

- Staging
- Urban infrastructure for Stage 1
- Initial Earthworks
- Preserving Natural Elements and Open Space Network
- Stormwater Drainage Systems
- Streets, Movement and Accessibility

Section B – Subdivision, Design and Built Form

- Subdivision controls
- Lot and site controls
- Built form and streetscape controls
- Access, Parking, Garages and Driveways

It should be noted that the draft Development Control Plan includes a proposal for pedestrian and bicycle connection through to Chifley Drive and Thompson Street. 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.

A copy of the draft Development Control Plan is provided here in **Appendix 2**.

4. Consultation and Next Steps

Following Council's consideration, the draft DCP, including the DCP – Master Plan, 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.

Council will also provide correspondence to all landowners in the Precinct and seek to individually meet with landowners and those persons who have previously provided a submission to Council during consideration of the North-West Urban Release Area Precinct Plan. Council will also provide correspondence to landowners who adjoin the precinct.

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

5. Resourcing Implications

Council has 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, funding will be project based					
What is the source of this funding?	Growth Planning Branch budget					

Table 1. Ongoing Financial Implications

APPENDICES:

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

2⇩ Dubbo North-West Precinct Master Plan

North-West Urban Release Area

Development Control Plan – 1

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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 1.

1.2 Land to which this Plan applies

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

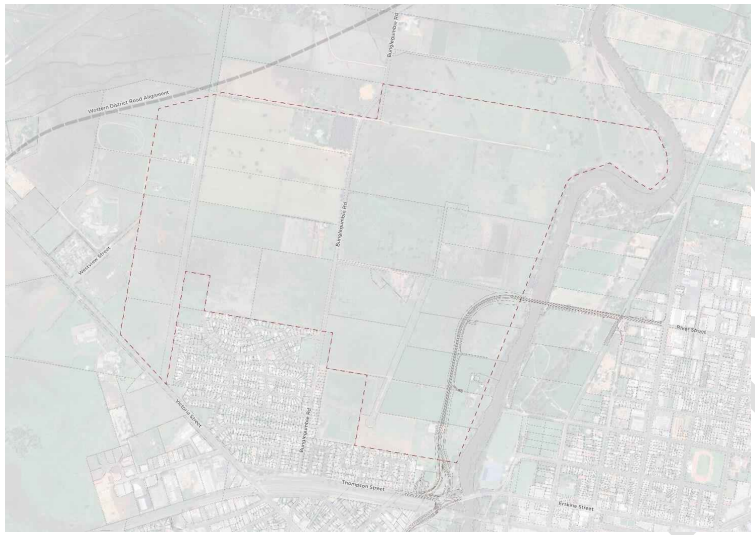

Figure 1: Site Location Plan (area to which this plan applies bordered in red)

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 areas. The connections to and integration with surrounding land uses will encourage 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 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 Urban Release Area Precinct Plan and the accompanying Master Plan.

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, the 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 Local Environmental Plan 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 creating 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

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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:

- North-West Urban Release Area Master Plan
- North-West Urban Release Area Precinct Plan 2023
- Dubbo Regional Council Open Space Masterplan 2018
- Dubbo Transportation Strategy 2020
- Martens water cycle management

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2.0 Section A – 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 be guided by 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, parks as well as 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 will be required to be closed by Council and replaced with the transport network envisioned in the overall planning for the Precinct.

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.

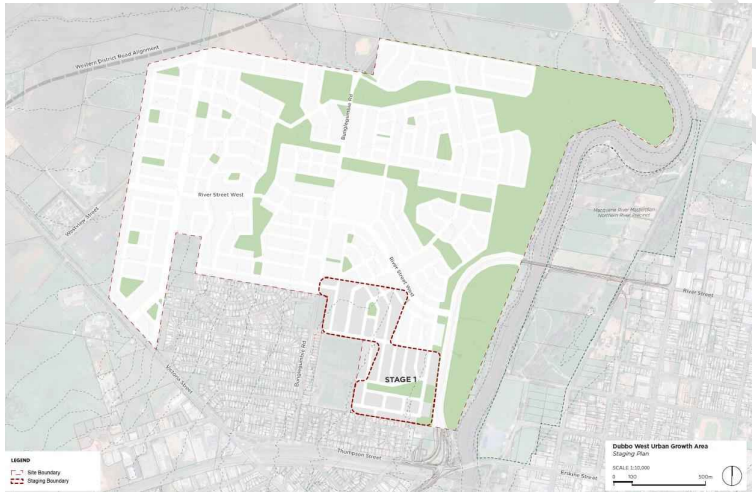

Figure 2: Stage identification Plan

It is anticipated that Stage 1 in the south eastern portion 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 nor undermine the overall implementation of the urban structure.

2.2 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 whole vision for the area as shown in **Figure 3**.

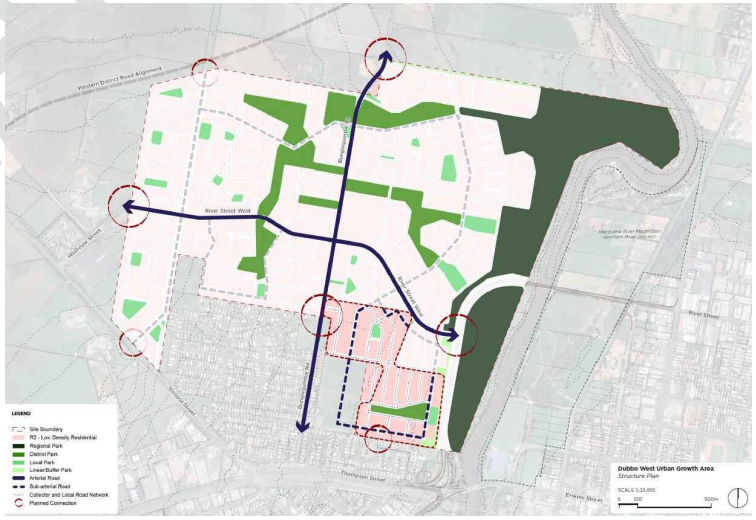

Figure 3: Stage 1 in context

Development of Stage 1 will only be delivering the urban infrastructure (roads and open space identified within Stage 1 at Figure 2).

The 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.

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.

2.3 Initial Earthworks

Objectives

2.3.1 To create an appropriate landform across the development 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.

2.3.2 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.

2.4 Preserving Natural Elements and Open Space Network

Objectives

(a) 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.

(b) To create open spaces that provide a wide variety of public amenities supporting passive, informal and formal active uses.

(c) 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.

(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.

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 4**.

(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.

(d) Existing vegetation is to be retained within parks where practical.

(e) Embellishments must not impact on native vegetation.

(f) 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.

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Figure 4: Open Space Network Map

Development Controls

(1) Open space for sporting fields and local open spaces are to be embellished in accordance with the Council's requirements.

(2) Remnant native vegetation must be retained where possible. 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*. Endemic species as approved by the Council's Community, Culture and Places Division.

(3) Any embellishment and public art is to address relevant Council requirements and standards as set out by the Council's Community, Culture and Places Division.

(4) Local parks are to be a minimum area of 0.5ha. Local parks should be suitable for playgrounds, passive recreation, seating and shade.

(5) Linear parks are intended to function as the green spine through the development and may include storm water open channels, sporting fields, cycle and pedestrian paths with appropriate landscaping.

(6) Regional parks and sporting fields may be either irrigated turf or hard surfaces, or a combination of both, in consultation with Council. Regional parks are to be embellished with playing fields and courts.

(7) 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)

2.5 Stormwater Drainage Systems

Objectives

(a) 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.

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

(c) To provide for the legal discharge of stormwater.

(d) To enable stormwater discharge from adjacent properties and its management within this 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 and ensure peaks flows do not increase as a result of development.

(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 metres 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

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low flow system.

(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 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.

(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, taking into consideration minor and major flows for the entire drainage catchment, ensuring major and minor peak flows do not exceed the capacity of pipe systems currently proposed under the Newell Highway.

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.
- 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.

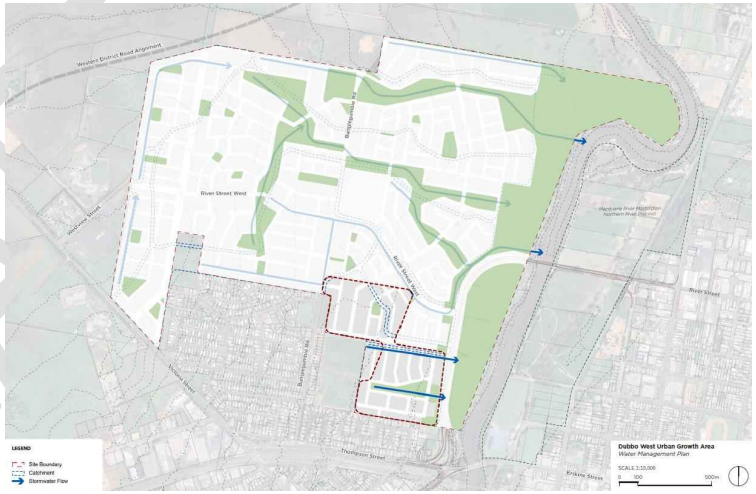

Figure 5: Indicative Water Management Plan

(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 40m 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.

2.6 Services and Utilities

Objectives

(a) To ensure residential areas are serviced with essential public service utilities including water, sewer and electricity in a cost-effective and timely manner.

(b) 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 the Dubbo Regional Council Integrated Water Cycle Management Plan (IWCM) and confirm there is sufficient capacity to service the Precinct.

2.7 Streets, Movement and Accessibility

Objectives

(a) To incorporate a legible road hierarchy for the residential development recognising the broader strategic roads planned through and external to the site.

(b) To provide a high level of connectivity within the development area and to adjoining areas for pedestrians, cyclists, and bus users to reduce reliance on private vehicles.

(c) 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.

(d) 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.

(e) Road and public infrastructure to consider future demand and requirements for electric vehicles and autonomous vehicles.

(f) 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. Cul-de-sac streets are to be avoided and will not be approved.

(d) 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 6**, with the inclusion of Chifley Drive as a pedestrian and bicycle connection only.

(e) Streets provide a logical hierarchy to maximise accessibility to all parts of the community and provide an appropriate response to address key interfaces.

(f) 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.

(g) Safe street crossings are to be provided for all street users with safe sight distances and adequate pavement markings, warning signs, regulatory signs (where

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applicable) and safety rails (where appropriate for cyclists).

(h) Any traffic assessment is to clearly indicate traffic volumes on key arterial and sub-arterial roads, as well as key intersections.

(i) Road hierarchy, cross sections and corridors within the development are to be implemented in accordance with the Dubbo Transportation Strategy 2020 and in consultation with Council's Infrastructure Division.

(j) 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 7** and the typical sections at **Appendix 1.**

(k) Connection is to be provided to the roundabout located centrally on the east/west sub-arterial road (River Street West), ensuring traffic can take advantage of the Newell Highway upgrade and connection to River Street. No other intersections are to be provided on River Street West, unless approved by Council's Manager Infrastructure Strategy and Design.

(l) 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 6** and the corresponding street section at **Appendix 1**.

(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 as shown in the typical street sections at **Appendix 1**.

(4) A bus route consistent with **Figure 8**, 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 the Council's Tree Planting Standards (as adopted). Landscaping plans including street tree planting is to be approved by Council.

(7) Trees to have clearance of minimum 5 metres from street lights and 3 metres from storm water entry pits.

(8) One (1) 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 planned connection at Chifley Drive as shown in Figure 3 will be for pedestrian and bicycle connectivity only.

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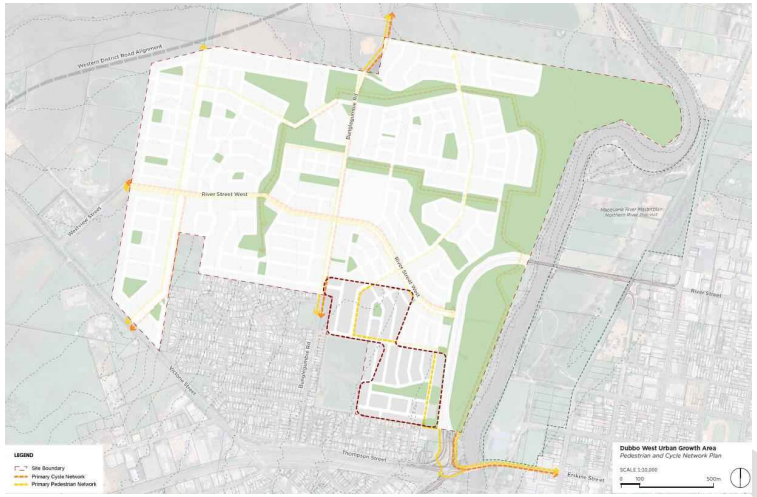

Figure 6: Indicative Pedestrian and Cycle Network within Stage 1

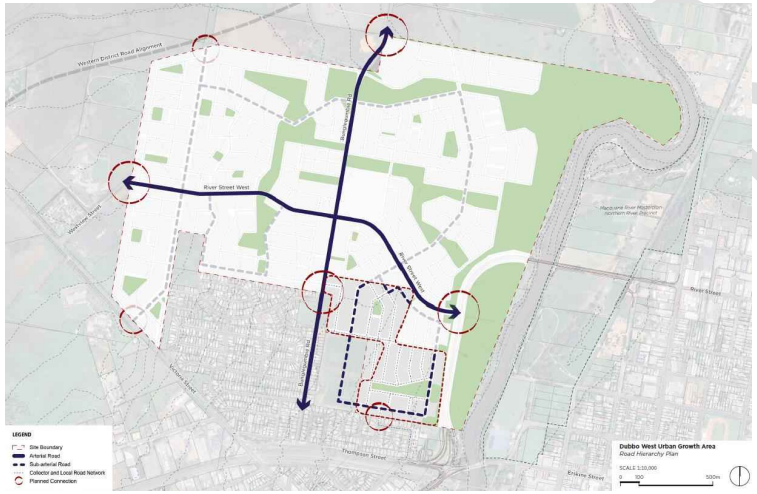

Figure 7: Indicative Road Hierarchy

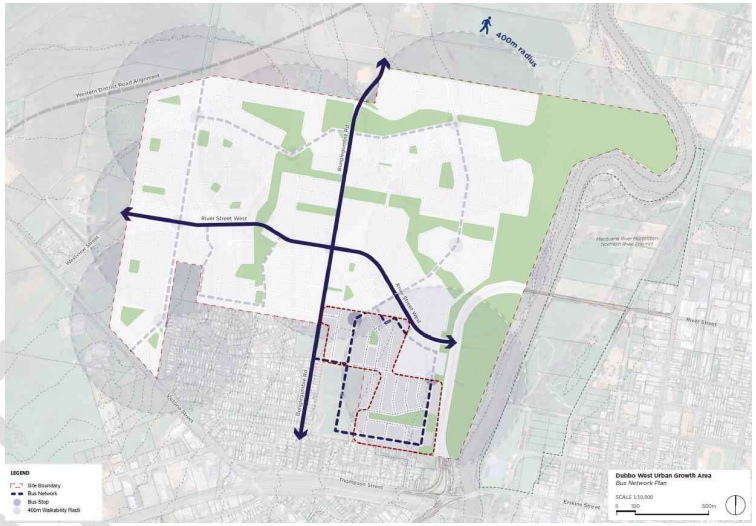

Figure 8: Indicative future Bus Network within Stage 1

3.0 Section B – Subdivision, Design and Built Form

Development applications for residential subdivisions will seek to 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

(a) To ensure the efficient use of zoned land and required infrastructure is achieved.

(b) To ensure appropriate acoustic and stormwater management is considered in the design process for development.

(c) To provide a range of lot sizes 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 development including opportunities for dual occupancies. Lots should be provided on street corners that allow development to address both street frontages.

(c) Lots should front streets and overlook open spaces to provide passive surveillance of those areas.

(d) Stormwater should be gravity drained to the Council's stormwater system which may require inter-allotment drainage.

(e) 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) 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

(3) Corner lots can be larger to allow residential accommodation to positively address both street frontages.

(4) Where a development application for a subdivision triggers the Biodiversity Offset Scheme a Biodiversity Development Assessment Report (BDAR) is required.

(5) 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) $L_{eq(9\ hour)}$ for sleeping areas (between 10pm and 7am) and 40 dB(A) $L_{eq(15\ hour)}$ for living areas.

(6) 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 or minimum construction standards addressing as window glazing and seals.

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3.2 Lot and site controls

Objectives

(a) Residential housing is sited to contribute to the desired streetscape appearance and neighbourhood character.

(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.

(c) 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 requirements in the Dwelling Control Table 3.

(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 three (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 metres 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.

	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	16aqm 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 three (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 0.9 metres increasing by 25% for any wall height above 4.5 metres
Side Setback (Min) – First	1.5 metres	2 metres**	1.5 metres	Min 0.9 metres

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Floor**				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 metre	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 2 metres 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 metres 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 metre 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.*

3.3 Built Form and Streetscape Controls

Objectives

(a) Residential housing is in keeping with the desired future streetscape and neighbourhood character of well landscaped public domain areas and front setback areas.

(b) To ensure landscaping is appropriate in nature and scale for the site and the local environment.

(c) 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 and 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) 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.

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(2) The front elevation of any two (2) storey dwelling shall be composed of a combination of single and two storey elements. These elements may include a verandah, porch, bay window or single storey attachment.

(3) 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.

(4) All dwellings have eaves in proportion with the roof pitch or alternative treatment to provide appropriate shading to openings, particularly on exposed western elevations.

(5) Rooftop solar collectors, satellite dishes and antennae should be located and/or finished to ensure they have limited visual impact from the street.

(6) Windows located on the roof should not dominate the roof.

(7) Where dual occupancy is situated on corner blocks (where one is not a laneway), the development is designed to face each street frontage.

(8) Two 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 will be considered on merit.

(2) Roof coverings are to utilise corrugated metal, flat or low profile tile materials.

(3) Roof colours and materials are to be thermally reflective and be of lighter shades (other than reflective shades of white). 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 1.2m 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 of the 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 metre 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, 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 setback. The canopy trees planted are encouraged to be appropriate native species to support local bio-diversity.

(4) Trees are to be planted in accordance with the Council's Street Tree Planting Standards to minimise the future risk of damage to public and private infrastructure.

(5) Cross-sections should show deep root zones of trees.

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(6) Tree species are to be predominately endemic to the Dubbo area, or otherwise approved by the 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.

(7) 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.

3.4 Access, Parking, Garages and Driveways

Objectives

(a) To provide adequate and convenient parking for residents, visitors and service vehicles.

(b) 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 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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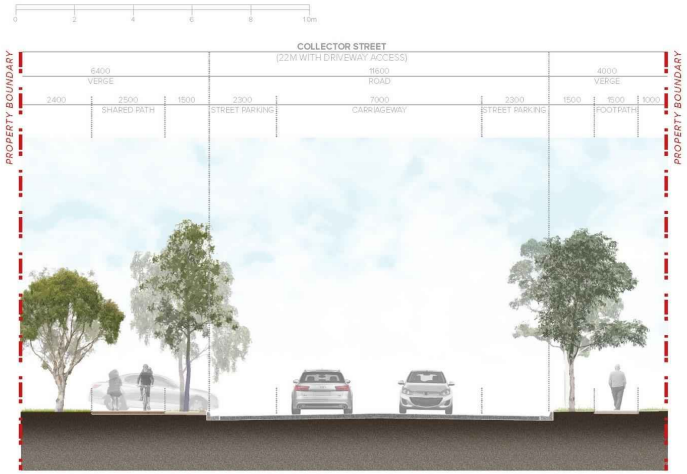
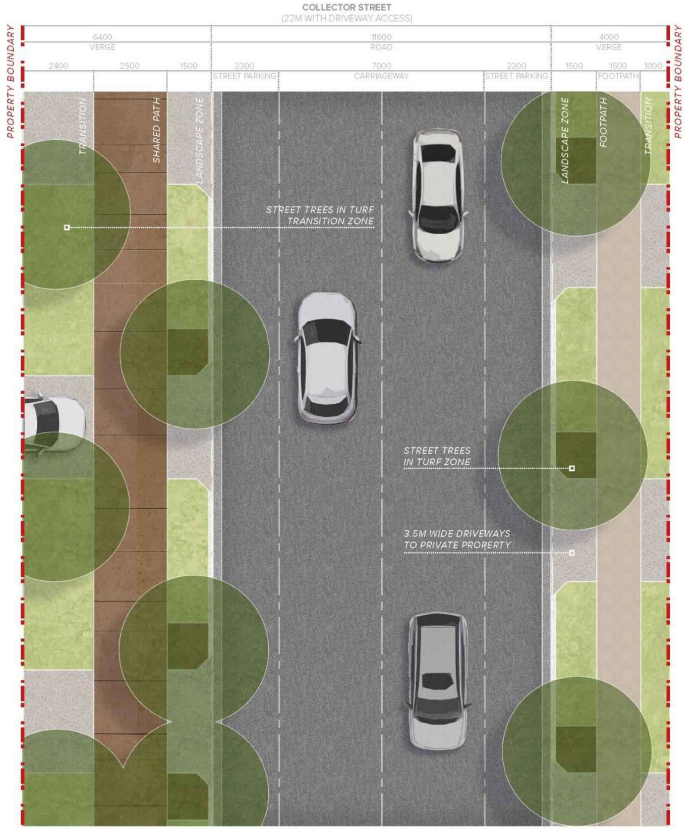
TYPE A: TYPICAL COLLECTOR STREET

22m WITH 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.





01 Collector Street – 22.0m road reserve

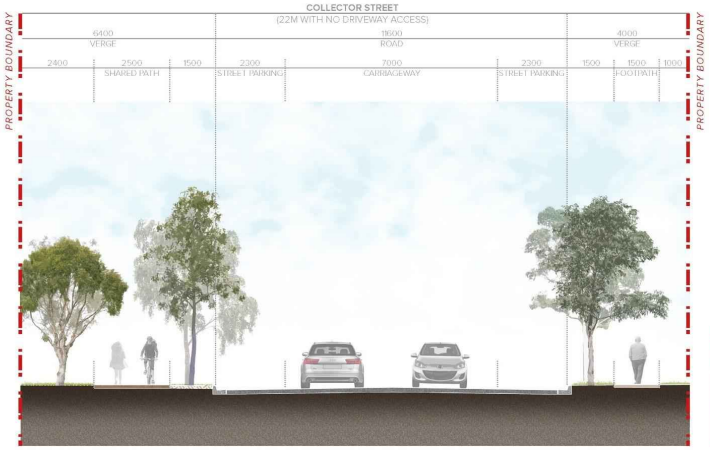
Indicative only - subject to change, depending on additional detailed assessment

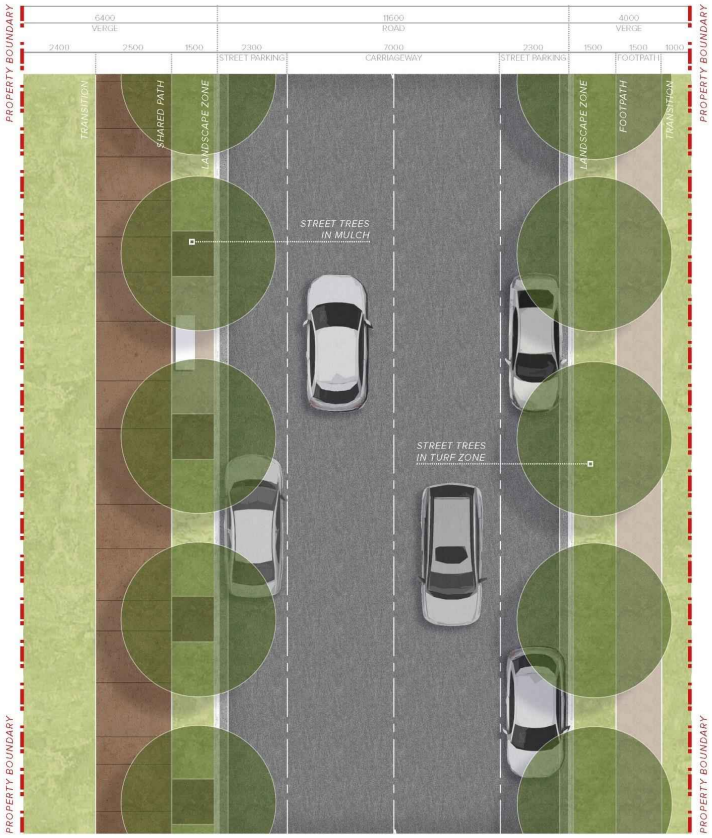
TYPE B: COLLECTOR STREET

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.





02 Collector Street – 22.0m road reserve – No Driveway access

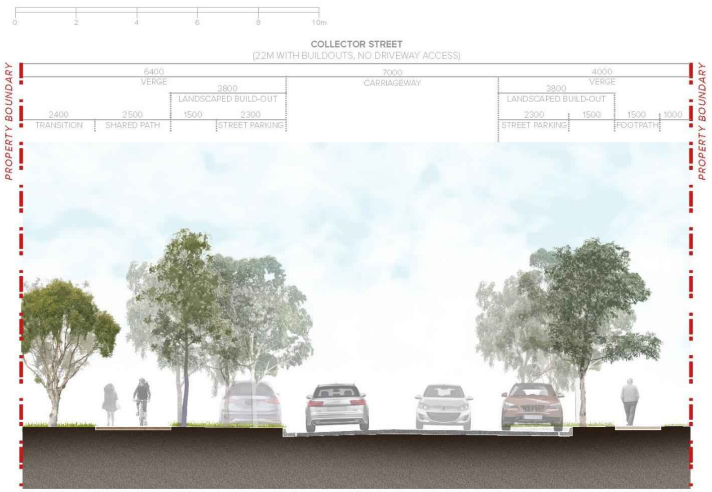
Indicative only - subject to change, depending on additional detailed assessment

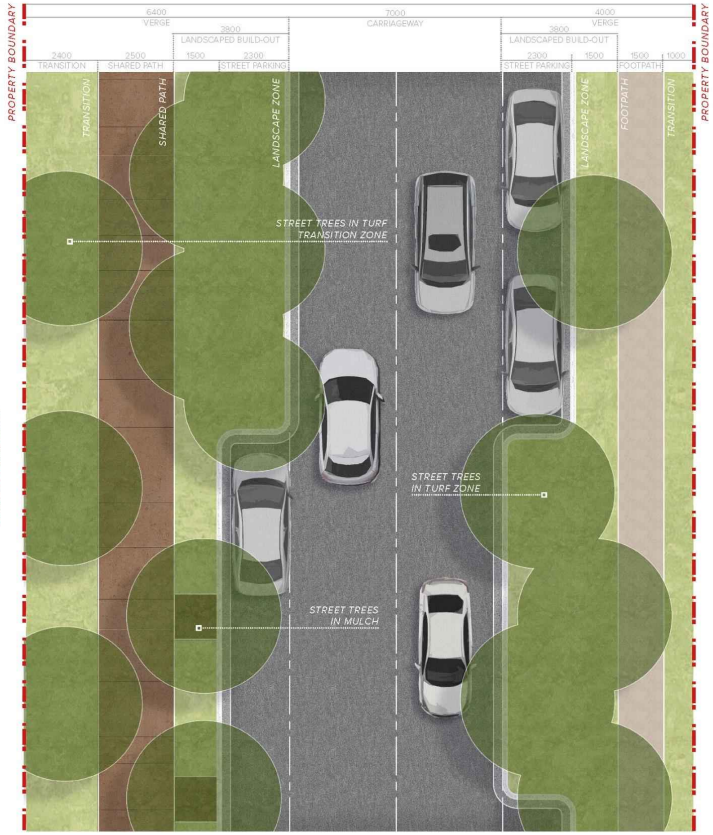
TYPE C: COLLECTOR STREET

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.





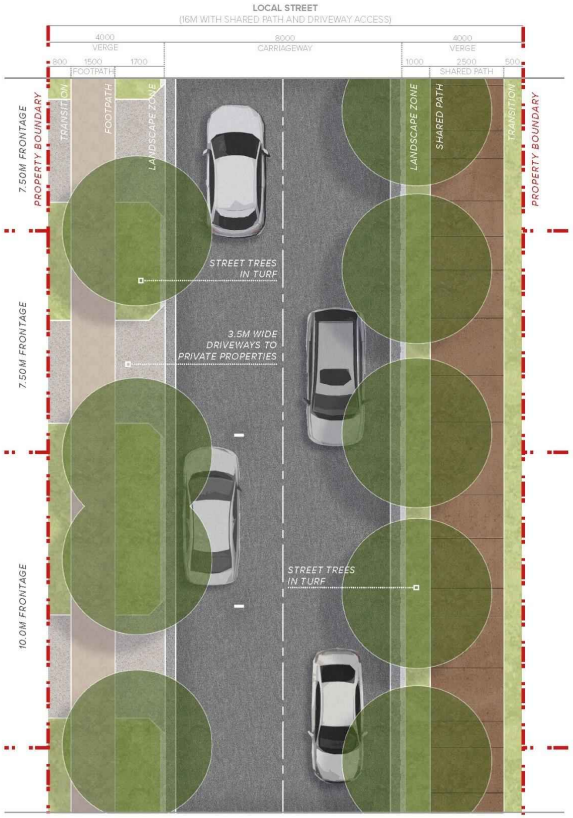
02 Collector Street – 22.0m road reserve – No Driveway access

Indicative only - subject to change, depending on additional detailed assessment

TYPE D: LOCAL STREET

16M WITH SHARED PATH AND 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.



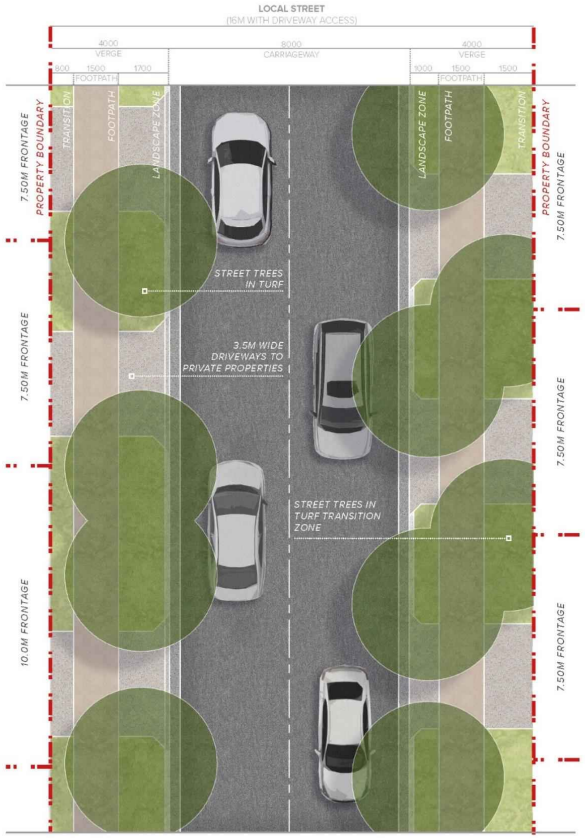
04 Local Road – 16.0m road reserve

Indicative only - subject to change, depending on additional detailed assessment

TYPE E: LOCAL STREET

16M 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.



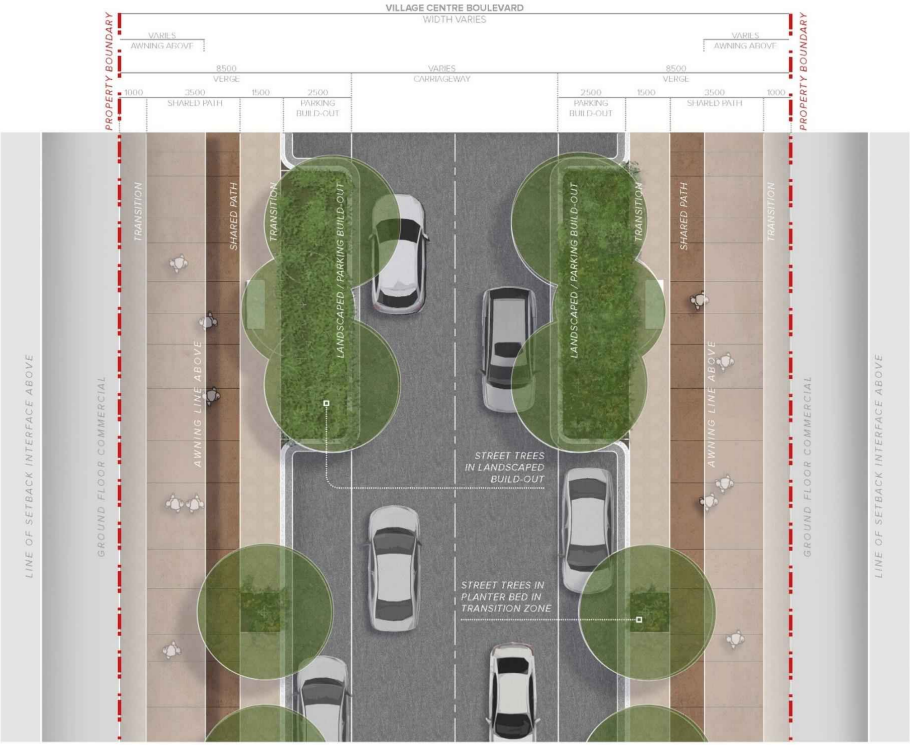
05 Local Street – 16.0m road reserve – with shared path and driveway access

Indicative only - subject to change, depending on additional detailed assessment

TYPE F: VILLAGE CENTRE BOULEVARD

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.



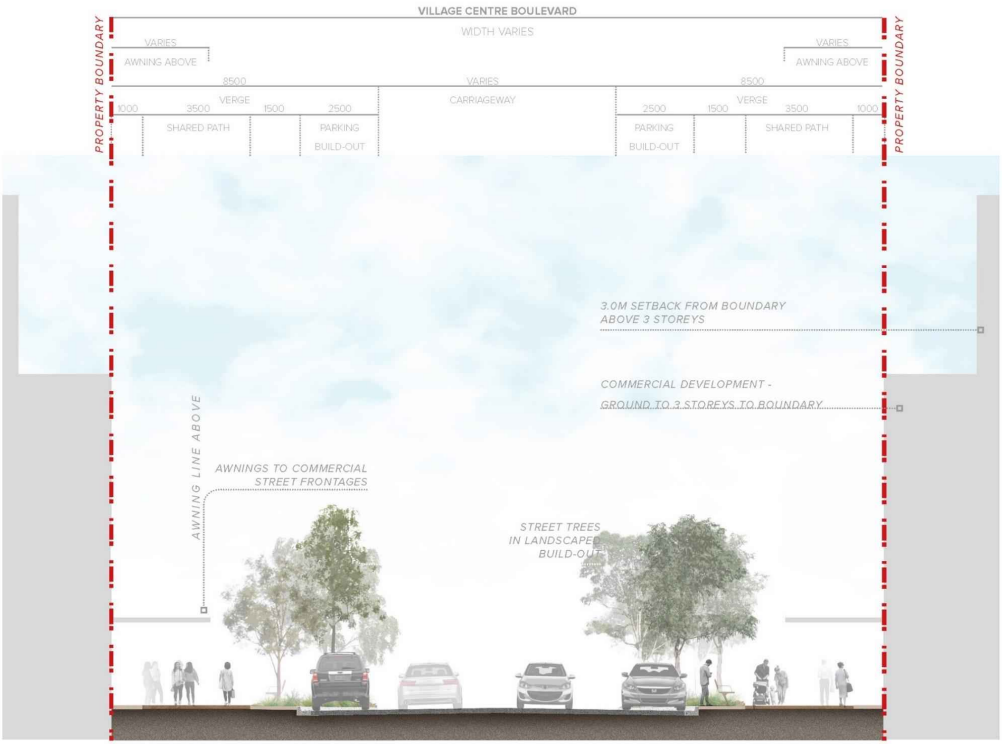
06 Village Centre Boulevard – Variable reserve width

Indicative only - subject to change, depending on additional detailed assessment

TYPE F: VILLAGE CENTRE BOULEVARD

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.



07 Village Centre Boulevard – Variable reserve width

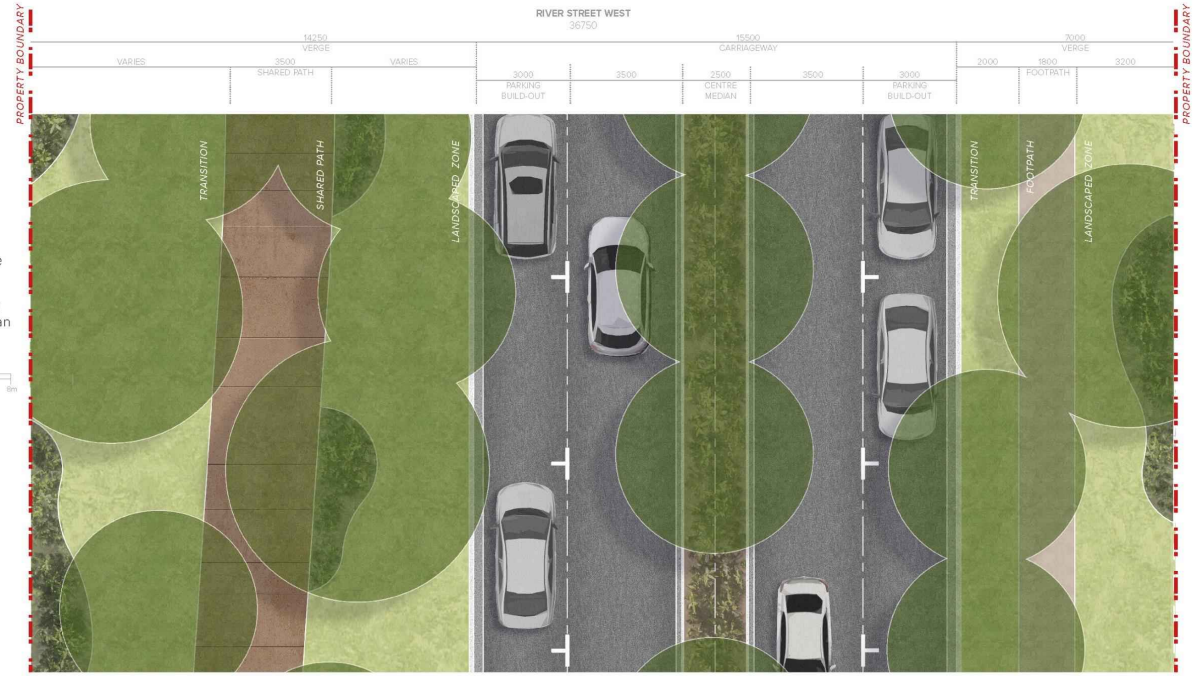
Indicative only - subject to change, depending on additional detailed assessment

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.



08 River Street West - Plan

Indicative only - subject to change, depending on additional detailed assessment

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.

09 River Street West - Section

Indicative only - subject to change, depending on additional detailed assessment

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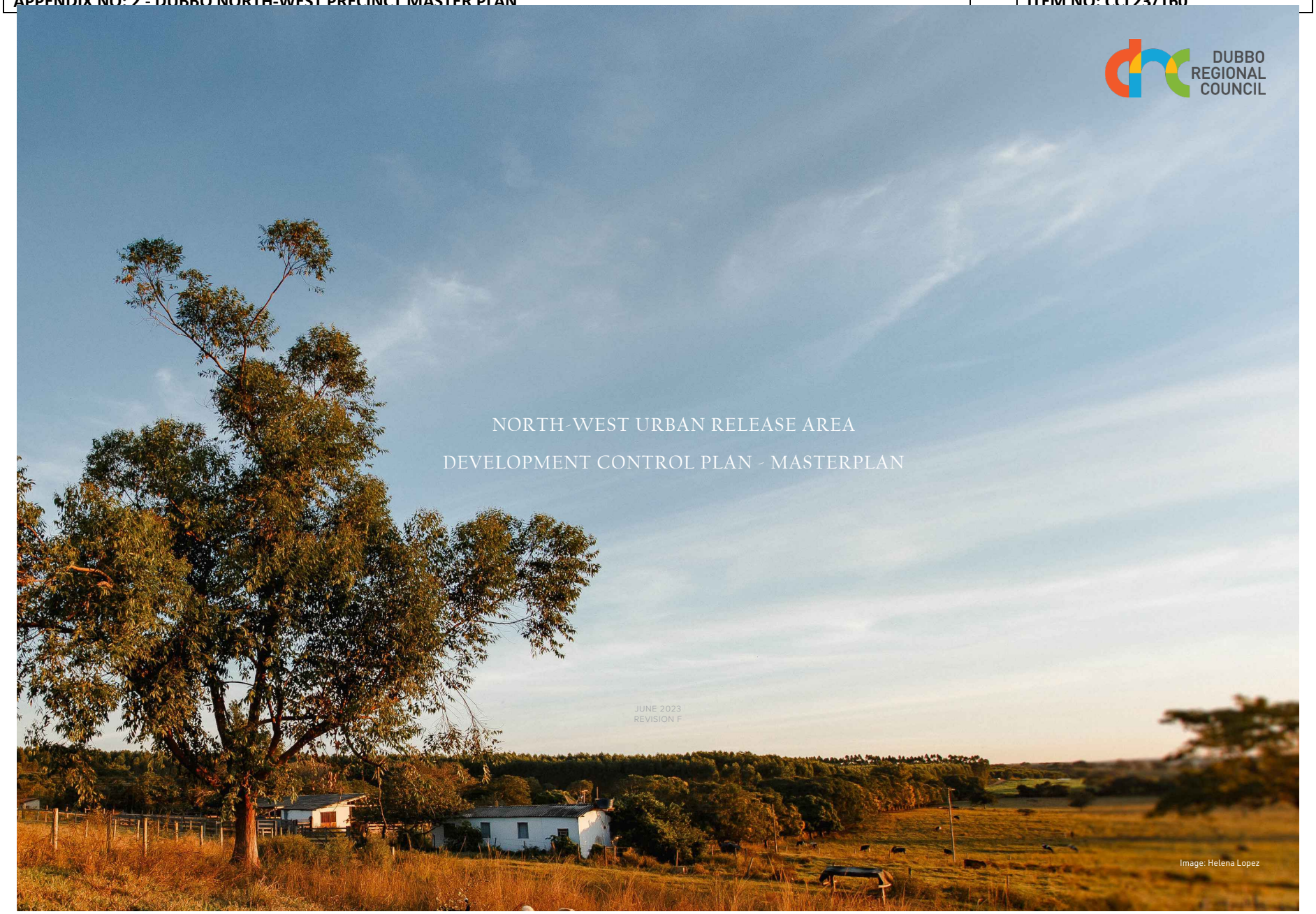
DUBBO
REGIONAL
COUNCIL
NORTH-WEST URBAN RELEASE AREA
DEVELOPMENT CONTROL PLAN - MASTERPLAN
JUNE 2023
REVISION F
Image: Helena Lopez

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

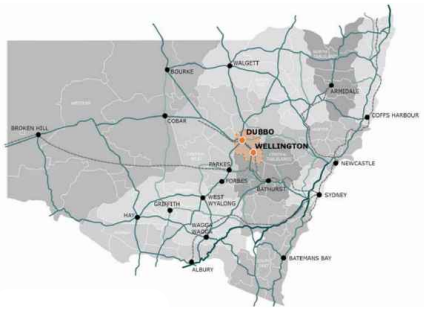


Figure 02: State Context

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 acts as the major refuelling station for the 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.

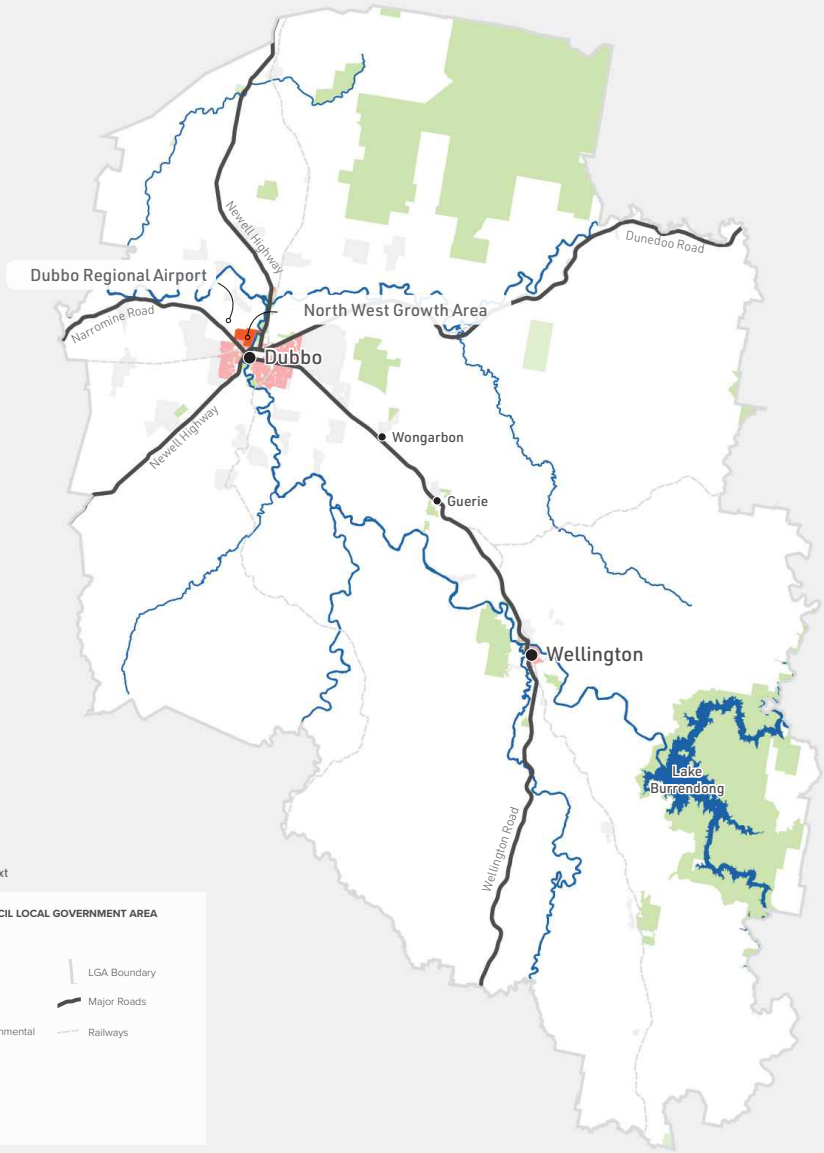


Figure 05: Regional Context

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

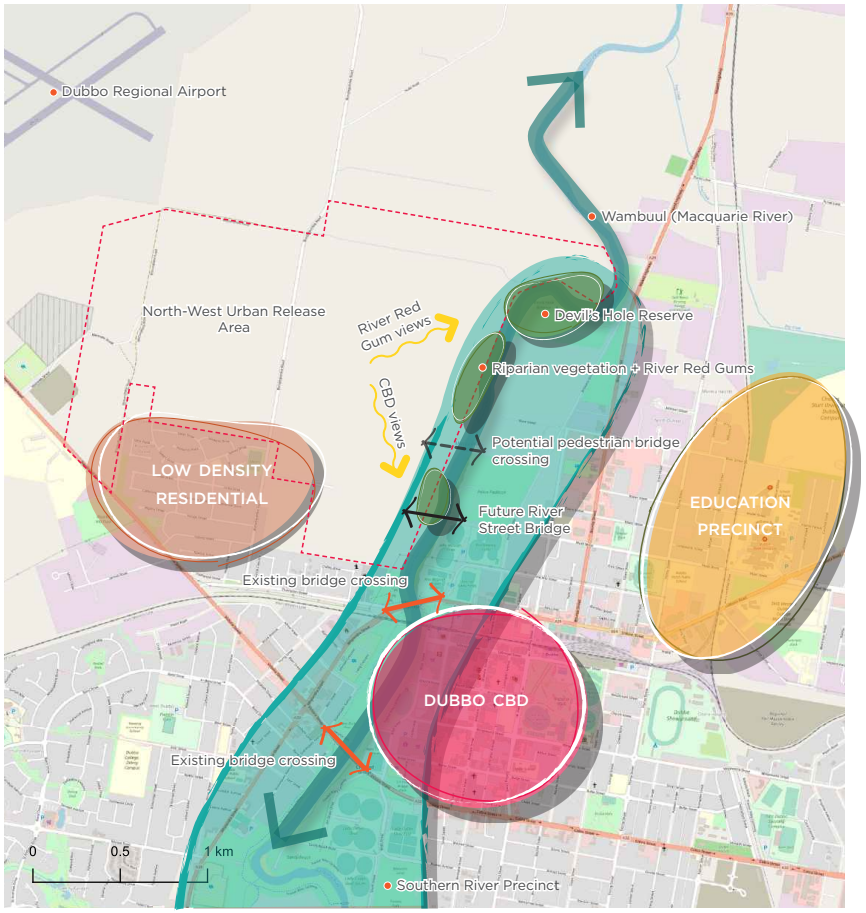


Figure 06: Local context

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

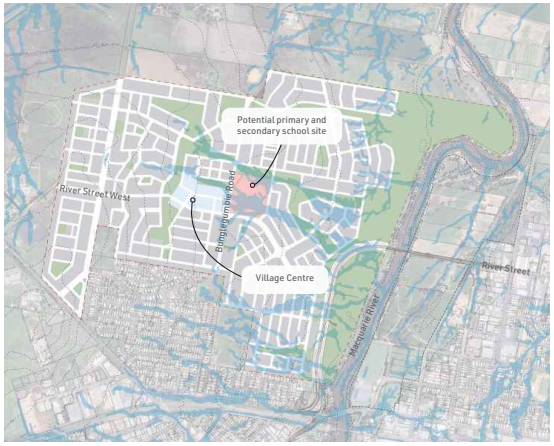


Figure 08: Topographic Wetness Index

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.

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.

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 10: Existing heritage values

Legend

- Aboriginal Heritage Markers for further investigation
- Mt Olive

Figure 11: Existing key road connections

Legend

- Existing Key Roads

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.

Image: Nearmap

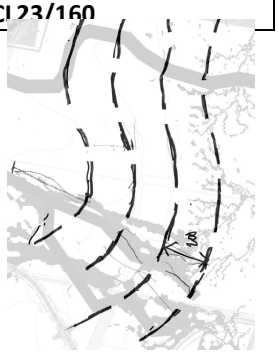


Image: MarraYeh Architects

Image: LatStudios

Image: LatStudios

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.

Image: NWPC

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: Marrayeh 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.

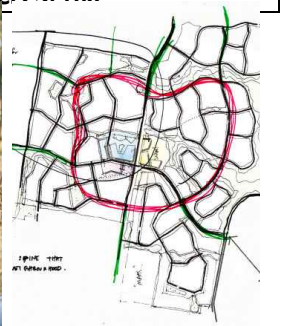
PLACES

- 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

Image: NWPC



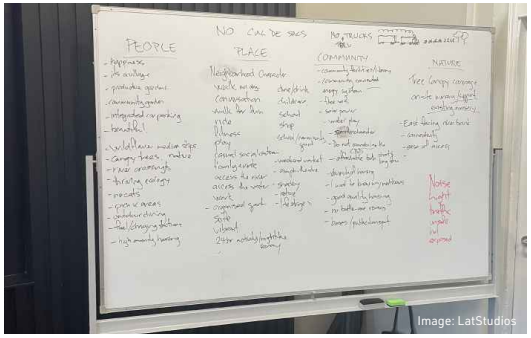


Image: LatStudios

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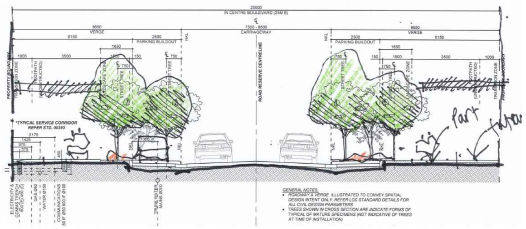
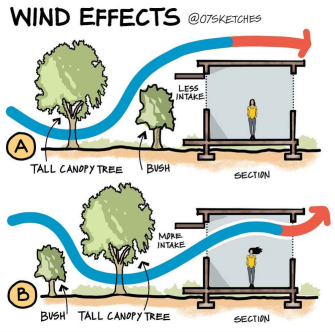
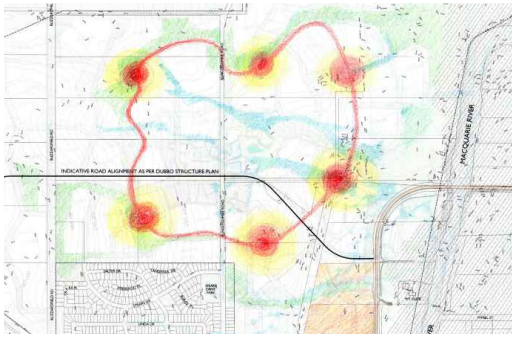






4 APPLYING THE VISION: THE MASTERPLAN

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

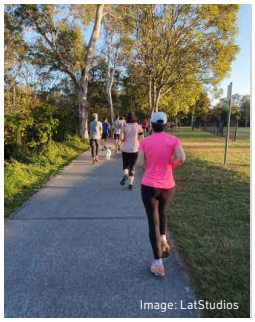
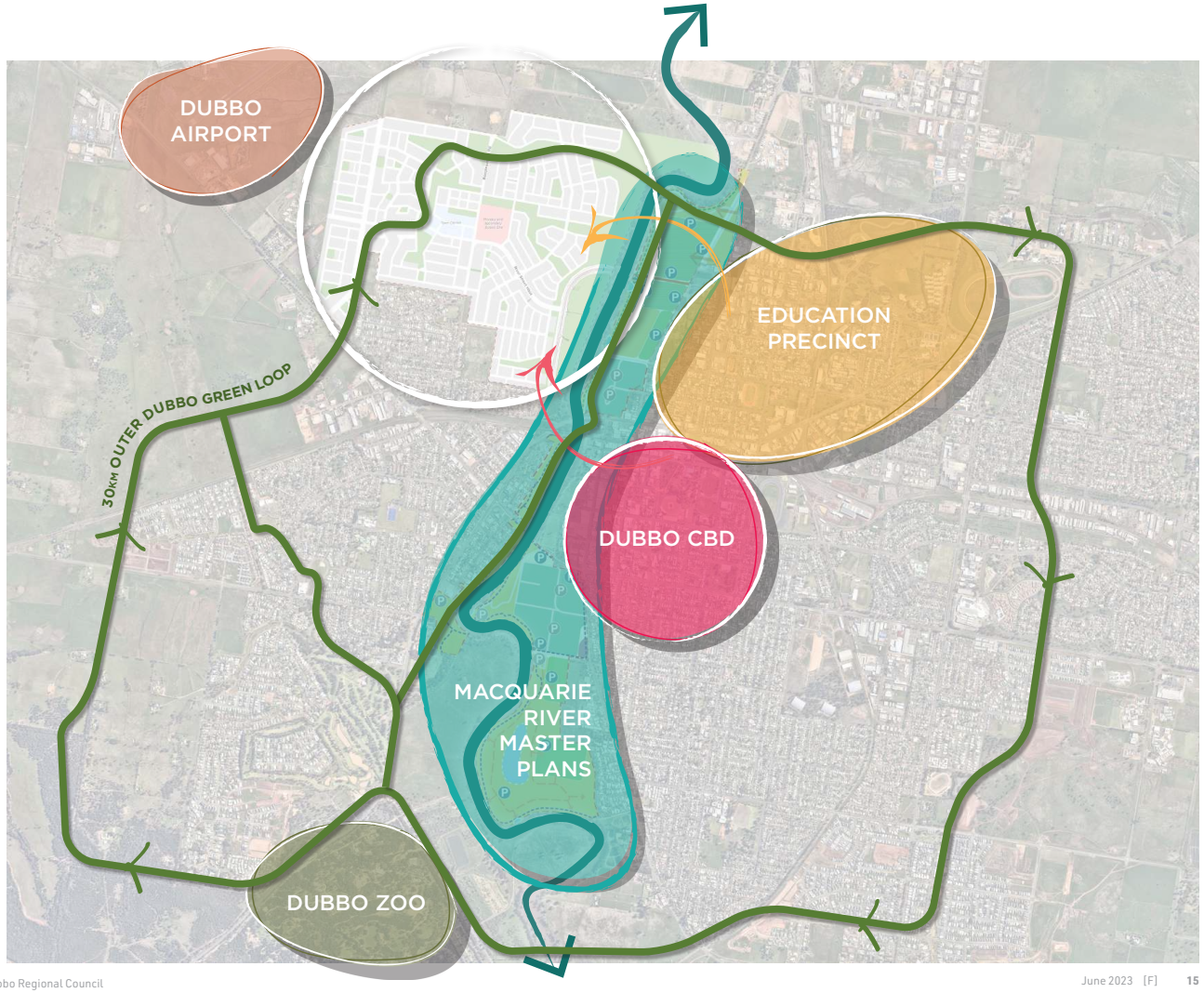


Image: LatStudios



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

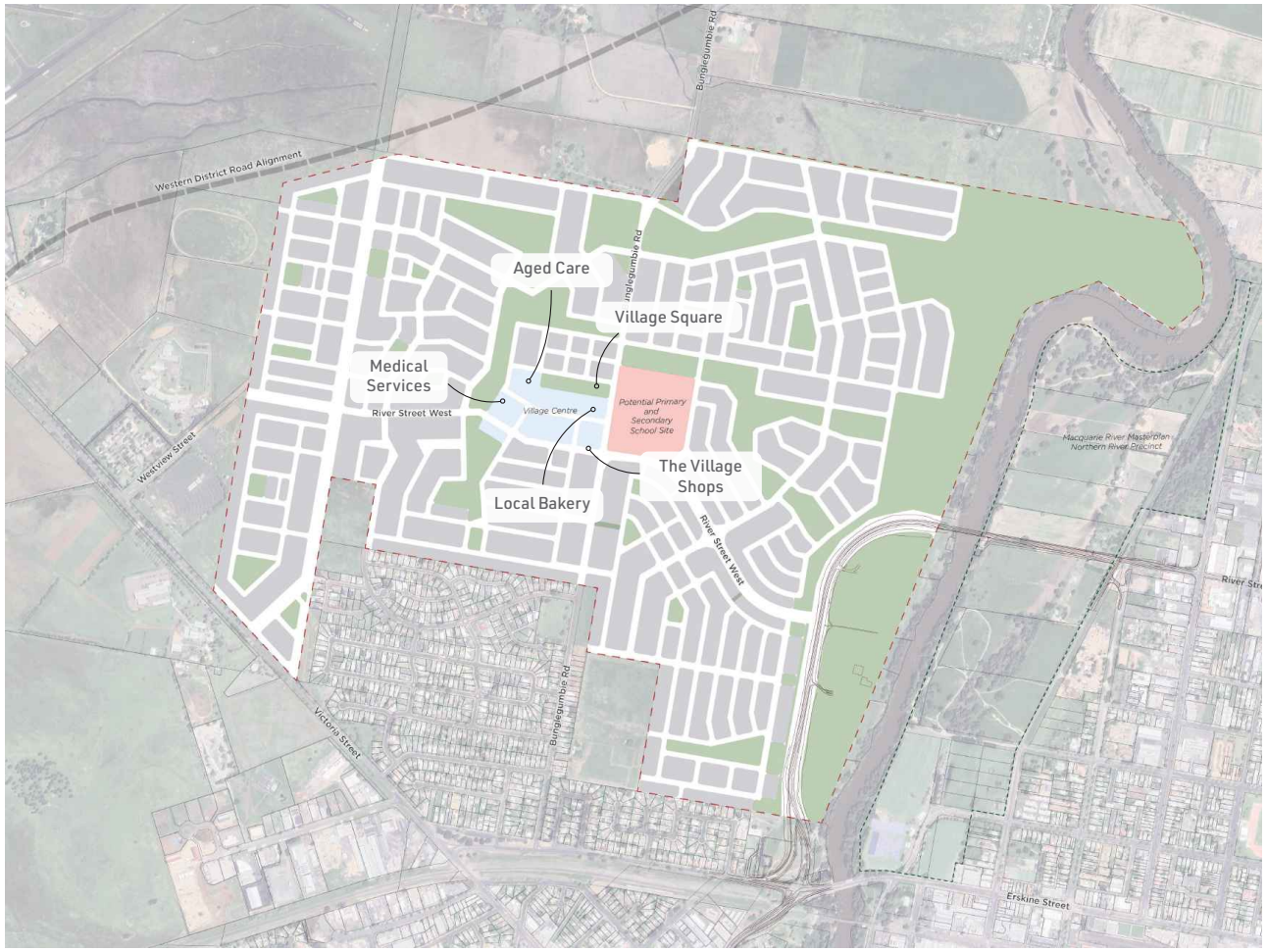
With a potential population of 13,800 people over a 20 year period, **the Village Heart will be a place of diversity, scale and resilience.**

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.

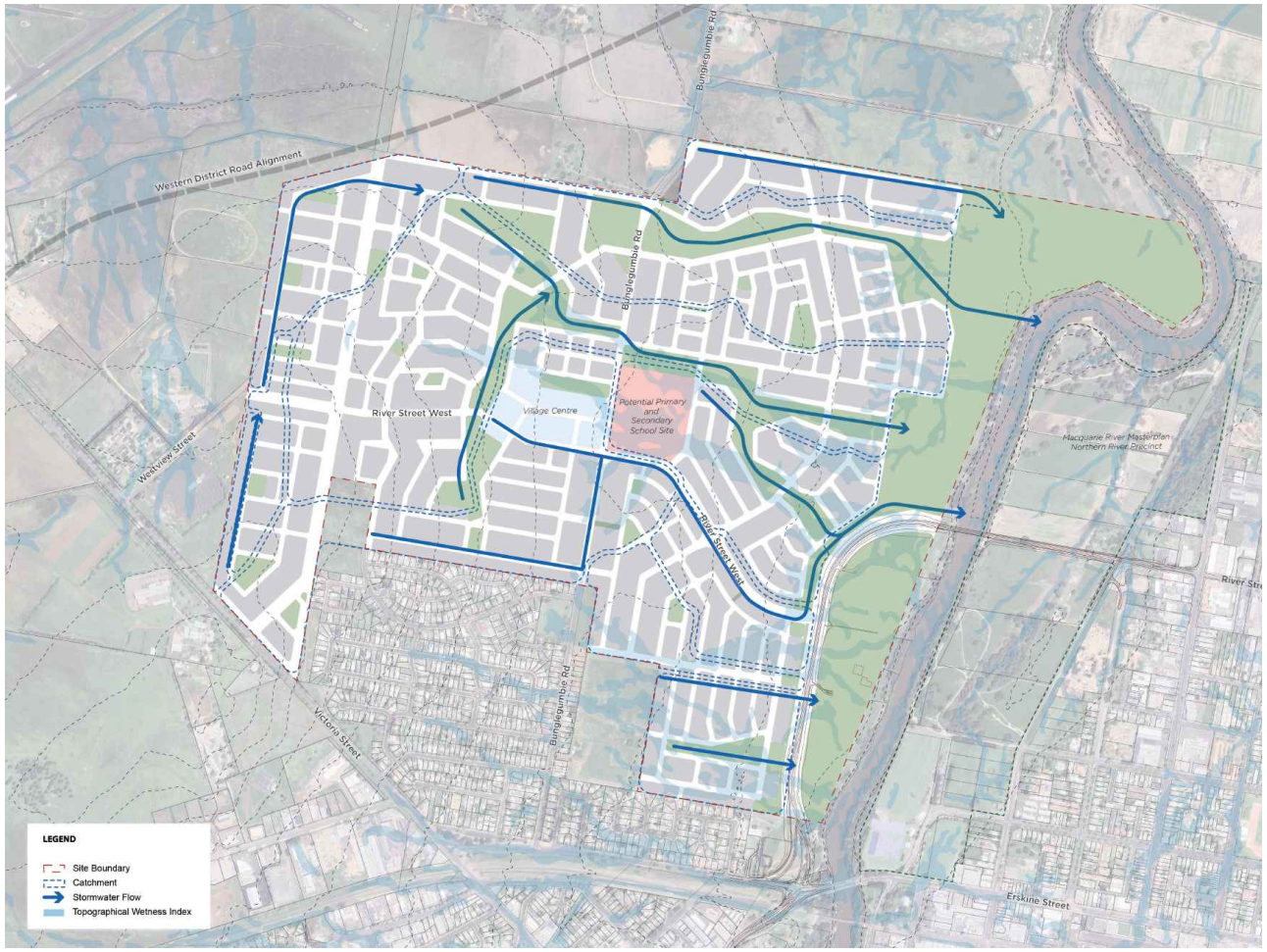
Where possible, typical pit and pipe stormwater solutions are avoided, using the network of green spaces to filter, retain and direct stormwater catchments before reaching the River.

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

Image: LatStudios

Image: Water Sensitive Cities

Image: Water Sensitive SA



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

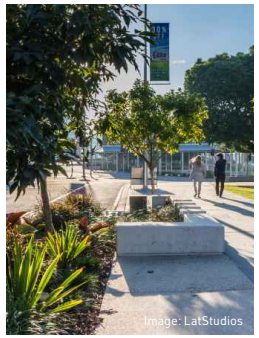


Image: LatStudios

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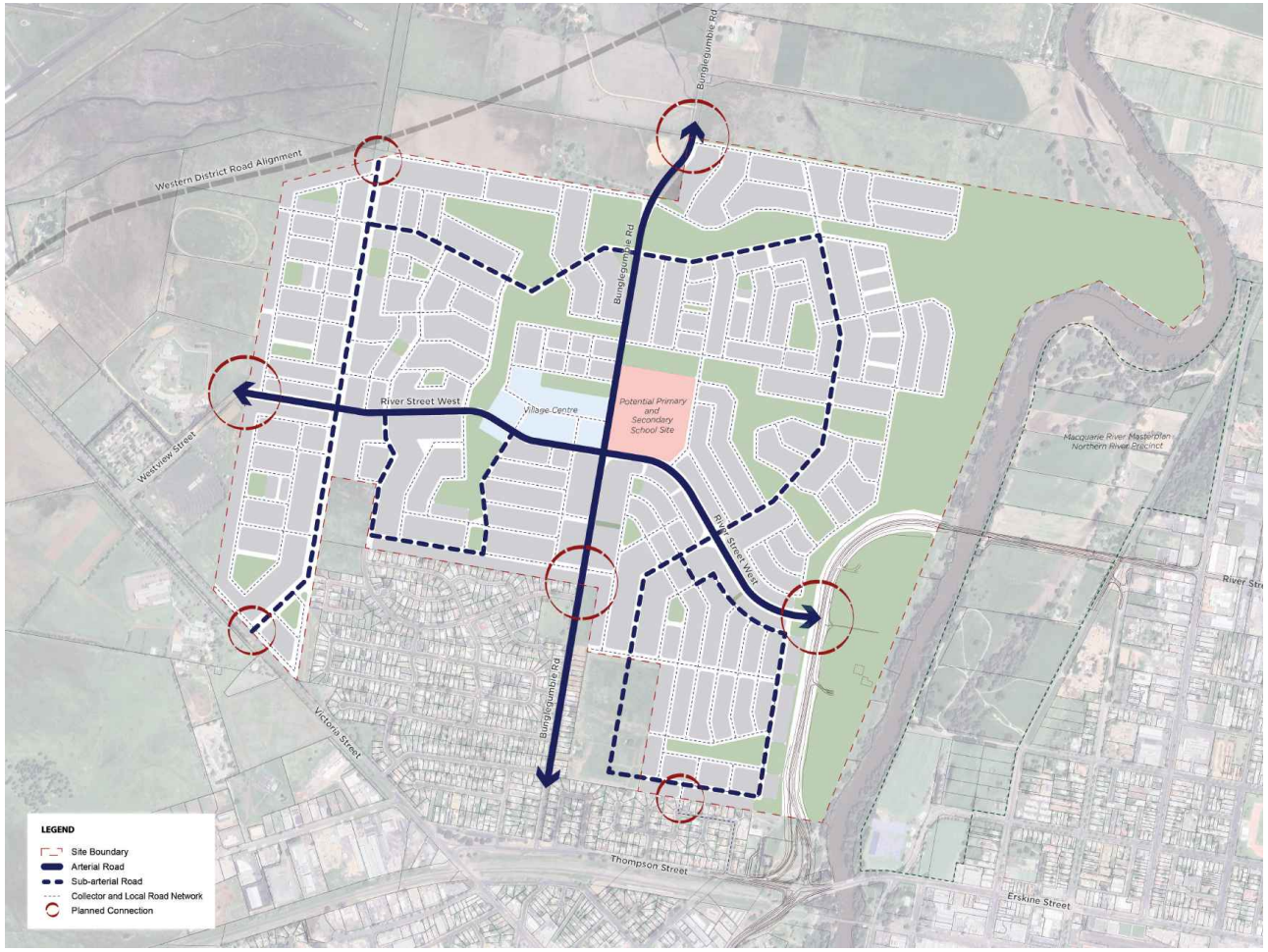


4.6 BUS NETWORK

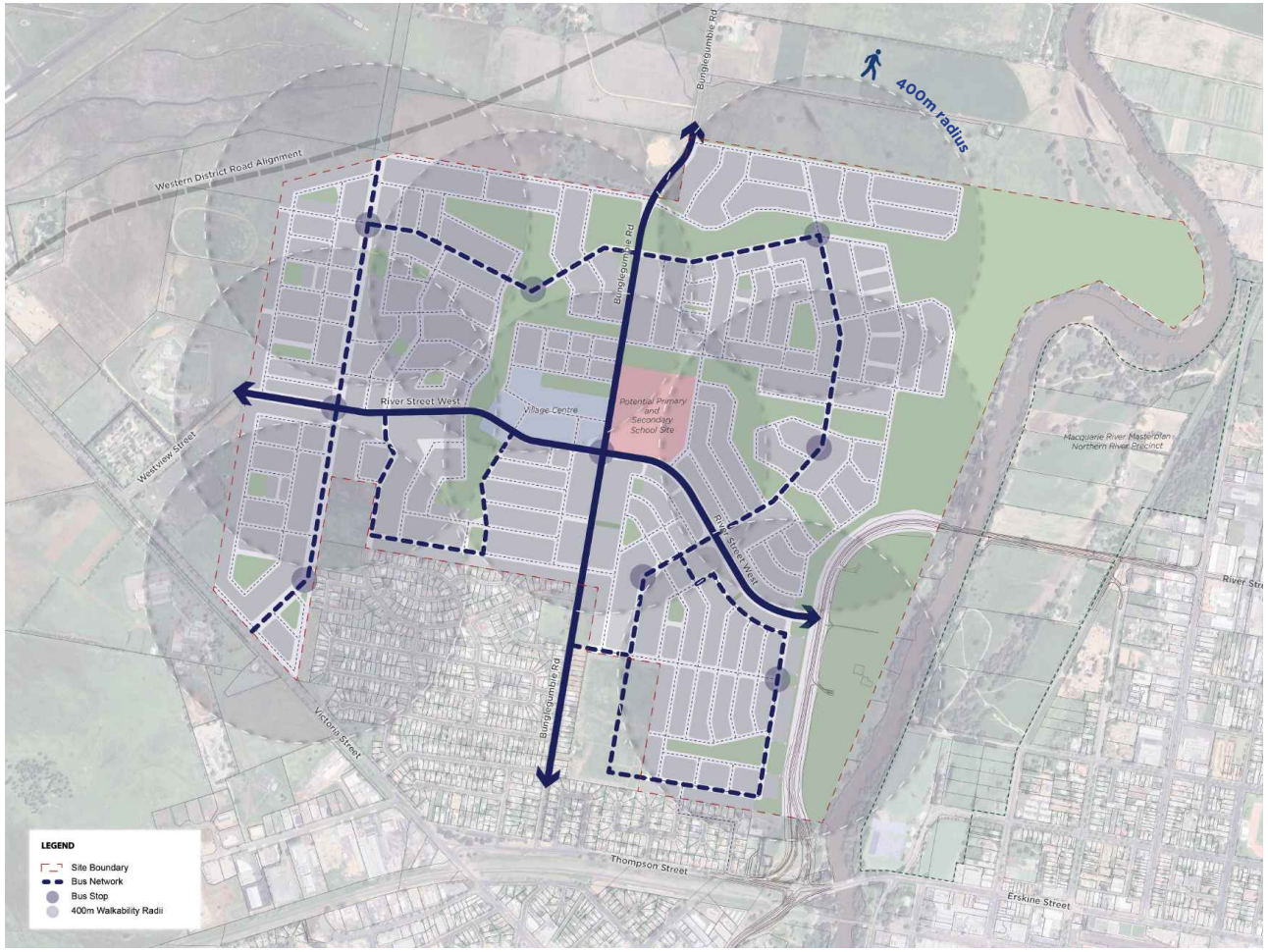
An internal bus loop provides a public transport route within walkable distance for all residents. It promotes sustainable travel modes and access to the village centre, the Dubbo CBD and the broader region.

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.

Image: Volgren

Image: John Gollings

Image: Randall Frostberger Associates



4.7 PEDESTRIAN AND CYCLE NETWORK

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

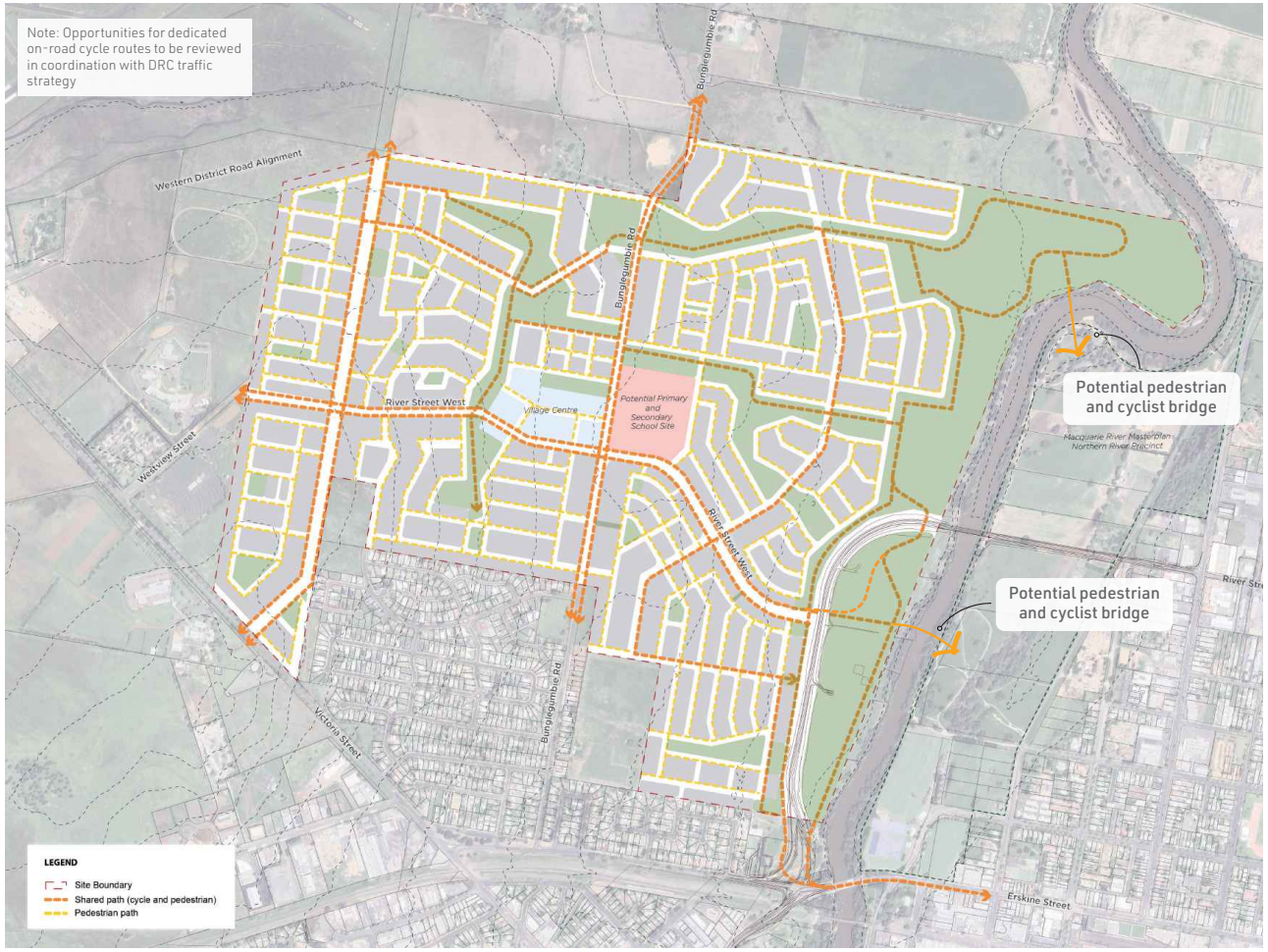
Key north-south and east-west corridors enable access through the site, while an internal loop uses the open space to create safe, green and cool pedestrian and cycle links.

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.

Image: LatStudios

Image: LatStudios

Image: LatStudios



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

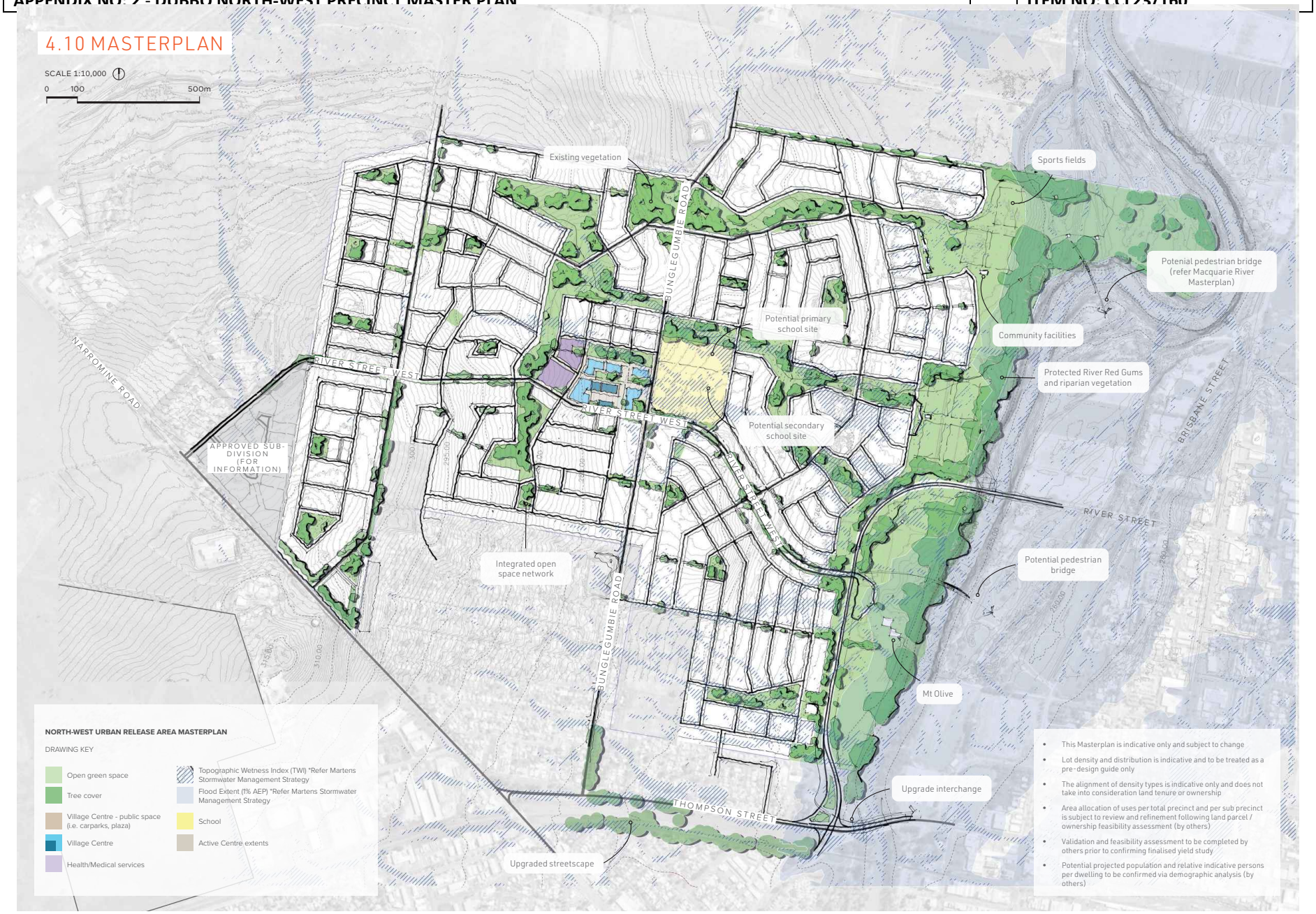
Embedded artwork - a connected local story.

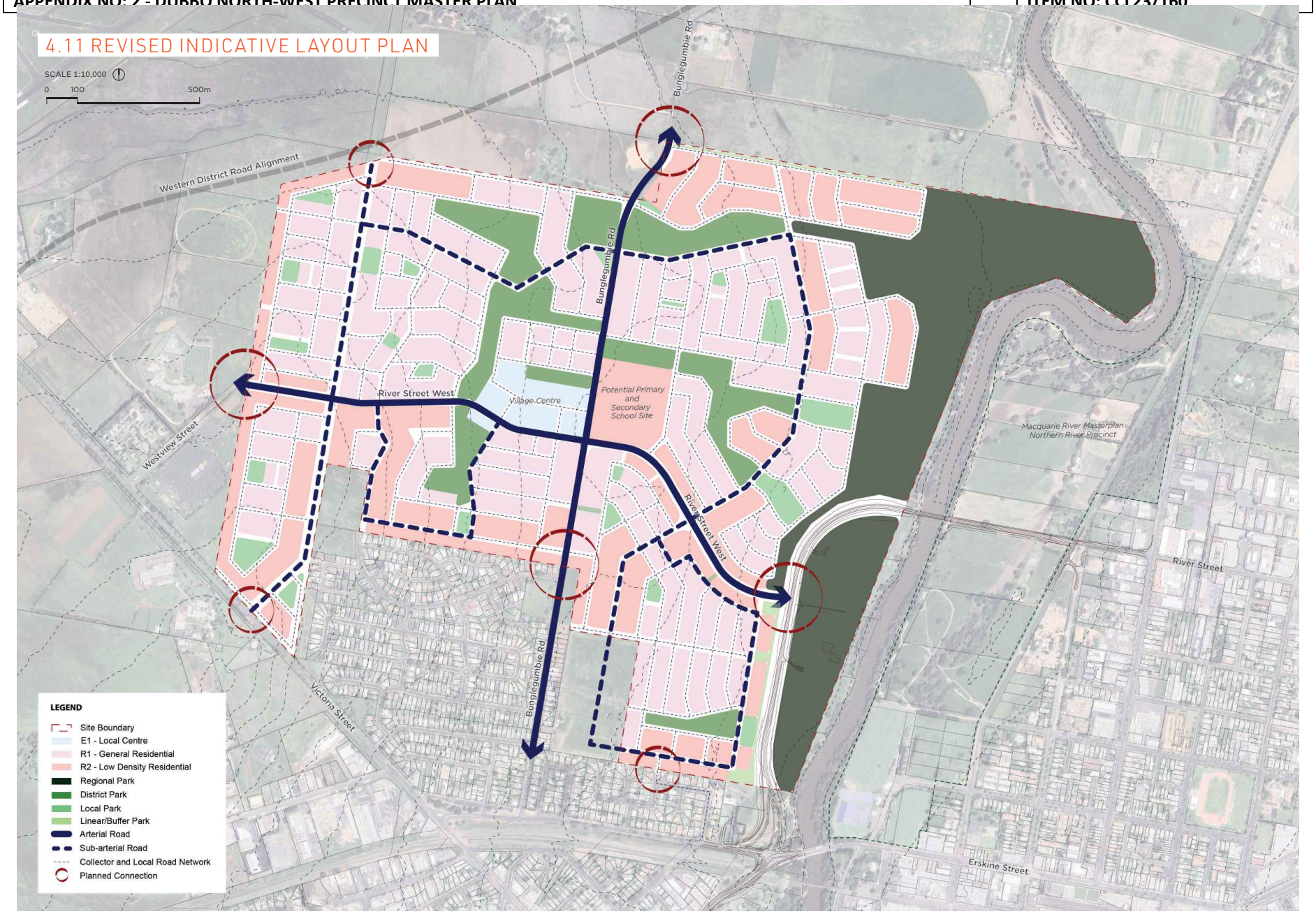
ARTWORK AND IDENTITY

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
Potential primary school site
Potential secondary school site
Integrated open space network
Potential pedestrian bridge
Mt Olive
Upgrade interchange
Upgraded streetscape
BUNGLEGUMBIE ROAD
RIVER STREET WEST
RIVER STREET
NARROMINE ROAD
BRISBANE STREET
THOMPSON STREET
APPROVED SUB-DIVISION (FOR INFORMATION)
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
School
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)


4.11 REVISED INDICATIVE LAYOUT PLAN
SCALE 1:10,000
0
100
500m
Western District Road Alignment
Bunglegumbie Rd
River Street West
Village Centre
Potential Primary and Secondary School Site
Macquarie River Masterplan Northern River Precinct
River Street
Westview Street
Victoria Street
Erskine Street
LEGEND
Site Boundary
E1 - Local Centre
R1 - General Residential
R2 - Low Density Residential
Regional Park
District Park
Local Park
Linear/Buffer Park
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.

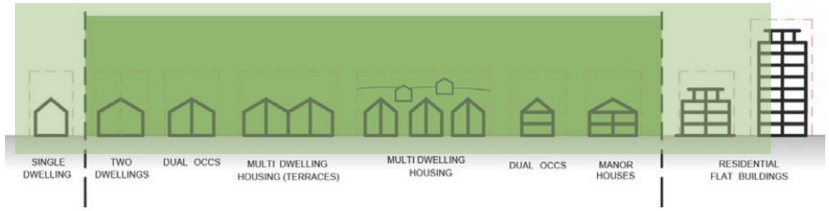
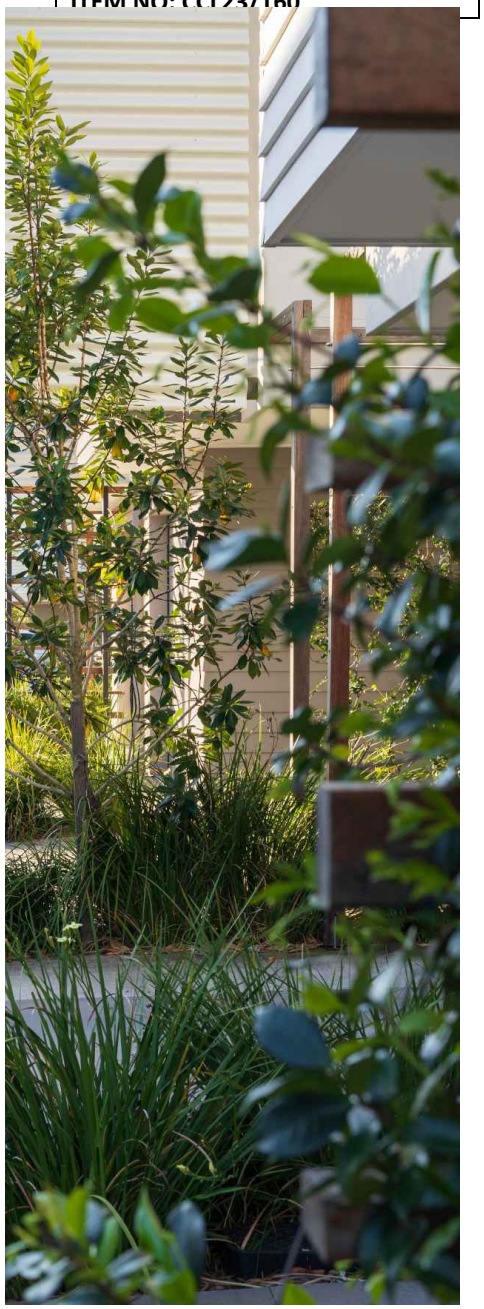


Figure 13: The housing diversity spectrum envisioned for the North-West Dubbo Urban Release Area



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

Image: Ian Waldie

Image: Dion Robeson

LOW RISE/MEDIUM DENSITY HOUSING TYPOLOGIES

Image: Arkhaus

Image: Rod Kelly

MEDIUM DENSITY - 15 X 23.5M LOTS

Image: Emma Cross

Image: Refresh Studio

HOUSING DIVERSITY

MEDIUM DENSITY - 8.5 X 35M LOTS

Image: MarraYeh Architects

Image: Morley von Sternberg

MEDIUM DENSITY - 7.5 X 25.0M LOTS

Image: Christopher Frederick Jones

Image: Andrew Lloyd

APARTMENTS AND VILLAGE CENTRE

Image: Trevor Mein

Image: Peter Clarke

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
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.

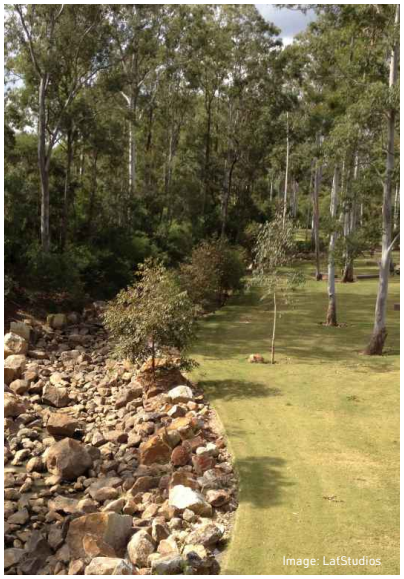


Image: LatStudios

Image: LatStudios

Image: Johan Mouchet

Image: AREA Ecology

Image: LatStudios

Image: LatStudios

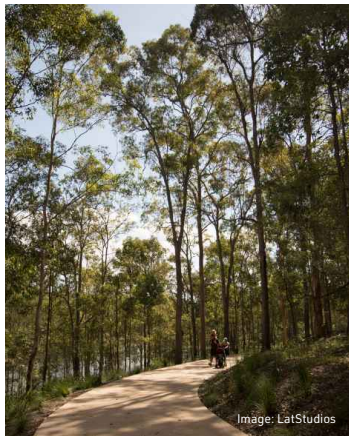


Image: LatStudios

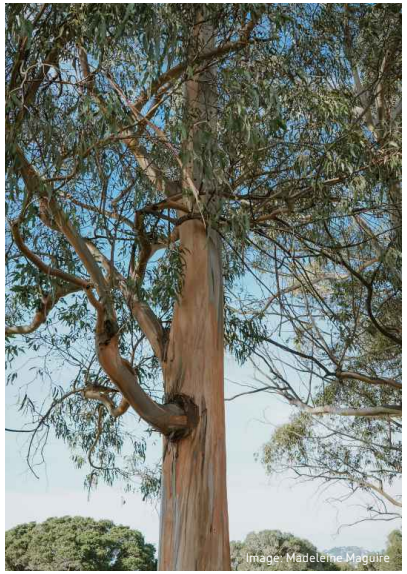


Image: Madeleine Maguire

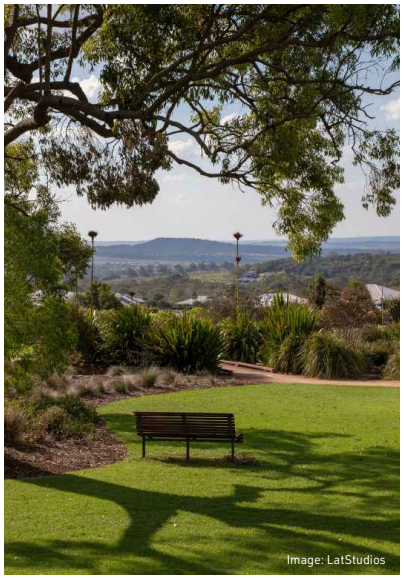
Image: LatStudios

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.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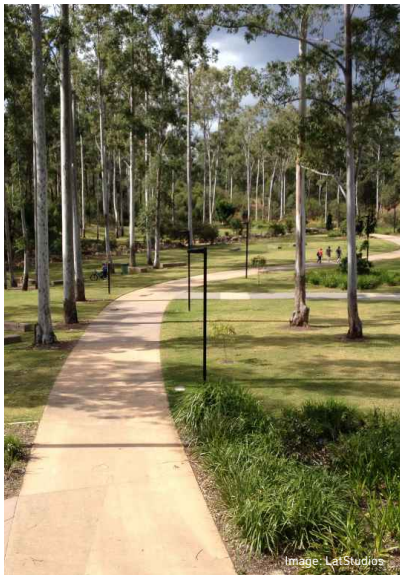
6.4 LOCAL PARKS

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.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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

Angophora floribunda
ROUGH BARKED APPLE

Atalaya hemiglauca
WHITEWOOD

Brachychiton populenus
KURRAJONG

Corymbia citriodora
LEMON SCENTED GUM

Eucalyptus camaldulensis
RIVER RED GUM

Eucalyptus conica
FUZZY BOX

Eucalyptus melliodora
YELLOW BOX

Eucalyptus microcarpa
INLAND GREY BOX

Eucalyptus stricklandii
STRICKLANDS GUM

Geijera parviflora
WILGA

SHRUBS

Acacia decora
SHOWY WATTLE

Dianella revoluta
BLUE FLAX-LILY

Eremophila longifolia
EMU BUSH

Eucalyptus pulverulenta
SILVER-LEAVED MOUNTAIN GUM

Hardenbergia violacea
FALSE SARSAPARILLA

Lomandra confertifolia
'LITTLE CON' MAT RUSH

GROUNDCOVERS

Lomandra hystrix
MAT RUSH

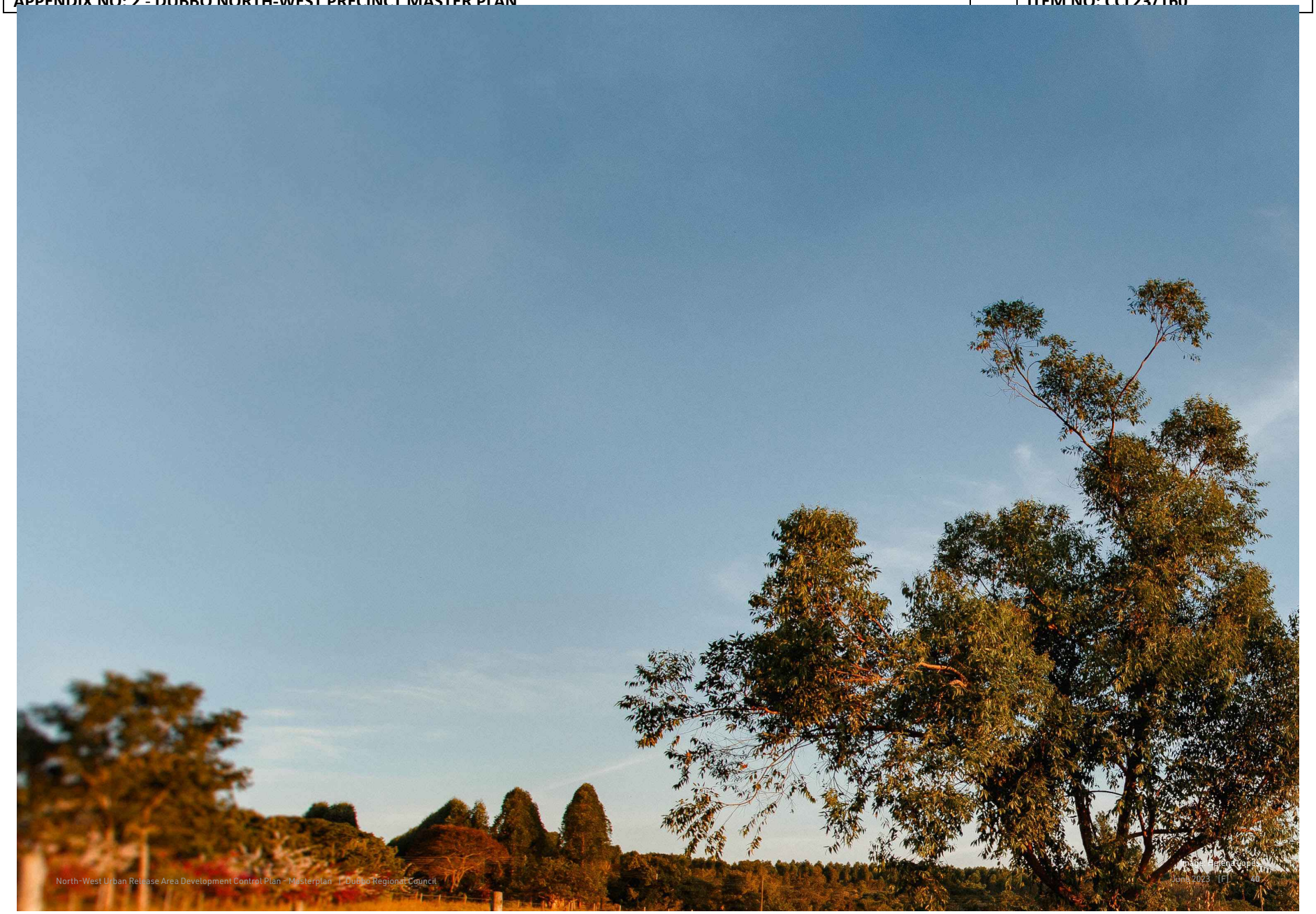
Lomandra longifolia
BASKET RUSH

Lomandra tanika
'TANIKA' MAT RUSH

Senna artemisoides
SILVER CASSIA

Myoporum parviflora
CREEPING BOOBIALLA

Myoporum oblique
BOOBIALLA


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

REPORT: Draft Southlakes Estate Development Control Plan - Results of Public Exhibition

DIVISION: Development and Environment
REPORT DATE: 6 June 2023
TRIM REFERENCE: ID23/319

EXECUTIVE SUMMARY

Purpose	Seek endorsement Fulfil legislated requirement	
Issue	• Council at its meeting on 23 February 2023 adopted a draft Development Control Plan (DCP) for Southlakes Estate for the purpose of public exhibition. • The draft DCP incorporates objectives, performance measures and acceptable solutions in relation to residential subdivision, development and landscaping, and complements the provisions of the existing Dubbo DCP 2013. • The draft amendments were placed on public exhibition from 8 March 2023 to 11 April 2023. Council received one submission during the public exhibition period. • 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 $20,500 upon lodgement as part of the required fees
	Ongoing Costs	Nil
Policy Implications	Policy Title	Dubbo Development Control Plan 2013 Southlakes DCPs 1 and 2
	Impact on Policy	Upon adoption, Southlakes DCPs 1 and 2 will be repealed.

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 Southlakes Estate Development Control Plan (attached as Appendix 1 to this report).**
2. **That the draft Southlakes Estate Development Control Plan come into effect on 26 June 2023.**
3. **That Council repeal the Southlakes Development Control Plans 1 and 2 from 26 June 2023.**

Stephen Wallace
Director Development and Environment

TH
Team Leader Growth Planning Projects

BACKGROUND

Previous Resolutions of Council

23 February 2023	1. *That the draft Southlakes Estate Development Control Plan…be adopted for the purpose of public exhibition.* 2. *That the draft Southlakes Estate Development Control Plan be placed on public exhibition for a period of not less than 28 days in accordance with the requirements of the Environmental Planning and Assessment Act 1979.* 3. *That following completion of the public exhibition period, a further report be presented to Council for consideration, including the results of public exhibition.*

What is a Development Control Plan

A Development Control Plan (DCP) provides detailed planning and guidance to support the aims, objectives and planning controls in the Dubbo Regional Local Environmental Plan (LEP) 2022.

A 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.

REPORT

Details of the Development Control Plan

A proponent-initiated draft DCP was received from the MAAS Group to provide detailed planning and design guidance for the future development at Southlakes Estate. The draft DCP will apply to the land in **Figure 1**.

Figure 1 – Land to which the DCP applies

The draft DCP consists of the following components:

- Part 1 – Introduction
- Part 2 – Residential Development and Subdivision
- Part 3 – Commercial and Non-Residential Development
- Part 4 – General Provisions
  - Parking
  - Residential Landscaping Controls

Public Exhibition

The draft DCP was placed on public exhibition from 8 March 2023 until 11 April 2023. Council received one submission during the public exhibition period (attached in **Appendix 2**). It was publicly notified in the following ways:

Channel	Date
Council Website	8 March 2023 – 11 April 2023
Dubbo Customer Experience Centre	8 March 2023 – 11 April 2023
Dubbo Macquarie Regional Library Branch	8 March 2023 – 11 April 2023
Daily Liberal Council Column	8, 15, 22 and 29 March 2023, and 5 April 2023

(a) Submission – MAAS Group Properties Pty Ltd

The submission provided the following information:

- *Element 3.1 in Neighbourhood design (distance to facilities) should be removed.*
- *The principle of limiting excavation/filling is generally accepted, but exceptions should be referenced. Excavation and/or filling by more than 1 metre should therefore be allowed.*
- *Topography, servicing, other environmental constraints and relationship within the local street network should be taken into consideration when reviewing the suitability of battle-axe lot/s within a subdivision layout.*
- *Batter slopes for stormwater management should be 1:5 instead of 1:6.*
- *Dual occupancy and multi-dwelling development should be allowed on battle-axe lots and be assessed on its design and functional/operational considerations. The DCP could incorporate additional parameters and/or controls to guide such a development type. A restriction on dual occupancy development on battle-axe lots is not supported when housing supply shortages and affordability are critical.*
- *The required rate of parking for dwelling houses and dual occupancy development should be changed to two spaces per 3 or more bedrooms*

The following information provides a relevant response in respect of the issues raised in the submission:

(i) Neighbourhood design

Element A3.1 in Neighbourhood Design states "A3.1 Recreational areas, shops and facilities are located within 500 metres walking distance of lots." The Dubbo Development Control Plan 2013 requires recreational areas, shops and facilities to be located within walking distance of 400 metres of residences.

It is recommended that this provision remain.

(ii) Excavation and filling

The objective for excavation/filling is "Development minimises earthworks and maintains the existing topography, drainage, stability and amenity of the site and adjoining sites."

The acceptable solutions illustrate one way of meeting the associated performance criteria. A DCP must remain flexible in applying provisions and allow reasonable alternative solutions that achieve the objectives of those standards. It is considered that the objective allows reasonable alternative solutions.

(iii) Battle-axe lots in a consecutive arrangement

Council is generally not supportive of battle-axe lots in a consecutive arrangement as there are usually no impediments that prevent a regular lot layout being achieved. In certain circumstances this arrangement may be appropriate, however, the cumulative impact of battle-axe lots in a linear row should be limited.

Council has increasingly received numerous complaints from the community in relation to battle-axe lots and their lack of accessibility, lack of waste collection facilities, and conflicts between off-street parking and driveway access.

Wide street frontages would not resolve these issues either, as each driveway would be located on one side of the street. This would effectively reduce the length of the kerb and cause bins to occupy a significant portion of the street frontage, reduce on-street parking capability, and inhibit waste collection vehicles.

(iv) Batter slopes for stormwater management

Batter slopes for stormwater management basins need to take into consideration safety and maintenance requirements for Council infrastructure, including mowers. For Council to safely operate zero turn mowers, the maximum batter must be 1:6.3.

It is recommended that the batter slope be increased to 1:7. The requested batter of 1:5 is not suitable from a maintenance and safety perspective.

(v) Dual occupancy development on battle-axe lots

It is acknowledged that Council has approved dual occupancy developments in the past on battle-axe lots where extenuating circumstances may exist and where development has been

well-designed to respond to site constraints. However, based on the information contained in (iii) Battle-axe lots in a consecutive arrangement, dual occupancy development is not encouraged on battle-axe lots.

(vi) Vehicle parking rates
This clause has been updated to align with the Dubbo Development Control Plan 2013.

Post-Exhibition Amendments

A new flooding element has been added into Part 2.1 – Residential Subdivision Controls. This has been added to ensure development does not have any impacts external to the site, including the future Southern Distributor Road.

Resourcing Implications

Council received $20,500 upon lodgement of the draft DCP as part of the required fees.

Total Financial Implications	Current year ($)	Current year + 1 ($)	Current year + 2 ($)	Current year + 3 ($)	Current year + 4 ($)	Ongoing ($)
a. Operating revenue	$20,500	0	0	0	0	0
b. Operating expenses	0	0	0	0	0	0
c. Operating budget impact (a – b)	$20,500	0	0	0	0	0
d. Capital Expenditure	0	0	0	0	0	0
e. Total net impact (c – d)	$20,500	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

Next Steps

Subject to adoption, any future development application on this site will need to take into consideration the DCP in accordance with section 4.15 of the Environmental Planning and Assessment Act 1979.

APPENDICES:

1⇩ Draft Southlakes Estate Development Control Plan

2⇩ Submission

Southlakes Estate Development Control Plan

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Part 1 Introduction

1.1. Name of this Plan

This Development Control Plan is known as the Southlakes Estate Development Control Plan (the Plan).

This Plan has been prepared by Council in accordance with Section 3.43 of the Environmental Planning and Assessment Act 1979 (the Act) and Part 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation).

1.2. Land to which this Plan applies

This Plan applies to land within the South-East Urban Release Area, identified in Figure 1 below.

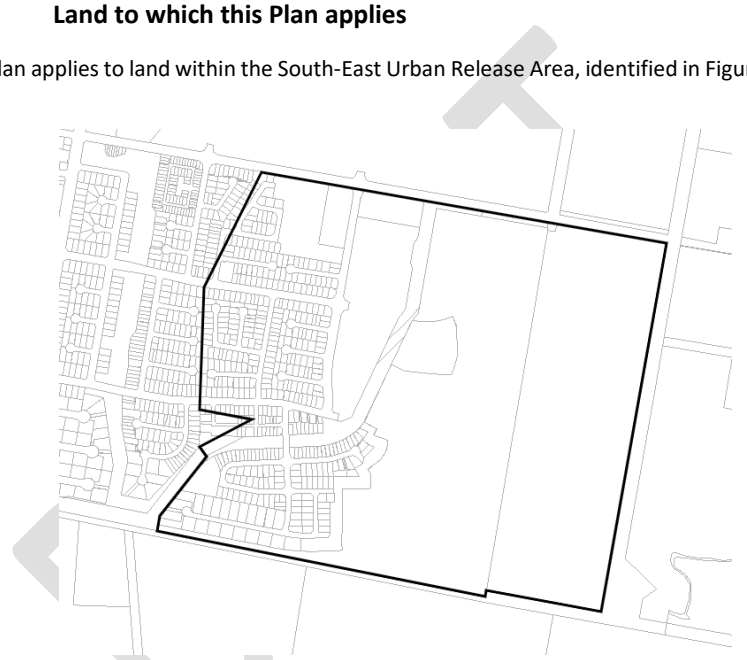

Figure 1 – Area to which this Plan applies

1.3. Purpose of this Plan

The purpose of this Plan is to provide detailed planning and design guidelines for land within the South-East Urban Release Area, in line with Part 6 of the Dubbo Regional Local Environmental Plan 2022.

The purpose of this Plan is to:

- Provide guidance to developers/applicants/builders in the design of development proposals for land to which this Plan applies;
- Communicate the planning, design and environmental objectives and controls against which the consent authority will assess development applications;
- Provide guidance on the orderly, efficient and environmentally sensitive development of

the Southlakes Estate; and

- Promote quality urban design outcomes within the context of environmental, social and economic sustainability.

1.4. Commencement

This Plan was adopted by Council at the meeting on 22 June 2023 and commenced on 26 June 2023. This Plan repeals the Southlakes Estate Development Control Plans 1 and 2.

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 Plan when determining a development application on land to which this Plan applies. Compliance with any EPI or this Plan does not infer development consent will be granted.

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

1.6. Relationship to the Dubbo Development Control Plan 2013

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

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Part 2 Residential Development and Subdivision

2.1. Residential Subdivision Controls

This section is designed to encourage 'best practice' solutions for subdivision design. The achievement of pleasant, safe and functional subdivision is the main objective for subdivision design.

This section lists subdivision design elements under the following headings:

Element 1	Staging
Element 2	Neighbourhood Design
Element 3	Lot Layout
Element 5	Flooding
Element 6	Landscaping
Element 7	Infrastructure
Element 8	Street Design and Road Hierarchy
Element 9	Pedestrian and Cycle Links
Element 10	Stormwater Management
Element 11	Water Quality Management
Element 11	Heritage

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Element 1. **Staging**

Introduction

Staging allows for the timely and efficient release of urban land and associated infrastructure. Each stage should implement the works required and allow for the extension of important infrastructure to future stages.

Objectives

- To allow for the timely and efficient release of urban land and associated infrastructure; and
- To ensure development will not adversely impact the construction of future stages.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Land is developed in an orderly manner and assists in the coordinated provision of necessary infrastructure.	A1.1 Overall staging is undertaken in accordance with Figure 2. A1.2 Staging Plans are included with any development application. The plans must identify proposed sequencing, layouts, lot sizes, shapes, likely development densities and required infrastructure.

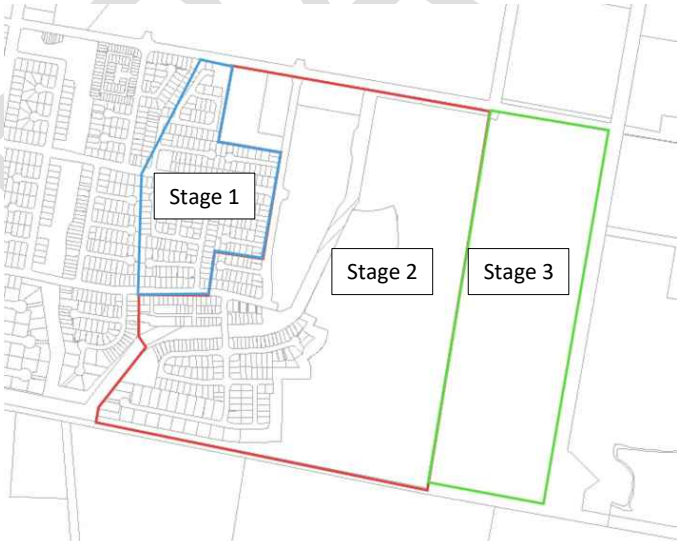


Figure 2 – Staging of development

Element 2. **Neighbourhood Design**

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

Objectives

- To retain and emphasise natural attributes of the site;
- To provide neighbourhoods that offer opportunities for social interaction;
- To encourage aesthetically-pleasing neighbourhood designs that cater for a broad diversity of housing needs;
- To ensure motor vehicles do not dominate the neighbourhood; and
- To encourage walking and cycling.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The layouts of street blocks establish a clear urban structure and are of a size and length that promotes and encourages walking and cycling.	A1.1 Street blocks are generally a maximum of 250 metres long and 90 metres deep. Block lengths in excess of 250 metres are considered where pedestrian connectivity, stormwater management and traffic safety objectives are achieved.
P2 Street networks provide good internal and external connections for local vehicle, pedestrian and cycle movements.	A2.1 The subdivision layout minimises the use of cul-de-sacs and battle-axe lots. A2.2 The road layout is designed in a grid pattern to promote through-streets, and pedestrian and cycle movements, both within and to adjacent neighbourhoods. A2.3 Neighbourhood design enhances legibility and way-finding through an easily-understood street layout. A2.4 The overall subdivision development and neighbourhood achieves a minimum Internal Connectivity Index (ICI) score of 1.30 as indicated in Figure 3 and Figure 4. In the case of staged subdivision development, an individual stage may have an ICI score below 1.30.
P3 The layout provides for community focal points and public open space that promotes social interaction and caters for a range of uses by the community.	A3.1 Recreational areas, shops and facilities are located within 500 metres walking distance of lots.

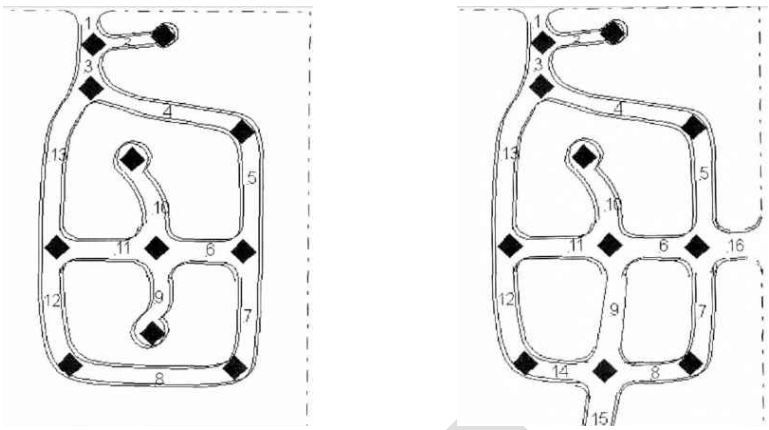
Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Neighbourhood design provides for passive surveillance of residences and public areas to enhance personal safety and minimise the potential for crime.	A4.1 The subdivision layout minimises narrow pedestrian pathways between or behind development, sound barriers and fencing. A4.2 The subdivision layout achieves the principles of Crime Prevention through Environmental Design.
P5 Natural and cultural features are emphasised and enhanced in the design of neighbourhoods.	A5.1 Watercourses, natural vegetation and heritage items are retained and emphasised in the subdivision layout. A5.2 The subdivision pattern recognises the natural drainage patterns across the site so as to minimise the depth of earthworks.
P6 Development minimises earthworks and maintains the existing topography, drainage, stability and amenity of the site and adjoining sites.	A6.1 Excavation and/or filling must not change the natural ground level of the site by more than 1 metre.

Internal Connectivity Index

The Internal Connectivity Index (ICI) is calculated by the number of street links divided by the number of street nodes. The higher the connectivity index, the more connected the roadway network. Residential subdivisions that are dominated by cul-de-sacs provide discontinuous street networks, reduce the number of footpaths, provide few alternate travel routes and tend to force all trips onto a limited number of arterial roads.

To calculate the ICI:

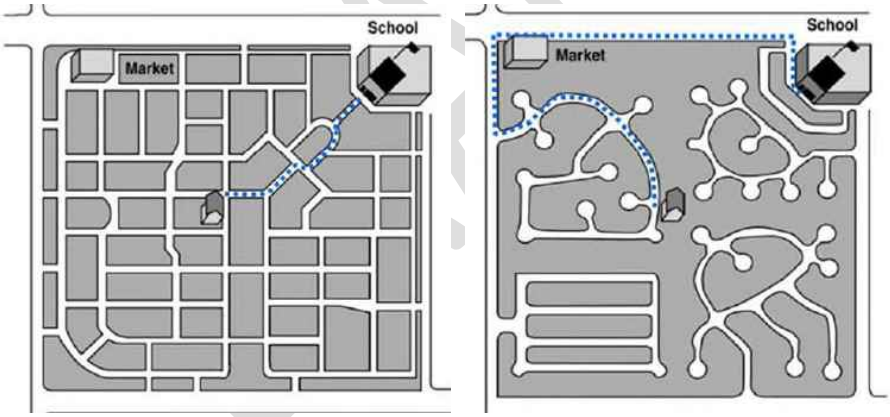
- A link is defined as a segment of road between two intersections or from an intersection to a cul-de-sac, including road segments leading from the adjoining highway network or adjacent development.
- A node is defined as an intersection and the end of a cul-de-sac. They do not include the end of a stub-out at the property line.



13 links/11 nodes = 1.18 ratio 16 links/11 nodes = 1.45 ratio

Figure 3 - Calculation of the Internal Connectivity Index (ICI)

The example on the left shows a well-connected subdivision layout that minimises the distance to travel from a dwelling house to a focal point. The example on the right shows the same trip through a poorly connected subdivision.



A well-connected subdivision layout A poorly-connected subdivision layout

Figure 4 - Subdivision connectivity examples

Element 3. **Lot Layout**

An efficient and effective lot layout can allow for the creation of neighbourhoods that encourage connectivity and achieve quality urban design outcomes. The arrangement of the neighbourhood will have an important influence on the quality of the future development, and future development should be considered as part of the lot design.

Objectives

- To provide a range of lot sizes to suit a variety of household types and requirements whilst considering the surrounding established area;
- To encourage conventional subdivisions with direct access to a public road, rather than battle-axe lots, in order to maintain the residential amenity and character of the locality.
- To create attractive residential streets by removing garages and driveways from street frontages, improving the presentation of houses and maximising on street parking spaces and street trees; and

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Lot types P1 A range of lot types (area, frontage, depth and access) is provided to ensure a mix of housing types and sizes.	A1.1 Within each street block, the subdivision design provides varied lot frontages, sizes and depths to provide a differentiation in design and housing product. A1.2 Lots are generally rectangular in shape. A1.3 Irregular shaped lots are only provided where the topography and site hazards results in regular lots not being able to be achieved. A1.4 Where lots are irregular in shape, they are of a sufficient size and orientation to enable siting of development to meet the controls in this Plan. A1.5 Lots are oriented in an east-west or north-south direction to maximise solar access. Exceptions to this orientation may be considered where topography, drainage lines or other natural hazards prevent achievement.
Lot frontage P2 Lots are a suitable configuration to reduce garage dominance in residential streets.	A2.1 Lots have a minimum frontage of 15 metres where the minimum lot size area is 600m^2 or larger.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A2.2 The design of lots provides vehicular access to the rear or side of lots where front access is restricted or not possible.
P3 Lots are designed to optimise outlook and proximity to public and community facilities, parks and public transport with increased residential activity.	A3.1 Where lots adjoin land utilised for open space purposes, the lots enable a living area within the dwelling to overlook open space or drainage land.
Battle-axe lots P4 Battle-axe lots are minimised, but where provided, do not compromise the amenity of the streetscape, public domain and neighbouring lots.	A4.1 Battle-axe lots are only provided where the topography and site hazards result in regular subdivision not being able to be achieved. A4.2 Where provided, battle-axe lots are not located in a consecutive arrangement. A4.3 Where provided, vehicular access to battle-axe lots does not have a detrimental impact on the safety and efficiency of the traffic network, collection of waste facilities or lots adjoining the access strip. A4.4 Where provided, the driveway or shared driveway has a minimum width of 4.3 metres, a maximum length of 60m, and includes adjacent planting and trees, as indicated in **Figure 5**.
Corner lots P5 Corner lots are of sufficient dimensions and size to enable residential controls to be met.	A5.1 Corner lots have a size greater than the minimum lot size required by the Dubbo Regional Local Environmental Plan 2022 to accommodate additional setback requirements and sufficient building envelopes. A5.2 Corner lots are designed to allow residential accommodation to positively address both street frontages as indicated in **Figure 6**.

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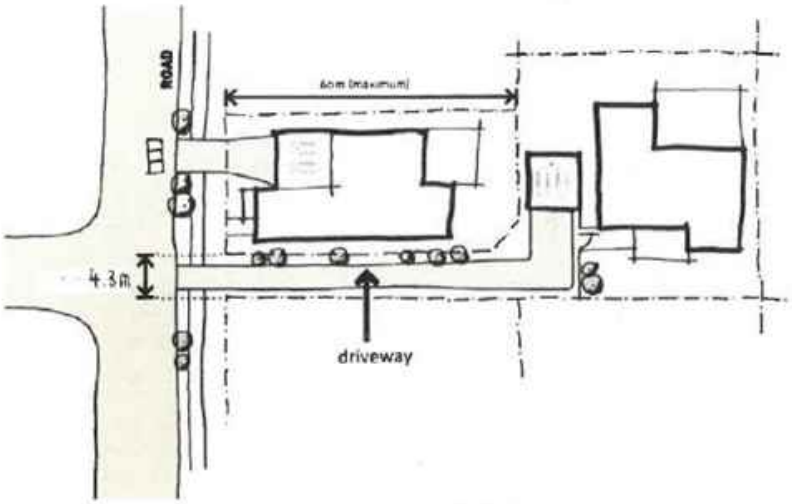

Figure 5 - Example of driveway location and alignments for battle-axe lots

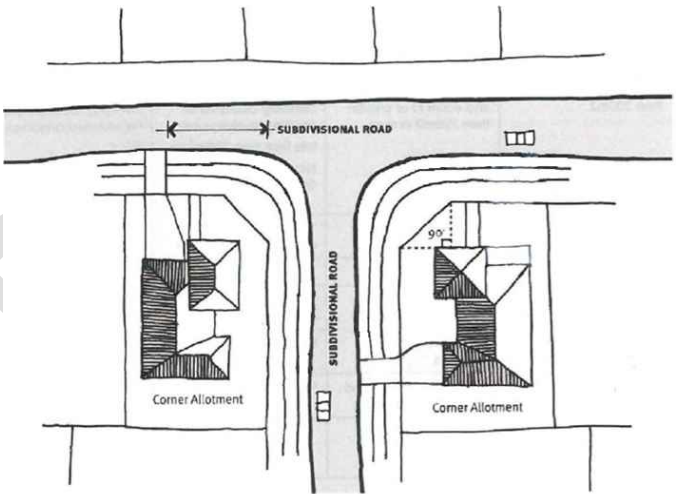

Figure 6 - Corner lots

Element 4. **Flooding**

Objectives

- To ensure development does not result in an increase in the extent or severity of flooding;
- To minimise the impact and hazard of flooding to people and the environment;
- To ensure people and development are safe from flood risk;
- To maintain the existing flood regime and flow conveyance; and
- To allow for water distribution to and from flood-dependent environments.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development does not increase the risk to people and property from flooding.	There are no acceptable outcomes.
P2 Development does not change flood characteristics on the site and external sites.	A2.1 Development does not increase the flood hazard (e.g. by way of increased depth, duration or velocity of flood waters or a reduction in warning times) for the site and surrounding area. A2.2 Development on land subject to flooding does not result in a reduction in flood storage capacity. A2.3 No excavation and/or filling occurs on land subject to flooding, unless an assessment undertaken by a suitably qualified consultant demonstrates: • it does not negatively impact the overall hydrology, hydraulics and flood capacity of the watercourse; • it does not in any way result in the reduction of flood storage capacity on the site; • there are no alternate development options; and • Such earthworks result in the rehabilitation and repair of the hydrological network and the riparian ecology of the watercourse. A2.4 Fencing in the flood planning area does not cause an obstruction to the free flow of flood waters or have the ability to break and become debris.
P3 Development has access outside a flood area that provides safe movements for vehicles and pedestrians.	There are no acceptable outcomes.

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Element 5. **Landscaping**

Roadside landscaping, street trees and verges can be strategically developed and maintained to optimise the standard of the neighbourhood's presentation, and increase its attractiveness to both potential residents and visitors. Landscaping can help define boundaries, reduce traffic speeds, provide shade, and be integrated with stormwater management systems.

Objectives

- To provide landscaping that contributes to the identity and environmental health of the community; and
- To ensure streetscape components do not detrimentally affect solar access to individual dwellings.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Development preserves significant trees and natural vegetation.	A4.1 Landscaping complies with the requirements of Part 4.2.
P5 Street trees are planted to enhance the local environment and provide an attractive and interesting landscape character.	A5.1 Street trees are provided on all streets and in accordance with the requirements of Council's Community, Culture and Places Division and any applicable tree planting standards. A5.2 Landscaping within the road reserve includes 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.
P6 Landscaping is designed and located to not negatively impact on built infrastructure.	A6.1 Landscaping is provided in drainage basins. A6.2 Landscaping does not restrict vehicle sightlines.

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Element 6. **Infrastructure**

Objectives

- To ensure residential areas are serviced with essential services in a cost-effective and timely manner;
- To ensure residential areas are adequately serviced with water and sewerage infrastructure; and
- To ensure acoustic infrastructure adequately mitigates adverse noise impacts on residential development.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The design and provision of infrastructure is cost-effective and minimises adverse environmental impacts in the short and long term.	A1.1 Utility services are designed and provided in accordance with the requirements of the relevant service authorities. A1.2 Water and sewerage services are provided to each lot at the full cost of the developer. A1.3 Water and sewerage services are designed and constructed in accordance with Council's adopted AUS-SPEC#1 Development Specification Series – Design and Construction and Technical Schedules – Construction of Water Reticulation and Gravity Sewerage Reticulation and Water Services Association of Australia. A1.4 Each lot is provided with a separate water meter. A1.5 Electricity supply is provided to each lot via underground trenching in accordance with the requirements of the energy supply authority. A1.6 Activities near or within Electricity Easements or close to Electricity Infrastructure comply with ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Electricity Infrastructure 2012. A1.7 Telecommunications and National Broadband Network infrastructure is provided to each lot in accordance with the requirements of the appropriate authority.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A1.8 Energy efficient and appropriately located street lighting is provided in accordance with AS/NZS 1158.1.1
P2 Compatible public utility services are located in common trenching in order to minimise the land required and the costs for underground services.	A2.1 Services are located underground and next to each other in common trenching in accordance with Council's Policy.
P3 The amenity of residential accommodation is adequately protected from the acoustic impacts of the Southern Distributor Road and industrial development.	A3.1 A noise impact assessment is included with any development application to identify the acoustic impacts and alleviation treatments of the Southern Distributor Road and adjoining industrial development. 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. A3.2 Where a landscape buffer is proposed as part of alleviation 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; • Planting density results in the creation of upper, mid and understorey strata.

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Element 7. **Street Design and Road Hierarchy**

Objectives

- To ensure streets fulfil their designated function within the street network;
- To facilitate public service utilities;
- Encourage street designs that accommodate drainage systems; and
- Create safe and attractive street environments.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The street network has connections within and beyond the urban release area.	A1.1 The street layout is generally in accordance with **Figure 7**.
P2 The street network is sufficient to cater for all street functions, including: • Safe and efficient movement of all users, including pedestrians and cyclists; • Provision for buses, emergency and service vehicles; • Provision for parked vehicles; • Provision for landscaping; and • Location, construction and maintenance of public utilities.	A2.1 The road hierarchy complies with the relevant Residential Release Strategy. A2.2 Road reserve widths comply with Dubbo Regional Council Policy Code and the Dubbo Transportation Strategy 2020 (or its subsequent replacement). A2.3 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. A2.4 A swept path analysis is included in any development application. It must be prepared by a suitably qualified professional to indicate all design vehicles can manoeuvre throughout the subdivision, ensuring all turns can be made legally and safely.
P3 The street network is sufficient to cater for waste collection vehicles.	A3.1 The street network reduces the need for reversing of waste collection vehicles. This includes cul-de-sacs and temporary turning heads as a result of staging and construction works. A3.2 Sufficient area is provided at the head of cul-de-sacs for waste disposal vehicles to make a three point turn. A3.3 Where properties are accessed from cul-de-sacs, battle-axe lots, laneways or rear lanes:

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	• Each lot has a waste collection area that is suitable for the presentation of three bins to be collected; • Waste collection areas do not obstruct other major traffic or property use, including garage access; • The road width must accommodate Council's waste vehicles without impacting other road users, including the side loading vehicle and lift arm movement/rotation. A3.4 Each lot has a sufficient waste collection area at the front that is suitable for the storage of three bins to be collected that doesn't obstruct traffic flows, vehicle entry to the property or pedestrian movements.
P4 The verge width is sufficient to provide for special site conditions and future requirements.	A4.1 The verge width is increased where necessary to allow space for: • Larger scale landscaping; • Indented parking; • Future carriageway widening; • Retaining walls; • Cycle paths; • Overland flow paths; and • Street trees, associated tree pits and tree root systems.
P5 Street design caters for all pedestrian users including the elderly, disabled and children by designing streets to limit the speed motorists can travel.	A5.1 The length of straight streets are limited to between 200 metres to 250 metres for a speed of 50km/hr. A5.2 The road network incorporates the following speed control devices to produce a low speed traffic environment: • Horizontal deflection devices: • Roundabouts; • Slow points; • Median islands; • Street narrowing; • Vertical deflection devices; • Speed humps and dips; and • Raised platforms at pedestrian crossings or thresholds.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P6 Driveway egress movements do not create a safety hazard.	A6.1 Lots on major collector streets and streets which carry more than 3,000 vehicles per day are designed to promote forward movement of vehicles across the verge.
P7 Bus routes have a carriageway width that: • Allows for the movement of buses unimpeded by parked cars; • Safely accommodates cyclists; and • Avoids cars overtaking parked buses.	A7.1 The geometry of streets identified as bus routes provides suitable turning, stopping sight distance, grade and parking for buses. A7.2 Bus routes and stops are identified and planned for in accordance with AUSTROADS. A7.3 Development provides bus stops, bus bays and shelters not more than 400 metres apart.
P8 On-street car parking is provided in accordance with projected needs determined by: • The number and size of probable future dwellings; • The car parking requirements of likely future residents; • Availability of public transport; • Location of non-residential uses such as schools/shops; and • The occasional need for overflow parking.	A8.1 One on-street parking space is provided per lot. These are to be located against the kerb or in pairs in parking bays constructed within the verge, and located within 60 metres of each lot.

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Figure 7 – Indicative network plan

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Element 8. **Pedestrian and Cycle Links**

Pedestrian dominated environments create strong links between residential areas, local parks and neighbourhood shopping centres.

Objective

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

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Network linkages P1 A network of pedestrian and cyclist routes, with connections to adjoining streets, open spaces and activity centres, is provided.	A1.1 Pedestrian and cycle paths are provided in accordance with the Dubbo Open Space Master Plan 2018. A1.2 Pedestrian routes connect to public open space, bus stops, commercial centres, educational establishments and community/recreation facilities. A1.3 A network of footpaths and cycle routes is provided that accounts for: • The need to encourage walking and cycling; • Likely users; • Opportunities to link open space networks and community facilities including public transport, local activity centres, schools and neighbouring shopping centres; • Topography; and • Cyclist and pedestrian safety.
Footpaths and shared paths P2 Footpaths and shared paths are: • Designed with appropriate widths, longitudinal gradients and sight distances to cater for the number of projected pedestrians and cyclists; and • Constructed to provide a stable surface for projected users and is easily maintained.	A2.1 Collector streets on which there is access to lots or where there is a planned pedestrian or cyclist path are provided with a separate path on each side clear of the carriageway pavement. A2.2 Local streets on which there is access to lots are provided with a path on one side of the carriageway pavement. A2.3 Pedestrian footpaths are 1.5 metres wide and constructed of concrete or paving block for the full width, and are located central to the

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	existing or proposed kerb. A2.4 Shared pedestrian and cyclist paths are 2.5 metres wide. A2.5 Paths are widened at potential conflict points or junctions in areas of high use. A2.6 The location of footpaths preserve trees and other significant features. A2.7 The maximum longitudinal gradient of cycle paths is no greater than that at any adjacent street pavement.
P3 Footpaths and cycle ways are well-lit and located where there is casual surveillance.	A3.1 Energy efficient and appropriately located street lighting is provided in accordance with AS/NZS 1158.1.1
Street furniture P4 Street furniture is provided in appropriate places to increase the use and enjoyment of residents.	A4.1 Street furniture, including seats, bollards, bins and drinking fountains are provided in accordance with the requirements of Council's Community, Culture and Places division. A4.2 Street furniture does not create clutter and obstacles in the public realm.
Safe crossings P5 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).	A5.1 Where traffic volumes exceed 3,000 vehicles per day or speeds exceed 50km/hr, safe crossings are created with the use of pedestrian refuges, slow points, thresholds or other appropriate mechanisms. A5.2 Pram and wheelchair crossings are provided at all kerbs and are adequately designed for this purpose as well as assisting sight-impaired people.

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Element 9. **Stormwater Management**

Objectives

- To provide major and minor drainage systems which:
  - Adequately protect people and the natural and built environments to an acceptable level of risk and in a cost effective manner in terms of initial costs, longevity and maintenance; and
  - Contribute positively to environmental enhancement of catchment areas.
- To manage any water leaving the site (during construction and operation) with stormwater treatment measures.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development does not alter the site's stormwater drainage characteristics in a manner that causes nuisance or substantial damage to the site or downstream properties.	A1.1 A stormwater drainage strategy is included with any development application that details how the projected stormwater volumes can be managed on the subject land and through to receiving waters. A1.2 Stormwater drainage is provided in accordance with the requirements of Council's Infrastructure division. A1.3 The stormwater system's capacity has been designed assuming the lots have a maximum impervious surface area.
P2 Development reduces peak flows into Council's stormwater drainage system.	A2.1 Post development peak flows, up to the 1% AEP storm events, are limited to 'pre-development' levels. Pre-development assumes 0% impervious area unless otherwise agreed with Council. A2.2 In areas where there is a likelihood of salinity impacts, infiltration is not used. A2.3 For stormwater catchments draining to the west of this area, into the Eastern Channel: Stormwater drainage design is in accordance with Southlakes Estate Eastern Drainage Channel Stormwater Management Strategy.
P3 The stormwater drainage system has the capacity to safely convey stormwater flows.	A3.1 Lots are graded to discharge stormwater and run-off from roads and other hard areas to the public road, and discharged to a drainage network. A3.2 The design and construction of the stormwater drainage system is in accordance

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	with the requirements of: • Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia (Geoscience Australia), 2019; • Council's adopted AUS-SPEC #1 NSW 1999 Development Specification Series – Design and Construction. A3.3 Minor stormwater drainage systems are designed to cater for the 10% AEP storm event. Major stormwater drainage systems are designed to cater for the 1% AEP storm event. These systems are to be evident as 'self-draining' without impacting on flooding of residential houses etc. A3.4 Infiltration to groundwater is not used as a method to discharge stormwater.
P4 Natural streams and vegetation are retained wherever practicable and safe to maximise community benefit.	A4.1 Natural streams and vegetation are incorporated into the stormwater drainage system for the subdivision and open space requirements.
P5 The design of minor and major system flow paths and structures manage public safety and risk.	A5.1 Flood Hazard Classification is within H1 of Australian Rainfall and Runoff 2019, book 6, chapter 7. A5.2 Access to underground pipe and pit systems which are large enough for children to enter is prevented.
P6 The system design allows for the safe passage of vehicles at reduced speeds on streets which have been affected by run-off from the relevant design storm.	A6.1 The system allows for the safe passage of vehicles on streets which have been affected by run-off from a 1% AEP event. A6.2 Road and stormwater design complies with the AUSTROAD Guideline, Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface. A6.3 Gutter flow width at pedestrian access points complies with AUSTROAD guidelines.
P7 Stormwater systems minimise maintenance requirements and safety risks within grassed areas, open channels, basins and roads.	A7.1 Adequately manage continual and frequent low flows through the development. A7.2 The stormwater system is designed and

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	constructed with adequate scour protection to prevent erosion. A7.3 The batter slope must not be greater than 1:7 (vertical to horizontal).
P8 Stormwater systems increase public convenience and safety, and the protection of property.	A8.1 The stormwater drainage network is designed to ensure that there are no flow paths which would be a risk to public safety and property. A8.2 The stormwater drainage system has the capacity to safely convey stormwater flows resulting from the relevant design storm under normal operating conditions, taking partial minor system blockage into account.
Site drainage P9 Subdivision design and layout provides for adequate site drainage.	A9.1 Lots are graded to discharge stormwater to the public road. A9.2 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. A9.3 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. A9.4 Interallotment drainage lines are located approximately 1.0 metres from property boundaries within a 2.0 metres easement created for this purpose and reflected on the subdivision plan and 88B instrument. A9.5 The design of the inter-allotment drainage system is in accordance with Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia (Geoscience Australia), 2019.
Flooding P10 Residential development is protected from flood waters.	A10.1 The finished floor level of residential accommodation is located at or above the flood planning level.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A10.2 Flood-ways are developed in a manner which ensures that there is a low risk of property damage.

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Element 10. **Water Quality Management**

Objective

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

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The system design optimises the interception, retention and removal of water-borne pollutants prior to their discharge to receiving waters.	A1.1 An Erosion and Sediment Control Plan is included with any development application. It must be prepared by a suitably qualified professional using the 'Managing Urban Stormwater: Soils and Construction', and address the existing site, proposed development and the protection of the environment, adjoining properties and infrastructure. A1.2 Adequate provision is made for measures during construction to ensure that the land form is stabilised and erosion is controlled.
P2 The system design minimises the environmental impact of urban run-off on surfaces receiving water quality and on other aspects of the natural environment.	A2.1 Water pollution control ponds or wetlands are developed (where appropriate) for final treatment before discharge to the wider environment and are to be sited to minimise impacts on the natural environment. A2.2 Sensors are used to control watering systems in accordance with Council's requirements.

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Element 11. **Heritage**

Objective

- To ensure that subdivision does not have a detrimental effect on heritage values.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Identified heritage items are not adversely affected by development.	A1.1 A heritage assessment is included with any development application near or in the vicinity of a heritage item. The heritage assessment should identify the impact area, and any areas to be retained and protected.

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2.2. Residential Design (Dwellings, Dual Occupancy and Multi-Dwelling Housing)

This section is designed to encourage 'best practice' solutions and clearly explain requirements for the development of dwelling houses, dual occupancy (attached and detached) and multi-dwelling housing development.

The objectives of this section are:

- To facilitate a mix of dwelling sizes complementing the character of the area and that provide accommodation for all sectors of the community; and
- To facilitate low density residential accommodation with an economic use of infrastructure.

This section lists design elements under the following headings:

Element 1	Streetscape Character
Element 2	Building Setbacks
Element 3	Solar Access
Element 4	Private Open Space and Landscaping
Element 5	Fencing
Element 6	Infrastructure
Element 7	Visual and Acoustic Privacy
Element 8	Vehicular Access and Car Parking
Element 9	Waste Management
Element 10	Detached Development

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Element 1. **Streetscape Character**

Objectives

- Residential housing to complements the existing streetscape and neighbourhood character;
- Residential housing is in keeping with the desired future streetscape and neighbourhood character; and
- To provide a mix of dwelling sizes complementing the character of the area and that provide accommodation for all sectors of the community.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Dual occupancy and multi-dwelling housing P1 Dual occupancy and multi-dwelling housing development and densities are appropriate and compatible with the local context.	A1.1 The minimum lot frontage for a dual occupancy is 15 metres. A1.2 The minimum site area and frontage for multi-dwelling housing is 700m² and 20 metres. A1.3 Dual occupancy and multi-dwelling housing are not located on a battle-axe lot. A1.4 Where a dual occupancy or multi-dwelling housing is situated on corner blocks, development is designed to face each street frontage. A1.5 Dual occupancy is not designed as 'mirror image'. A1.6 Where dwellings associated with multi-dwelling housing are located adjacent to a public road, the dwellings are orientated to directly address the street and not an 'internal' road or driveway, as indicated in **Figure 8**.
Built form P2 The frontage of buildings and their entries are readily apparent from the street.	A2.1 Buildings adjacent to the public road have a front door facing the street. A2.2 The façade facing the primary street incorporates: • Entry feature or porch; and • Recessing or projecting architectural elements. A2.3 The building design highlights the entry and front rooms rather than the garage.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A2.4 Parking is located so that the front windows of dwellings are not obscured.
P3 The development is designed to respect and reinforce the positive characteristics of the neighbourhood, including: • Built form; • Bulk and scale; • Vegetation; and • Topography.	A3.1 Development is designed to provide visual interest through: • Massing and proportions; • Roof form and pitch; • Facade articulation and detailing; • Recesses and projections; • Window and door proportions; • Verandahs, eaves and parapets; • Varying building materials, patterns, textures and colours; • Decorative elements; • Vehicular footpath crossing (location and width); • Fence styles; and • Building setbacks.
P4 Walls visible from the street are adequately detailed for visual interest.	A4.1 Walls longer than 10 metres are articulated with a variation of not less than 600mm for a minimum length of 4 metres.
P5 Garages and parking structures integrate with features of the dwelling and do not dominate the street frontage or views of the dwelling from the street.	A5.1 For lots with a frontage in excess of 12 metres, the width of a garage door or parking structure facing the street is not greater than 50% of the total width of the front of the building.

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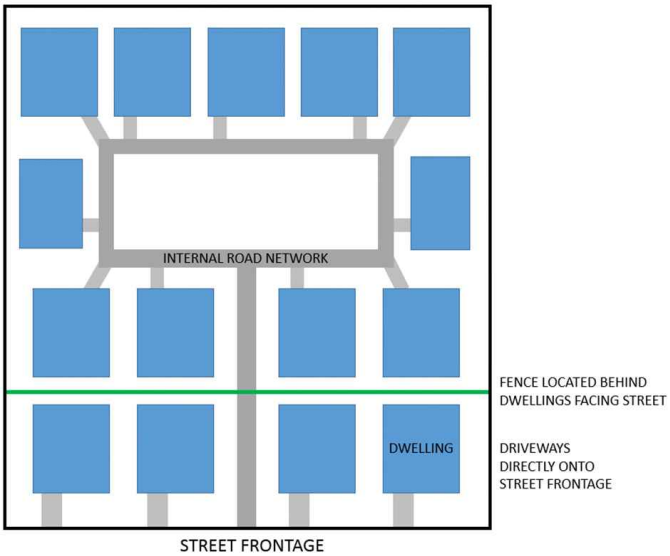

Figure 8 - Example of a multi-dwelling housing addressing the street frontage

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Element 2. **Building Setbacks**

Objectives

- The setback of a building from the property boundaries, the height and length of walls, site coverage and visual bulk are acceptable in the neighbouring setting;
- Habitable rooms of dwellings and private open space within the development and in adjacent development receive adequate sunlight, ventilation and amenity;
- Development on corner lots provides an appropriate secondary street setback; and
- Garages and parking structures do not dominate the streetscape.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Note**:** The setback is measured from the property boundary to the first vertical structural element of the development. No portico, posts, etc shall be any closer than the stated setback.	
Front boundary setback P1 The setback of the development from the front boundary of the lot is consistent with established setbacks, or is consistent with the desired amenity of the locality.	A1.1 Development is setback a minimum of 4.5 metres from the front property boundary where no streetscape setback has been established. A1.2 In established areas, infill development is setback in accordance with **Figure 9**. A1.3 Garages, carports and parking structures are setback a minimum of 5.5 metres from the front property boundary and in line with or behind the alignment of the front façade of the dwelling, where the lot frontage is in excess of 12 metres in width.
Corner lots P2 Residential development on corner lots addresses both street frontages.	A2.1 Development is setback in accordance with **Figure 10**. A2.2 Development is setback a minimum of 3 metres from the secondary frontage. A2.3 Garages and parking structures on secondary frontages are setback a minimum of 5.5 metres from the property boundary, as indicate in **Figure 10**. A2.4 Garages and parking structures on corner lots are accessed from the secondary frontage.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Side and rear boundary setbacks P3 The setback of the development from the side and rear boundaries of the allotment is consistent with established setbacks or is consistent with the desired amenity of the locality.	A3.1 Residential development is setback such that it complies with the requirements of the National Construction Code. A3.2 Residential development is setback a minimum of 3m from the rear boundary.
Setbacks to landscaping P4 Development is sufficiently setback to accommodate and preserve significant trees.	A4.1 Where there is a large or potentially large tree in the road reserve or public open space adjacent to the site, development must be setback to avoid damage to the tree and root system.

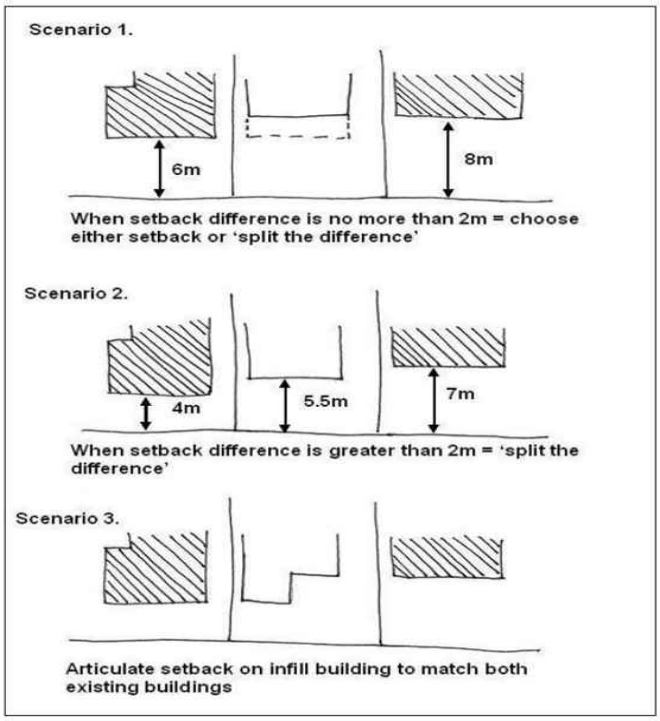

Figure 9 - Setbacks for infill development in established areas

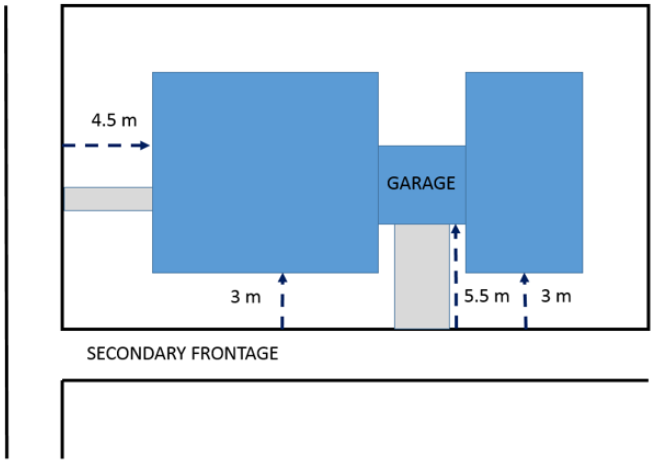

Figure 10 - Setbacks for corner lots

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Element 3. **Solar Access**

Objectives

- Development provides an acceptable level of solar access for occupants; and
- Development does not significantly impact on the solar access and amenity of adjoining and adjacent allotments.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Solar access P1 Development is designed to ensure solar access is available to habitable rooms, solar collectors (photovoltaic panels, solar hot water systems etc), private open space and clothes drying facilities.	A1.1 Dwellings are sited in accordance with **Figure 11**. A1.2 On lots with an east-west orientation, the setback on the north-side of the lot is increased to allow for maximum solar access to habitable rooms located on the north-side of the dwelling. A1.3 Outdoor clothes drying areas are located to ensure adequate sunlight and ventilation are provided between the hours of 9am and 3pm on 22 June to a plane of 1 metres above the finished ground-level under the drying lines. A1.4 Shadow diagrams are submitted for any residential development above single storey. Shadow diagrams are to be prepared for 9am, 12pm and 3pm on June 22.
P2 Development does not reduce the level of solar access for adjoining or adjacent allotments.	A2.1 Habitable rooms of adjoining development receive a minimum of four hours solar access between the hours of 9am and 3pm on 22 June. A2.2 Principal private open space of adjoining and adjacent development receives a minimum of four hours solar access over 75% of the area between 9am and 3pm on 22 June.

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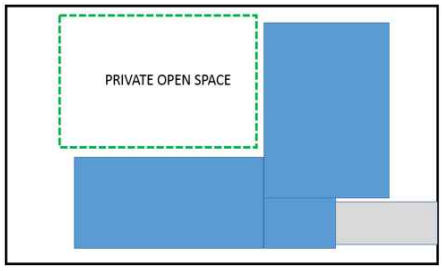

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A dwelling built close to the southern boundary enables winter sunlight to enter habitable rooms in the dwelling. Good solar access is available to private open space during winter.

Figure 11 - Required siting of dwellings on east-west lots

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Element 4. **Private Open Space and Landscaping**

Objectives

- Private outdoor open space is well-integrated with the development and is of sufficient area to meet the needs of occupants;
- To provide a pleasant, safe and attractive level of residential amenity; and
- Landscaping is appropriate in nature and scale for the site and the local environment.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Private open space is of an area and dimension to facilitate its intended use, and provides opportunities for outdoor recreation and relaxation.	A1.1 Dwelling houses, dual occupancy and multi-dwelling houses have a Principal Private Open Space (PPOS) area and a general Private Open Space (POS). A1.2 The PPOS has a minimum area per dwelling of 25m^2 and a minimum dimension of 5m. This area can include covered (not enclosed) outdoor entertainment areas. A1.3 Dwelling houses and dual occupancies have an overall minimum POS (including PPOS) of 20% of the site area (excluding the area located forward of the front building line). A1.4 Multi-dwelling housing has an overall minimum POS area (including PPOS) of 5% of the site area per dwelling within the development (excluding the area located forward of the building line).
P2 Private open space is easily accessible by the occupants of the development and provides an acceptable level of privacy.	A2.1 All PPOS is directly accessible from the main living area. A2.2 All POS is located behind the front building line and is screened to provide for the privacy of occupants and the occupants of adjoining properties.
P3 Development preserves significant trees and natural vegetation.	A3.1 Landscaping complies with the requirements of Part 4.2.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Landscaping is provided at a scale and density which is appropriate for the development.	A4.1 A landscape plan is included with any development application for dual occupancy and multi-dwelling developments. A4.2 The height and density of vegetation at maturity screens and softens the development. A4.3 Landscaping does not detrimentally reduce the level of solar access enjoyed by adjoining and adjacent properties.

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Element 5. **Fencing**

Objectives

- Fencing is of a high quality and does not detract from the streetscape;
- Rear and side fencing will assist in providing privacy to private open space areas; and
- Fence height, location and design will not affect traffic and pedestrian visibility at intersections.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Fences not covered by this Plan must comply with State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. Details of any fencing which does not meet this criteria must be provided and assessed as part of a development application.	
P1 Fencing is consistent with the existing character of the area.	A1.1 Fences take elements from neighbouring properties where elements are representative of the character of the street. A1.2 Barbed, razor wire or electrical fencing is not permitted. A1.3 Fences visible from a public area are softened with the use of landscaping.
Front fences P2 Front fences enable outlook from the development to the street or open space to facilitate surveillance and safety.	A2.1 Front fences have a maximum height of 1.2 metres if solid or less than 20% transparent, or 1.5 metres if greater than 50% transparent.
P3 Front fences provide noise attenuation on classified roads.	A3.1 Solid front fences to main roads for the purposes of noise attenuation may be considered to a height of 1.8 metres provided that: • The fence does not exceed 5 metres in length without articulation or detailing to provide visual interest; • The fence is constructed of materials which are consistent with those used in the development on the site and adjoining developments (other than solid metal panels or chain wire fencing).
Side fences P4 Fencing style and materials reflect the local streetscape and do not cause undue overshadowing of adjoining development.	A4.1 Side fences forward of the building line are not constructed of solid metal panels or chain wire fencing, including factory pre-

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	coloured materials. A4.2 Fences on the side boundary have a maximum height of 1.8 metres.
Rear fences P5 Fences on rear boundaries allow views into public open space areas.	A5.1 Fences on the rear boundary of lots adjoining public open space are open style and transparent, and incorporate low hedges or permeable vegetation. A5.2 Fences on the rear boundary have a maximum height of 1.8 metres.
Corner lots P6 Fences on secondary frontages do not dominate the streetscape.	A6.1 Fences on the secondary frontage have a maximum height of 1.8 metres for 50% of the length of the boundary to the secondary road, which is measured from the corner splay of the primary road boundary. A6.2 Fences on the secondary frontage are articulated and provided with vegetation screening to soften the visual impact of the fence.
P7 Fencing on corner lots do not impede motorists' visibility at the intersection.	A7.1 Fencing is either splayed, setback, reduced in height or transparent to maintain visibility for motorists. The extent of the splay will be determined by Council in consideration of the characteristics of the road and the radius of the kerb return.
General P8 Fences do not interfere with the stormwater flows across the site.	A8.1 Fences allow for the passage of stormwater.

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Element 6. **Infrastructure**

Objectives

- Residential development is encouraged in areas where it can take advantage of existing physical and social infrastructure;
- Infrastructure has the capacity or can be economically extended to accommodate new residential development;
- To efficiently provide development with appropriate physical services; and
- The impact of increased stormwater run-off to drainage systems is minimised.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development does not overload the capacity of public infrastructure.	A1.1 Infrastructure is provided in accordance with Council's adopted version of AUS-PEC and relevant policies.
P2 Development is connected to reticulated sewerage, water supply, electricity, telecommunications and natural gas.	A2.1 Development is connected to Council's reticulated water supply, stormwater drainage and sewerage system in accordance with Council's adopted version of AUS-PEC and relevant policies. A2.2 Development is connected to electricity in accordance with the requirements of the appropriate authority. A2.3 Development is connected to a telecommunications system provided in accordance with the requirements of the appropriate authority.
P3 Stormwater leaving the site does not exceed the capacity of the stormwater system.	A3.1 Impervious areas including roofed sealed, paved, and concrete areas are limited to the capacity of Council's stormwater system. A3.2 Stormwater is not directed onto neighbouring lots. A3.3 Finished lot levels allow for a stormwater overland flow path through the lot.
P4 Development conforms to the natural land forms and site constraints without the need for excessive excavation and/or fill.	A4.1 Excavation and/or filling must not change the natural ground level of the site by more than 1m.

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Element 7. **Visual and Acoustic Privacy**

Objectives

- Overlooking of private open space and views into neighbouring development is limited;
- To substantially contain noise within each dwelling and to limit noise from communal areas or shared facilities affecting nearby dwellings; and
- To protect internal living and sleeping areas from inappropriate levels of external noise.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Visual privacy P1 Private open space and living rooms of adjacent residential accommodation are protected from direct overlooking.	A1.1 Windows of habitable rooms with an outlook to windows of habitable rooms in adjacent development within 10m: • Are offset a minimum distance of 1m from the edge of the opposite window; • Have a sill height of 1.5 metres above floor level; • Have a fixed obscure glazing in any window pane below 1.5 metres above floor level; or • Have screens which obscure the view from habitable room windows, balconies, stairs, landings, terraces and decks or other private, communal or public areas within a development into private open space and/or habitable rooms of existing residential accommodation. A1.2 Screens are solid, translucent or perforated panels or trellis which: • Have a minimum of 25% openings; • Are permanent and fixed; • Are of durable materials such as galvanised steel, iodised aluminium or treated timber; and • Are painted or coloured to blend in with the surrounding environment. A1.3 Windows and balconies of residential accommodation do not overlook more than 50% of the private open space of any adjoining residential accommodation.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Acoustic Privacy P2 The transmission of noise to and the impact upon habitable rooms within the proposed development and adjoining and adjacent development is minimised.	A2.1 Living rooms or garages of do not adjoin or abut bedrooms of adjacent residential development. A2.2 Residential development is constructed to ensure habitable rooms are not exposed to noise levels in excess of the standards contained in the relevant Australian Standard AS 3671 – Acoustics – Road Traffic Noise Intrusion. A2.3 Residential development adjacent to the Southern Distributor Road is constructed in accordance with the recommendations of a detailed acoustic study prepared by a suitably qualified acoustic consultant.

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Element 8. **Vehicular Access and Car Parking**

Objectives

- To provide adequate and convenient parking for residents, visitors and service vehicles;
- Street and access ways provide safe and convenient vehicle access to dwellings and can be efficiently managed; and
- To avoid parking and traffic difficulties in the development and the neighbourhood.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Parking provision P1 Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.	A1.1 Car parking complies with the requirements of Part 4.1.
Design P2 Car parking facilities are designed and located to: • Conveniently and safely serve users including pedestrians, cyclists and vehicles; • Enable efficient use of car spaces and access ways including adequate manoeuvrability for vehicles between the street and the lot; • Conform to the adopted street network hierarchy and objectives of the hierarchy and along with any related local traffic management plans; • Be cost effective; and • Protect the streetscape.	A2.1 Accessways and driveways are designed to enable vehicles to enter the designated parking space in a single turning movement and leave the space in no more than two turning movements. A2.2 Vehicles are able to enter and exit the site in a forward direction where: • five or more car spaces are served; • three or more dwellings are served; or • a driveway connects to a distributor or collector road. The entrance is at least 5 metres wide for a distance of 7 metres to allow vehicles to pass each other.
Surface treatment P3 Driveways, car parks and access points are designed in accordance with Part 4 Parking.	A3.1 Car spaces, accessways and driveways are surfaced with: • An all-weather seal such as concrete, coloured concrete, asphalt or mortared pavers; and • Stable, smooth, semi-porous paving material (such as brick, stone or concrete pavers) laid to the paving standard of light vehicle use.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Location of driveways and accessways P4 Shared driveways, accessways and car parks of other dwellings are setback from habitable rooms of adjoining residential uses to enhance resident's privacy.	A4.1 Shared driveways, accessways and car parks of other residential uses are setback a minimum of 1.5 metres from windows to habitable rooms of residential accommodation, unless the floor level of the dwelling is at least 1 metres above the driveway. The setback may be reduced to 1 metres when the driveway is bound by a fence with a minimum height of 1.5 metres.
Emergency vehicle access P5 Standing and turning areas for service, emergency or delivery vehicles are provided where access to any dwelling from a public street is remote or difficult.	A5.1 Access ways into multi-dwelling housing are designed to cater for an 'AUSTROADS 8.8 m length Design Service Vehicle'.

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Element 9. **Waste Management**

Objective

- Waste disposal is carried out in a manner which is environmentally responsible and sustainable.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Construction approaches and techniques promote waste minimisation.	A1.1 A Waste Management Plan is included with any development application. It must include accurate, site specific details in relation to demolition/site preparation, construction, use of premises and on-going management as applicable.
P2 Domestic solid waste is disposed of in an environmentally responsible and legal manner.	A2.1 Residential development participates in Council's garbage and recycling materials collection service. A2.2 Where multi-dwelling housing development cannot participate in Council's garbage and recycling materials collection service, private waste collection is required.
P3 Adequate space is provided to store waste collection bins in a position which will not adversely impact upon the amenity of the area.	A3.1 Sufficient space is provided on site for loading and unloading of wastes. This activity is not be undertaken on any public place. A3.2 Waste collection bins are stored behind the building line. A3.3 Development has a sufficient waste collection area at the front of the lot that is suitable for the storage of three bins to be collected that doesn't obstruct traffic flows, vehicle entry to the property, pedestrian movements or landscaping.

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Element 10. **Detached Development (Outbuildings, Sheds, Garages)**

Objectives

- To ensure detached development, outbuildings, sheds and garages integrate with development on site;
- To ensure the development maintains appropriate private open space;
- To ensure the development is of a scale, size and character that is appropriate for the urban environment and the size of the lot; and
- To ensure that the structures do not detrimentally impact upon the amenity of adjoining residents.

Performance Criteria The objectives may be achieved where:		**Acceptable Solution** The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P1	Detached development is of a height reflecting its intended use and in keeping with the urban environment.	A1.1	Detached development has a maximum height of 4.5m above existing ground level. Note: Building height is defined in the Dubbo Regional LEP 2022.
P2	Detached development has a floor area that is proportionate with the size of the lot, and maintains sufficient private open space.	A2.1	The maximum gross floor area (GFA) of all detached development is the following: **Lot size** — **Max GFA** 200m² - 300m² — 36m² >300m² - 600m² — 60m² >600m² - 900m² — 90m² >900m² - 1500m² — 120m² >1500m² - 2000m² — 150m² >2000m² — 180m² A2.2 Detached development maintains the overall minimum Principal Private Open Space and Private Open Space area in accordance with Element 4: Private open space and landscaping.
P3	Detached development is appropriately sited to minimise impacts on the streetscape.	A3.1	Detached development is located behind the building line of a dwelling house that is adjacent to any primary road or secondary road.

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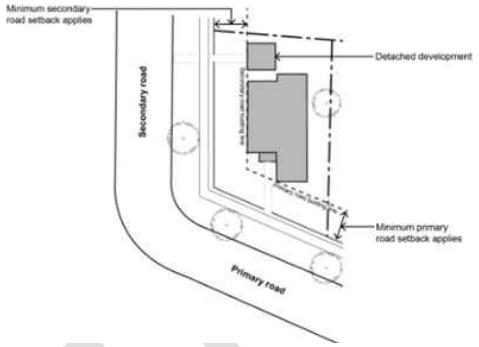
Performance Criteria The objectives may be achieved where:	Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:
	 A3.2 Detached development maintains the setback requirements of Element 2: Building setbacks
P4 Detached development is appropriately setback from the side and rear boundaries	A4.1 Detached development is setback a minimum of the following from the side and rear boundaries: **Setback** / **Wall height** 0.5 metres / 2.4 metres 0.9 metres / 2.7 metres 1.5 metres / 3.0 metres 2.1 metres / 3.6 metres Note: Wall in this clause refers to a generally vertical external portion of a building that supports the roof structure, and includes a gable end, column or pier. A4.2 Detached development maintains the setback requirements of Element 2: Building setbacks

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Part 3 Commercial and Non-Residential Development

3.1. Commercial Development and Non-Residential Design

This section is designed to encourage 'best practice' solutions for neighbourhood centre development. The main objectives are to promote safe, connected, easily accessible and active neighbourhood centres that positively contribute to the community and the future growth of South-East Dubbo.

This section lists neighbourhood centre design elements under the following headings:

Element 1	Building Setbacks
Element 2	Building Design
Element 3	Landscaping
Element 4	Vehicular access and parking
Element 5	Fencing and Security
Element 6	Waste Management
Element 7	Soil, water quality and noise management
Element 8	Infrastructure
Element 9	Non-residential uses

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Element 1. **Building Setbacks**

Objectives

- Adequate area is available to accommodate landscaping as appropriate;
- To reduce the visual impact of large commercial developments on the streetscape; and
- To reduce the impact upon adjoining non-commercial development where applicable.

Performance criteria The setback objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Front and side setbacks P1 Setbacks respect and complement the existing streetscape and the desired future character of the locality.	A1.1 Buildings are setback a minimum of 10 metres from the front property boundary, and provide suitable landscaping and vehicle parking areas within this area. A1.2 Setbacks are increased where there are any potential overshadowing impacts on adjoining development.
Rear setbacks P2 Rear setbacks provide access, reduce adverse impacts on adjoining properties, allow for servicing of development and comply with the requirements of the National Construction Code.	A2.1 Buildings are set back a minimum of 10 metres from the rear boundary.

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Element 2. **Building Design**

Objectives

- To promote functional commercial development that makes a positive contribution to the streetscape;
- To promote commercial development that complements and enhances the visual amenity of the surrounding area; and
- Building orientation is towards streets and adjoining or adjacent open space.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development contributes positively to the streetscape and is compatible with surrounding development.	A1.1 Development is designed to provide visual interest through: • Massing and proportions; • Roof form and pitch; • Facade articulation and detailing; • Recesses and projections; • Window and door proportions; • Verandahs, eaves and parapets; • Varying building materials, patterns, textures and colours; • Decorative elements; and • Building setbacks A1.2 Building facades adopt a contemporary appearance relating to the function of the building and the characteristics of surrounding development. A1.3 Development on corner sites incorporate splays, curves, building entries and other architectural elements to reinforce the corner as a landmark feature of the street. A1.4 Large expansive blank walls over 15 metres in length without articulation are not permitted. A1.5 The bulk, size and shape of a building must not impede the desired sightlines for vehicles at intersections.
P2 Building height is consistent with the scale appropriate to the location of the land.	A2.1 Buildings do not unreasonably overshadow adjoining or adjacent development on 22 June.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A2.2 Where the site adjoins existing low-scale residential development, the building height must be stepped down near the boundary. A2.3 If business or commercial development adjoins or is within close proximity to residential or other sensitive development, overshadowing diagrams are prepared for 9am, 12pm and 3pm on 22 June.
P3 Building design allows surveillance of streets and open spaces.	A3.1 Buildings address the street and open spaces (where applicable) to allow surveillance. A3.2 Pedestrian entrance points directly face and are visible from a public road. A3.3 Pedestrian entrance points are delineated through variation in the building façade, textures and materials. A3.4 Parking areas are well-lit and easily accessible. A3.5 Development achieves the principles of Crime Prevention through Environmental Design.
P4 The form, colours, textures and materials of buildings enhance the quality and character of the commercial or business precinct.	A4.1 External walls and roofing materials are non-reflective and a neutral colour, such as brick, concrete block, rendered concrete or masonry, metal or fibre cement cladding systems or pre-coloured metal sheeting.
P5 A variety of access provisions are to be provided including facilities for walking, cycling, onsite public transport and car parking.	A5.1 Development is accessible for all public and private transportation. A5.2 Public access and movement is maintained across and throughout the site, and connect to public access points, public transport, facilities and pedestrian pathways. A5.3 Pedestrian routes are to be clear, safe, well-lit and legible to all.

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Element 3. **Landscaping**

Objectives

- To provide attractive landscapes which reinforce the function of the street, enhance the amenity of commercial buildings and preserve significant stands of trees or natural vegetation; and
- To provide a park environment and soften the visual impact of buildings.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development preserves significant trees and natural vegetation.	A1.1 Landscaping complies with the requirements of Part 4.2.
P2 Landscaping is considered as a component of the site planning process and reflects the zone and scale of development.	A2.1 A Landscape Plan and Planting Schedule is included with any development application. It must be prepared by a suitably qualified and experienced landscape architect or horticultural professional, and include: • Location of landscaping on the site; • Scientific name of all plant material; • Height and characteristics of plant material at maturity; • Status of landscaping at planting; • Protection of existing trees (as relevant) in accordance with AS4970-2009; • Details of structural elements preventing damage to the built infrastructure; • Specification of a maintenance regime; • Specification of irrigation systems for maintenance of landscaping, referencing current Council standards; • Specification that a horticultural professional will supervise implementation of the works in the landscape plan; and • The plan shall be drawn to a recognised scale such as 1 to 100.
P3 Development is designed to maximise the number of trees retained onsite.	A3.1 Buildings, driveways and service trenches are located outside the dripline of existing trees and shrubs.
P4 Landscaping is used to soften the impact of buildings and screen parking areas.	A4.1 Landscaping is provided in front set-back areas to soften the appearance of buildings and improve the streetscape. A4.2 Landscaping includes species that will grow to a height consistent with the height and scale of the building.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A4.3 For developments facing a road, public open space or nearby residential area, trees with a mature height of at least 8 metres are planted. Trees must have a height of 1.5 metres at planting. A4.4 Where car parking areas are visible from a road, landscaping bays (1.5 metres x 5.5 metres) incorporating appropriately sized tress and ground cover are provided for every 10-12 car parking spaces.

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Element 4. **Vehicular access and parking**

Objectives

- Vehicular access to and from development is adequate, safe and direct; and
- To provide sufficient, convenient and functional parking and loading/unloading areas.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.	A1.1 Car parking complies with the requirements of Part 4.1
P2 Ingress points, egress points, accessways and driveways are located and sized to facilitate the safe and efficient movement of vehicles to, from and within the site.	A2.1 Driveways have a minimum width of: • 6m where separate ingress and egress is provided; and • 8 metres where a combined ingress and egress is provided. A2.2 Driveways are not within 6 metres of an intersection or break in a median strip except where the median break in question has been specifically designed to facilitate such access. A2.3 Ingress and egress points are designed and constructed in accordance with Council Standard 5211 and 5235, with the width determined by the turning path of design vehicle using Austroads – Design Vehicles and Turning Path Templates with a desirable minimum radius (turning speed 5-15 km/h). A2.4 Ingress and egress points are signposted. A2.5 Where separate ingress and egress points are proposed, they are separated by a minimum distance of 3 metres. A2.6 Internal accessways and manoeuvring areas are provided with directional signposting and line marking.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P3 Car parking does not adversely impact upon the visual amenity of the site and the locality.	A3.1 Car parking is located adjacent to the main entrance to the building. A3.2 Where car parking is located forward of the building line, it: • is not located within 3 metres of the property boundary; and • is screened by landscaping.
P4 Facilities are provided onsite for the loading and unloading of goods.	A4.1 Onsite loading and unloading areas are designed and provided to facilitate use by the design vehicle. A4.2 No loading or unloading is undertaken on a footpath, public road, laneway or service road. A4.3 Vehicle manoeuvring must be undertaken in a forward direction.

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Element 5. **Fencing and Security**

Objectives

- To minimise the visual impact of fencing to the locality; and
- To provide security to commercial development.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Fences not covered by this Plan must comply with State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. Details of any fencing which does not meet this criteria must be provided and assessed as part of a development application.	
P1 Fencing and screen walls provide suitable security and do not adversely impact the visual amenity of the area.	A1.1 Front fences have a maximum height of 0.9 metres. A1.2 Fences on the side boundary have a maximum height of 1.8 metres. A1.3 Barbed, razor wire or electrical fencing is not permitted. A1.4 Fencing visible from a public place are: • Powder-coated black of a suitably high-quality design; • Visually unobtrusive; and • Softened with a high standard of landscaping.
P2 Shop-front security grilles do not adversely impact the visual amenity and passive surveillance of the area.	A2.1 Security grilles on front windows and doors are permeable and not solid. A2.2 Security grilles are discreet, have minimal visual impact and do not dominate the shop-front.

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Element 6. **Waste Management**

Objectives

- To provide for an efficient and environmentally responsible means of storage and/or disposal of waste and recycling products; and
- Waste collection vehicles have safe and reliable access to all connection points.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The capacity, size, construction and placement of waste storage facilities is suitable for the development and does not impact the streetscape.	A1.1 A Waste Management Plan is included with any development application. It must include accurate, site specific details in relation to construction, use of premises and on-going management as applicable. A1.2 Solid waste, liquid waste and recyclable storage facilities are sized appropriately, located behind the building line and screened with landscaping. A1.3 Sufficient space is provided on site for the loading and unloading of wastes. This activity is not to be undertaken on any public place. A1.4 Waste collection vehicles are able to: • easily access waste containers; • enter and exit the site in a forward direction, and manoeuvre entirely within it; and • avoid unnecessarily reversing.
P2 Liquid trade waste requirements for development are considered and provided for.	A2.1 Development has a Liquid Trade Waste approval in place from Council and/or the Office of Environment and Heritage.
P3 Excavated material, demolition and builder's waste is disposed of in an environmentally-sustainable manner.	A3.1 Sites for disposal of excavated material, demolition and builder's waste are to be nominated by the developer at the time of lodgement of a development application.

Note:
Council may levy trade waste special rates and charges in addition to general sewerage rates and charges for acceptance of trade waste into the sewer and fix fees or charges for regulatory and other services in accordance with the Revenue Policy. Applicants wishing to discharge trade waste must enter into a service contract with Council which will set out the conditions associated with the discharge of trade waste to the sewer.

Element 7. **Soil, water quality and noise management**

Objectives

- To minimise soil erosion and sedimentation by minimizing land disturbances and the provision of control measures at the source;
- To retard the flow of water into the natural drainage system and mitigate impacts from the Stormwater run-off; and
- To protect the surrounding area from unnecessary noise.

Performance criteria The management objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Soil erosion P1 Adequate provision is made for measures during construction to ensure that the land form is stabilised and erosion is controlled.	A1.1 An Erosion and Sediment Control Plan is included with any development application. It must be prepared by a suitably qualified professional using the 'Managing Urban Stormwater: Soils and Construction', and address the existing site, proposed development and the protection of the environment, adjoining properties and infrastructure.
Stormwater quality P2 The stormwater system design: • optimises the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters; and • minimises the environmental impact of urban run-off on other aspects of the natural environment (creeks and vegetation) by employing techniques which are appropriate and effective in reducing run-off and pollution.	A2.1 Adequate pollution interception and first-flush systems are in place to comply with the Office of Environment and Heritage's 'Stormwater First-Flush Pollution'. A2.2 Development minimises earthworks. Where earthworks are required, development applications must include: • A geotechnical report evaluating site stability; • Schedule of earth works (cut and fill); and • Details of construction techniques. A2.3 Gross Pollutant Traps are installed to intercept litter washed into the drainage system from car park and hardstand areas.
P3 Drainage from development site is not in excess of drainage from the site during its pre-development state.	A3.1 The stormwater discharge for development sites does not exceed the five year ARI storm event. Typically, an onsite stormwater detention system will be required to reduce the volume of stormwater discharge.

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Performance criteria The management objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Ground floors of commercial buildings are located above the 1% ARI flood level to provide protection to property in accordance with the accepted level of risk.	A4.1 Onsite stormwater and drainage control are designed for the 20 year ARI storm. Trunk drainage systems must provide for the 20 year ARI event with overland flow paths designed for the 1% ARI storm event. A4.2 Stormwater must be gravity drained to Council's stormwater system.
Noise management P5 Development is designed and operated to minimise the potential for offensive noise to be generated.	A5.1 Noise levels must not exceed the requirements of the Protection of the Environment Operations Act 1997. A5.2 Sources of noise such as garbage collection, machinery, parking areas and air conditioning plants must be sited away from adjoining properties and be screened by walls or other acoustic treatments. A5.3 Hours of operation are restricted to avoid any noise nuisance on surrounding residential areas.

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Element 8. **Infrastructure**

Objective

- Infrastructure has the capacity or can be adapted to accommodate new commercial development;
- To efficiently provide developments with appropriate physical services; and
- To minimise the impact of increased stormwater run-off on drainage systems.

Performance criteria The services objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development will not overload the capacity of public infrastructure.	A1.1 Development is connected to Council's reticulated water supply, stormwater drainage and sewerage system in accordance with Council's adopted version of AUS-PEC and relevant policies. A1.2 Development is connected to electricity in accordance with the requirements of the appropriate authority. A1.3 Development is connected to a telecommunication system provided in accordance with the requirements of the appropriate authority.
P2 The stormwater drainage system has the capacity to safely convey stormwater flows.	A2.1 In areas where drainage infrastructure has little or no excess capacity, development which would generate stormwater run-off beyond that presently generated by the site provides for stormwater drainage mitigation or upgrading of the local drainage system. This may be achieved by: • 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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Element 9. **Non-residential uses**

Objective

- Non-residential development is of a type, scale and character which will maintain an acceptable level of amenity.

Performance criteria The objectives may be achieved where	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Amenity P1 Non-residential use does not result in detrimental impacts on the surrounding residential amenity having regard to traffic, parking, noise, odour, signage and safety.	A1.1 The scale and character of non-residential development is compatible with the residential nature of the locality. A1.2 The level of noise and volume of traffic is not greater than the expected level associated with the regular activities of a residential area. A1.3 Car parking is provided and designed appropriate for the site. A1.4 Traffic can manoeuvre in and out of the site in a forward direction. A1.5 Noise from the development does not exceed the background noise level (LA90) by more than 5dB(A) during approved business hours and does not exceed the background noise level at any frequency outside approved business hours. A1.6 Hours of operation are to be restricted to normal business hours.

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Part 4 General Provisions

4.1. Parking

This section is designed to ensure development provides for on-site parking, access, circulation and servicing areas that are safe, convenient and meet the reasonable requirements of the development.

The objective of this section is to facilitate traffic management and the safe movement of traffic and pedestrians.

Element 1. **Parking requirements**

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
Standard of provision P1 Adequate off-street parking is provided for all development.	A1.1 The number of onsite car parking spaces are provided in accordance with Element 2. A1.2 The layout and dimensions of car parking areas, accessways, driveways, roadways, ramps and manoeuvrability areas comply with Australian Standard AS2890.1-2004, AS2890.2 and AUSTROADS. A1.3 Car parking is provided onsite. A1.4 Large parking areas are broken up with landscaping, buildings or different surface treatments. A1.5 Driveways are located clear of stormwater pits, street light poles, water meters and landscaping.
Access P2 The location, layout and design of vehicle access, onsite circulation and parking/service areas does not interfere with the planned function, safety, capacity and efficiency of the transport network, having regard to: • Type of road frontage; • Sight distance; • Intersections; and • Potential conflicts.	A2.1 Access to lots from the Southern Distributor Road is prohibited. A2.2 Free and uninterrupted access to car parking areas is maintained at all times. A2.3 Minimum and desirable sight distances comply with Australian Standard AS/NZS 2890.1:2004 for a range of frontage road speeds. A2.4 Access driveways are located to obtain maximum sight distance. Any vehicle

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	entering or leaving the driveway must be visible to approaching vehicles and pedestrians. • The minimum requirement to achieve this is stopping sight distance (Approach Sight Distance). • Development should achieve the desirable sight distance (Safe Intersection Sight Distance).
Gates P3 Gates do not impact pedestrian and motorist safety.	A3.1 Access gates are setback from the public road to allow a vehicle to stand without hindering vehicular or pedestrian traffic on the public road whilst the gate is opened or closed. A3.2 Where a driveway is provided through a solid fence, adequate visibility for the driver is maintained. A3.3 Gates do not open outwards onto a public area.

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Element 2. **Required rate of parking**

Table 1 – Minimum onsite car parking requirements	
Column 1 **Land and building use**	**Column 2** **Rate of provision**
Council will determine the car parking requirement for land use activities not referred to in the table below based on the specific characteristics of the proposed development and the Transport for NSW "Guide for Traffic Generating Development". Ancillary or incidental uses will be assessed as part of the main use of the building (eg the office of a supermarket will be included in the area of the supermarket and will not be treated as a separate office use). Net lettable area (NLA) means the overall useable area of the building excluding amenities, stairways, lift-wells, public foyers and plant rooms.	
Residential Accommodation	
Dwelling houses and dual occupancies	One space per one or two bedrooms; Two spaces per three or more bedrooms; and Space(s) shall be provided behind the building line.
Multi-dwelling housing Note: Parking rate per separate domicile	One space per one bedroom unit; Two spaces per two or more bedroom unit; One visitor space for every four units or part thereof, with a minimum of one space; and Space(s) shall be provided behind the building line.
Boarding houses, hostels and the like	One space per manager; One space per two staff onsite at any one time; and One space per bedroom
Residential flat buildings and shop top housing (housing component only)	One space per one bedroom unit; 1.3 spaces per two bedroom unit; 1.5 spaces per three or more bedrooms; and One space for visitor parking for every four units or part thereof.
SEPP (Housing for Seniors or People with a Disability) 2004	
Residential care facilities	One space for each 10 beds; or One space for each 15 beds if the facility provides care only for persons with dementia; and One space for each two persons to be employed in connection with the development and on duty at any one time.

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Table 1 – Minimum onsite car parking requirements	
Column 1 **Land and building use**	**Column 2** **Rate of provision**
Hostels	One space suitable for an ambulance; One space for each five dwellings in the hostel plus one parking space for each two persons to be employed in connection with the development and on duty at any one time plus 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider.
Self-contained dwellings	One space for each five dwellings where the development application is made by, or is made by a person jointly with, a social housing provider[1].
Tourist and visitor accommodation	
Bed and breakfast accommodation	One space per lettable bedroom; and two spaces for the permanent occupants of the dwelling. Space(s) shall be provided behind the building line.
Serviced apartments	One space per one bedroom premises; and Two spaces per two or more bedrooms Space(s) shall be provided behind the building line.
Commercial premises	
Business premises (including banks, post offices, hairdressers, etc), office premises and the like	One space per 40 m^2 of NLA
Entertainment facility	One space per 6.5 m^2 of NLA
Restaurants/cafes	One space per 25 m^2 of NLA Note: A 'change of use' from a commercial use to a restaurant/cafe in the B1 zone is exempt from the requirement to provide additional off-street parking where it involves no increase in floor area. Any increase in floor area will require parking to be provided at the above rate for the additional floor area only.
Takeaway food and drink premises where no onsite seating is provided	One space per 25m^2 of NLA
Retail premises including supermarkets, department stores and shopping centres	Small shops and neighbourhood shops: One space per 25 m^2 of NLA Shopping centres: Up to 20,000 m^2 of NLA; and One space per 20 m^2

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Table 1 – Minimum onsite car parking requirements	
Column 1 **Land and building use**	**Column 2** **Rate of provision**
Community land uses	
Health consulting rooms	One space per 25 m^2 of NLA
Hospitals and the like	One space per 10 beds; One space per each resident or staff doctor; One space for each employee on duty at any one time; and Ambulance parking.
Medical centres	One space per 25 m^2 of NLA
Educational establishments	
Child care centres	One space per four children
Community facility (where a use is not specified)	One space per 20 m^2 of public area
Place of public worship, funeral homes and the like	One space per five seats plus additional provision for overflow parking onsite.
Recreation land uses	
Recreation facilities: • Squash courts • Bowling alleys • Gymnasiums	 • Three spaces per court; • Three spaces per alley; • Seven spaces per 100 m^2 of NLA
Bicycle parking	
• Shopping centres • Takeaway food shops (>20 seats)	• 1/100 m^2 NLA • 1/10 seats

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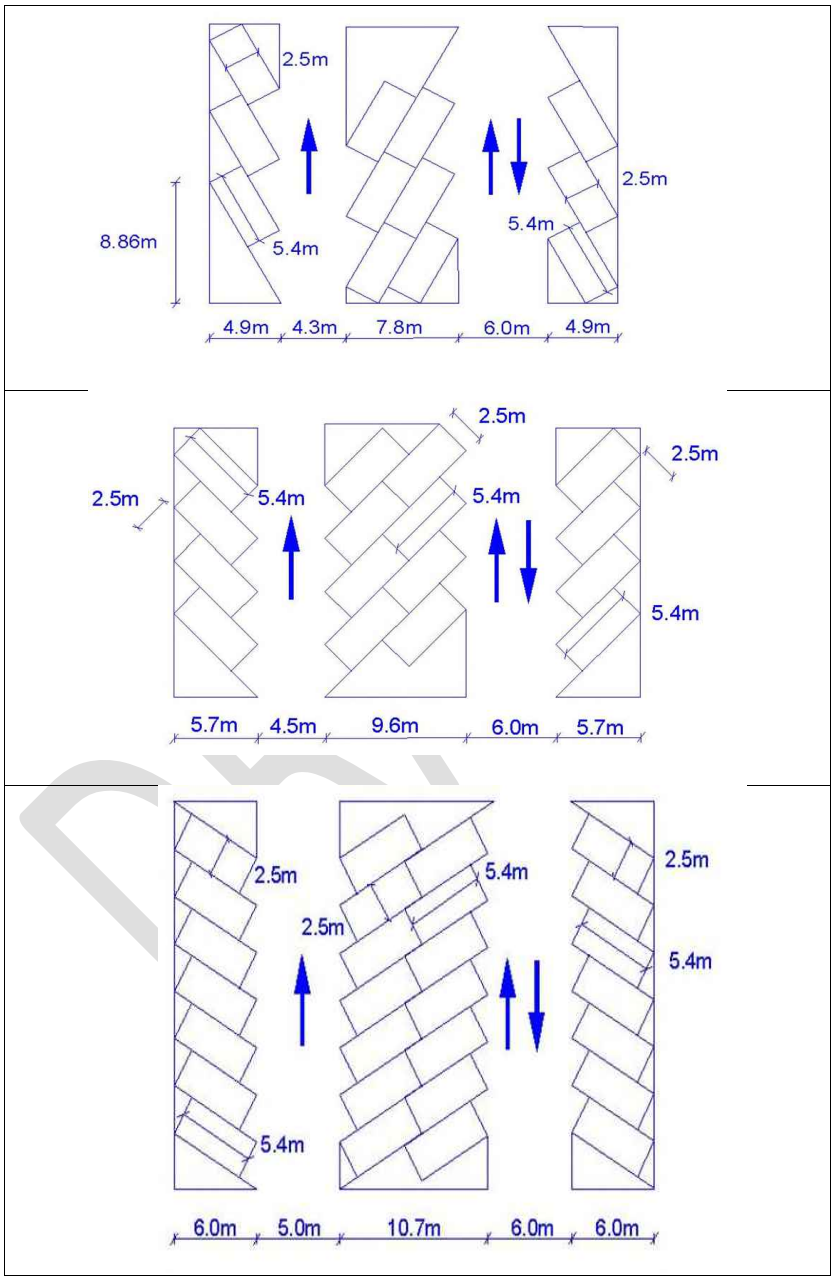
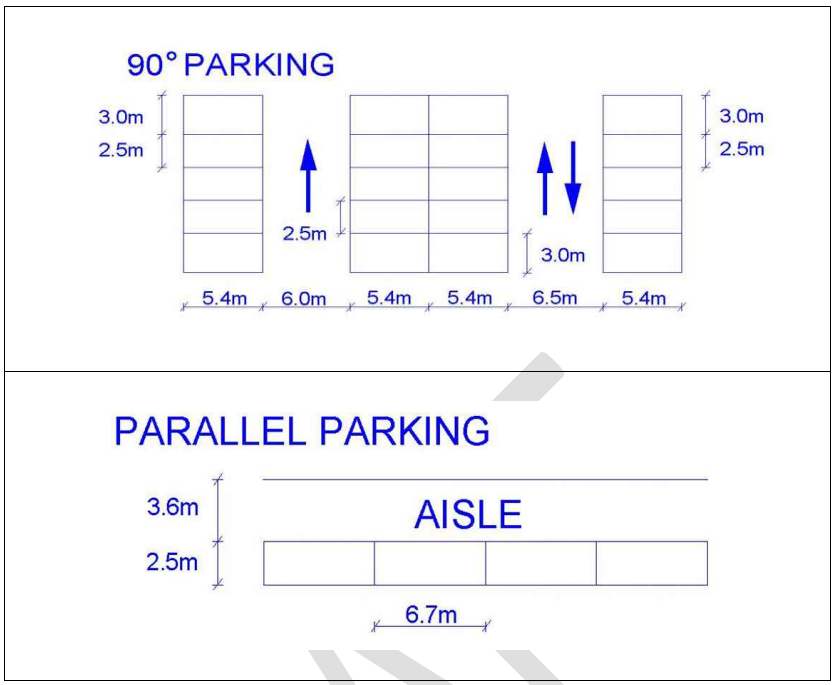
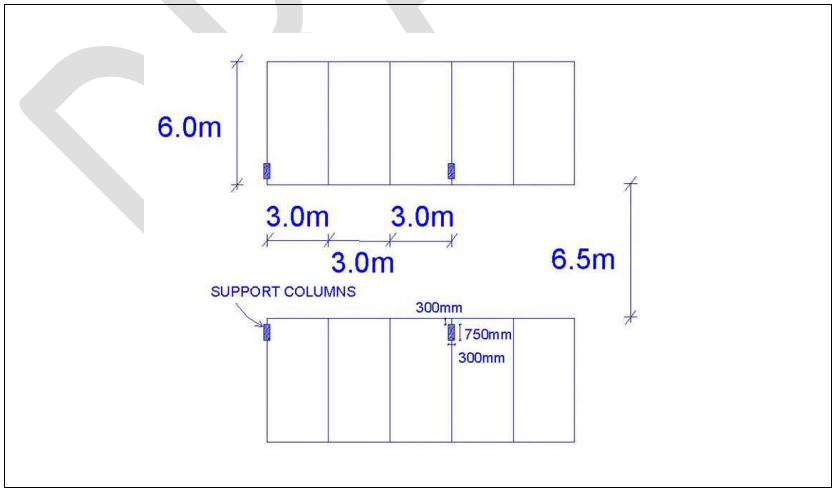
Schedule 1: Design standards





Off-street car parking layout



Example of layout for undercover car parking area

4.2. Landscaping

This section is designed to ensure landscaping can be strategically developed and maintained to optimise the standard of the estate's presentation, and increase their attractiveness to both potential residents and visitors. Landscaping can help define boundaries, reduce traffic speeds and provide shade.

The objectives of this section are:

- To provide a pleasant, safe and attractive level of amenity; and
- To preserve significant trees and natural vegetation;
- Landscaping is appropriate in nature and scale for the site and the local environment; and
- To provide soften the visual impact of development.

Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Landscaping is undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.	A1.1 Existing native and significant trees are retained and integrated into the development. A1.2 Landscaping uses locally endemic species or species with a proven tolerance to the local climate and conditions. A1.3 Landscaping avoids species that have the potential to become an environmental weed or are known to be toxic to people or animals. A1.4 Landscaping requires low maintenance and minimal watering, and does not impact ground water levels by encouraging over-watering. A1.5 Landscaping is selected and located taking into consideration the size of the root zone of the tree at maturity and the likelihood of potential for the tree to shed/drop material.
P2 Landscaping is designed and located to not negatively impact on built infrastructure, development on the site or development adjoining the site.	A2.1 Landscaping is provided in accordance with the requirements of a Landscaping Schedule that has been approved by Council's Community, Culture and Places division. A2.2 Landscaping does not restrict vehicle sightlines.

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Performance criteria The objectives may be achieved where:	**Acceptable solutions** The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A2.3 The height and density of vegetation at maturity screens and softens the development. A2.4 Landscaping incorporates elements such as root barriers or appropriate species to prevent damage to the built infrastructure.
P3 Development under construction does not damage or destroy trees and vegetation.	A3.1 During site work and construction, protective measures around trees are provided in accordance with Australian Standard AS4970-2009.
P4 Landscaping is selected and located to minimise the risk to maintenance personnel, the public, vehicles and pedestrians.	There are no Acceptable Outcomes.

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Maas Group Properties
ABN 76 165 255 934
[redacted]

11 April 2023

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

CD23/656 – Public Exhibition of Draft Development Control Plan (DCP) – Southlakes Estate

Below is a collective submission from Maas Group Properties in response to the Public Exhibition of Draft Development Control Plan (DCP) – Southlakes Estate (reference CD23/656). The draft DCP, if adopted, will repeal, and replace the existing Southlakes Development Control Plans 1 and 2.

Objective/Performance Criteria/Acceptable Solution	Position	Comment
Part 2 Residential Development and Subdivision		
2.1 Residential Subdivision Controls		
Element 2 Neighbourhood		
A3.1 Recreational areas, shops and facilities are located within 500 metres walking distance of lots.	**Object**	Remove. The future Southlakes Shopping Centre precinct, the Eastern Drainage channel, and the Eulomogo Creek corridor would provide amenities within a reasonable distance.
A6.1 Excavation and/or filling must not change the natural ground level of the site by more than 1 metre.	**Comment**	The principle of this is generally accepted. However, exceptions should be referenced to cover prevailing circumstances such as but not limited to topography, flood-prone land, servicing constraints and infrastructural considerations.
Element 3 Lot Layout		
A4.2 Where provided, battle-axe lots are not located in a consecutive arrangement.	**Object**	Topography, servicing, other environmental constraints and relationship within the local street network should be taken into consideration when reviewing the suitability of battle-axe lot/s within a subdivision layout.
Element 7. Pedestrian and Cycle Links		
A7.3 The batter slope must not be greater than 1:6 (vertical to horizontal).	**Object**	A conventional batter slope of 1:5 is to be adopted – this is proven to be effective in previous designs.
2.2. Residential Design (Dwellings, Dual Occupancy and Multi-Dwelling Housing)		
Element 1. Streetscape Character		
A1.3 Dual occupancy and multi-dwelling housing are not located on a battle-axe lot.	**Object** Exclusion of Dual	Dual occupancy development should be assessed on its design and functional/operational considerations notwithstanding an assessment of site suitability, servicing, and access among other DCP factors.

	Occupancy Development.	Additional parameters and/or controls could be provided to guide such a development type. For example, development for the purpose of dual occupancy (detached/attached) cannot occur unless: 1. The parent lot is of a minimum size. 2. A building envelope criteria is established. Further, consideration of strata or community title subdivision could be considered as an alternative to conventional Torrens title subdivision. A restriction on dual occupancy development (on battle-axe lots) is not supported when housing supply shortages and affordability are critical; which would also go against the strategic foundation set out by the Central West and Orana Regional Plan 2036 (Goal 4 and Direction 25) and Dubbo Local Strategic Planning Statement 2020 (Planning Priority 9, 10 & 12).
P4 Development conforms to the natural land forms and site constraints without the need for excessive excavation and/or fill. A4.1 Excavation and/or filling must not change the natural ground level of the site by more than 1m.	**Object** A4.1 – exceptions need to be noted.	The principle of A.4.1 is generally accepted. However, exceptions should be referenced to cover prevailing circumstances such as but not limited to topography, flood-prone land, servicing constraints and infrastructural considerations.
Part 4 General provisions		
4.1. Parking		
Element 2. Required rate of parking		
Dwelling houses and dual occupancies One space per one bedroom behind the building line; and Two spaces per two or more bedrooms, with at least one behind the building line.	**Object**	Adopt current Southlakes DCP 1 & 2 control for "two spaces per 3 or more bedrooms" for dwelling houses and dual occupancy development.

If you have any questions relating to this submitted information, please do not hesitate to contact the undersigned.

Regards

Kirilee Boult
Planning & Projects Support Manager
Maas Group
[redacted]

REPORT: Development Application D23-155 Warehouse, Industrial Building (11 Units) and Cafe
Lot 909 DP1288166, 14 Fiscal Way, Dubbo
Applicant: Drayton Group Pty Ltd
Owner: Move Around Pty Ltd

DIVISION: Development and Environment
REPORT DATE: 6 June 2023
TRIM REFERENCE: ID23/1428

EXECUTIVE SUMMARY

Purpose	Provide planning approval
Issue	The key issues associated with the proposal include: • Traffic and access; • Off-street car parking; • Urban design; • Stormwater management.
Reasoning	• With an estimated value of $6,755,000.00, the application is being reported to Council for determination in accordance with Council's resolution of 9 May 2022 to limit the Chief Executive Officer's delegation, in the case of development with an estimated value higher than $5 million. • Council received no public submissions during the exhibition period. • The proposal is a permitted land use in the E3 zone under Dubbo Regional Local Environmental Plan 2022. • The proposal is considered to be consistent with the relevant objectives of the E3 zone. • The proposal is consistent with the relevant provisions within the relevant State Environmental Planning Policies. • The proposal is generally compliant with the provisions of Dubbo Development Control Plan 2013, any variations are considered justified. • The proposal incorporates adequate measures to ensure the development will not result in any adverse impacts on the natural or built environments. • The proposal is consistent with the public interest. • It is recommended the Development Application be approved, subject to conditions.

Financial Implications	Budget Area	Development contributions apply to the proposed development. Subject to payment of required developer contributions for water, sewer, stormwater drainage, open space and urban roads, the proposed development will have a beneficial financial impact on Council.
Policy Implications	Policy Title	• Dubbo Regional Local Environmental Plan 2022; • SEPP (Industry and Employment) 2021; • SEPP (Resilience and Hazards) 2021; • SEPP (Transport and Infrastructure) 2021; • Dubbo Development Control Plan 2013; and • Council's respective Water and Sewer, Recreation and Open Space, Urban Drainage, and Urban Roads contribution policies.
	Impact on Policy	The proposal is consistent with these 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:	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

RECOMMENDATION

That Development Application D23-155 for a warehouse, industrial building (11 units) and cafe at Lot 909 DP 1288166, 14 Fiscal Way, Dubbo, be approved subject to the conditions of consent set out in Appendix 2.

Stephen Wallace
Director Development and Environment

SR
Statutory Planning
Services Team Leader

BACKGROUND

Council is in receipt of a Development Application for the construction of a warehouse, industrial building (11 units) and café at Lot 909 DP 1288166, 14 Fiscal Way Dubbo.

The proposed development specifically comprises the construction and use of one industrial building containing a warehouse, and a second industrial building containing a cafe and industrial units with associated car parking, landscaping, signage and site works. The development will be constructed in stages as follows:

Stage 1

Construction of a 3,000m^2 warehouse building on the northern portion of the site that will include office, showroom, amenities, meeting room, lunch room and storage. The storage area, lunch room and meeting room will be within a 300m^2 mezzanine level above the office/showroom component.

In addition, Stage 1 will also comprise the provision of a concrete pavement around the perimeter of the building for full vehicular access. Two driveways will be provided off Fiscal Way for access, with the provision of 36 off-street parking spaces (including one disabled space) on the northern and western sides of the building. Landscaping will be provided forward of the building line.

This building will be occupied by Concrete World Industries who sell and supply concrete products. Operating hours have been nominated as 5:30 am to 7 pm seven days per week, with 12 staff being employed on site.

Stage 2

Construction of a 1,888m^2 building on the southern portion of the site that will comprise 11 separate units of varying sizes (ranging from 120m^2 to 200m^2), along with a separate café (102m^2). Each unit will comprise a kitchenette and amenities.

In addition, Stage 2 will also comprise the provision of a concrete pavement on the northern side of the building for access to all units. Vehicular access provided with Stage 1 will be utilised, with an additional 17 off-street parking spaces (including one disabled space) provided on the northern side of the building.

The Application identifies that no tenants have been identified for these units. Although it is identified that operational hours are expected to be 5:30 am to 10 pm seven days per week, occupancy of each tenancy would be the subject of a separate first use Development Application where matters such as hours of operation can be considered.

The café, which will include indoor and outdoor seating areas, also proposes hours of operation as 5:30 am to 10 pm seven days per week.

The proposed site plan is shown in **Figure 1**.

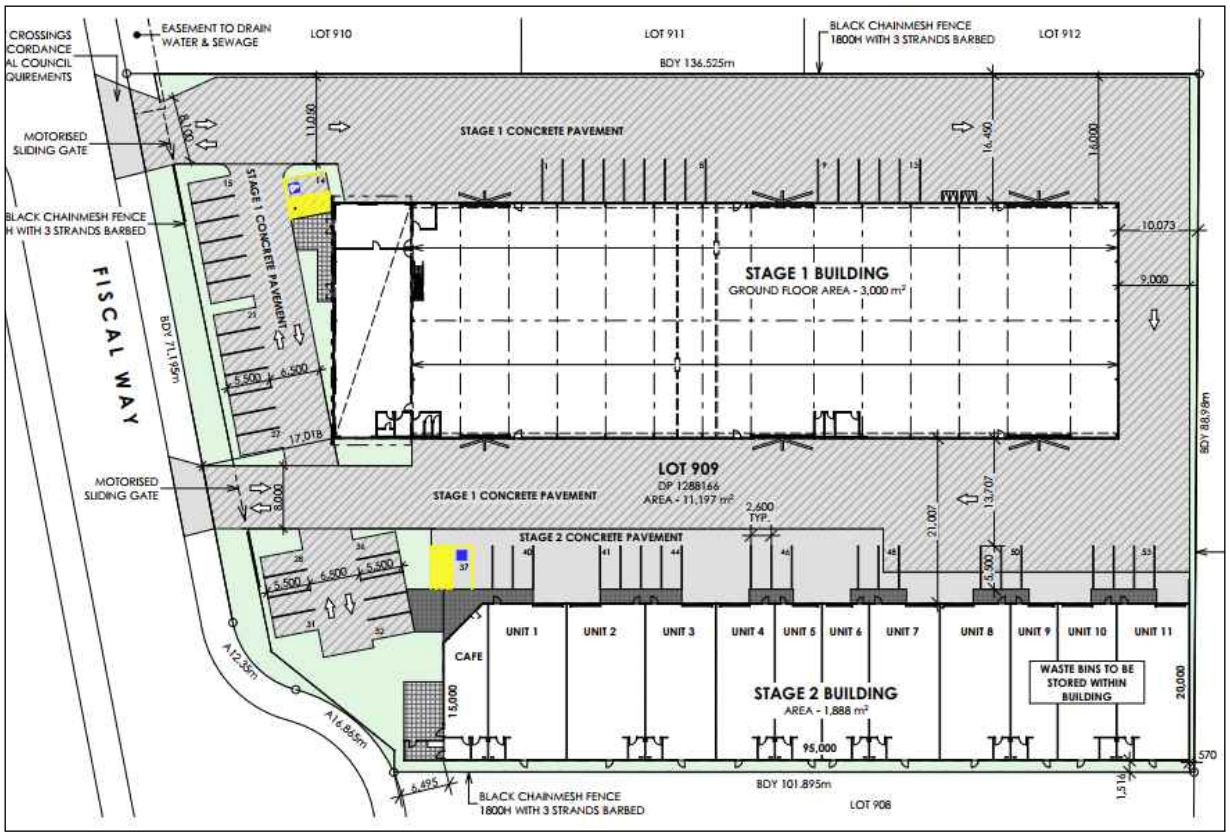


Figure 1: Proposed Site Plan (showing Stages 1 and 2)

The full suite of plans are provided in **Appendix 1**.

With an estimated value of $6,755,000.00 the proposed development does not require referral to the Western Region Planning Panel (WRPP) for determination, which requires a capital investment value of more than $30 million to be considered regionally significant.

However, the Application is being reported to Council for determination in accordance with Council's 9 May 2022 resolution to limit the CEO delegation, in the case of development, with an estimated value higher than $5 million.

Following consideration of the matters under Section 4.15(1) of the Environmental Planning and Assessment Act, 1979 (EP&A Act), the proposed development is consistent with the objectives of relevant State Environmental Planning Policies (SEPPs), Dubbo Regional Local Environmental Plan (LEP) 2022, Dubbo Development Control Plan 2013 (DCP) and Council policies. It is therefore recommended that, pursuant to Section 4.16(1)(a) of the EP&A Act, D23-155 be approved subject to the conditions of consent contained in **Appendix 2** of this report.

REPORT

Consultation

- Public Exhibition

The Development Application was placed on notification for a period of 19 days ending 30 April 2023, during which time adjoining property owners were notified in writing of the proposed development.

No submissions were received by Council during the notification period.

- Internal Consultation (Council)

  - Infrastructure

Council's Senior Development Engineer (SDE) did not raise any significant issues that require further investigation or that would prevent the application from being granted consent with conditions. The conditions recommended by the SDE will be included on the consent.

  - Building Services

Council's Senior Building & Development Certifier (SBDC) did not raise any significant issues that require further investigation or that would prevent the Application from being granted consent with conditions. The conditions and notations recommended by the SBDC will be included on the consent.

  - Environmental Compliance

Council's Environment and Health Specialist (EHS) did not raise any significant issues that require further investigation or that would prevent the application from being granted consent with conditions. The conditions and notation recommended by the EHS will be included on the consent.

SITE CHARACTERISTICS

Locality
The allotment is located on the eastern side of Fiscal Way. The allotment has an area of 1.12 hectares with a frontage of 99 metres to Fiscal Way. A locality map of the site is shown in **Figure 2** (overpage).

Slope
The general slope of the land is slight west.

Vegetation
The site has been previously cleared of all native vegetation.

Figure 2: Aerial image of 14 Fiscal Way and locality (Blueridge Business Park)

Access
Access to the site is obtained via Fiscal Way, a bitumen sealed public road with 'upright' kerb and guttering.

Drainage
Stormwater from the site drains to an inter-allotment drainage pit in the north-western corner of the allotment.

Services
Utility services (water, sewer, stormwater and electricity) were provided to Lot 909 as part of the subdivision of the land (SC19-338 Part 2).

Adjoining uses
The property is located within the developing Blueridge Business Park.

North: Vacant (future commercial/industrial)
South: Vacant (future commercial/industrial)
East: Primary production
West: Vacant (future commercial/industrial)

Site Inspection
An inspection of the site was conducted on 8 May 2023, a number of photographs are included on file.

SITE HISTORY

The allotment was created through subdivision (SC19-338 Part 2), registered 22 November 2022. Since its registration this is the first application pertaining to the land. Consequently, there are no issues from previous development approvals, which require further consideration.

PLANNING ASSESSMENT Section 4.15(1)

As required by the Environmental Planning & Assessment Act, 1979, Section 4.15(1), the following relevant matters are addressed below:

- environmental planning instruments (State Environmental Planning Policies (SEPPs) and Local Environmental Plans (LEPs);
- draft environmental planning instruments;
- development control plans;
- planning agreements;
- regulations;
- environmental (natural and built), social and economic impacts;
- suitability of the site;
- submissions; and
- public interest.

(a)(i) Environmental Planning instruments

<u>SEPP (Industry and Employment) 2021</u>
<u>*Chapter 3 – Advertising and Signage*</u>

The Application proposes business identification signage as follows:

<u>Building 1</u>

- Sign 6.5 metres wide x 2.5 metres high located on the northern elevation of the warehouse component;
- Sign 2.5 metres wide x 0.96 metre high located on the northern elevation of the office component;
- Sign 5.2 metres wide x 2 metres high on the western elevation on the top parapet; and
- Sign 2.5 metres wide x 0.96 meters wide on the western elevation attached to the awning façade.

The above signs for Building 1 will be for the proposed tenant (Concrete World) and convey that businesses logo.

Building 2

- Sign 3.4 metres wide x 1.1 metre high located on the northern elevation of the café tenancy;
- Sign 3.2 metres wide x 1 metre high above the entrance to Unit 1 on its northern elevation;
- 10 x signs 2.1 metre wide x 0.6 metres high above the entrance of each unit 2-11 respectively on the northern elevation; and
- Sign 3.4 metres wide x 1.1 metres high located on the western elevation of the café tenancy.

The signage details for Building 2 are generic and identify the approximate size of each sign. The wording and colour scheme will be dependent on the occupancy of each tenancy.

Plans showing details of the above described signage are provided in **Appendix 1**.

It is noted that the signage cannot be exempt development pursuant to State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 as it will result in more than three (3) signs on a single occupancy building (Building 1) and more than six (6) signs on any building (Building 2) (Clause 2.83), and most signs will have an area greater than 2.5m^2 (Clause 2.85).

This SEPP applies to all signage as per Clause 6 of this SEPP. Clause 8 of this SEPP requires the consent authority to be satisfied that all signage is consistent with the objectives of the plan and assessment criteria as set out under Schedule 5 of the plan.

The aims of this plan, as specified under Clause 3(1)(a), are:

"(1) This Policy aims:
(a) to ensure that signage (including advertising):
(i) is compatible with the desired amenity and visual character of an area, and
(ii) provides effective communication in suitable locations, and
(iii) is of high quality design and finish."

It is considered that the signage proposed is consistent with the aims of the plan as specified above.

It is also considered that the proposed business identification sign is consistent with the assessment criteria as set out in Schedule 5. An assessment of Schedule 5 is made below:

1 Character of the area

The signage is considered to be compatible with the character of the area and consistent with other signage in the locality.

2 Special areas

It is considered that the signage will not detract from the visual quality of the environment. Nearby development contains like signs in terms of numbers and dimensions.

3 Views and vistas

Being façade signage, it is considered the proposed signage will not block the viewing rights of future signage or compromise important views.

4 Streetscape, setting or landscape

The scale, proportion and form of the signage is appropriate for the streetscape, setting or landscape. No vegetation will be required to be removed for the erection of the signs.

5 Site and building

The proposed signage highlights important features of the businesses that are of a scale that will be proportionate to the remainder of the site and other signage.

6 Associated devices and logos with advertisements and advertising structures

The proposed signage does not include any safety devices, platforms, lighting devices, logos etc., however none are required.

7 Illumination

Signage is not proposed to be illuminated or lit through external lighting. Nevertheless, an appropriate condition will be included on the consent that such business identification signage will not flash, be luminous or be animated.

8 Safety

The signs are not considered to pose a safety risk to vehicles or pedestrians by way of obscuring sight lines.

Overall it is considered that such signage is consistent with the aims of the SEPP and the assessment criteria as set out in Schedule 5.

SEPP (Resilience and Hazards) 2021
Chapter 4 – Remediation of Land

Previous contamination investigations undertaken as part of D05-532 and D19-338 (both associated with the subdivision of the land) identified the land as suitable for commercial/industrial use. It is considered since such investigations were undertaken there

have been no other activities that would compromise such findings and the land remains suitable for the proposed use.

Despite the sensitive café use, it is considered contamination risks unlikely as food storage and preparation activities will be undertaken within a sealed environment with no exposure to soils.

SEPP (Transport and Infrastructure) 2021
Chapter 2- Infrastructure

The application was referred to Essential Energy in accordance with Clause 2.48 for which they responded in correspondence dated 5 May 2023, raising no objection to the proposed development. The requirements specified by Essential Energy will be included on the development consent as notations, as Council is unable to enforce such requirements.

Note: While a number of other SEPPs apply to the land, none are specifically applicable to this development.

Dubbo Regional Local Environmental Plan 2022

The following clauses of Dubbo Regional Local Environmental Plan (LEP) 2022 have been assessed as being relevant and matters for consideration in assessment of the Development Application.

Clause 1.2 Aims of Plan

The proposed development is not contrary to the relevant aims of the Plan.

Clause 1.4 Definitions

The proposed development has varying uses which are defined under the Dubbo Regional Local Environmental Plan 2022 as:

Building 1: Warehouse

"a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, but does not include local distribution premises."

Building 2: Light Industry

"means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following—

(a) high technology industry,
(b) home industry,

(c) artisan food and drink industry,
(d) creative industry."

Building 2: Café

"a building or place the principal purpose of which is the preparation and serving, on a retail basis, of food and drink to people for consumption on the premises, whether or not liquor, take away meals and drinks or entertainment are also provided, …"

Apart from the café, no specific uses have been identified for Units 1-11 of Building 2. Council will approve this as an industrial building, with separate first use Development Applications to be submitted for any use not light industry or of which a 'change of use' cannot be undertaken as exempt development (including warehouse and wholesale supplies).

Clause 1.9A Suspension of covenants, agreements and instruments

The land is not burdened by any covenants, only being burdened by an easement to drain sewer and easement to drain water 4 metres x 4.5 metres in the north-western corner of the allotment. It is noted no building works will encroach this area. An appropriate condition will be included on the consent that no buildings or structures encroach this easement.

Clause 2.2 Zoning of land to which Plan applies

The subject site is zoned E3 Productivity Support.

Clause 2.3 Zone objectives and Land Use Table

The three (3) proposed land uses comply with the relevant objectives of the E3 zone. The proposed land uses are all permitted with development consent in the E3 zone.

Clause 5.14 Siding Spring Observatory – maintaining dark sky

1) The proposed development has been assessed as unlikely to adversely affect observing conditions at the Siding Spring Observatory, having regard to subclauses:
2)
- 2(a) - the amount of light to be emitted;
- 2(b) - the cumulative impact of the light emissions with regard to the critical level;
- 2(c) - outside light fittings (shielded light fittings);
- 2(d) - measures taken to minimise dust associated with the development; and
- 2(e) - the Dark Sky Planning Guidelines published by the Secretary under clause 92 of the EP&A Regulation 2000.

3)
4) Additionally, as per subclause (7) the proposed development is not considered likely to result in the emission of light of 1,000,000 lumens or more. An appropriate condition will be included on the consent that all external light fittings be shielded and point downwards to minimise light spill to the night sky and neighbouring properties.

Clause 7.2 Earthworks

The proposed development will require earthworks to be undertaken upon the site. Erosion and sediment control measures are required before any earthworks commence in which a condition to this effect will placed on the consent.

Clause 7.7 Airspace operations

The subject site is located within the Obstacle Limitation Surface Map at height 423.5mAHD. The site for the proposed development has a surface level of 312.5mAHD and with the development having a height of 9.8 metres that equates to an overall height of 322.3mAHD, 101.2m below the surface map.

(a)(ii) Draft Environmental Planning instruments

No draft environmental planning instruments apply to the land to which the Development Application relates.

(a)(iii) Development control plans

Dubbo Development Control Plan 2013

An assessment is made of the relevant chapters and sections of this DCP. Those chapters or sections not discussed here were considered not specifically applicable to this application or are discussed elsewhere in this report. Zoning references in the DCP will be to the former B7 zone, noting this was the land zone prior to the Employment Land Zone reforms in April 2023.

Chapter 2.2 Commercial Development and Subdivision

Section 2.2.5 Development Controls

Element 1 – Setbacks
Building 1

	Boundary Setback (m)	**Minimum DCP Setback (m)**	**Compliant?**
Front (west)	17	5	Yes
Side (north)	16	5	Yes
Side (south)	N/A	5	N/A
Rear (east)	9	BCA (3)	Yes

Building 2

	Boundary Setback (m)	**Minimum DCP Setback (m)**	**Compliant?**
Front (west)	6.5	5	Yes
Side (north)	N/A	5	N/A
Side (south)	1.5	5	No

Rear (east)	.57	BCA(3)	No

Although Building 2 does not comply with the southern side and rear setbacks, Council's Senior Building and Development Certifier notes that as the exposed external walls are intended to be constructed from concrete tilt-up panels, the required FRL of 90/90/90 will be achieved in its design. The exposed walls are also provided with openings which will need to comply with C3.2 and C3.4 of the Building Code of Australia (BCA). The applicant will need to demonstrate compliance with the BCA at Construction Certificate stage. Further, no objections to these setback breaches are raised from a planning perspective.

Element 2 – Building Design

It is considered both buildings adequately address the street and public domain, and include architectural features that create visual interest. The building will utilise non-reflective materials.

There are no specific building height controls in this zone. However, the proposed building heights being 9.8 metres (Building 1) and 7.4 metres (Building 2) are considered appropriate and consistent with the building height of other industrial type buildings in the estate, and will not dominate the streetscape.

Element 3 – Landscaping

A Landscaping Plan has been submitted which shows landscaping between the front property boundary and the parking areas and buildings, consisting of groundcover, shrubs and trees to screen the development.

An appropriate condition will be included on the consent that such landscaping be established prior to the issue of the relevant Occupation Certificate.

Element 4 – Vehicular Access, Parking and Hard Stand Areas

The application states that the largest vehicle that may access the site is a 25m B-Double. Plans show the swept path for such vehicle as being able to safely manoeuvre on site and enter and exit the property in a forward direction.

The location of access/exit points are at locations which enable sufficient sight distances in either direction. Further, driveway widths are a minimum of 8 metres wide which is in accordance with Council Policy. Although some car parking spaces will be provided forward of the building line, these will be screened by landscaping and are thus considered suitable.

As noted that the largest vehicle to access the property will be a 25 metre B-Double vehicle. Plans show a motorised sliding gate at the property boundary. It is a general Council requirement that gates be setback at a distance so that the largest vehicle that may access the property is able to stand wholly within the property and not overhang onto the roadway or road reserve while the gates are being opened or closed. This is to ensure that the vehicle is not blocking the roadway or footpath while such gates are being locked/unlocked.

Upon clarification of this matter the applicant stated that they would leave the gates open during approved operating hours so that vehicles could readily enter and exit the property without having to open or close such gates. This practise is generally accepted by Council for commercial and industrial developments. An appropriate condition will therefore be included on the consent that gates are to remain open during the approved operating hours.

An assessment of the required number of off-street car parking spaces and driveway construction standards will be made under Chapter 3.5 *Parking*.

Element 5 – Fencing and Security

Security fencing is proposed around the entire perimeter of the site being 1.8 metre high chainmesh fencing with three (3) strands of barbed wire. While the DCP states barbed wire shall not be used, no objection is raised as this is considered a minor design feature that will recede into the design and provide a suitable security feature.

Element 6 – Design for Access and Mobility

Such matters will be discussed under Section 3.1 of the DCP.

Element 7 – Waste Management

Waste will be generated during the construction stage. A condition will be included on the consent that this be disposed of appropriately.

Upon occupation, plans demonstrate waste bins can be stored within respective buildings out of public sight. It has not been identified how collection would occur, however if on-site collection is proposed, there is ample room for this to occur on site.

Aside from the café, liquid waste will also be domestic in nature and can be disposed to Council's reticulated sewer system.

The café will be a trade waste generator. An appropriate condition will be included on the consent that the appropriate approvals be obtained by Council's Water and Sewerage Branch.

Element 8 – Soil, Water Quality and Noise Management

It is anticipated that there will be no adverse water or noise impacts as a consequence of this development that cannot be controlled through appropriate conditions of consent. It is considered that the development will not generate any noise above that of neighbouring commercial/industrial land uses. There are no residences or other sensitive land uses which may be impacted upon by this development.

During construction soils will be exposed meaning runoff may occur during a rain event. An appropriate condition will therefore be included on the consent that an erosion and sediment

control plan be implemented for the entirety of the construction works to ensure sediments are not dispersed from the site into the local stormwater system.

Element 9 – Signage

Signage is proposed as detailed previously. For the E3 (formally B7) zone, the DCP requires one (1) sign on the façade fronting a public road that does not exceed $5m^2$. Compliance is achieved for Building 2, however Building 1 will contain two (2) signs on the front (western) façade with one (1) being $10.4m^2$. Despite the breach no objection is raised with these signs as they are considered appropriate in consideration of the scale and use of the buildings.

No pylon signage is proposed.

Element 10 – Services

In relation to the provision of services, Council's Infrastructure Strategy Branch provides the following comments:

"A 150mm diameter town water supply reticulation mains are located along Fiscal Way with a 25mm dia water connection at north-eastern corner of the subject lot.

A 150mm dia Council gravity sewerage main is located along the western boundary of the subject lot with a junction connection located in the north-western corner of the lot."

The comments provided above are noted. An appropriate condition will be included on the consent for the provision of a larger water connection if necessary.

<u>Chapter 3.1 – Access and Mobility</u>
Section 3.1.2 Legislative Requirements

The Application will be assessed against the Premises Standards in the Access Code under the Disability Discrimination Act 1992. The plans themselves are not sufficient to conduct a detailed assessment as to the building's compliance with the Access Code and will be required with the Construction Certificate Application. However, a basic assessment can still be made to determine any obvious non-conformities that may be required to be amended prior to development approval, as follows.

Section 3.1.8 Development Controls

Design Element 1 – Access Routes and Entrances

Plans show a proposed continuous path of travel from the property boundary to the principal pedestrian entrance of all tenancies via hardstand driveway areas and entrance doorways. The doorways appear to achieve the 850mm clear opening as required.

Design Element 2 – Access to Internal Facilities

A brief overview of the proposed floor plans demonstrates that disabled access to most internal components of the development will be able to be achieved. This includes kitchen and sanitary facilities. No ramps are proposed.

The exception is the mezzanine area within Building 1 that contains a lunch room, office and meeting room. Access to this area is via stairs. The Applicant will need to provide a Performance Solution with the Construction Certificate for not having these areas disabled accessible.

An accessible toilet is proposed within each tenancy. Although it is not possible to make a detailed assessment of its compliance, the dimensions of each room complies with the Premises Standards which is required to be a minimum 2,300mm x 1,900mm. Specific details of the sanitary facility, door widths, rail heights etc., will be required with the Construction Certificate Application. An appropriate notation will be included on the consent outlining this requirement.

Design Element 3 – Car Parking and Setdown Areas

Plans show the provision of two (2) disabled car parking spaces to be provided. The dimensions of these spaces appear to comply with the Premises Standards (i.e. 2.4 metre wide parking space and 2.4 metre wide 'shared zone'). Plans also show a continuous path of travel via bitumen sealed driveways to the principal entrance doors of the building.

Chapter 3.5 – Parking

As discussed previously, the application proposes two (2) concrete driveway crossovers with concrete hardstand driveway and car parking areas. The surface treatment of these complies with the DCP requirements.

This chapter of the DCP requires a minimum number of off-street car parking spaces for certain types of development based on the land use and Net Lettable Area (NLA). For the land uses proposed the required parking rate is:

- Office – 1/40m^2 NLA;
- Showroom – 1/50m^2 NLA (using the bulky goods rate);
- Warehouse – 1/250m^2 NLA;
- Industry – 1/90m^2 NLA; and
- Café – 1/25m^2 NLA.

Note: NLA means the overall usable area of the building and excludes amenities, stairways, plant rooms etc.

Based on floor plans, the parking requirement would therefore be:

Use	Rate (m^2)	NLA Area (m^2)	Requirement
Office	1/40	103.9	2.6
Showroom	1/50	215.9	4.3
Warehouse	1/250	2,767.7	11.07
Industry	1/90	1,636.26	18.18
Cafe	1/25	80.8	3.23
Total			**39.38 (say 39)**

5)
6) Plans show the provision of 53 spaces (36 with Stage 1 and a further 17 with Stage 2) thereby ensuring compliance.
7)
(a)(iia) planning agreements

There are no planning agreements applicable to the subject land.

(a)(iv) the regulations

No matters prescribed by the Regulations impact determination of the subject development.

(b) environmental (natural and built), social and economic impacts

As stated above, there will be minimal removal of any vegetation and as such negligible impact on the natural or built environment. There are only beneficial social and economic impacts resulting from the proposed development.

(c) suitability of the site

Context, setting and public domain

- *Will the development have an adverse effect on the landscape/scenic quality, views/vistas, access to sunlight in the locality or on adjacent properties?*

The proposed development will not have any adverse effect on the landscape/scenic quality, views/vista, and access to sunlight on adjacent properties or in the locality.

- *Is the external appearance of the development appropriate having regard to character, location, siting, bulk, scale, shape, size, height, density, design and/or external appearance of development in the locality?*

It is considered the external appearance of the proposed development is deemed appropriate in the context of the locality.

- *Is the size and shape of the land to which the Development Application relates suitable for the siting of any proposed building or works?*

It is considered the size and shape of the land is suitable for the proposed development.

- *Will the development proposal have an adverse impact on the existing or likely future amenity of the locality?*

It is considered the proposed development will not have any detrimental impact on the existing or likely future amenity of the locality.

- *Will the development have an adverse effect on the public domain?*

It is considered the proposed development will not have any detrimental impact on the commercial/industrial public domain.

Environmental considerations

- *Is the development likely to adversely impact/harm the environment in terms of air quality, water resources and water cycle, acidity, salinity soils management or microclimatic conditions?*

It is considered that the development will not have an adverse impact on the local environment. There are no activities proposed which may cause adverse air, soil or water pollution. Appropriate conditions on the consent will ensure possible environmental impacts are minimised.

- *Is the development likely to cause noise pollution?*

Noise will be generated through construction through the use of power tools and the like. An appropriate condition will be included on the consent restricting work hours to minimise impacts to neighbouring property.

Upon occupation the development is not likely to generate noise above that of neighbouring properties. No special conditions in relation to noise generation will therefore be included on the consent, other than restricting operating hours to minimise noise impacts.

Access, transport and traffic

- *Has the surrounding road system in the locality the capacity to accommodate the traffic generated by the proposed development?*

The surrounding road network is considered to have sufficient capacity to cater for additional traffic movements generated by this development.

(d) submissions

The Development Application was placed on notification for a period ending 30 April 2023 during which time adjoining property owners were notified in writing of the proposed development.
Council received no submissions during the notification period.

(e) public interest

There are no matters other than those discussed in the assessment of the Development Application above, that would be considered contrary to the public interest.

CONTRIBUTIONS Section 64 & Section 7.11

Contributions will be considered below, noting credits based on the contributions paid for the subdivision of land (SC19-338 Part 2).

Sewer Headworks Contribution

For industrial developments the sewerage contribution is calculated based on the gross floor area of the buildings associated with the development. In this instance the development would be considered a clean trade under the Policy. Such land use has an ET of 3 per hectare. Note, café tenancy is considered commercial, not industrial, noting its minor aspect of the overall use of the site, this tenancy will be calculated as part of the industrial use of the land.

Total GFA = 4,888m^2 (Stage 1 Building 3,000m^2, and Stage 2 Building 1,888m^2).

The sewerage supply required is therefore equivalent to: = 3 ET x 0.4888
= 1.4664

Total ET: = 1.4464 – 1
= 0.4664 ETs

Contribution: = $rate x ET
= $6,235.30 x 0.4664
= **$2,908.14**

Water Headworks Contribution

Water contributions for commercial/industrial developments are calculated based on the number of fixtures and the amount of staff occupying the site to determine how much water is used on a daily basis. For Building 1, it is nominated that 12 staff will occupy the building. As no tenant has been identified for each tenancy in Building 2 no staff numbers have been provided. A generic figure of 3 per tenancy will be used. Calculations will be broken down for each tenancy to better reflect use by each individual tenancy (e.g. staff only utilising fixtures within their tenancy). According to Table 3.1 of the Policy water contributions would be calculated for this development as such:

Building 1:

Proposed building contains:	Water Consumption	
5 x Toilet	= 5 x 30L	= 150L
5 x Hand Wash Basin	= 5 x 55L	= 275L
1 x Kitchen Sink	= 1 x 15L	= 15L
1 x shower	= 1 x 55L	= 55L
		= 495L

Leakage 10% = 49.5L (i.e. 10% of 100L)
Total demand = 554.5L

Number of full time staff equivalent: 12
Therefore total daily consumption = 554.5 x 12
= 6,534L

Building 2 – single tenancy (including café)

Proposed tenancy contains:	Water Consumption	
1 x Toilet	= 1 x 30L	= 30L
1 x Hand Wash Basin	= 1 x 55L	= 55L
1 x Kitchen Sink	= 1 x 15L	= 15L
		= 100L

Leakage 10% = 10L (i.e. 10% of 100L)
Total demand = 110L

Number of full time staff equivalent: 3
Therefore total daily consumption = 110 x 3
= 330L

Each remaining tenancy also has the same fixtures and would have the same generic staff numbers. Therefore total daily water usage would be 3,960L (i.e. 330L x 12).

1 ET = 5000L/day/Unit
The water supply required by the proposed development is therefore equivalent to:

= [(3,960 + 6,534L)/5,000ET] – Credit 1 ET
= [10,494/5,000 ET] – 1 ET
= 2.0988ET – 1ET
= 1.0988 ETs

Contribution: = $rate x ET
= $6,235.30 x 1.0988
= **$6,851.35**

Open Space Recreation Contribution

Being an industrial development, open space contributions are not applicable in this instance.

Stormwater Contribution

The property is located within stormwater catchment 3.1 Keswick Trunk Drainage Scheme which incurs contributions on a per lot basis. Contributions were levied at the subdivision stage. As no further catchment is being created, further contributions will not be levied.

Urban Roads Headworks Contribution

Ordinarily, the development would incur contributions at the industrial rate of 5 trips per 100m^2 GFA, or the warehouse rate of 4 trips per 100m^2 GFA. However, it is noted that a previous subdivision approval for the Blueridge Estate (D07-478), which included the subject land, imposed a condition regarding urban roads contributions for future development on lots within the estate. Condition (35) stated:

"Section 94 contributions for urban roads for any future building development on and/or use of any allotment(s) within the Blueridge subdivision shall be calculated on the basis of 5.8 vehicle trips per 100m^2 of floor area …"

Despite the condition being listed on a separate development consent, the condition is worded as such that it pertains to all lots within the Blueridge Estate, which includes the subject property. Consequently this condition formed notation 8 under D19-338 and the proposed development will incur roads contributions at this rate.

GFA = 4,805m^2 (excluding amenities and staff room). Stage 1 Building 3,088m^2, and Stage 2 Building 1,717m^2.

Trips = (4,805/100) x 5.8
= 48.05 x 5.8
= 278.69

Contribution: = $rate x (trip generation – credit)
= $568.15 x (278.69 – 11)
= $568.15 x 267.69
= **$152,088.10**

Appropriate conditions will be included on the consent for the payment of the above contributions, prior to the issue of the Occupation Certificate. A pro-rata contribution based on the staging of the development may be considered.

Options Considered

Council has the following options:

1. The application be approved subject to conditions outlined in **Appendix 2**.

This is the recommended option.

2. That the application be deferred for further consideration.

This option will delay the determination of the development application.

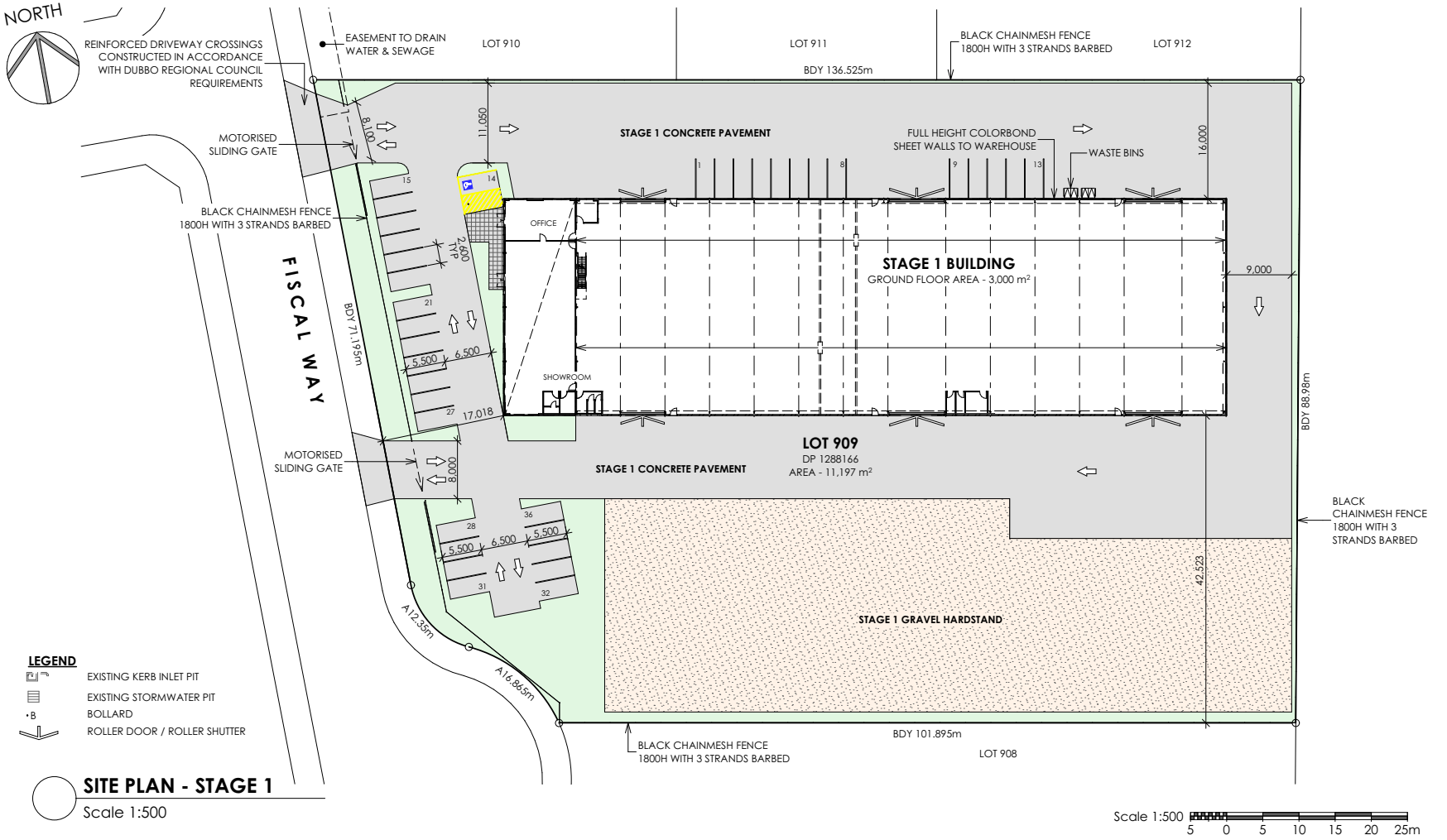
3. The application be refused for reasons to be identified.

This option may result in an appeal to the Land and Environment Court.

APPENDICES:

1 Architectural Plans

2 Conditions and Notations



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7	20.03.23	GENERAL REVISIONS	AF
6	03.02.23	DEVELOPMENT APPLICATION ISSUE	AF
5	21.12.22	AMENDED TO 2 STAGES	AF

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CONCEPT DESIGN

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14 FISCAL WAY DUBBO

Drawing Title
STAGE 1 SITE PLAN

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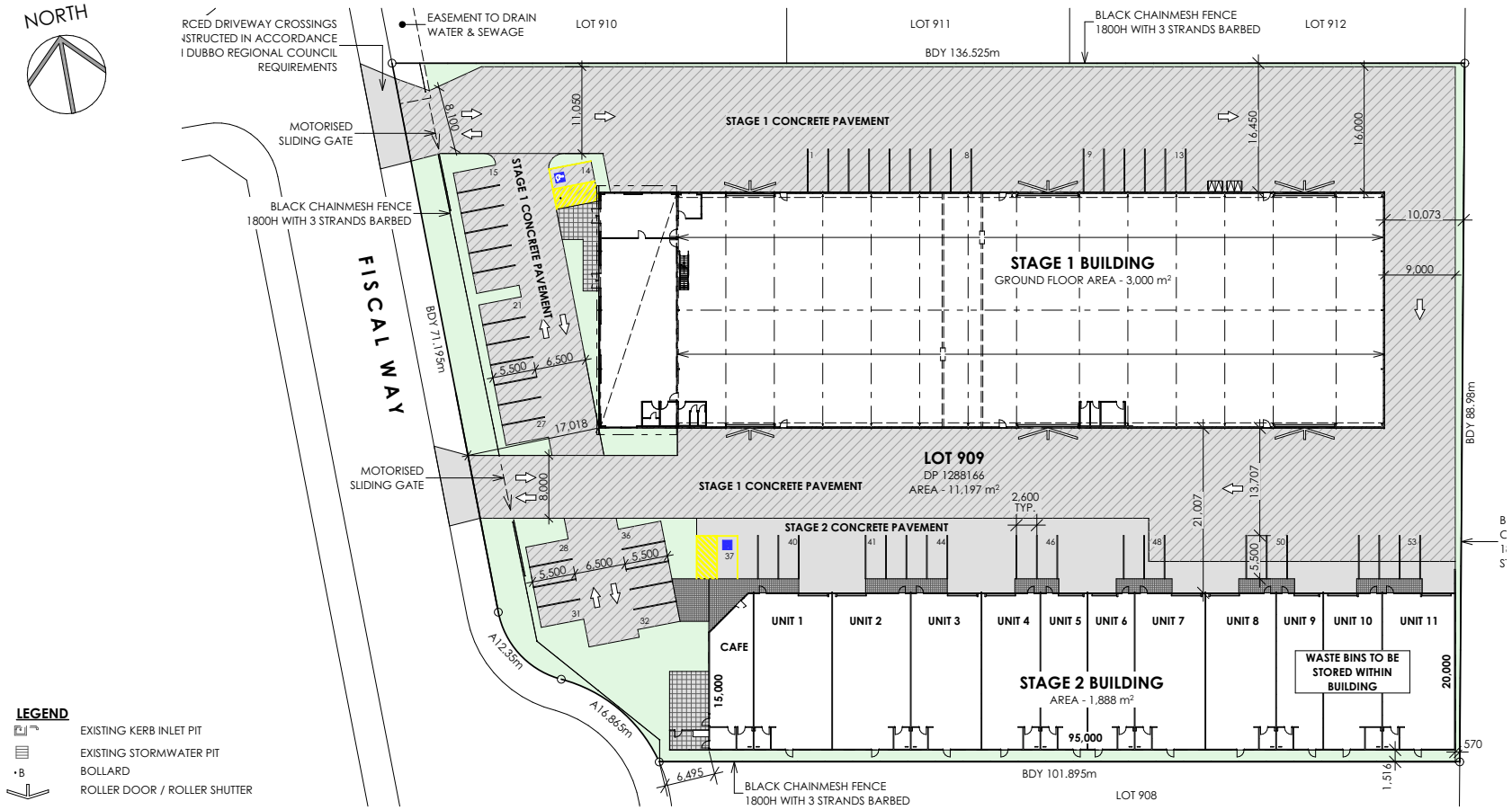

SITE PLAN - STAGE 2

Scale 1:500

Scale 1:500 5 0 5 10 15 20 25m

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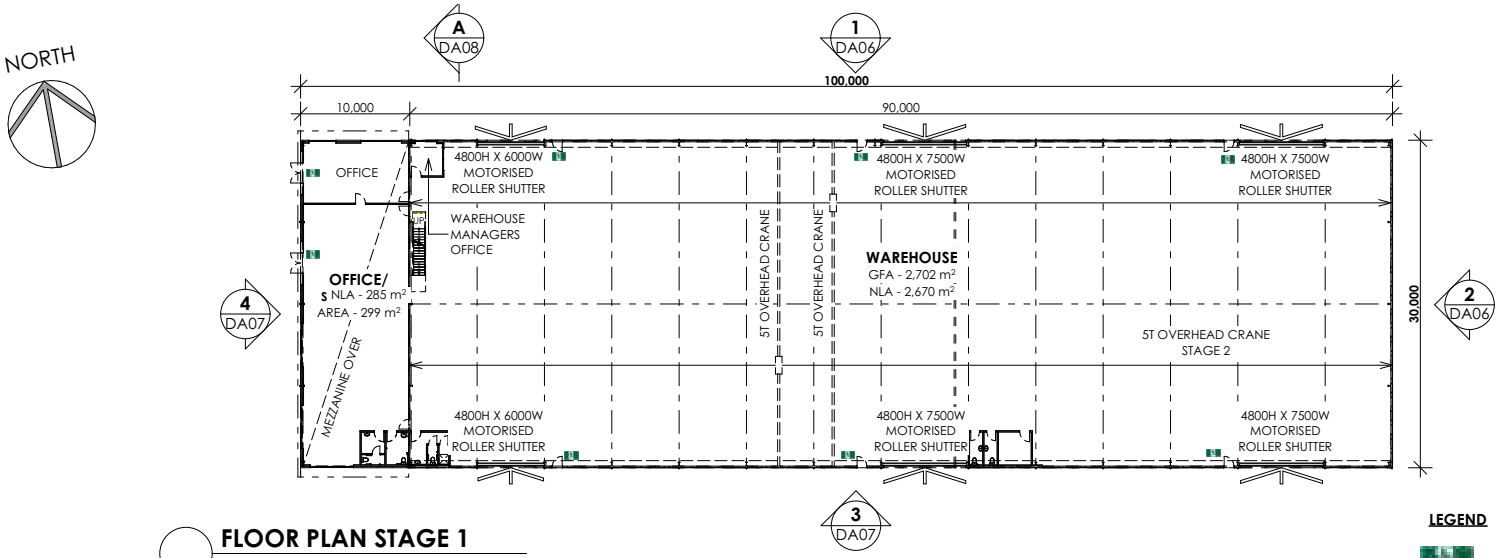
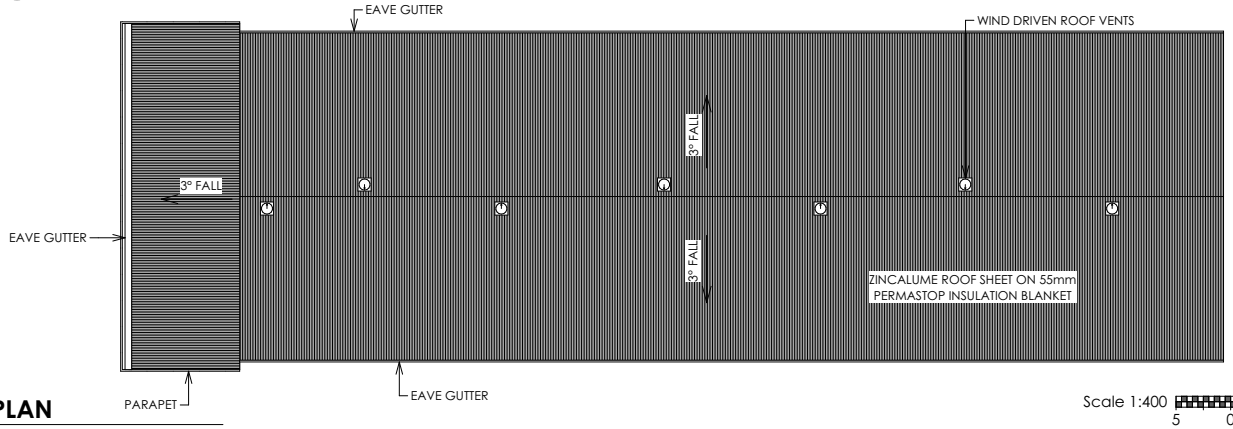


FLOOR PLAN STAGE 1

Scale 1:400

LEGEND

	EMERGENCY EXIT
	TACTILE GROUND SURFACE INDICATORS (TGSI) - REFER DETAIL
GFA	GROSS FLOOR AREA
NLA	NET LEVEL AREA



ROOF PLAN

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STAGE 1 FLOOR & ROOF PLANS

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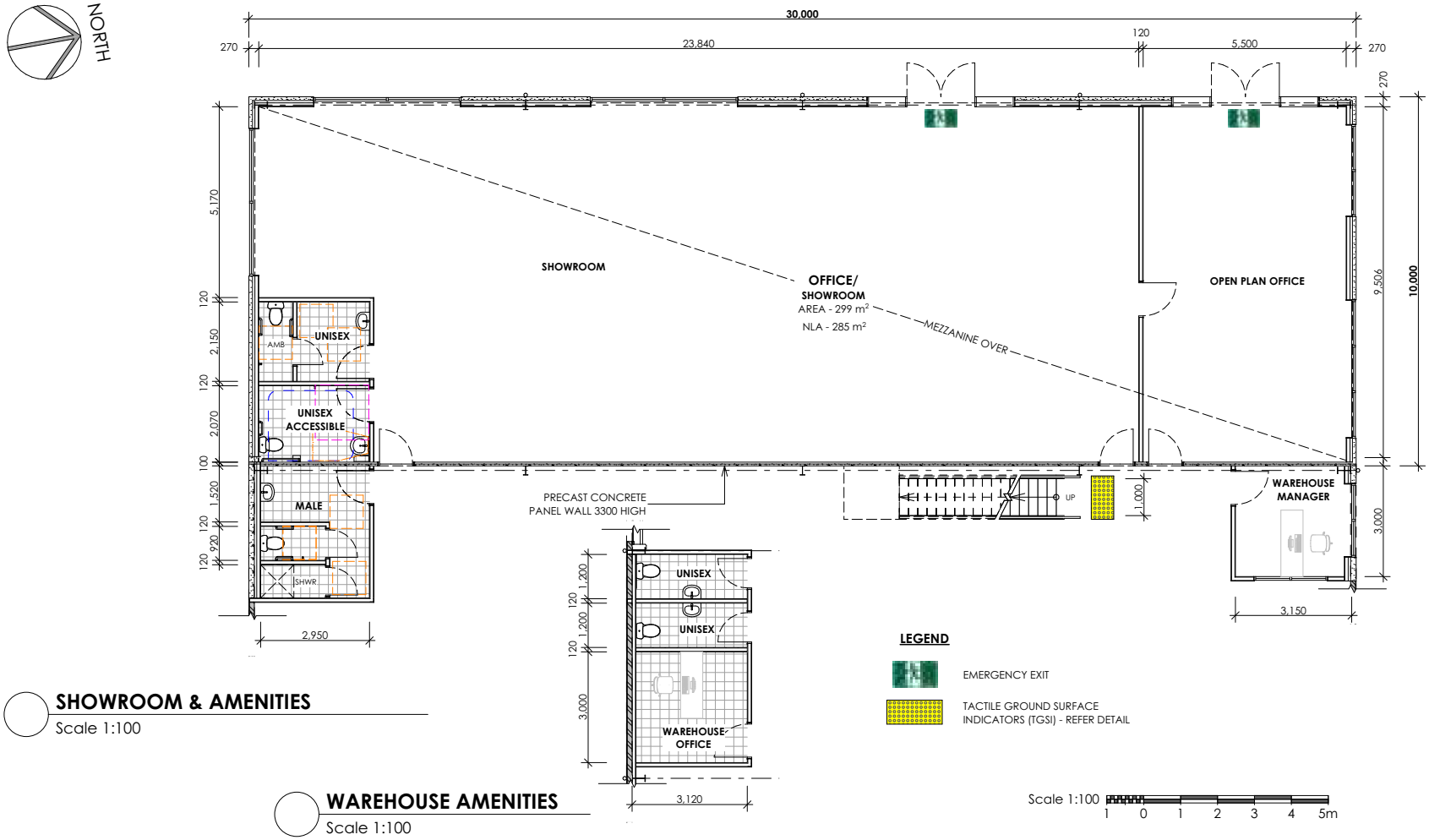

SHOWROOM & AMENITIES

Scale 1:100

WAREHOUSE AMENITIES

Scale 1:100

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STAGE 1 DETAIL FLOOR PLANS

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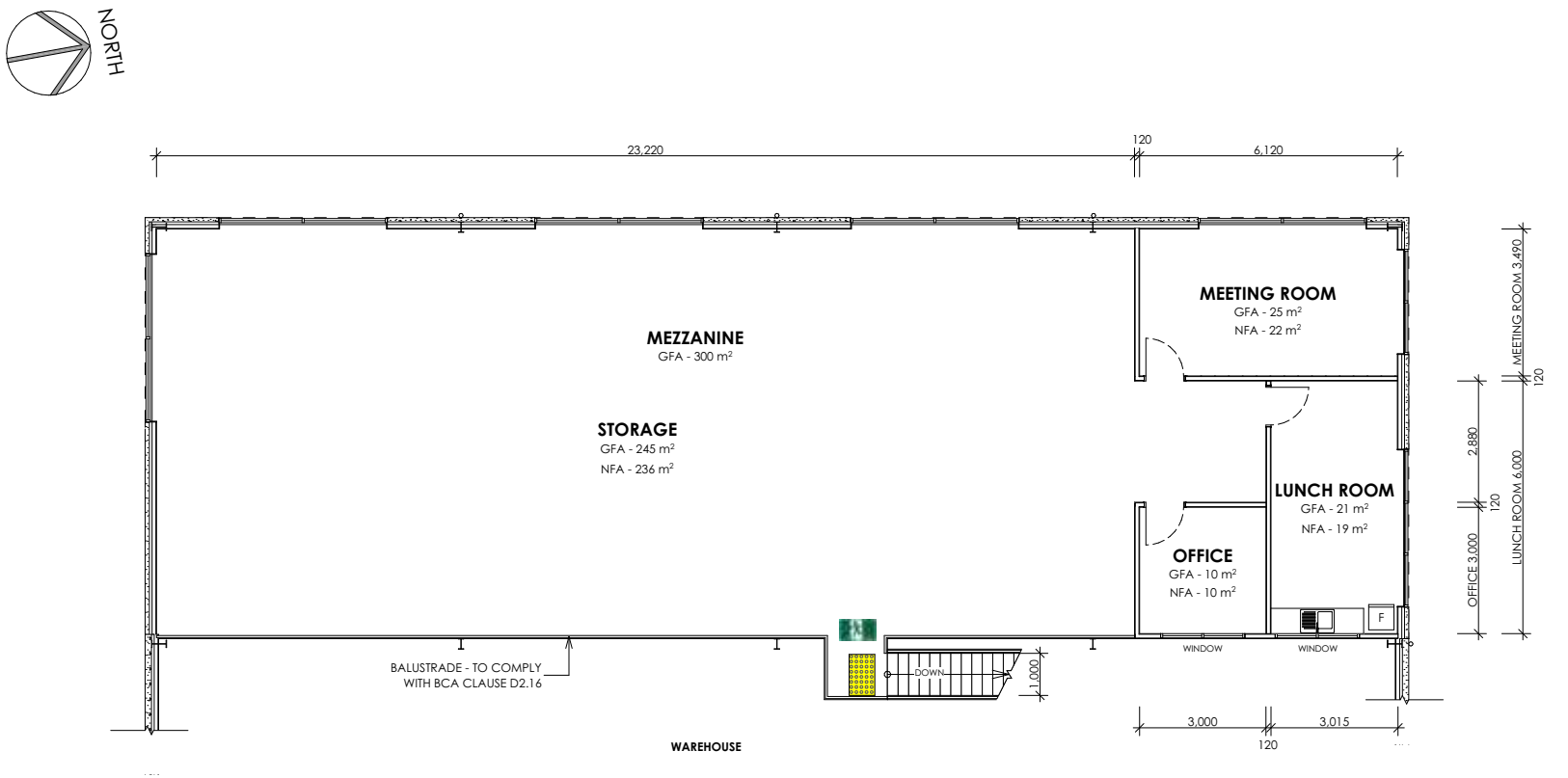

MEZZANINE FLOOR PLAN

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Scale 1:100 1 0 1 2 3 4 5m

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STAGE 1 MEZZANINE PLAN

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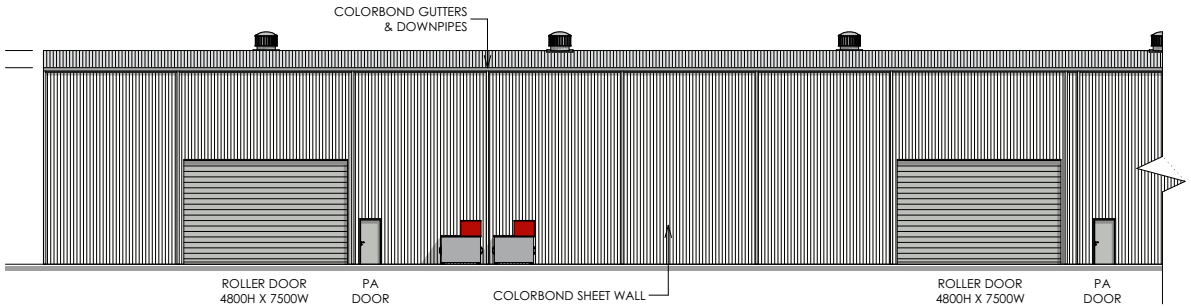

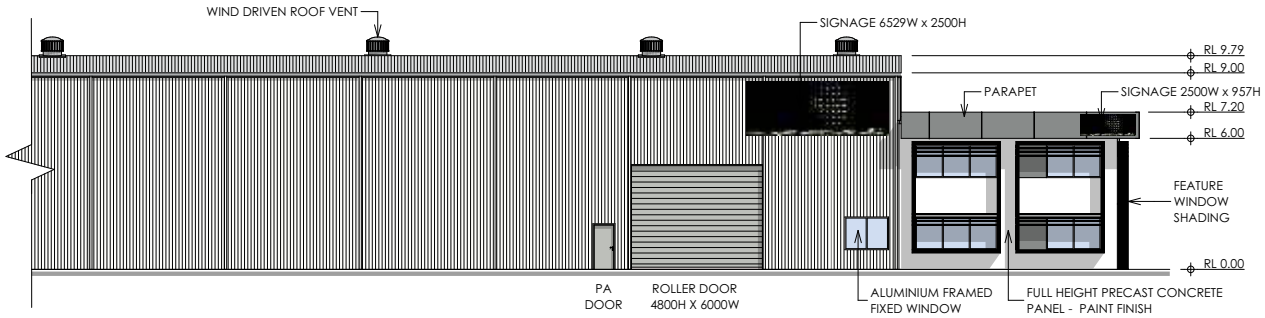

1 DA03 **NORTH ELEVATION**
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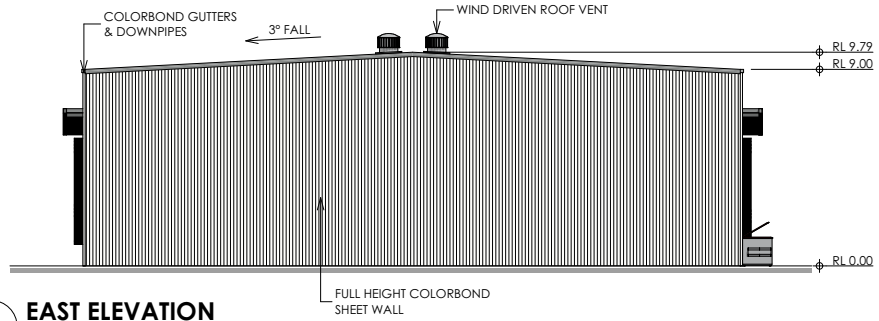

2 DA03 **EAST ELEVATION**
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Drawing Title
ELEVATIONS STAGE 1

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21268A	7	**DA06**

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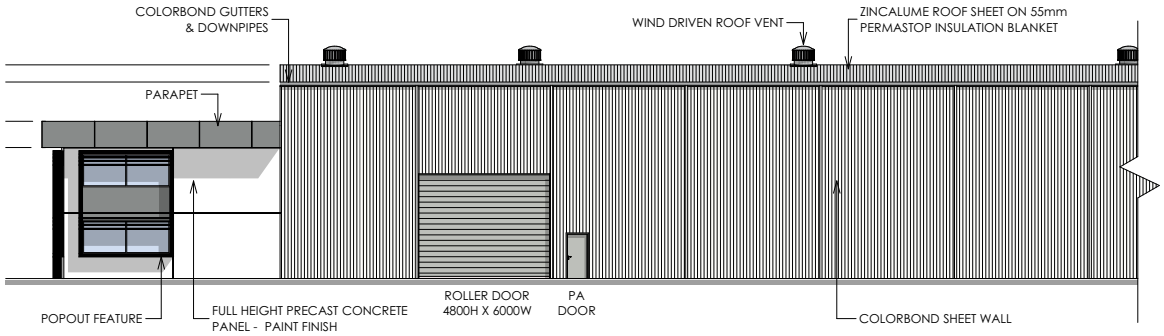
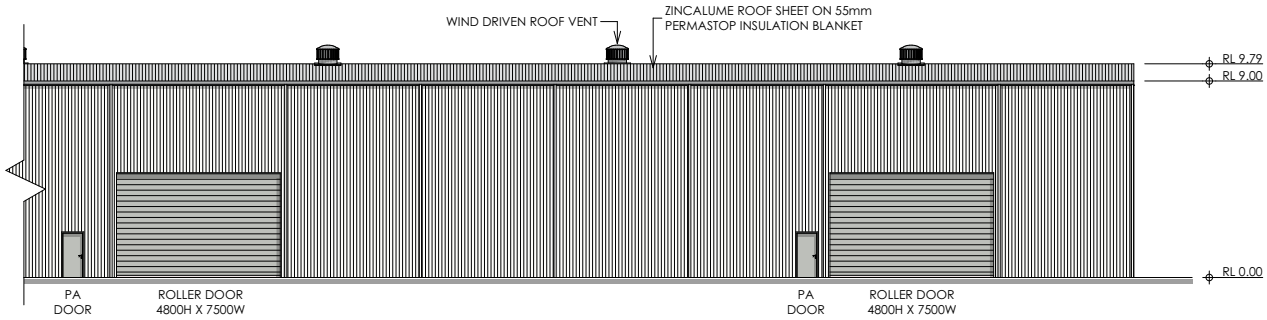
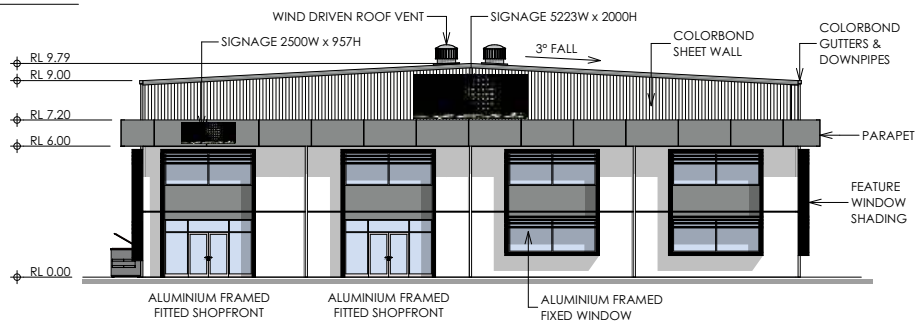




3 DA03 **SOUTH ELEVATION**
Scale 1:200



4 DA03 **WEST ELEVATION**
Scale 1:200

REV.	DATE	DESCRIPTION	DRAWN
7	20.03.23	GENERAL REVISIONS	AF
6	03.02.23	DEVELOPMENT APPLICATION ISSUE	AF
5	21.12.22	AMENDED TO 2 STAGES	AF

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GCA Engineering Solutions
1 Hartley Drive (PO Box 3337),
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Ph 02 4964 1811
www.gca.net.au

Project Title
PROPOSED DEVELOPMENT

Project Address
14 FISCAL WAY DUBBO

Client
CONCRETE WORLD INDUSTRIES

Project Status
CONCEPT DESIGN

Drawing Title
ELEVATIONS STAGE 1

Project No.	Revision	Drawing No.
21268A	7	**DA07**

Drawings scaled to an A3 sheet

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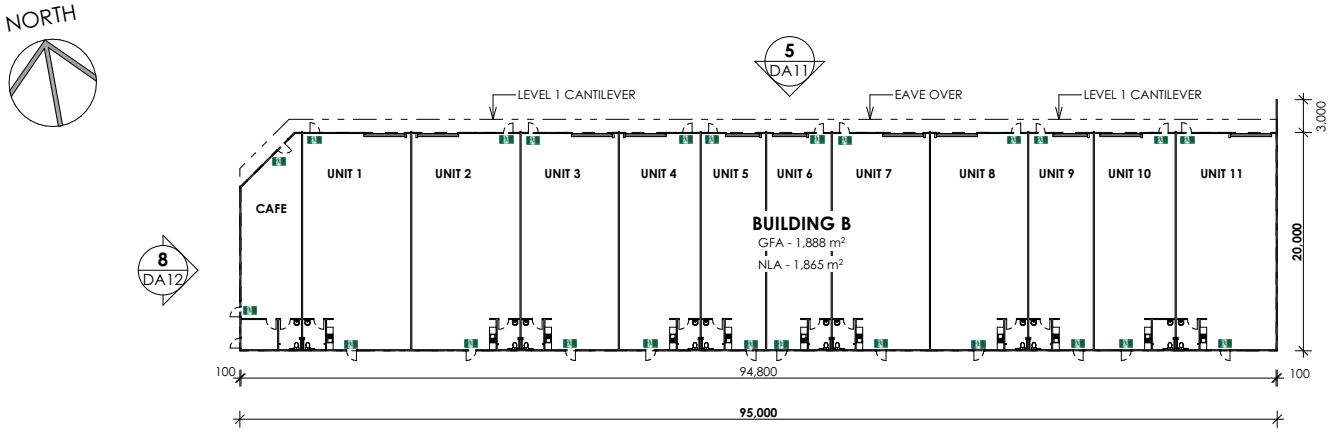
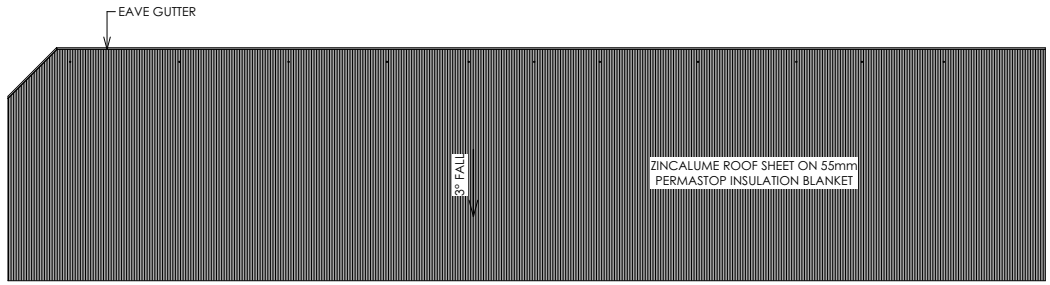


FLOOR PLAN - STAGE 2

Scale 1:400



ROOF PLAN - STAGE 2

Scale 1:400

LEGEND

	EMERGENCY EXIT
	TACTILE GROUND SURFACE INDICATORS (TGSI) - REFER DETAIL
GFA	GROSS FLOOR AREA
NLA	NET LEVEL AREA

Scale 1:400 5 0 5 10 15 20 25m

REV.	DATE	DESCRIPTION	DRAWN
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Project Address
14 FISCAL WAY DUBBO

Client
CONCRETE WORLD INDUSTRIES

Project Status
CONCEPT DESIGN

Drawing Title
STAGE 2 FLOOR & ROOF PLANS

Project No.	Revision	Drawing No.
21268A	7	**DA09**

Drawings scaled to an A3 sheet

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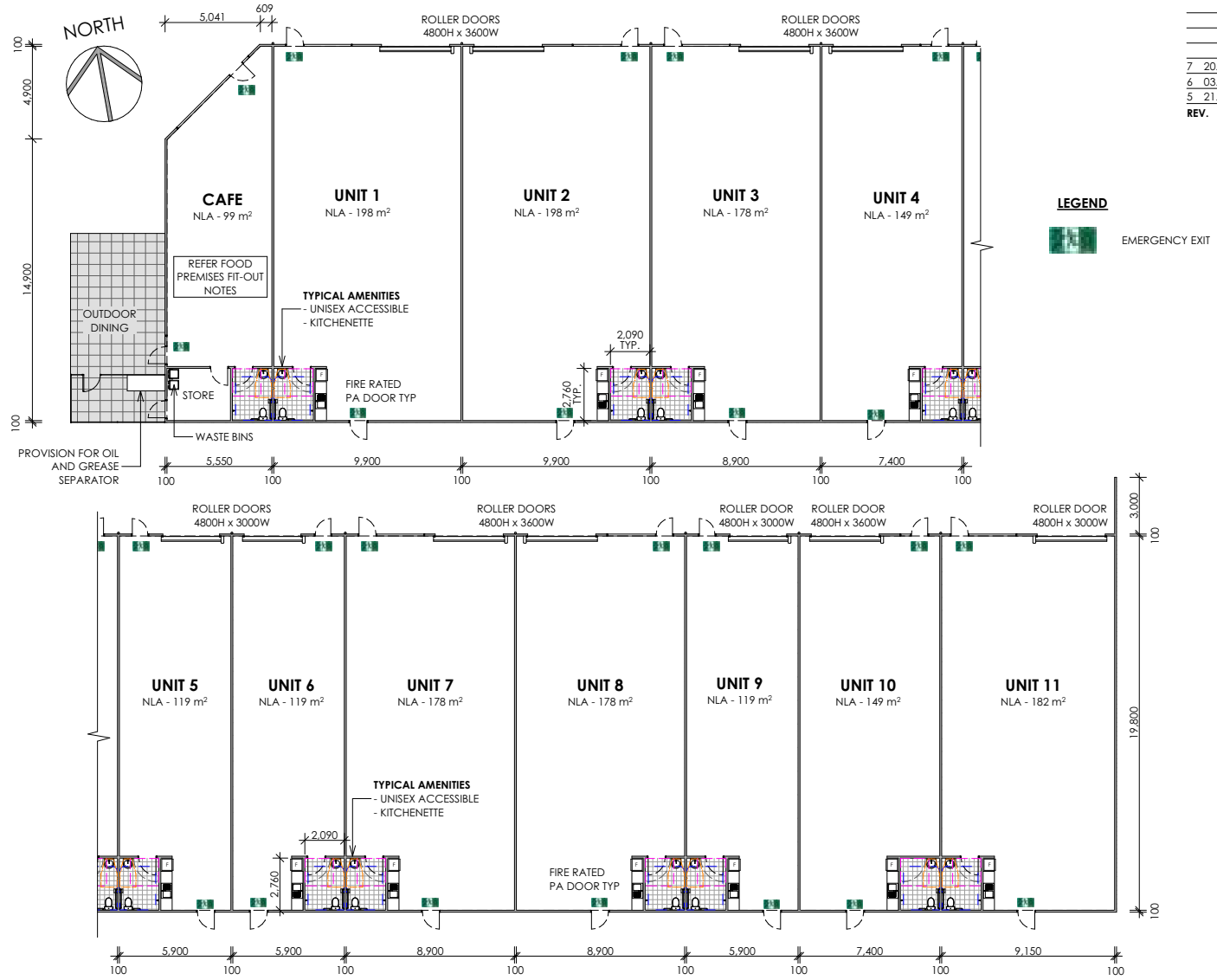

DETAIL FLOOR PLAN - STAGE 2

Scale 1:200

Scale 1:200 2 0 2 4 6 8 10m

REV.	DATE	DESCRIPTION	DRAWN
7	20.03.23	GENERAL REVISIONS	AF
6	03.02.23	DEVELOPMENT APPLICATION ISSUE	AF
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LEGEND

EMERGENCY EXIT

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Project Title
PROPOSED DEVELOPMENT

Project Address
14 FISCAL WAY DUBBO

Client
CONCRETE WORLD INDUSTRIES

Project Status
CONCEPT DESIGN

Drawing Title
STAGE 2 DETAIL FLOOR PLANS

Project No.	Revision	Drawing No.
21268A	7	**DA10**

Drawings scaled to an A3 sheet

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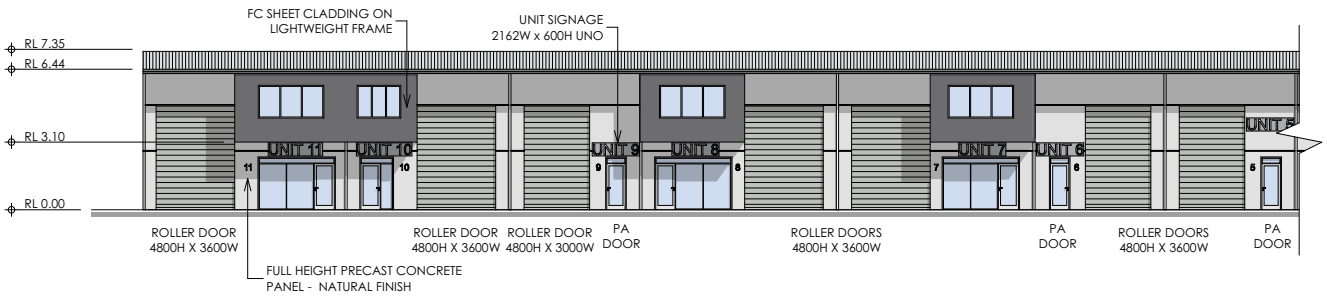
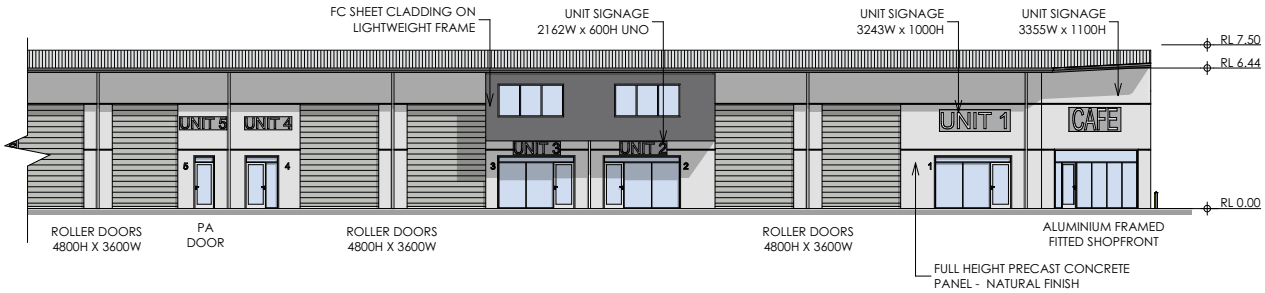
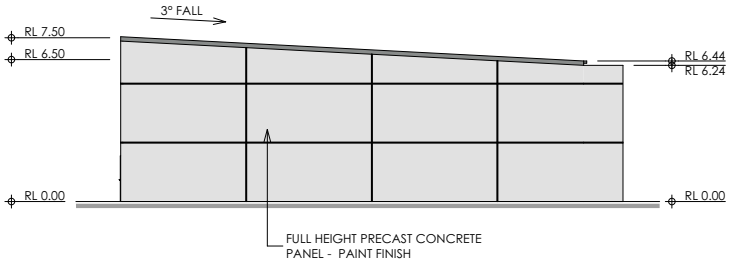




5 DA09 NORTH ELEVATION

Scale 1:200



6 DA09 EAST ELEVATION

Scale 1:200

REV.	DATE	DESCRIPTION	DRAWN
7	20.03.23	GENERAL REVISIONS	AF
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Project Title
PROPOSED DEVELOPMENT

Project Address
14 FISCAL WAY DUBBO

Client
CONCRETE WORLD INDUSTRIES

Project Status
CONCEPT DESIGN

Drawing Title
ELEVATIONS STAGE 2

Project No.	Revision	Drawing No.
21268A	7	**DA11**

Drawings scaled to an A3 sheet

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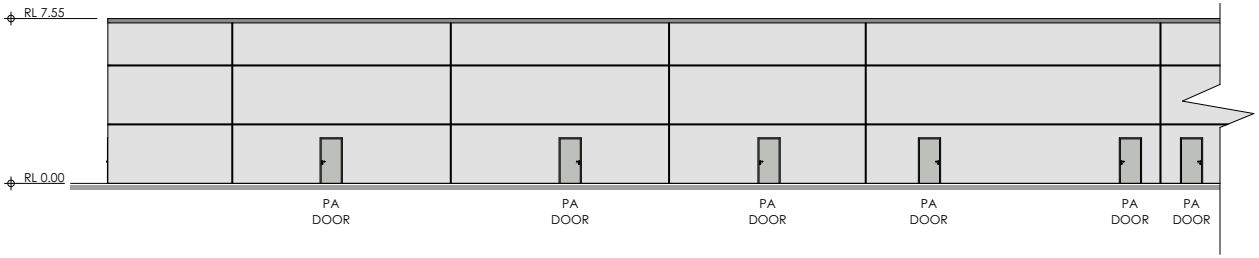
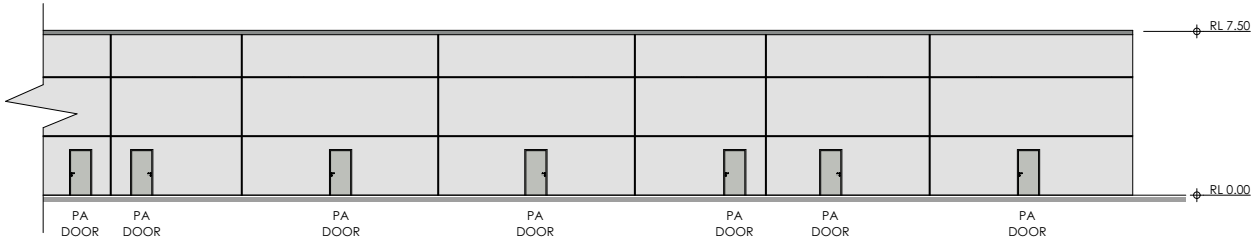
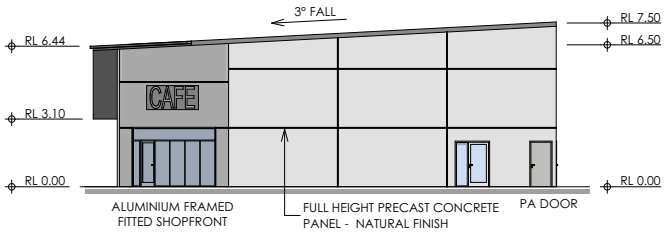
5	21.12.22	AMENDED TO 2 STAGES	AF





7 DA09 **SOUTH ELEVATION**
Scale 1:200



8 DA09 **WEST ELEVATION**
Scale 1:200

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Project Title
PROPOSED DEVELOPMENT

Project Address
14 FISCAL WAY DUBBO

Client
CONCRETE WORLD INDUSTRIES

Project Status
CONCEPT DESIGN

Drawing Title
ELEVATIONS STAGE 2

Project No.	Revision	Drawing No.
21268A	7	**DA12**

Drawings scaled to an A3 sheet

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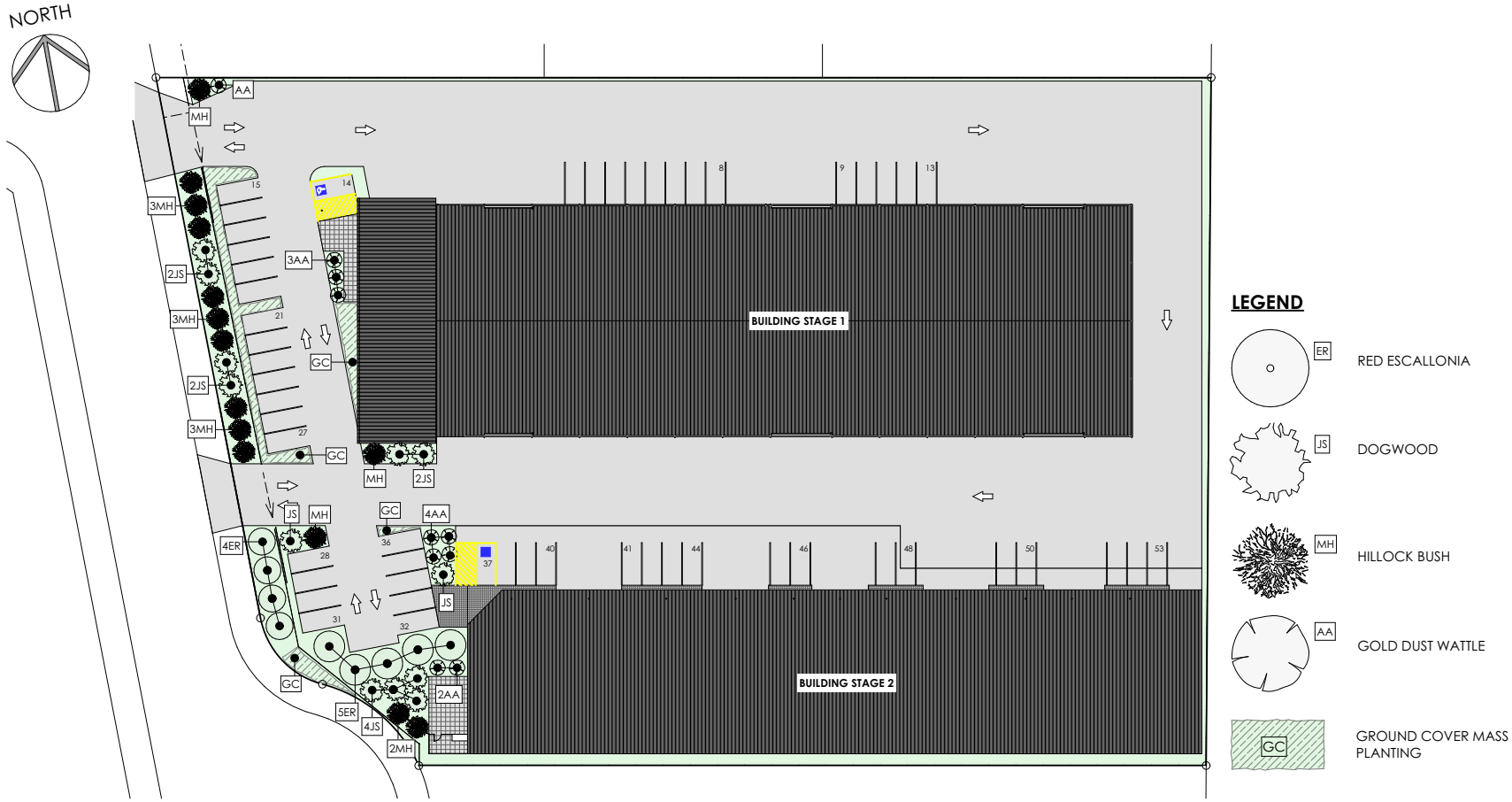

LANDSCAPING PLAN

Scale 1:500

Scale 1:400 5 0 5 10 15 20 25m

REV.	DATE	DESCRIPTION	DRAWN
7	20.03.23	GENERAL REVISIONS	AF
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Client
CONCRETE WORLD INDUSTRIES

Project Status
CONCEPT DESIGN

Drawings scaled to an A3 sheet

Project Title
PROPOSED DEVELOPMENT

Project Address
14 FISCAL WAY DUBBO

Drawing Title
LANDSCAPING PLAN

Project No.
21268A

Revision
7

Drawing No.
DA15

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CONDITIONS

(1) The development shall be undertaken generally in accordance with the Statement of Environmental Effects and stamped approved plans detailed as follows except where modified by any of the following conditions:

Drawing Title: Site Plan – Stage 1
Drawing Number: DA01
Dated: 20.03.23
Revision: 7

Drawing Title: Site Plan – Stage 2
Drawing Number: DA02
Dated: 20.03.23
Revision: 7

Drawing Title: Stage 1 Floor and Roof Plans
Drawing Number: DA03
Dated: 20.03.23
Revision: 7

Drawing Title: Stage 1 Detail Floor Plans
Drawing Number: DA04
Dated: 20.03.23
Revision: 7

Drawing Title: Stage 1 Mezzanine Plan
Drawing Number: DA05
Dated: 20.03.23
Revision: 7

Drawing Title: Elevations Stage 1
Drawing Number: DA06
Dated: 20.03.23
Revision: 7

Drawing Title: Elevations Stage 1
Drawing Number: DA07
Dated: 20.03.23
Revision: 7

Drawing Title: Stage 2 Floor and Roof Plans
Drawing Number: DA09
Dated: 20.03.23
Revision: 7

Drawing Title: Stage 2 Detail Floor Plans

Drawing Number: DA10
Dated: 20.03.23
Revision: 7

Drawing Title: Elevations Stage 2
Drawing Number: DA11
Dated: 20.03.23
Revision: 7

Drawing Title: Elevations Stage 2
Drawing Number: DA12
Dated: 20.03.23
Revision: 7

Drawing Title: Landscaping Plan
Drawing Number: DA15
Dated: 20.03.23
Revision: 7
{Reason: To ensure that the development is undertaken in accordance with that assessed}

(2) No building work is permitted to be commenced on the erection of the subject building until it has been issued with a Construction Certificate to authorise such work.
{Reason: Statutory requirement of the EP&A Regulation Act}

(3) Units 1-11 of the Stage 2 Building are approved for use as *light* industry as defined in the Dubbo Regional Local Environmental Plan 2022. Should any of these tenancies be used for a different defined land use, a separate Development Applications for a change of use will be required prior to occupation of each tenancy unless such use can be undertaken as exempt or complying development pursuant to State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Should it be determined that any 'change of use' Development Applications will incur Section 64/7.11 developer contributions, appropriate credits from this development consent will apply.
{Reason: To allow a detailed assessment of the use of each tenancy and its potential impacts on the locality}

(4) Construction work shall only be carried out within the following time:

Monday to Friday:	7:00 am to 6:00 pm
Saturday:	8:00 am to 1:00 pm
Sunday and public holidays:	No construction work permitted

{Reason: To reduce the likelihood of noise nuisance}

(5) Prior to the issue of the Construction Certificate, an Erosion and Sedimentation Control Plan is required to be submitted to and approved by Council's Environmental Compliance Branch. This approved Plan shall be implemented onsite prior to any site disturbance works

being commenced and shall remain, in a maintained condition, until all site works are completed.
{Reason: To reduce sediment pollution}

(6) In the event of any Aboriginal archaeological material being discovered during earthmoving/construction works, all work in that area shall cease immediately and the Department of Planning, Industry and Environment notified of the discovery as soon as practicable. Work shall only recommence upon the authorisation of the DPIE.
{Reason: To protect Aboriginal heritage}

(7) Should any contaminated, scheduled, hazardous or asbestos material be discovered before or during construction works, the applicant and contractor shall ensure the appropriate regulatory authority (e.g. Department of Planning, Industry and Environment (DPIE), WorkCover Authority, Council, Fire and Rescue NSW etc.,) is notified, and that such material is contained, encapsulated, sealed, handled or otherwise disposed of to the requirements of such Authority.

Note: Such materials cannot be disposed of to landfill unless the facility is specifically licensed by the Environment Protection Authority (EPA) to receive that type of waste.
{Reason: To prevent the contamination of the environment}

(8) Waste constructions materials, including soil arising from the development, must be disposed of at an appropriately licensed waste facility.
{Reason: To ensure environmentally safe disposal}

(9) The approved hours of operation for this development are 5:30 am to 10:00 pm seven (7) days per week (including Public Holidays).
{Reason: To protect and preserve the amenity of the surrounding locality}

(10) Plans detailing the construction and fit-out of the food preparation areas shall be submitted and approved by Council prior to the Construction Certificate for that tenancy being issued.
{Reason: To ascertain compliance with Food Act requirements}

(11) The drainage and plumbing installation shall comply with the provisions of the Local Government (General) Regulation, 2021 and the requirements of Council as the water and sewerage authority.
{Reason: Statutory and Council requirement}

(12) Temporary closet accommodation shall be provided onsite before work on the proposed building is commenced.
{Reason: To preserve public hygiene}

(13) A hoarding, barricade or fence shall be erected and maintained between the construction site and any adjoining public place and/or around any road opening or obstruction if pedestrian or vehicular traffic is likely to be endangered, obstructed or inconvenienced by the proposed works.

The work is to be kept lit during the time between sunset and sunrise if the work may be a source of danger to persons using the adjoining public place.
{Reason: For the protection of the public}

(14) The sanitary plumbing and drainage and water plumbing associated with the proposed building requires the issue of a separate approval from Council prior to being installed. In this regard a Drainage and Plumbing Approval Application form is available from Council and must be completed by the licensed plumbing and drainage contractor and returned to Council with the appropriate fee.
{Reason: Statutory requirement of Local Government Act, 1993}

(15) If Council is engaged to act as the Principal Certifier (PC), the applicant shall ensure that the responsible builder and/or applicable contractor submit to Council documentary evidence identifying and confirming that their respective work was undertaken in conformity with the relevant Section J provisions of the BCA, as approved under the Construction Certificate. Such documentation must be provided prior to issue of the building's Occupation Certificate.
{Reason: To satisfy Council that the applicable work has been undertaken in conformity with the BCA}

(16) The top of the building's overflow (relief) gully shall be a minimum 150 mm below the building's lowest sanitary fixture.

The building's overflow (relief) gully shall also:

(a) Be a minimum 75 mm above the finished surrounding ground level; or
(b) Where the overflow (relief) gully is located in a path or paved area which is finished such that surface water cannot enter it and is graded away from the building, it may be finished level with such path or paved area.

{Reason: Statutory requirement}

(17) The following applicable works shall be inspected and passed by an officer of Council, irrespective of any other inspection works undertaken by an accredited certifier, prior to them being covered. In this regard, at least 24 hours notice shall be given to Council for the inspection of such works. When requesting an inspection, please quote Council's reference number **D2023-155**.

Advanced notification for an inspection can be made by emailing de.admin@dubbo.nsw.gov.au or by telephoning Council's Development & Environment Division on 6801 4612.

- Internal and external sanitary plumbing and drainage under hydraulic test;
- Water plumbing under hydraulic test;
- Fire services water plumbing under hydraulic test; and
- Final inspection of the installed sanitary and water plumbing fixtures upon the building's completion prior to its occupation/use.

{Reason: Statutory provision and Council requirement being the water and sewerage authority}

(18) The hot water delivered to the outlets of the hand-basins shall not exceed 50°C, whilst the disabled and ambulant hand-basin fixtures shall not exceed 45° C.
{Reason: Council policy and statutory requirement of the Plumbing Code of Australia}

(19) All roof and stormwater work shall be carried out in accordance with the requirements of the Local Government (General) Regulation and the Plumbing Code of Australia. In this regard the licensee is required to submit to Council a Certificate of Compliance for the subject stormwater work within two (2) days of completion.
{Reason: Statutory and Council requirement}

(20) If Council is engaged to act as the Principal Certifier (PC), the applicant shall ensure that the responsible builder or contractor submits to Council, a Certificate of Installation certifying that the wet areas of the building have been protected by the installation of a water-proofing system conforming to AS 3740 'Waterproofing of domestic wet area'. Such Certificate must be provided prior to occupation or use of the building.
{Reason: To demonstrate the provision of an adequate moisture-proofing system}

(21) A site rubbish container shall be provided on the site for the period of the construction works prior to commencement of any such work.
{Reason: To prevent pollution of the environment by wind-blown litter}

(22) All excavations associated with the erection of the building and installation of associated services must be properly guarded and protected to prevent them from being dangerous to life or property. Excavations undertaken across or in a public place must be kept adequately guarded and/or enclosed and lit between sunset and sunrise, if left open or otherwise in a condition likely to be hazardous to persons in the public place.
{Reason: For protection of public}

(23) All building work must be carried out in accordance with the provisions of the Building Code of Australia.
{Reason: Prescribed statutory condition under the Environmental Planning and Assessment Act}

(24) Prior to works commencing, the applicant shall ensure that a sign is erected on the work site in a prominent position at the front of the property showing:

(a) The name, address and telephone number of the Principal Certifier (PC) for the work;
(b) The name of the principal contractor for the building/demolition work and a telephone number on which that person may be contacted outside of working hours; and
(c) That unauthorised entry to the work site is prohibited.

Such sign must be maintained on the site during the course of the building work and not be removed until the work has been completed.
{Reason: Statutory condition imposed by Section 74 of the EP&A Regulation 2021}

(25) The person having the benefit of this development consent must, unless that person is the principal contractor, ensure that the principal contractor has been notified of the critical stage inspections and any other inspections that are specified by the appointed Principal Certifier (PC) to be carried out.

Note: The 'principal contractor' is the person responsible for the overall coordination and control of the carrying out of the building work.
{Reason: Statutory requirement imposed by the EP&A Act, 1979}

(26) Prior to the workshop building's Occupation Certificate being issued, Council is to be given at least 24 hours notice for Council to carry out an inspection of the completed sanitary drainage and water plumbing installations.
{Reason: To enable an inspection of the building's plumbing and drainage to determine they have been satisfactorily completed}

(27) Prior to the issue of the relevant Occupation Certificate for occupation/use of the proposed building, the development's external works, which includes landscaping, car park and hardstand areas, traffic signage and line marking, vehicular cross-overs and any conditioned road/footpath upgrading, must have been completed in conformity with this development consent; unless the deferment of such works in part or in stages has been agreed to in writing by the consent authority.
{Reason: To ensure the development is completed prior to its occupation and use}

(28) If an excavation associated with the proposed building work extends below the surface level of an adjoining allotment of land and/or the base of the footings of a building on an adjoining allotment of land, the person having the benefit of the development consent must, at the person's own expense:

(a) Protect and support the adjoining premises from possible damage from the excavation; and
(b) Where necessary underpin the adjoining premises to prevent any such damage.

For the purposes of this condition, *allotment of land* includes a public road and any other public place. This condition does not apply if the person having the benefit of the development consent owns the adjoining land, or the owner of the adjoining land has given consent in writing to this condition not applying.
{Reason: To preserve the stability of adjoining roads/public places}

(29) If the property's boundary shaft is in a trafficable area, the boundary shaft shall be protected from being damaged by vehicular traffic by a heavy duty trafficable cover installed at the surface level above and independent of the cap. The cover shall be suitably supported so that no load can be transmitted onto the shaft. The shaft shall terminate just below the underside of the cover.
{Reason: To prevent damage to the properties boundary shaft in accordance with Australian Standard 3500.2:2018.}

(30) Prior to issue of the relevant Occupation Certificate, if Council is appointed the Principal Certifier (PC), certification from a practising structural engineer or appropriate qualified person shall be submitted to Council certifying that the tilt-up panels were inspected prior to pouring and found to comply with the approved engineer's design.
{Reason: To demonstrate the wall components meet structural requirements}

(31) Should the existing town water supply service connection/s not be suitably located and/or of a suitable size to accommodate the proposed development, then a separate application would be required to be made to Council, with the appropriate fee/s being paid, for the provision of a suitably sized metered water service to the development.

Note: As Council is the local water authority, separate metered connections will be require in respect to the provision of a suitably size domestic water meter and separate fire service meter to the development site.
{Reason: Council policy in respect of commercial developments}

(32) All driveways, hard stand areas and parking areas from the proposed development site shall be drained to Council's satisfaction, noting that all stormwater from the proposed development site is to be limited to a single 300mm diameter pipe discharge into Councils existing stormwater pit located at the north-western corner of the subject lot (thus on-site stormwater detention may be required). For the major storm event (1 in 100 year ARI), all stormwater from the proposed development site is to be safely conveyed towards the existing stormwater drainage system along Fiscal Way.

In this respect the Developer must have approved by Council's Infrastructure Strategy Branch prior to the issue of the building's Construction Certificate, a detailed design of the development's and building's proposed stormwater drainage system which shall include hydraulic design calculations, surface and invert levels, pipe sizes and grades.

Such details must demonstrate the development's roof and surface water is able to be adequately drained to the street gutter without causing erosion.

Additionally, prior to the discharge into Council's system, the Developer will be required to install at their own expense 'pollution control device(s)' which will collect all oil, sediment and litter from the development proposal.
{Reason: To achieve a satisfactory stormwater disposal}

(33) Two (2) commercial standard concrete vehicular cross-overs and kerb and gutter vehicle entrances, constructed in accordance with Council's standards STD 5211 and STD 5235, shall be provided by and at full cost to the Developer to the satisfaction of the Council.

However, prior to any construction works being undertaken on this access driveways, a detailed (fully dimensioned) site plan including swept path are to be lodged with and approved by Council. The access driveways are to be designed and constructed of sufficient width at the roadway (kerb and gutter alignment) and the property boundary alignment such that a "B-double" 25.0m in length (utilising the Austroads design templates, and a turning speed of 5-15 km/hr) is able to access the subject land in a forward motion from

the through travel lane of Fiscal Way without the need to cross over onto the wrong side of the road at any time.

This work may require restoration of the road shoulder following construction in accordance with Council's adopted AUS-SPEC #1 Development Specification Series - Construction Standards at full cost to the developer.

Should Council's Senior Development Engineer (or his representative) not undertake the required inspections as detailed in the abovementioned Council standards, then a detailed list of inspections undertaken by an accredited private certifier verifying compliance with the abovementioned Council standards will be required to be lodged with Council prior to the issue of the relevant Occupation Certificate for the proposed development.
{Reason: Council policy in respect of commercial developments}

(34) Prior to issue of the Construction Certificate, a separate 'Road Opening Application' (Section 138 Application under the Roads Act 1993) will be required to be made to Council's Infrastructure Division, plus payment of appropriate fee/s to permit works within the road reserve.
{Reason: Implementation of Council's Policy and Section 138 of the Roads Act}

(35) Prior to the issue of the Occupation Certificate, any alteration/damage to the footpath, kerbing and guttering, vehicular entrance/s, road or road shoulder including utility services, shall be repaired/restored at full cost to the developer and in accordance with Council's adopted AUS-SPEC #1 Development Specification Series - Construction Standards.
{Reason: Implementation of Council Policy}

(36) No vehicles larger than a 'B-double' vehicle 26 metres in length (utilising the Austroads design templates) are permitted to access the subject land and development proposal.
{Reason: The internal manoeuvrability and access will only facilitate B-Double 26 metres in length or vehicles of lesser dimensions at this location}

(37) All vehicles must enter and exit the subject land and proposed development in a forward direction. No reversing of vehicles onto the public roadway system will be permitted.
{Reason: To provide safety for the travelling public utilising the public roadways}

(38) All loading and unloading of goods related to the development proposal shall be carried out within the confines of the allotment's boundary. Under no circumstances will the loading, or unloading, of goods on the public roadway system be permitted.
{Reason: So as not to create adverse traffic conditions}

(39) The proposed vehicle access gateway/s providing access to the proposed off-street car parking area are to be open and remain permanently open, during normal business hours.
{Reason: To enable full, free and unimpeded access to the development}

(40) No buildings or structures of any standard shall be erected over Council's existing 'easement to drain sewage' and 'easement to drain water' located in the north-wester corner of the subject parcel of land.
{Reason: Implementation of Council policy}

(41) The conveyance of effluent from the proposed development (in particular the proposed café) to Council's sewer constitutes a trade waste discharge, therefore a Trade Waste Application must be completed.

The completed application, along with the appropriate application fee, all required details covering drainage, discharge and capacity, pre-treatment devices and installation must be submitted to Council's Water Supply and Sewerage Client Services Coordinator and approved by Council prior to issuing the building's Construction Certificate. No effluent will be permitted to be discharged to Council's sewer until the required Trade Waste Approval has been obtained and all required pre-treatment devices have been installed and passed by Council.
{Reason: Statutory requirement of the Local Government (General) Regulation, 2005}

(42) Prior to the issue of the relevant Occupation Certificate, entry and exit points to and from the proposed development and off-street car parking shall be delineated and sign-posted in accordance with approved plans and to at least the standard outlined in Chapter 3.5 of the Dubbo Development Control Plan 2013.
{Reason: Implementation of Dubbo DCP 2013}

(43) The approved business identification signage shall be maintained in good and substantial repair.

The signage shall not flash, be animated or be luminous.
{Reason: To maintain structural adequacy and visual amenity}

(44) The proposed landscaping shown on the approved Landscaping Plan (Drawing Number DA15 dated 20.03.23 – Revision 7) shall be established and maintained to at least the standard specified on the approved development plans. Such landscaping shall be established prior to the issue of the relevant Occupation Certificate.
{Reason: To maintain the aesthetic quality of the development}

(45) All external light fittings must be installed to ensure light does not spill above the horizontal plane.

horizontal plane, in relation to a light fitting, means the horizontal plane passing through the centre of the light source (for example, the bulb) of the light fitting.
outside light fitting means a light fitting that is attached or fixed outside, including on the exterior, of a building.
{Reason: To limit light pollution to neighbouring property and for the preservation of the 'Dark Skies' region surrounding the Siding Spring Observatory}

(46) **Sec 64 Contribution – Water and Sewerage Supply Headworks**

Prior to the issue of the Occupation Certificate, payment is required in accordance with the following contributions plans:

PLAN	CALCULATION	TOTAL
Dubbo Regional Councils **Water and Sewerage Contribution Plan 2002**	Per ET basis - pursuant to Sec 64 of the Local Government Act 1993 (Division 5 of Part 2 of Chapter 6 of the Water Management Act 2000). Current rate for water supply is **$6,235.30** per ET	**$6,851.35** (1.0988 ETs)
	Contribution Payable WATER	**$6,851.35**

Dubbo Regional Councils **Water and Sewerage Contribution Plan 2002**	Per ET basis - pursuant to Sec 64 of the Local Government Act 1993 (Division 5 of Part 2 of Chapter 6 of the Water Management Act 2000). Current rate for sewerage supply is **$6,235.30** per ET	$2,908.14 (0.4664 ETs)
	Contribution payable SEWER	**$2,908.10**
	Total Section 64 Contributions Payable for this application **Note**: this amount includes all applicable contributions payable under Council's adopted Combined Water Supply and Sewerage Contributions Policy, November 2002, operating from 1 January 2003.	**$9,723.45**

Note 1: Contribution rates are subject to CPI and adjusted annually from 1 July each year in accordance with Councils adopted fees and charges. The current rates are to be confirmed with Council prior to payment being made.

Note 2: Noting the development is likely to be staged, the above contributions may be considered on a pro-rata basis.
{Reason: Implementation of Council's adopted Combined Water Supply and Sewerage Contributions Policy, November 2002, operating from 1 January 2003}

(47) **Sec 7.11/Sec 94 Development Contributions**

Prior to the issue of the Occupation Certificate, payment is required in accordance with the following contributions plans:

Sec 94 Development Contributions Plan - **Roads, Traffic**	Contribution Rate: Industrial trip = $562.15	**$150,481.95**

Management and car parking 2016	Plan Administration = $6.00 Calculation based on 267.69 industrial trips	**$1,606.15**
	Total Section 7.11/94 Contributions Payable for this application **Note**: this amount includes all applicable contributions payable under Councils Sec 94/7.11 Development Contributions Plans.	**$152,088.10**

Note 1: Contribution rates are subject to CPI and adjusted annually from 1 July each year in accordance with Councils adopted fees and charges. The current rates are to be confirmed with Council prior to payment being made.

Note 2: Noting the development is likely to be staged, the above contributions may be considered on a pro-rata basis.
{Reason: Implementation of Council's respective Section 7.11/94 Contributions Plan}

NOTES

(1) A list of fire safety measures must be submitted with the Construction Certificate application pursuant to Section 7 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021. The Regulation prescribes that the information to be submitted must include:

- A list of any existing fire safety measures provided in relation to the land or any existing building on the land; and
- A list of the proposed fire safety measures to be provided in relation to the land and any building on the land as a consequence of the building work.

(2) Prior to occupation or use of the subject building, an Occupation Certificate must be obtained from the Principal Certifier appointed for the subject development.

(3) The owner of the building is required to submit to Council at least once in each period of 12 months following the completion of the building an Annual Fire Safety Statement(s) with respect to each essential fire safety measure associated with the building.

Copies of the subject Annual Fire Safety Statements must also be forwarded by the owner to the Commissioner of Fire and Rescue NSW and displayed within the subject building in a prominent position. In this regard Fire and Rescue NSW has requested that only electronic copies of the statement be forwarded to their dedicated email address, being afss@fire.nsw.gov.au

(4) Should the Geotechnical Site Investigation show a highly or extremely reactive site, then where the sanitary drainage pipework passes out from under the proposed building, flexible pipework fittings must be fitted to permit articulation of the pipework equivalent with the expected soil movement. Reference should be made to AS 2870-2011 in this regard.

(5) If Council is engaged to act as the Principal Certifier for the Construction Certificate application the following shall be included with such application:

(a) Location of any proposed exit signs, directional exit signs, emergency lighting and any portable fire extinguishers;
(b) Details of the manner in which compliance with E1.9 of the BCA will be achieved;
(c) Specifications detailing the proposed building's compliance with the relevant provisions of Section J *Energy Efficiency* of the BCA;
(d) Details demonstrating compliance with D1.10 of the BCA with respect to the exit doors i.e. provision of bollards;
(e) Details demonstrating compliance with clause F4.5, F4.8 and F4.9 of the BCA for the sanitary facilities (if deemed-to-satisfy solution utilised), or a performance solution prepared under Part A2 of the BCA to address the applicable Performance Requirements under the BCA would need to be submitted;
(f) Specification for the building's exit door hardware (ie door handle and latch);
(g) Plans indicating compliance with AS 1428.1-2009 as adopted by the BCA with respect to the design of the proposed disabled accessible and ambulant toilet compartments. Submitted plans should detail the specific set-out dimensions of all proposed fixtures, not only for the benefit of the Principal Certifier, but also the subsequent installation tradesmen;
(h) Details demonstrating that a continuous accessible path of travel for disabled persons is provided from the allotment boundary to the doorway at the entrance floor and through the principle pedestrian entrance of each building or SOU. The design for such access must be in accordance with the BCA and the *Disability (Access to Premises — Buildings) Standards 2010* under the DDA. Otherwise a performance solution prepared under Part A2 of the BCA to address the applicable Performance Requirements under the BCA and Access Code would need to be submitted;
(i) Details demonstrating that the stage one building will be constructed to comply with Type B construction in conformity with the BCA;
(j) Details demonstrating compliance with the BCA in regards to the FRL of the external walls and the protection of the openings within 3m of the southern and eastern fire source feature (adjoining allotment boundaries);
(k) Details demonstrating the provision of disabled access to and within each of the subject SOU's as required by the BCA and Access Code; including any exemption relied upon under clause D3.4 (if deemed-to-satisfy solution utilised), or a performance solution prepared under Part A2 of the BCA to address the applicable Performance Requirements under the BCA and Access Code;
(l) A drawing of the required disabled car parking space and its shared area should be clearly detailed to indicate the design criteria specified under AS/NZS 2890.6:2009;
(m) Location of required fire hose reels together with design calculations for the proposed buildings;

(n) Design calculations and drawing demonstrating the proposed buildings can be serviced by the existing street hydrants with respect to the flow rate, pressure and distance requirements of AS 2419.1-2005. If the existing street hydrants are unable to provide required hydrant protection, then details of the location of required onsite pillar hydrant(s) together with design calculations demonstrating compliance with AS 2419.1-2005 with respect to flow rate, pressure and distance limitations;

(o) All relevant stormwater design and disposal details as indicated in the conditions of consent;

(p) Specifications/details of the proposed glazed window and door panels, particularly with respect to human impact considerations and visions strips (clause 6.6, AS 1428.1);

(q) All structural details including specifications and design drawings and statement(s)/certificate(s) by the design engineer stipulating the Australian Standards that the design complies with, including its design wind load parameters; and

(r) Submission of a list of all existing and proposed essential fire safety measures applicable to the building.

(6) Any hose reel fire service required to serve the proposed building must be connected to a separately metered water service. No domestic water services are permitted to be branched off from the fire service pipeline and vice versa. Council Policy requires all new fire services to be connected to a separately dedicated metered water service.

Enquiries concerning specific requirements of the Policy and the provision of a new fire service connection to the subject property, should be referred to Council's Water Supply and Sewerage Branch.

(7) For the purposes of Section 85, 89 and 91 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021, the required fire safety certificate(s), and schedule shall be displayed in a prominent position within the building.

(8) Due to the sewer main being relatively shallow at the front of the allotment and the distance to the sewer main from the furthest sanitary fixture, prior to works commencing, the applicant shall engage the services of a licenced plumber to determine if gravity fall can be achieved to such sewer main. If the required fall cannot be achieved, the applicant shall contact Council, so that alternate methods of trade waste disposal can be discussed.

(9) Council's Contribution Plans referred to in the conditions of this consent, may be viewed by the public without charge, at Council's Administration Building, Church Street, Dubbo between the hours of 9 am and 5 pm, Monday to Friday. The Plans can also be viewed on Council's website: www.dubbo.nsw.gov.au

(10) The development shall be carried out in accordance with Essential Energy's correspondence dated 5 May 2023 (copy attached).

(11) The activity must not be carried out in an environmentally unsatisfactory manner where:

- It contravenes, or is likely to contravene the *Protection of the Environment Operations Act 1997*, or
- It causes, or is likely to cause a pollution incident, or
- It prevents to control or minimise pollution, or the emission of any noise or the generation of waste, or
- It is not carried on in accordance with good environmental practice.

REPORT: Open Space Maintenance Deed Between Dubbo Regional Council and Maas Group Properties Southlakes Pty Ltd

DIVISION: Community, Culture and Places
REPORT DATE: 4 June 2023
TRIM REFERENCE: ID23/1423

EXECUTIVE SUMMARY

Purpose	Seek endorsement	
Issue	• Seek Council Resolution to enter into agreement under Council Seal.	
Reasoning	• Enter into a 10 year agreement with Maas Group Properties for the ongoing maintenance of Southlakes (Stage 33)	
Financial Implications	Budget Area	Community Culture and Places/ Recreation Open Space
	Funding Source	Maas Group Properties Southlakes Pty Ltd
	Proposed Cost	$0 for next years
	Ongoing Costs	To be determined at year 6 and incorporated into forward Operational budget.
Policy Implications	Policy Title	No policy
	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:	5 Liveability
CSP Objective:	5.5 Our community has access to a diverse range of recreational opportunities
Delivery Program Strategy:	5.5.1 Passive and active open space is located to maximise access and use by the community

RECOMMENDATION

1. **That the report from Manager Recreation and Open Space be noted.**
2. **That Council enter into an Open Space Maintenance Deed with Maas Group Properties Southlakes Pty Ltd for Stage 33 of Southlakes Development.**
3. **That all documents be executed under the Common Seal of Council.**

Craig Arms
Director Community, Culture and Places

IM
Manager Recreation and Open Space

REPORT

Maas Group Properties Southlakes Pty Ltd (the proponent) is the property developer of Lot 401 DP 1244669 and Lot 400 DP 1244669 (previously Lot Lot 403 DP 1244669) Boundary Road, Dubbo.

Dubbo Regional Council received a Development Application in 2018 from the proponent for the subdivision of the land for residential housing, consisting of fifty six (56) residential allotments, one drainage lot and a residue lot.

The Development Application was approved in March 2019 with Condition 8(a) to (j) pertaining to the landscaping conditions applicable to the development. Included in this Condition (8(c)) was the identification of the level of embellishment of recreational land as a "Parks – Local High" under Council's Defined Asset Management Policy, and Condition 8(j) identifying:

"That the Developer is responsible for all costs associated with the ongoing maintenance of the public open space, under Management Agreement, within the subdivision for a period of 10 years from the point of sale of the last block of land within the subdivision."

The reason provided for this Condition is:

"To enable the Developer to maintain the parkland at a level that assists in the sale of land, and defer the cost of maintenance to Council"

The proponent has completed the landscaping component, although a playground with supporting facilities is still to be installed at an appropriate location (Condition 8(h)). Discussions are continuing with the proponent to satisfy this Condition.

Dubbo Regional Council staff and the proponent have now finalised the maintenance agreement that, once signed by both parties, will ensure that the public open space is maintained at the agreed level of Parks – Local High for the next ten years at no cost to Dubbo Regional Council. This timeframe provides Dubbo Regional Council adequate time to develop cost estimates to maintain this area and build it into budget estimates commencing from year six.

The Open Space Maintenance Agreement has been developed in a manner that enables further open space components within the broader context of the Maas Group Properties Southlakes Pty Ltd development within the Southlakes estate to be incorporated into the existing documentation, with subsequent subdivision releases commencing its own ten year maintenance agreement.

Consultation

Consultation has been ongoing with the proponent and their solicitors (Duffy's) and through Council staff and our solicitors (Marsdens Law Group).

Agreement has now been reached between all parties on the conditions and requirements of the Open Space Maintenance Deed and the proponent has now signed their copy of the Deed.

Following Council's resolution to enter into the Open Space Maintenance Deed the documents can be exchanged for final execution.

Resourcing Implications
Minor oversight is required during the ten year term of the Open Space Maintenance Agreement. Prior to official handover (year ten) a full site inspection is carried out and any identified defects (within reason) are made good by the proponent and signed off by DRC.

Total Financial Implications	Current year ($)	Current year + 1 ($)	Current year + 2 ($)	Current year + 3 ($)	Current year + 4 ($)	Ongoing ($)
a. Operating revenue	0	0	0	0	0	0
b. Operating expenses	0	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?	Yes – but not for 10 years					
What is the source of this funding?	Initially Maas Group Properties for 10 years, before funding through General Rates is required					

Table 1. Ongoing Financial Implications

Next Steps

- Following Council resolution to enter into the agreement the Common Seal of Council and signatures of the Mayor and CEO applied to the document.
- This document sent through to Marsdens Law Group who will forward this copy to their Solicitor for signing, before returning both documents back to DRC.
- Common Seal of Council and signatures applied to the proponent copy and returned to them.

APPENDICES:

1⇩ Open Space Maintenance Deed (Southlakes) - DRC and MAAS Compiled 240523

Open Space Maintenance Deed

Southlakes Development, Boundary Road, Dubbo

Dubbo Regional Council (ABN 53 539 070 928) (**Council**)

Maas Group Properties Southlakes Pty Limited (ABN 13 632 459 628) (**Developer**)

Marsdens Law Group

Level 1
49 Dumaresq Street
CAMPBELLTOWN NSW 2560

Tel: 02 4626 5077
Fax: 02 4626 4826

DX: 5107 Campbelltown

Ref: 65 43 0354

14795076.1

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14795076.1

Open Space Maintenance Deed

Southlakes Development, Boundary Road, Dubbo

Parties

Council	**Name**	Dubbo Regional Council
	Address	Corner Church and Darling Streets, Dubbo NSW 2830
	ABN	53 539 070 928
Developer	**Name**	Maas Group Properties Southlakes Pty Limited
	Address	20L Sheraton Road, Dubbo NSW 2830 P.O. Box 404 Dubbo NSW 2830
	ABN	13 632 459 628

Background

A Council is the owner of the Reserve.

B The Developer was the owner of the Land and the Stage 33 Land

C The Developer obtained the Development Consent.

D The Developer completed the Works pursuant to the Development Consent and Council has issued Subdivision Certificates for the Stage 33 Land.

E The Stage 33 Land has been subdivided in accordance with the Subdivision Certificates.

F As a condition of the Development Consent, the Developer is responsible for all costs associated with the ongoing maintenance of the Reserve

G This deed records the terms upon which the Developer will maintain the Reserve.

Operative Provisions

1 Definitions and interpretation

1.1 Defined terms

In this deed, words beginning with a capital letter that are defined in Part 1 of **Schedule 1** have the meaning ascribed to them in that schedule.

1.2 Interpretation

The interpretational rules contained in Part 2 of **Schedule 1** apply in the interpretation of this deed.

2 Licence of the Reserve

2.1 Grant of the Licence

Council grants to the Developer (including any Contractor engaged by the Developer in accordance with clause 4) a licence (**Licence**) to use and occupy the Reserve for the purpose of allowing the Developer to undertake the Maintenance Works.

2.2 Leasehold interest

(1) This deed does not grant to the Developer (or any Contractor engaged by the Developer in accordance with clause 4) a leasehold interest in the Reserve.

(2) The Developer will not at any time seek to enforce an interest in the Reserve in competition with the interest held by Council.

2.3 Risk

The Developer uses and occupies the Reserve at its own risk.

3 Works

3.1 Maintenance of Works

For the Maintenance Period and at its cost, the Developer must:

(1) ensure that the Reserve is clean and free of rubbish or any hazardous material to Council's reasonable satisfaction; and

(2) maintain the Works and the Reserve in accordance with the Development Consent, the Approvals,the Maintenance Schedule, and otherwise:

(a) to the standard required for 'Parks - Local High' as contained in the Maintenance Schedule; and

(b) in accordance with any reasonable direction issued by Council from time to time.

(collectively referred to as the **Maintenance Works**).

3.2 Ownership

The Developer acknowledges and agrees that any equipment and infrastructure installed in the Reserve as part of the Works become the property of the Council upon that installation being effected.

3.3 End of this deed

This deed ends on the expiration of the Maintenance Period.

4 Engagement of Contractor

4.1 Engagement of contractor

With the prior written consent of Council, which will not be unreasonably withheld, the Developer may appoint a contractor to carry out the Maintenance Works (**Contractor**). Contracting

The Developer must ensure that:

(1) the Contractor:

(a) possesses the necessary technical skills and expertise to perform the work which it has been contracted to perform;

(b) complies with the terms of this deed;

(c) performs its work in a proper and workmanlike manner; and

(d) holds any licences or authorities necessary to carry out the Maintenance Works.

(2) all employees engaged in the conduct of the Maintenance Works are protected by a policy of workers' compensation in an amount necessary to discharge the Contractor's obligations under any Laws relating to workers compensation.

4.2 Work Health & Safety

The Developer must ensure that both it and the Contractor complies with all WH&S Laws in relation to the conduct of the Maintenance Works.

5 Step in Rights

5.1 Failure Notice

(1) If the Developer fails to ensure that the Maintenance Works are carried out in accordance with this deed (**Failure**), then Council may serve a notice on the Developer concerning that failure (**Failure Notice**).

(2) A Failure Notice must contain the following information:

(a) the nature and extent of the Failure;

(b) the work Council requires the Developer to be carried out in order to remedy the Failure; and

(c) the time, being a period of not less than 15 business days, within which the Failure must be remedied.

5.2 Developer to remedy Failure

The Developer must procure that the Failure is remedied in accordance with a Failure Notice.

5.3 Right of Council to Step-In

If the Developer fails to ensure that a Failure Notice is complied with then Council, at its absolute discretion and in addition to any other right available to it, may carry out the works set out in the relevant Failure Notice.

5.4 Consequence of Step-In

If Council elects to exercise the step-in rights granted to it under clause 5.3 then the Developer must:

(1) do all things reasonably necessary to allow Council to remedy the relevant Failure, including allowing Council to use any plans, specifications or other

material in their possession, or in the possession of the Contractor, which is required by Council to remedy the Failure, and

(2) not impede or interfere with Council in undertaking that work.

5.5 Costs of Council

Where Council exercises its step-in rights under this clause 5, all reasonable costs incurred by Council in remedying the relevant Failure will be a liquidated debt owed to Council by the Developer.

6 Insurances and indemnities

6.1 Public liability insurance

(1) The Developer must effect and afterwards maintain a policy of public liability insurance in respect of all Claims for personal injury or damage to property arising from the execution of the Maintenance Works for an amount of $20 million for any single event.

(2) Council, acting reasonably, reserves the right to require the Developer to increase the amount of cover provided for by a policy of public liability insurance referred to in paragraph (1) above to an amount it deems to be satisfactory.

(3) The public liability policy effected by the Developer must note the interest of Council as owner of the Reserve.

6.2 Evidence of Insurance

The Developer must provide Council with a certificate of currency issued by the insurer in respect of the insurances required under this deed under this clause within fourteen (14) days of being requested to do so by Council.

6.3 Indemnities

The Developer indemnifies Council against any Claim arising as a result of:

(1) the conduct of the Maintenance Works, including where those works are carried out by the Contractor;

(2) any breach of the obligations imposed on the Developer pursuant to this deed.

except to the extent that any such Claim is caused by a negligent act or omission of Council.

7 Termination

7.1 Termination

Council may terminate this deed immediately where:

(1) the Developer commits a Failure or other breach of this deed which is not rectified within fifteen (15) days of written request from Council to rectify the default; or

(2) the Developer becomes subject to an Insolvency Event.

7.2 Consequence of termination

Upon this deed ending:

(1) all future rights and obligations of the parties are discharged; and

(2) all pre-existing rights and obligations of the parties continue to subsist.

8 Costs and taxes

The Developer is liable for all costs incurred by Council as a result of this deed including but not limited to:

(1) any legal costs (including disbursements) incurred by Council as a result of the preparation, negotiation and execution of this deed;

(2) any other costs incurred by Council as a result of any variation requested to this deed by the Developer after execution by the parties including (but not limited to) legal costs and disbursements in considering the request and preparing, negotiating and executing the variation to this deed; and

(3) any Taxes liable to be paid by Council as a result of this deed, or the variation (if any) referred to in paragraph (2).

9 Position of Council

9.1 Consent authority

The Developer acknowledges that Council is a consent authority with statutory rights and obligations pursuant to the terms of the *Environmental Planning and Assessment Act 1979* (NSW), *Local Government Act 1993* (NSW) and *Roads Act 1993* (NSW) (**Planning Legislation**).

9.2 Deed does not fetter discretion

This deed is not intended to operate to fetter, in any unlawful manner:

(1) the power of Council to make any Law; or

(2) the exercise by Council of any statutory power or discretion,

(**Discretion**).

9.3 Severance of provisions

(1) No provision of this deed is intended to, or does, constitute any unlawful fetter on any Discretion. If, contrary to the operation of this clause, any provision of this deed is held by a court of competent jurisdiction to constitute an unlawful fetter on any Discretion, the parties agree:

(a) they will take all practical steps, including the execution of any further documents, to ensure the objective of this clause 9 is substantially satisfied;

(b) in the event that paragraph (1)(a) cannot be achieved without giving rise to an unlawful fetter on a Discretion, the relevant provision is to be severed and the remainder of this deed has full force and effect; and

(c) to endeavour to satisfy the common objectives of the parties on relation to the provision of this deed which is held to be an unlawful fetter to the extent that it is possible having regard to the relevant court judgment.

(2) Where the Law permits Council to contract out of a provision of that Law or gives Council power to exercise a Discretion, then if Council has in this deed contracted out of a provision or exercised a Discretion under this deed, then to the extent of this deed is not to be taken to be inconsistent with the Law.

9.4 No Obligations

Nothing in this deed will be deemed to impose any obligation on Council to exercise any of its functions under the Planning Legislation in relation to Approvals, the Reserve, or the Maintenance Works.

10 Administrative provisions

10.1 Notices

(1) Any notice, consent or other communication under this deed must be in writing and signed by or on behalf of the person giving it, addressed to the person to whom it is to be given and:

(a) delivered to that person's address;

(b) sent by pre-paid mail to that person's address; or

(c) transmitted by facsimile to that person's address.

(2) A notice given to a person in accordance with this clause is treated as having been given and received:

(a) if delivered to a person's address, on the day of delivery if a Business Day, otherwise on the next Business Day;

(b) if sent by pre-paid mail, on the third Business Day after posting; and

(c) if transmitted by facsimile to a person's address and a correct and complete transmission report is received, on the day of transmission if a Business Day, otherwise on the next Business Day.

(3) For the purpose of this clause the address of a person is the address set out in this deed or another address of which that person may from time to time give notice to each other person.

10.2 Entire agreement

This deed is the entire agreement of the parties on the subject matter. All representations, communications and prior agreements in relation to the subject matter are merged in and superseded by this deed.

10.3 Waiver

The non-exercise of or delay in exercising any power or right of a party does not operate as a waiver of that power or right, nor does any single exercise of a power or right preclude any other or further exercise of it or the exercise of any other power or right. A power or right may only be waived in writing, signed by the parties to be bound by the waiver.

10.4 Cooperation

Each party must sign, execute and deliver all deeds, documents, instruments and act reasonably and effectively to carry out and give full effect to this deed and the rights and obligations of the parties under it.

10.5 Counterparts

This deed may be executed in any number of counterparts and all of those counterparts taken together constitute one and the same instrument.

10.6 Amendment

This deed may only be amended or supplemented in writing signed by the parties.

10.7 Unenforceability

Any provision of this deed which is invalid or unenforceable in any jurisdiction is to be read down for the purposes of that jurisdiction, if possible, so as to be valid or enforceable, and is otherwise capable of being severed to the extent of the invalidity or enforceability, without affecting the remaining provisions of this deed or affecting the validity or enforceability of that provision in any other jurisdiction.

10.8 Power of Attorney

Each attorney who executes this deed on behalf of a party declares that the attorney has no notice of:

(1) the revocation or suspension of the power of attorney by the grantor; or

(2) the death of the grantor.

10.9 Governing law

The law in force in the State of New South Wales governs this deed. The parties:

(1) submit to the exclusive jurisdiction of the courts of New South Wales and any courts that may hear appeal from those courts in respect of any proceedings in connection with this deed; and

(2) may not seek to have any proceedings removed from the jurisdiction of New South Wales on the grounds of *forum non conveniens*.

10.10 Dispute Resolution

(1) Any dispute or difference (including any dispute as to the validity, breach or termination of this deed, or as to any claim in tort, in equity or pursuant to any statute) arising between the parties out of or in connection with this deed must be resolved in accordance with the procedures outlined in this clause.

(2) Nothing in this clause prevents a party from seeking urgent interlocutory relief.

(3) This clause survives termination of this deed.

(4) Notice must be given by the party claiming that a dispute or difference has arisen to the other party (**Notice of dispute**), specifying any matters which sufficiently particularise the dispute or different (including the nature of the dispute or difference, the clauses of this deed relevant to the dispute or

difference, the circumstances giving rise to the dispute and the proposed resolution of the dispute).

(5) The parties must meet, on a without prejudice basis, within five (5) business days of the date that a Notice of Dispute is given (**Dispute Meeting**).

(6) At the Dispute Meeting, the parties must use all reasonable endeavours to resolve the dispute or difference.

(7) If the dispute or difference is not resolved as a result of the Dispute Meeting, then the party who issued the Notice of Dispute may refer the dispute or difference to Resolution Institute (ACN 008 651 232; Level 2, 13-15 Bridge Street, Sydney NSW 2000; email: infoaus@resolution.institute; telephone: (61-2) 9251 3366), for facilitation of a mediation in accordance with Resolution Institute's Mediation Rules.

(8) The parties must co-operate with Resolution Institute as facilitator.

(9) If within 10 Business Days after the referral of the dispute or difference to Resolution Institute the parties have not agreed upon the mediator or other relevant particular, the mediator and any other relevant particular will be determined in accordance with Resolution Institute's Facilitation Rules.

(10) If the dispute or difference has not been resolved as a result of the referral to Resolution Institute, then either party may exercise any rights available to them at law with respect the dispute or difference.

Schedule 1:
Defined Terms And Interpretation

Part 1 – Definitions

Approvals	means all approvals, consents, permits and authorisations required from any Authority in order to carry out the Maintenance Works.
Authorities or Authority	means (as appropriate) any: (1) federal, state or local government; (2) department of any federal, state or local government; (3) any court or administrative tribunal; or (4) statutory corporation or regulatory body.
Claim	against any person any allegation, action, demand, cause of action, suit, proceeding, judgement, debt, damage, loss, cost, expense or liability howsoever arising and whether present or future, fixed or unascertained, actual or contingent whether at law, in equity, under statute or otherwise.
Construction Certificate	has the meaning ascribed to it in the *Environmental Planning and Assessment Act 1979* (NSW).
Contractor	has the meaning ascribed to that term in clause 4.1.
Development	means the subdivision of the Stage 33 Land into: (1) fifty-six (56) residential lots; and (2) one (1) drainage lot; and (3) one (1) residual lot.
Development Consent	means Development Consent No. D2018-561 granted with respect to the Development.
Failure	has the meaning ascribed to it in clause 5.1(1).
Land	means the land formerly contained in Certificate of Title Folio Identifier 403/1244669.
Landscape Plan	means the landscape plan attached as **Annexure 1**.
Laws	means all legislation, regulations, by-laws, common law and other binding order made by any Authority.
Maintenance Period	means the period commencing on the date of this deed and ending ten (10) years after the sale by the Developer of the last of the fifty-six (56) residential lots within the Development.

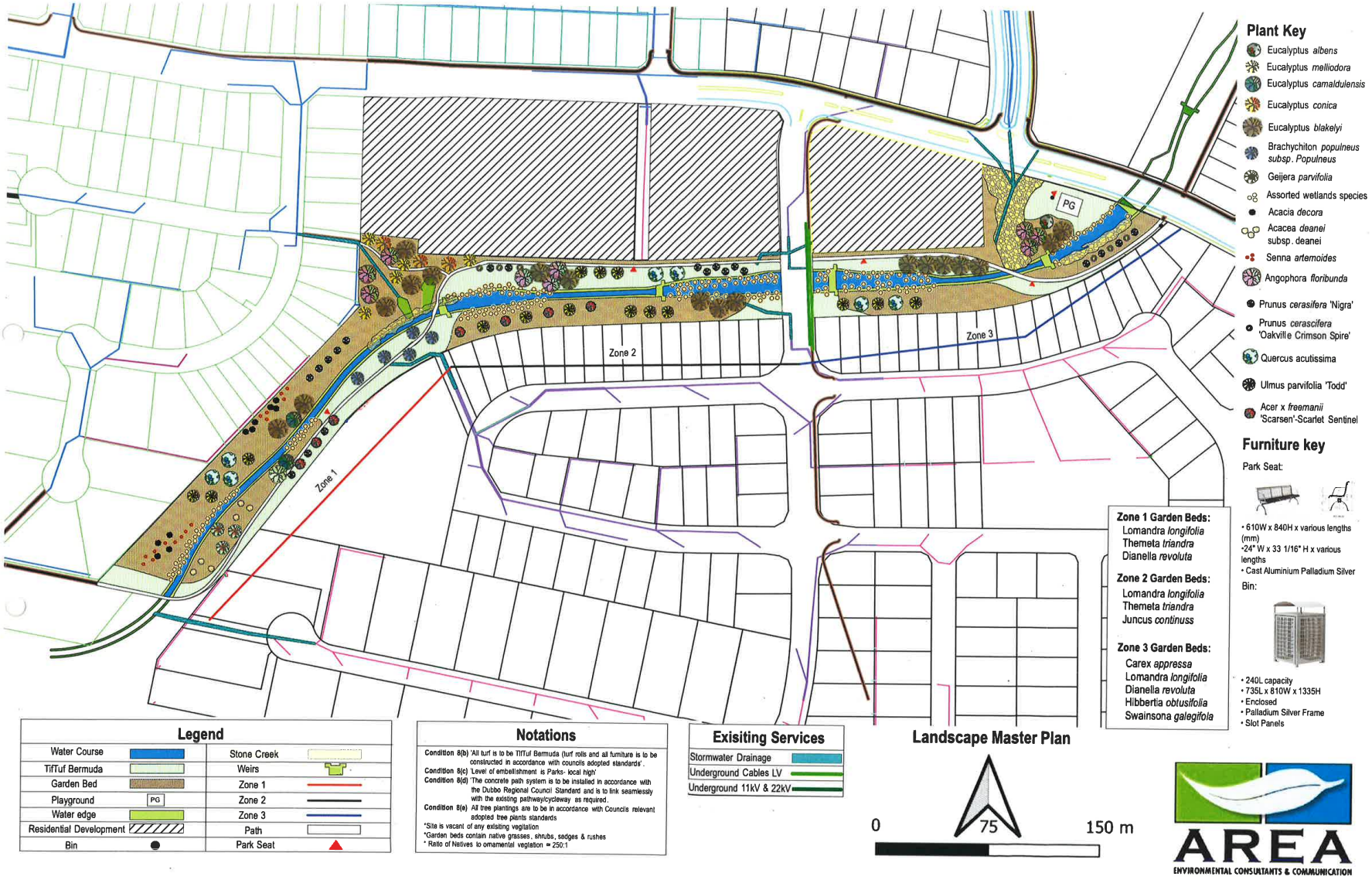
Maintenance Schedule	means the maintenance schedule attached as **Annexure 2** (as amended by Council from time to time).
Maintenance Works	has the meaning ascribed to it in clause 3.10.
Reserve	means that part of the Land comprising a drainage reserve (specifically zones 1, 2 and 3) as identified in the Landscape Plan and associated public open space developed by AREA environmental Consultants developed in accordance with Conditions 8 (a) – (c) of the Development Consent.
Stage 33 Land	means the land formerly contained in Certificates of Title Folio Identifiers 401/1244669 and 402/1244669.
Subdivision Certificate	means Subdivision Certificate number SC18-561 issued by Council pursuant to the *Environmental Planning and Assessment Act 1979* (NSW).
Taxes	means any tax, duty, impost, fee, levy or other charge imposed by any Authority.
WH&S Laws	means the *Work Health & Safety Act 2011* (NSW) as well as any other relevant Law relating to work health and safety.
Works	means the landscaping, embellishment and associated infrastructure works completed by the Devloper under the Development Consent and approved by Council .

Part 2 - Interpretational Rules

clauses, annexures and schedules	a clause, annexure or schedule is a reference to a clause in or annexure or schedule to this deed.
variations or replacements	a document (including this deed) includes any variation or replacement of it.
reference to statutes	a statute, ordinance, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them.
singular includes plural	the singular includes the plural and vice versa.
person	the word “person” includes an individual, a firm, a body corporate, a partnership, joint venture, an unincorporated body or association or any government agency.
executors, administrators, successors	a particular person includes a reference to the person’s executors, administrators, successors, substitutes (including persons taking by novation) and assigns.
Dollars	Australian dollars, dollars, $ or A$ is a reference to the lawful currency of Australia.

calculation of time	if a period of time dates from a given day or the day of an act or event, it is to be calculated exclusive of that day.
reference to a day	a day is to be interpreted as the period of time commencing at midnight and ending 24 hours later.
reference to a group of persons	a group of persons or things is a reference to any two or more of them jointly and to each of them individually.
meaning not limited	the words “include”, “including”, “for example” or “such as” are not used as, nor are they to be interpreted as, words of limitation, and, when introducing an example, do not limit the meaning of the words to which the example relates to that example or examples of a similar kind.
next day	if an act under this agreement to be done by a party on or by a given day is done after 4.30pm on that day, it is taken to be done on the next day.
next Business Day	if an event must occur on a stipulated day which is not a Business Day then the stipulated day will be taken to be the next Business Day.
time of day	time is a reference to Sydney time.
headings	headings (including those in brackets at the beginning of paragraphs) are for convenience only and do not affect the interpretation of this deed.

Annexure 1:
Landscape Plan


Plant Key
Eucalyptus albens
Eucalyptus melliodora
Eucalyptus camaldulensis
Eucalyptus conica
Eucalyptus blakelyi
Brachychiton populneus subsp. Populneus
Geijera parvifolia
Assorted wetlands species
Acacia decora
Acacea deanei subsp. deanei
Senna artemoides
Angophora floribunda
Prunus cerasifera 'Nigra'
Prunus cerascifera 'Oakville Crimson Spire'
Quercus acutissima
Ulmus parvifolia 'Todd'
Acer x freemanii 'Scarsen'-Scarlet Sentinel
Furniture key
Park Seat:
• 610W x 840H x various lengths (mm)
•24" W x 33 1/16" H x various lengths
• Cast Aluminium Palladium Silver
Bin:
• 240L capacity
• 735L x 810W x 1335H
• Enclosed
• Palladium Silver Frame
• Slot Panels
Zone 1 Garden Beds:
Lomandra longifolia
Themeta triandra
Dianella revoluta
Zone 2 Garden Beds:
Lomandra longifolia
Themeta triandra
Juncus continuss
Zone 3 Garden Beds:
Carex appressa
Lomandra longifolia
Dianella revoluta
Hibbertia obtusifolia
Swainsona galegifola
Zone 1
Zone 2
Zone 3
PG
Legend
Water Course
TifTuf Bermuda
Garden Bed
Playground
Water edge
Residential Development
Bin
Stone Creek
Weirs
Zone 1
Zone 2
Zone 3
Path
Park Seat
Notations
Condition 8(b) 'All turf is to be TifTuf Bermuda (turf rolls and all furniture is to be constructed in accordance with councils adopted standards'.
Condition 8(c) 'Level of embellishment is Parks- local high'
Condition 8(d) 'The concrete path system is to be installed in accordance with the Dubbo Regional Council Standard and is to link seamlessly with the existing pathway/cycleway as required.
Condition 8(e) All tree plantings are to be in accordance with Councils relevant adopted tree plants standards
*Site is vacant of any existing vegitation
*Garden beds contain native grasses, shrubs, sedges & rushes
* Ratio of Natives to ornamental vegtation = 250:1
Exisiting Services
Stormwater Drainage
Underground Cables LV
Underground 11kV & 22kV
Landscape Master Plan
0
75
150 m
AREA
ENVIRONMENTAL CONSULTANTS & COMMUNICATION

Annexure 2: Maintenance Schedule

CLASSIFICATION STANDARD (ACS)
PARKS AND LANDCARE SERVICES DIVISION

CLASSIFICATION - PARK
SUB - CLASSIFICATION - LOCAL
LEVEL - HIGH

OUTCOME CORE OBJECTIVES PERFORMANCE REQUIREMENTS	**We have these assets so that….** 1. Residents of and visitors to Dubbo can enjoy opportunities for passive recreation and education, natural history, culture, applied botany and ecology in a safe and aesthetically pleasing setting. 2. The economic benefits of attracting large numbers of regional and state visitors are available to Dubbo.
DESCRIPTION	**Primary use** Educational, passive recreation and premium tourist attraction. **We achieve the outcome by providing** 1. Innovative and traditional use of amenity, horticulture and landform. 2. Quality and accessible interpretative materials, amenities and furniture.
TYPICAL FEATURES **You will see**	Well maintained lawn/grass Living collections of trees and shrubs Signage – Regulatory & Advisory Litter bins Park furniture
TYPICAL FEATURES **You may see**	Plant identification labels Premium quality lawn Water features Amenities Play Equipment – Australian Standards Barbecue facilities Fencing Pathways Gardens Pedestrian lighting
FINANCIAL CHARACTERISTICS	CAPITAL COST -LOW MAINTENANCE YIELD -MEDIUM OPERATING COST -MEDIUM
FUNDING	Users pays, rate and general revenue. Grants and subsidies.
OWNERSHIP	Community Land Parks and Landcare Division Horticulture Function 9.1

SCHEDULE 4

- This is Schedule 4 of the Strategic Asset Management Policy -

PARKS AND LANDCARE SERVICES DIVISION
MAINTENANCE SERVICE LEVEL (SPECIFICATION)

CLASSIFICATION - PARK

SUB-CLASSIFICATION & LEVEL
- REGIONAL LOW
- DISTRICT MEDIUM
- LOCAL HIGH
- GENERAL PREMIUM

			STANDARD	
ACTIVITY	**ACTION**	**CONDITIONS OF PERFORMANCE**	**QUALITATIVE**	**QUANTITATIVE**
Inspections	Visual Inspection	Appropriate Skills Transport all Weather COP 1,2,3,4,5,6.	In accordance with Codes of Practice.	All programmed detailed inspections will be undertaken once per annum (before November each year). A programmed sub-asset specific inspection will be undertaken each year on the following basis:- ▪ BBQ's – Sep/Dec/ Mar ▪ Amenities-Sep/Nov/ Dec ▪ Playgrounds-*Before*

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
				school holidays Sep/Nov/Jan/Jun ▪ Water Features- Sep/Dec/Mar/Jun ▪ Picnic Shelters- Sep/Jan ▪ Skate Park – Sep/Nov/Jan/Jun ▪ BMX Track – Sep/Nov/Jan/Jun ▪ Water Play Structural – Sep/Nov/Jan/Jun ▪ Water Park with body/water contact – Daily. All formal inspections will be undertaken by the respective asset owners in conjunction with the Manager Parks & Landcare Operations.
	Documentation	Appropriate Skills . IR Book. DRR Book. SR Book.	Inspection Return Forms Completed Correctly.	Completed Inspection Return Forms sighted by Manager Horticulture and Landcare Services no later than two (2)

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
				days after inspections completed.
Amenities Maintenance	Structural Repairs	Given appropriate skills, materials and equipment. COP 62.	No obvious defects. Clean and tidy finish.	Components operate and function correctly within ten (10) days of defect being reported.
	Plumbing Repairs	Given appropriate skills, materials and equipment. COP 65.	No obvious defects. Clean and tidy finish.	Correct materials used. Components operate and function correctly within ten (10) days.
	Electrical Repairs	Given appropriate skills, materials and equipment. Dry conditions. COP 64.	No obvious defects. Clean and tidy finish.	Tests reveal no earth leakage/voltage drop. All components function correctly within ten (10) days of being reported.
	Sanitising	Appropriate chemicals and antibacterial agents. Water supply. COP 63 & 72.	No unpleasant odours. No obvious build up of grime. No vermin obvious.	No reported incidence of infection.
	Gas Appliance Repairs	Given appropriate skills materials and equipment.	No obvious defects. Clean and tidy finish.	Tests reveal no gas leaks or gas build-up. All components function currently within ten (10) days of defect being reported.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Gas Appliance Inspection	Qualified Tradesman.	No obvious defects.	Tests reveal no gas leaks or gas build-up. Full compliance with Australian Standards.
	Graffiti Removal	Given appropriate solvents and applicators. Cleaning equipment. Appropriate skills. COP 67.	No obvious signs of graffiti.	No graffiti present within ten (10) days of being reported.
	Cleaning	Given appropriate solvents and applicators. Cleaning equipment. Appropriate skills. COP 63 & 72.	No obvious dirt, grease, grime or waste. Pleasant smell.	No surface is dirty or untidy at least every five (5) days.
	Painting	Appropriate skills, materials and equipment. COP 66.	Evenly painted surfaces. No obvious streaks, runs, overspray or lack of cutting. Correct colours.	No surface requiring additional painting outside approved Asset Maintenance/Replacement Program.
Preparation and Maintenance of Floral Displays (Bedding Plants)	Prepare Beds	Operational transport and equipment. Fine weather conditions. Daylight hours.	Friable soil structure, surface evenly finished, edges kicked up and no obvious presence of	Tilled soil over entire area of bed to a depth of 300mm

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD QUALITATIVE	STANDARD QUANTITATIVE
		COP 16,19,27.	unwanted material.	
	Planting	Appropriate equipment. Daylight hours. Quality plant material. COP 16,19,27.	Even plant spacings. Good layout with neat and tidy finish. Appropriate planting depth.	No areas require replanting due to poor workmanship.
	Watering	Adequate water supply. Appropriate means of delivery. COP 16,19,27.	No visible stress due to lack of water or over watering.	No water logging or drying out within the root zone.
	Fertilising	Appropriate equipment. Adequate supply of correct fertiliser. Daylight hours. COP 16,19,27.	No obvious signs of nutrient deficiency.	Soil analysis reveals no deficiencies or toxicities within three (3) months of fertiliser application.
	Replacement Plantings	Appropriate equipment. Daylight hours. Quality plant material. COP 16,19,27.	Even plant spacings. Good layout with neat and tidy finish. Appropriate planting depth.	No areas require further replanting due to poor workmanship.
	Cultivating	Appropriate equipment. Daylight hours. COP 16,19,27.	Good quality soil structure with no surface cracking/crusting.	No weeds present for more than one (1) week after notification.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD QUALITATIVE	STANDARD QUANTITATIVE
			No obvious weeds present.	No desirable plants damaged.
	Selective Pruning	Appropriate sharp and clean equipment. Fine weather conditions. Daylight hours. COP 16,19,27.	Good shape, health and vigour.	No dead flowers or foliage present for more than ten (10) days.
	Monitoring	Appropriate skills Daylight hours COP 16,19,27.	No obvious floral display below standard due to neglect.	Shrub displays will be inspected for condition once every three (3) weeks.
Pest and Disease Control	Treatment	Operational transport and equipment Fine Weather COP 51 Daylight hours Appropriate Equipment.	No obvious signs of continuing pest or disease attack. Plant exhibits signs of recovery.	Pest and disease populations reduced by 80% within ten (10) days of treatment.
	Follow up Treatment	Operational transport & equipment Fine Weather COP 52 Daylight hours Appropriate Equipment Monitoring Program.	No obvious signs of continuing pest or disease attack. Plant exhibits signs of recovery.	Pest and disease populations reduced by 80% within ten (10) days of treatment.
Litter Control	Replacement of Bins	Operational transport and equipment	Missing bins replaced. No damaged bin holders.	70% of serviceable bins serviceable at one time.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD QUALITATIVE	STANDARD QUANTITATIVE
		Daylight hours Fine Weather COP 49.		
	Biohazard Control	Give appropriate training and equipment Daylight hours COP 9.	No obvious sharps or contaminated material present.	Nil reported incidents of injury due to sharps or other contaminated material.
	Removal of Litter	Operational transport and equipment. Fine Weather. Daylight Hours. COP 15.	No obvious ground litter. All bins emptied. Litter disposed of correctly.	Area free of litter once per month.
	Provision of Rubbish Receptacles	Supply of appropriate materials and equipment. COP 50.	No accumulation of rubbish due to lack of bins. No obvious damage or broken bins.	240ltr bin or equivalent will be provided per playground and picnic facility.
Furniture, Equipment Installation and Maintenance	Graffiti	Given appropriate solvents and applicators. Cleaning Equipment. Appropriate skills. COP 22.	No obvious signs of graffiti.	No graffiti present within ten (10) days of being reported.
	Cleaning	Given appropriate solvents and applicators.	No obvious dirt, grease, grime or waste. Pleasant	No surface is dirty or untidy within ten (10)

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
		Cleaning Equipment. Appropriate skills. COP 69.	smell.	days of being reported.
	Painting	Appropriate skills, materials and equipment. COP 68.	Evenly painted surfaces. No obvious streaks, runs, overspraying or lack of cutting in. Correct colours.	No surface requiring additional painting outside the approved Asset Maintenance/Replacement Plan.
	Structural Repairs	Given appropriate skills, materials and equipment. COP 71.	No obvious defects. Clean and tidy finish.	Components operate/function correctly within ten (10) days of being reported.
	Removal	Given appropriate transport and equipment. Daylight hours. Appropriate skills. COP 70.	All unnecessary or non-functional material removed. Area left in safe condition.	No obsolete or unrepairable furniture or equipment remaining on site outside the Asset Maintenance Replacement Program or within ten (10) days of impermissible condition being reported.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Replacement	Given appropriate transport and equipment. Daylight hours. Appropriate skills.	Replacements compatible with existing equipment. Structurally sound. Clean and tidy finish.	Installation within design and standard. No obsolete or unrepairable furniture or equipment present outside the Asset Maintenance Replacement Program or within ten (10) days of impermissible condition being reported.
Lawn Maintenance	Mowing - 1	Given operational cylinder mower. Fine Weather. Daylight fine conditions. Firm dry surface. COP 25.	Evenly cut surface with no obvious residue of grass clippings or obvious wheel marks.	Average height of grass doesn't exceed 100mm above desired lawn height and is never lower than desired height.
	De-thatching	Given Operational flail mower or specialised machine. Fine Weather. Daylight hours. Operational Lawn Vacuum. COP 10.	80% of scarified residue removed. No obvious wheel marks. Reduced thatch layer across lawn surface.	Depth of thatch does not exceed 10mm once per year.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Trimming	Fine weather. Daylight Hours Firm dry surface Operational Plant and Equipment.	Evenly cut surface No obvious residue on pathways No damage to trees.	Finish grass height is consistent with mowing height. Grass does not encroach more than 50mm across pathways and edges.
	Fertiliser Granular	Given operational fertiliser spreader mounted on appropriate plant. Dry conditions. Daylight hours. Firm surface. Fertiliser and current soil test. COP 12.	Even distribution of granular fertiliser across turf surface. No obvious wheel marks or damaged turf surface. No signs of fertiliser burn or missed areas.	Correct rates of fertiliser applied to correct identified nutrient deficiency and promote strong vigorous growth once per year.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Over seeding	Given operational spreader, mounted on appropriate plant. Dry conditions Daylight hours Suitably worked surface Required quantity of seed. COP 14.	Even distribution of seed. No obvious wheel marks or damage to surface.	Seeding rates as recommended by supplier/grower for chosen species. Choice of seeding variety suitable to local conditions. Minimum germination of 90%.
	Renovating	Given functional renovator or scarifier. Turf type vacuum. Dry conditions. Daylight hours. Firm and moist soil conditions. COP 10,18,23.	No damage to sprinkler heads, valve boxes and other assets. No significant wheel marks. No debris resulting from renovating left on turf surface.	Depth of renovation must be a minimum of 75mm.
Infrastructure Maintenance	Repairs to Paving	Operational transport and equipment Fine weather Daylight hours Appropriate skills and materials COP 47.	Evenly paved surface. Compatible and matching pattern and materials.	No unrepaired or damaged paving on site within ten (10) days of defect being reported.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Fencing	Operational transport and equipment. Fine Weather. Daylight hours. Appropriate skills and materials. COP 48.	Correct alignment, complete and apparently sound.	No missing or damaged fencing within ten (10) days of being reported.
	Maintenance of stormwater inlets and outlets.	Operational transport and equipment. Fine Weather. Daylight Hours. Appropriate skills and materials. COP 46.	Structures highly visible. No obvious build up of debris. No obvious damage to structures.	Stormwater inlets and outlets painted with high visibility paint, cleaned and weeded twice per year.
	Signage	Operational transport and equipment. Fine weather and daylight hours. Appropriate skills and materials.	Signs to be highly visible. Signs to be legible, upright and secure. Signs may be regulatory, advisory or informative.	No unrepaired, damaged or illegible signage in area for more than ten (10) days after defect being reported.
Fountains Maintenance	Water Quality Testing	Appropriate transport and equipment. Fine weather. Daylight hours. Appropriate skills. COP 3.	No obvious algae build-up.	PH and Chlorine are at recommended levels. Presence of E-Coli and other bacteria are within health standards.

2010 - 2011
PARKS – REGIONAL LOW, DISTRICT MEDIUM, LOCAL HIGH, GENERAL PREMIUM

LOGOV Risk Management Services Pty Limited
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ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Maintenance of Pump and Filters.	Appropriate transport and equipment. Appropriate skills.	No obvious evidence of excess residue in filter baskets. Pump running smoothly with no overheating or obvious leaks.	Pump pressure within limits. Water flow meets design requirements. Electrical current draw meets design criteria.
	Maintenance and Inspection of Security Fencing.	Operational transport and equipment. Fine Weather. Daylight hours. Appropriate skills and materials.	Correct alignment, complete and apparently sound.	No missing or damaged fencing within ten (10) days of being reported.
	Cleaning	Operational transport and equipment Fine Weather. Daylight hours. Appropriate skills and material.	No obvious gross pollutants floating on water surface. No obvious outbreaks of algae.	No alga blooms and no gross pollutants present at least once every three (3) days.
	Chemical Application	Operational transport and equipment Fine Weather. Daylight hours. Appropriate skills and material.	Water appears clean and clear.	PH and Chlorine are maintained at recommended levels determined by Director Environmental Services.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Electrical Repairs	Operational transport and equipment Dry conditions. Daylight hours. Appropriate skills and material.	No obvious defects. Clean, tidy finish.	Tests reveal no earth leakage or voltage drop. Components function correctly within ten (10) days of defect being reported.
	Plumbing Repairs	Operational transport and equipment Daylight hours. Appropriate skills and material.	No obvious defects. Clean, tidy finish.	Correct materials used. Components installed, operate and function correctly within ten (10) days of defect being reported subject to material availability.
Weed Control	Spraying	Operational Spray Equipment. Favourable Weather Conditions. Daylight Hours. COP 29.	Weeds dead or dying. No damage to non-target area.	No targeted living weeds present in lawns within ten (10) days of completing the seasonal spraying.
	Over Sowing	Operational Spreader Mounted on Appropriate plant. Dry Conditions. Daylight Hours. Suitably Worked Surface.	Even distribution of seed. No obvious wheel marks or damage to surface.	Seeding rates as recommended by supplier/grower for selected species. Minimum germination of 90%.

		Seed. COP 14.		

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Mechanical Removal	Operational Hand Held or Tractor Driven Equipment. Fine Weather. Daylight Hours. COP 29.	No visible evidence of weeds. Surface left clean and even. No targeted weed regrowth.	No visible evidence of weeds in lawn untreated ten (10) days after being reported
	Mulching Shrub Beds	Operational Spreader. Fine Weather. Daylight Hours. Appropriate Materials.	Even Spread of Mulch. No visible contaminants.	Mulch should be spread to a minimum depth of 100mm every two (2) years.
Lighting Maintenance	Inspect and Test Operation	Given Daylight or Night Electrical Integrity of system. Responsible Person with appropriate skills and transport. COP 41.	No significant number of lamps out for prolonged periods. All lights operational for major events.	All installed security and pedestrian lighting operational 70% of the time.
	Check Electrical Integrity	Daylight Hours. Qualified Electrician. Access to Power Supply. Dry conditions. Necessary Equipment. COP 45	No part of electrical system which is non operational or dangerous. No exposed wiring. All components inspected.	No electrical faults within ten (10) days of defect being reported. Certificate of electrical integrity given on completion of job.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Replace Lamps	Daylight Hours. Qualified electrician. Access to Power Supply. Necessary Equipment. Dry Conditions. COP 43.	Lamps replaced within given time frame.	100% lamps operational 80% of the time. Certificate of electrical integrity carried out on completion of job.
	Check Structurally Sound	Daylight Hours Qualified Electrician Necessary Equipment. Appropriate qualification and skills.	No dangerous structures. No missing rag bolts or securing bolts. All components checked.	No faulty condition of equipment within ten (10) days of being reported.
	Minor Repairs	Qualified Electrician. Daylight Hours. Necessary Equipment. All Weather Conditions if Inside. COP 44.	Repairs carried out in a timely and cost effective fashion.	100% of system operational within ten (10) days of being reported. Certificate of Electrical integrity for work carried out.
	Major Repairs	Qualified Electrician. Daylight Hours. Necessary Equipment. Dry Conditions. COP 44.	Repairs carried out in a timely and cost effective fashion.	Certificate of electrical integrity on work carried out.100% of system operational within ten (10) days of being reported.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
Irrigation	Test for Operation	Daylight Hours. Mobile Phone/Laptop. Operational Transport. Appropriate Skills. COP 6,35,36.	Irrigation system fully functional and working to capacity. No dry spots on ovals due to sprinkler failure or breaks. No cases of over watering due to sprinkler failures or breaks.	100% of irrigation system operational 70% of the time. Irrigation system fully functional and capable of working to full capacity 70% of the time. All sprinklers to be inspected once every two (2) weeks during irrigation period. Irrigation to be operational within three (3) days of defect being inspected.
	Visual Inspection/Sprinkler Heads	Daylight Hours. Appropriate Transport. COP 6,35,36.	Sprinklers are fully Operational. No sprinklers not operating to capacity. No obvious dry or wet patches caused by sprinkler failure. No sprinkler heads set at more than 5mm below	All sprinklers inspected once every two (2) weeks . Irrigation system fully functional and capable of working to full capacity 95% of the time. Identified faults are

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
			grade unless specified. No grass obscuring or hindering sprinkler operation.	repaired within three (3) days.
	Control Valves	Daylight Hours. Dry Conditions. Mobile Phone/Laptop. Appropriate transport and skills. No oval bookings. COP 6,35,36.	Valves operating correctly and in sequence. Valve boxes set at grade or below. No instances whereby valve boxes protrude from ground. No instances where valve operation has been faulty for more than one irrigation cycle.	All control valves operating 98% at all times. Irrigation system inspected every two (2) weeks during irrigation period. Identified faults are repaired within three (3) days.
	Pits and Covers	Daylight Hours. Appropriate Transport and skills. Dry Conditions. COP 6,35,36.	Pits are structurally sound and covers in place.100% of pits inspected and covers in place. No instances where covers are missing. No instances where structures are in disrepair.	All pits and covers are secured and in good repair 98% of the time. Irrigation system inspected every two (2) weeks during irrigation period. Identified faults are repaired within three (3) days.
	Pumps and Motor	Daylight Hours.	Pumps and motors	Pumps and motors fully

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD QUALITATIVE	STANDARD QUANTITATIVE
		Appropriate Transport and skills. COP 6,35,36.	operational. Pumps and motors service chart kept up to date.	operational 90% of the time. Irrigation system inspected once every two (2) weeks during irrigation period. Identified faults are repaired within three (3) days.
	RTU and Housings	Daylight Hours. Appropriate Transport and skills. Mobile Phone/Laptop and keys. COP 6,35,36.	Rut's functional and operating through Telemetry system housing secure.	100% of RTUs operational and no instances where parks/gardens under stress due to RTU failure.100% of housings secured with appropriate locking system. Irrigation system inspected weekly during irrigation period. Identified faults repaired within three (3) days of defect being reported.
	Filters/Non Return Valves	Daylight hours. Fine Conditions. Appropriate Transport and skills.	Filters and non-return valves serviced regularly and in good condition.	100% of filters and non-return valves operational 95% of the time. No instances of poor

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
		COP 6,35,36.		water pressure due to blockages within three (3) days of condition being reported. No instances whereby debris enters the system due to a damaged screen. Irrigation system inspected weekly during the irrigation period. Identified faults are repaired within three (3) days.
	Drippers and microjets.	Daylight Hours. Fine Conditions. Any staff member. Appropriate Transport and equipment. COP 6,35,36.	No obvious faults as indicated by wet spots, leaks or plants under stress.	No faults unrepaired within three (3) days of being reported.
	Solar Controllers and Timers	Daylight Hours. Fine Conditions. Irrigation Technician. Transport. Inspection Returns COP 6,35,36..	No obvious faults as indicated by wet spots, leaks or plants under stress.	No faults unrepaired within three (3) days of being reported.
Tree Maintenance	Tree Pruning	Operational Transport	Good structure.	Tree maintenance

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD QUALITATIVE	STANDARD QUANTITATIVE
		and equipment. Appropriate skills. COP 17.	Well-balanced canopy and central leader. No unwanted branches, deadwood or foliage.	carried out once per year.
	Mulching	Appropriate mulch. Operational Transport and equipment. COP 53.	Evenly spread. Minimal evidence of weed growth. Tidy smooth finish.	Minimum depth of 100mm and minimum width of 1000mm radius from the trunk once per year for the first two (2) years.
	Watering	Adequate water supply. Appropriate means of delivery. COP 54.	No visible stress due to lack of moisture or over watering.	Soil moisture under drip line never less than 300mm deep or more than 75mm from surface.
	Staking	Appropriate materials and skills. COP 55.	Stakes solid and upright. Minimum chaffing and movement.	No movement of stakes when lateral force applied by hand.
	Pruning Canopy, Lifting and Thinning	Appropriate Transport and Equipment. Appropriate Skills. COP 56.	Good structure. Well-balanced canopy and clear trunk evident.	No cut stubs more than 6mm outside branch bark collar. No damage to branch bark collar. No obstruction to pedestrians and traffic. Full compliance with

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
				Australian Standard 4373.
	Wound Repair	Appropriate Equipment, Materials and Skills COP 58.	No obvious signs of continued damage or decay.	Wound repairs carried out within ten (10) days of being reported.
	Pest and Disease Control	Operational Transport and Equipment. Appropriate Skills. Supply of necessary chemical. COP 59.	No obvious signs of continual pest or disease attack. Plant exhibits signs of recovery.	Trees inspected and control measures implemented within ten (10) days of damage being reported Pest and disease populations reduced by 70% within ten (10) days of application being applied.
	Root pruning	Operational transport and equipment. Access to site. Mild Temperature. Appropriate Skills. COP 39.	Clean, level surface. No obvious sign of roots remain.	Any required root pruning to 600mm deep. No movement of tree when lateral force applied by wind.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD QUALITATIVE	STANDARD QUANTITATIVE
	Root Barrier Installation	Operational transport and equipment. Supply of root barrier. Fine Weather. Appropriate Skills. COP 39.	Clean, level, finished surface.	Installation to 600mm deep and no closer than 3 measured tree trunks widths from base of tree.
	Chipping	Operational transport and equipment. Appropriate skills. COP 37.	No residue of tree and associated material remains. Chipped area left clean.	Chipping to be carried out at a central point as the need arises (at least annually).
	Removal of Tree	Operational transport and equipment. Appropriate skills Access to Site. COP 38.	Tree and associated materials removed with a smooth level surface remaining.	No residue of stump less than 100mm below ground surface, within ten (10) days of removal.
Tree Planting	Soil Preparation	Operational Transport and Equipment. Adequate supply of appropriate soil. Necessary skills. COP 61.	Good friable soil evenly mixed. Adequate size hole.	Prepared hole to be a minimum of three (3) times the size of the rootball of the planting stock. Soil moisture consistency to form firm ball when squeezed in hand.
	Fertilising	Appropriate Equipment. Appropriate Transport and Skills.	No obvious sign of nutrient deficiency.	Plants reveal no symptoms of nutrient deficiency or toxicity

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
		Supply of Fertiliser. COP 60.		within three (3) months of application.
	Planting	Operational Transport and Equipment. Not extremely Hot Conditions. Supply of good plant stock. COP 21 & 40.	Plants upright, secure and in appropriate location. No signs of wilting.	Top of rootball is level with existing ground level. Limited movement when lateral force applied by hand to trunk.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD	
			QUALITATIVE	QUANTITATIVE
	Formative Pruning	Operational Transport and equipment. Appropriate skills. COP 56.	Good structure. Well-balanced canopy and central leader. No unwanted branches, deadwood or foliage.	Formative pruning only carried out to balance canopy with rootball at planting time.
Planting and maintenance of hedging plants and shrubs	Planting	Appropriate equip. Daylight hours Quality plant material, as specified in COP 21-tree planting.	Hole to be twice as deep and twice as wide as the size of the root ball. Surface of the root ball to be Planted 50mm below soil level. Leave 100mm deep dish. Water in well.	Plants to be specified species and size. Planting to be at specified spacing and location.
	Staking	Appropriate materials and skills. As specified in COP 55-Tree maintenance, Staking.	Stakes solid and upright. Minimum chaffing and movement.	No movement of stakes in the ground.
	Watering	Adequate water supply. Appropriate means of delivery. As per COP 54-Tree maintenance, Watering.	No visible signs of stress due to lack of water or over-watering.	No water logging or drying out within the root zone.

ACTIVITY	ACTION	CONDITIONS OF PERFORMANCE	STANDARD QUALITATIVE	STANDARD QUANTITATIVE
	Fertilising	Appropriate equipment. Adequate supply of correct fertilizer. As per COP 60-Tree planting, Fertilising and COP 57 Tree maintenance, fertilising.	No obvious sign of nutrient deficiency.	An even growth is observed across hedging plants and shrubs
	Replacement plantings.	Appropriate equipment. Daylight hours. Quality plant material. As per COP 21-Planting trees.	Hole to be twice as deep and twice as wide as the size of the root ball. Surface of the root ball to be planted 50mm below soil level. Leave 100mm deep dish. Water in well.	Plants to be specified species and size. Planting to be at specified spacing and location.
	Pruning	Appropriate sharp and clean equipment Fine weather conditions. Daylight hours. As per COP 17- Pruning Trees Urban Parks.	Desired shape. Health and vigour.	No deviation of more than 15% for more than 15 days.
	Monitoring	Appropriate skills. Daylight hours.	No defects to existing shrubs and hedging plants.	Hedging plant will be inspected for lack of or over watering, leaf colour and general

				health.

			STANDARD	
ACTIVITY	**ACTION**	**CONDITIONS OF PERFORMANCE**	**QUALITATIVE**	**QUANTITATIVE**
Control of weeds in pavers and pavements	Weed removal	Operational spray equipment. No wind over 20km/hr. Dry conditions. Daylight hours. As per COP 29- Weed Spraying Parks and Ovals.	Weeds dead or dying. No damage to non-target area.	No targeted weeds present within five days of completion of spraying program.
Barbeque maintenance.	Structural repairs	Appropriate skills, materials and equipment.	No obvious defects.	No BBQs in park defective for more than 3 days.
	Electrical repairs and inspection	Appropriate skills, materials and equipment.	No obvious defects. Clean and tidy finish.	Tests reveal no earth leakage/voltage drop. No BBQs in park defective for more than 3 days.
	Gas appliance repairs and inspection.	Appropriate skills, materials and equipment.	No obvious defects. Clean and tidy finish.	Tests reveal no gas leaks or gas build up. No BBQs in park defective for more than 3 days.
	Cleaning	Appropriate chemicals and anti-bacterial agents. Water supply.	No unpleasant odours. No obvious build-up of grime or fat.	No reasonable complaints regarding cleanliness.

Execution page

Executed as a deed

Dated:

Signed, sealed and delivered by **Dubbo Regional Council** by its Chief Executive Officer and Mayor by the affixing of the Common Seal of Council in accordance with resolution dated

Chief Executive Officer (Signature)	Mayor (Signature)
Name of Chief Executive Officer (Print Name)	Name of Mayor (Print Name)

Signed, sealed and delivered by **Maas Group Properties Southlakes Pty Limited** by being signed by Louise Margaret Sullivan pursuant to General Power of Attorney dated 30 May 2019 which is in the form authorised by legislation and of which the attorney has no notices of revocation

Signature of Witness	Signature of Attorney
Name of Witness (Print Name)	Power of Attorney registration number 5749 No 233

REPORT: Plan of Easements for Overhead Power lines for Bore Infrastructure, Lot 1 DP 1206861 Bunglegumbie Road, Dubbo

DIVISION: Organisational Performance
REPORT DATE: 5 June 2023
TRIM REFERENCE: ID23/1296

EXECUTIVE SUMMARY

Purpose	Seek endorsement	
Issue	Execution and registration of a plan of easements for overhead power lines 20m wide, over Council-owned 20R Bunglegumbie Road, Dubbo, being Lot 1 DP1206861.	
Reasoning	• Council constructed an overhead power line on its land at 20R Bunglegumbie Road, Dubbo, being Lot 1 DP1206861, to supply electricity to two (2) water supply bores recently installed for drought relief purposes. • Council constructed the overhead power lines in accordance with an Essential Energy Certified Plan requiring a 20m wide easement to be registered over the infrastructure. • Council has entered into a Customer Deed with Essential Energy that the 20m wide easement would be registered over the power lines. • Upon registration of the easement, Council may apply to Essential Energy to release the $10,000.00 bank guarantee that it has provided as security for registration of the easement. • Essential Energy has already executed the plan of easements and 88B conveyancing document, ready for Council execution and plan registration at NSW Land Registry Services.	
Financial Implications	Budget Area	Infrastructure Division – Drought Relief Grant Funding.
	Funding Source	Infrastructure Division – Drought Relief Grant Funding.
	Proposed Cost	• Surveying: $5,769.00 exc. GST. • Legal: $700.00 exc. GST. • Essential Energy connection portal fees: $130.00 exc. GST.

	Ongoing Costs	Nil
Policy Implications	Policy Title	Nil
	Impact on Policy	Nil
Consultation	• Infrastructure Division. • JLE Group (Electrical Contractor).	Easements in accordance with Certified Electrical Plan ST0000388 and Customer Deed for Creation of Easements exchanged with Essential Energy.

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:	2.2 Infrastructure meets the current and future needs of our community
Delivery Program Strategy:	2.2.1 Water and sewer infrastructure and services meet the needs of the community

RECOMMENDATION

1. **That the plan of easements for overhead power lines affecting Lot 1 DP1206861 be executed under the Common Seal of Council.**
2. **That the Council delegate to the Chief Executive Officer the power to execute any documents that may be required to facilitate the registration of the plan of easements and finalise any necessary documents (including a customer deed) with Essential Energy.**
3. **That any documents which may not be executed by the Chief Executive Officer under delegation be executed under the Common Seal of Council.**

Luke Ryan
Director Infrastructure

AN
Property Development Officer

BACKGROUND

To ensure that Dubbo has a secure water supply into the future, Council has been developing a number of bore sites along the Macquarie River. Two bores have been constructed on Council's own land at 20R Bunglegumbie Road, as shown in Figure 1 below.

In order for these bores to be constructed, overhead power lines lines have been extended in Lot 1 DP1206861, which is part of 20R Bunglegumbie Road, and a 20m wide easement is required to be registered over them as defined by Essential Energy's Certified Construction Plan ST0000388 (Easement).

Complimenting this, Council has entered into a Customer Deed with Essential Energy (Deed) for the creation of the Easement and has provided Essential Energy with a $10,000.00 bank guarantee as security that the Easement shall be registered (Bank Guarantee).

Upon registration of the Easement for power lines, Council staff shall be able to apply to Essential Energy to release the Bank Guarantee back to Council and to remove a caveat from the title of Council's Lot 1 DP1206861 which Essential Energy has registered in accordance with the terms of the Deed.

FIGURE 1: Shows the location of the two (2) water supply bores constructed on Council's 20R Bunglegumbie Road, Dubbo (opposite Devil's Hole Recreation Reserve in North Dubbo).

REPORT

Council's surveyor, Western Survey, has now prepared a plan of the Easement affecting Lot 1 DP 1206861, showing the 20m wide easement (Plan) which is required to be registered over the power lines in accordance with Essential Energy Certified Plan ST0000388.

The Plan has already been submitted to Essential Energy for review and execution which has been duly provided. The Plan, administration sheet, and 88B conveyancing sheets as executed by Essential Energy are shown in **Appendix 1**.

The purpose of this report is for Council to resolve to execute the Plan under Common Seal of Council, and to delegate to the Chief Executive Officer the power to execute all documents that may be required to be executed to facilitate the registration of the Plan and to finalise any other relevant documents, including the customer deed, with Essential Energy.

Resolving to execute and register the Plan will ensure that Council can recover its Bank Guarantee and finalise its responsibilities with Essential Energy in respect of the Easement and Deed as expediently as possible.

Consultation

Consultation	**Comment**
Essential Energy	Essential Energy has reviewed and executed the 88B conveyancing document of the Plan as being in accordance with Essential Energy's Certified Plan ST0000388 and the Deed which Council has entered into with respect of the Plan.
JLE Group (Council's Electrical Design and Construct Contractor for the Overhead Power lines)	The Easement is in accordance with Essential Energy's Certified Plan ST0000388 and the Deed which Council has entered into with Essential Energy in respect of the Plan.
DRC Infrastructure Division	The Easement is in accordance with Essential Energy's Certified Plan ST0000388 and the Deed which Council has entered into with respect of the Plan.

Resourcing Implications

Total Financial Implications	Current year ($)	Current year + 1 ($)	Current year + 2 ($)	Current year + 3 ($)	Current year + 4 ($)	Ongoing ($)
a. Operating revenue	0	0	0	0	0	0
b. Operating expenses	6,599	0	0	0	0	0
c. Operating budget impact (a – b)	6,599	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?	Infrastructure Division – Drought Relief Grant Funding

Table 1. Ongoing Financial Implications

Options Considered

Option 1: Execute and register the Plan of Easements

Pros:

- Execution and registration of the Plan will ensure that Council fulfils responsibilities with Essential Energy in respect of the certified electrical plan ST0000388 and the Deed that Council has entered into to register the Easement it requires.
- Essential Energy has already reviewed and executed the Plan as satisfying its requirements under the Plan and Deed.
- Registering the Plan will ensure that Council can recover its $10,000 Bank Guarantee and finalise the Deed with Essential Energy.

Cons:

- Nil

Option 2: Do not execute and register to Plan of Easements

Pros:

- Nil

Cons:

- Council will not fulfil its responsibilities to Essential Energy in respect of the certified electrical plan ST0000388 and the Deed that Council has entered into with Essential Energy to register the Easement it requires.
- Council will not be able to recover the $10,000 Bank Guarantee from Essential Energy that Council has provided as security for registration of the 20m Easement required by Essential Energy.
- Council will not be able to finalise the Deed that Council has entered into with Essential Energy for the creation of the Easement and Essential Energy will not release the caveat that it has placed on the Title of Council's Lot 1 DP 1206861 to ensure that Council registers the Easement.

Preferred Option – Option 1

Option 1 is the preferred option as it will ensure that Council's responsibilities are met and that the Deed with Essential Energy can be finalised as expediently as possible.

Planned Communications

Timeframe

Key Date	Explanation
June 2023	Execution of the Plan under the Common Seal of Council.
July 2023	Registration of the Plan with NSW Land Registry Services.
August 2023	Notification to Essential Energy that Plan has been registered with NSW Land Registry Services.
September 2023	Application to Essential Energy to release the Bank Guarantee to Council, release the caveat from Council's Lot 1 DP 1206861, and finalise the Deed.

Next Steps

- Execution of the Plan of Easements under the Common Seal of Council.
- Registration of the Plan of Easements with NSW Land Registry Services.

APPENDICES:

1⇩ Attachment - Plan of Easements for Overhead Powerlines Affecting Lot 1 DP 1206861 - 20R Bunglegumbie Road Dubbo

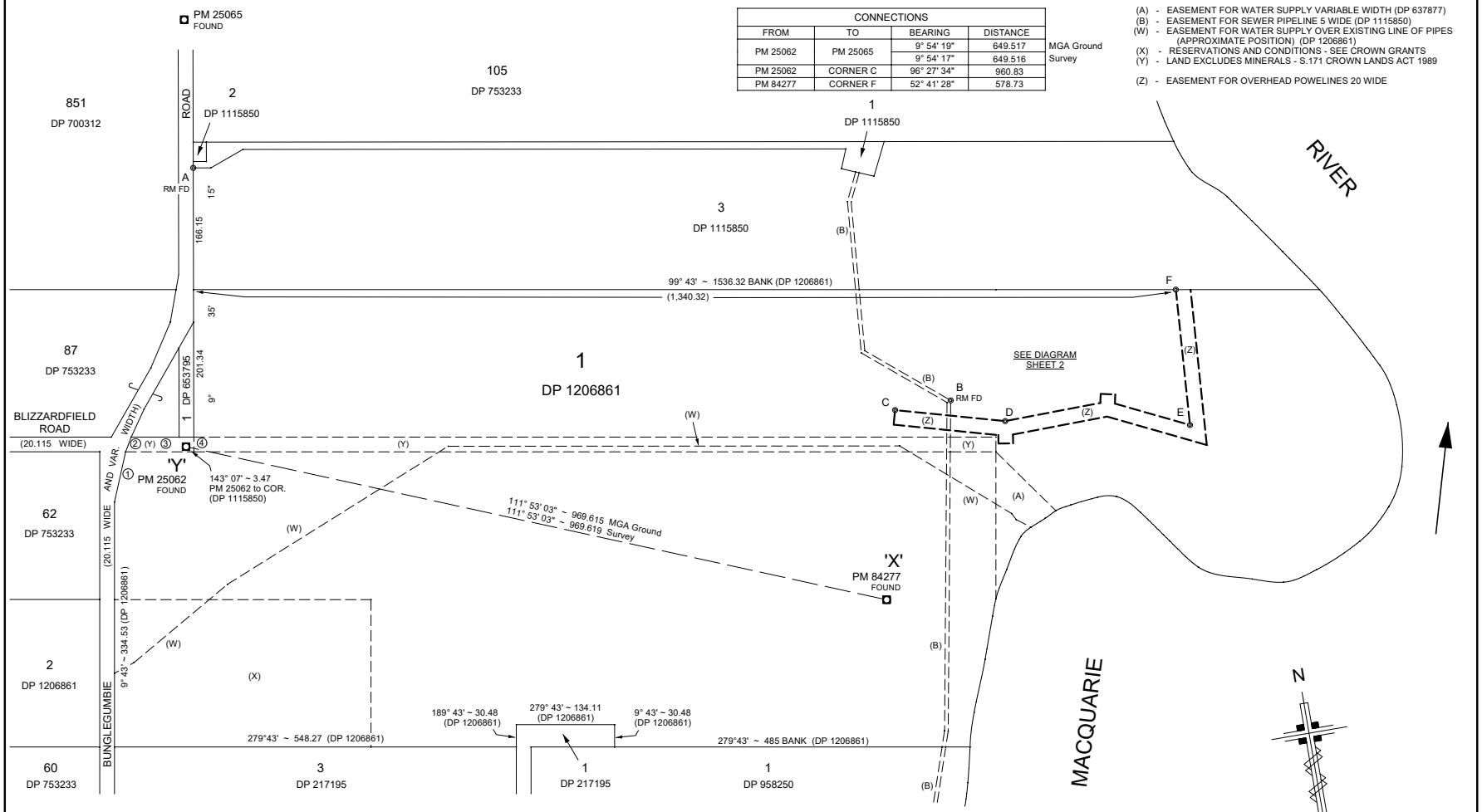
PLAN FORM 2 (A2) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION SHEET 1 OF 2 SHEETS

CONNECTIONS			
FROM	TO	BEARING	DISTANCE
PM 25062	PM 25065	9° 54' 19"	649.517
		9° 54' 17"	649.516
PM 25062	CORNER C	96° 27' 34"	960.83
PM 84277	CORNER F	52° 41' 28"	578.73

MGA Ground Survey

(A) - EASEMENT FOR WATER SUPPLY VARIABLE WIDTH (DP 637877)
(B) - EASEMENT FOR SEWER PIPELINE 5 WIDE (DP 1115850)
(W) - EASEMENT FOR WATER SUPPLY OVER EXISTING LINE OF PIPES (APPROXIMATE POSITION) (DP 1206861)
(X) - RESERVATIONS AND CONDITIONS - SEE CROWN GRANTS
(Y) - LAND EXCLUDES MINERALS - S.171 CROWN LANDS ACT 1989

(Z) - EASEMENT FOR OVERHEAD POWELINES 20 WIDE



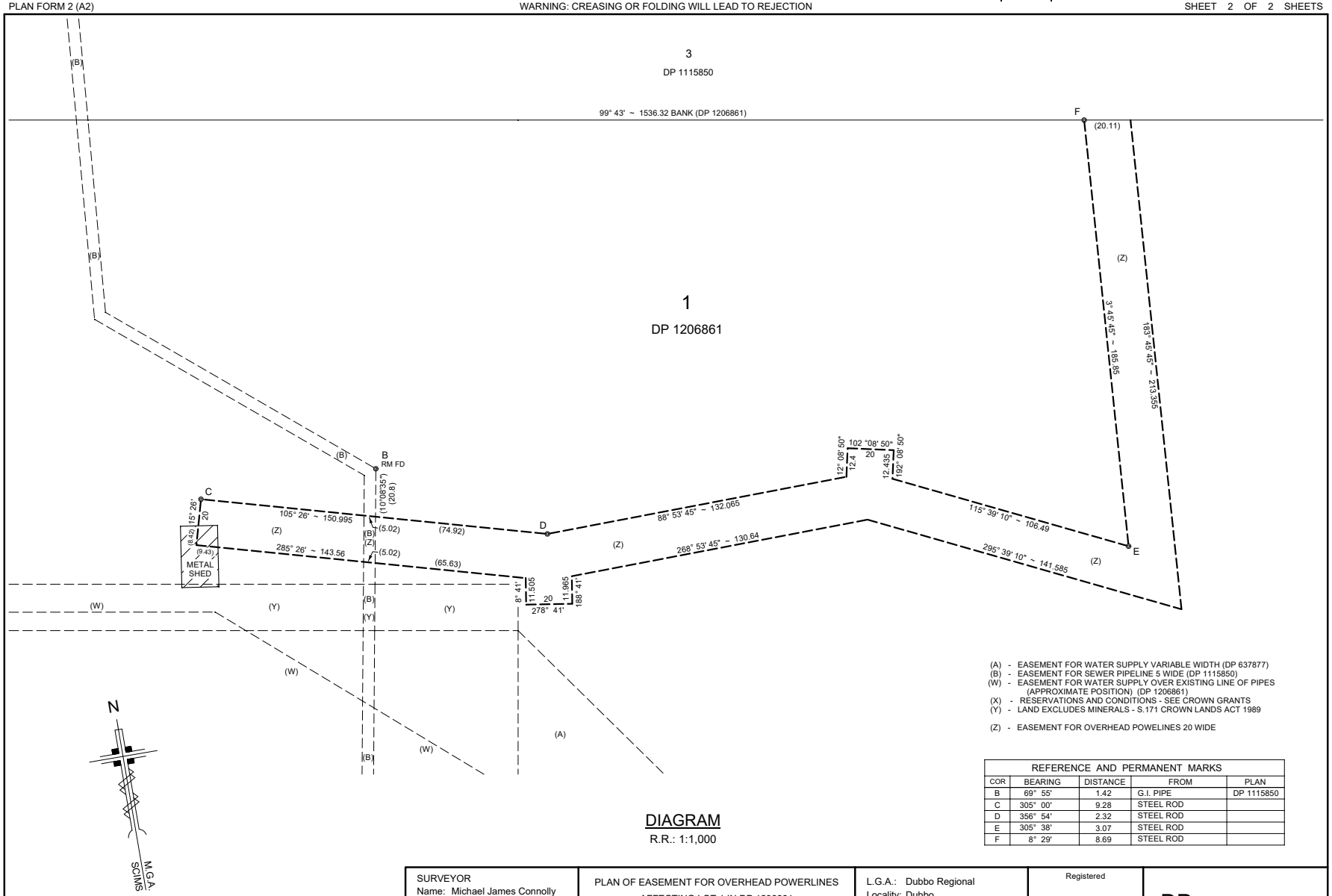
COORDINATE SCHEDULE						
MARK	MGA COORDINATES		CLASS	PU	METHOD	STATE
	EASTING	NORTHING				
PM 25062	650 197.966	6 433 622.636	B	0.02	FROM SCIMS	FOUND
PM 25065	650 309.678	6 434 262.363	B	0.02	FROM SCIMS	FOUND
PM 84277	651 097.557	6 433 261.289	B	0.02	FROM SCIMS	FOUND
DATE OF SCIMS COORDINATES: 11th October 2022						
MGA ZONE: 55		MGA DATUM: GDA2020			COMBINED SCALE FACTOR: 0.999831	

SHORT LINES		
No	BEARING	DISTANCE
1	22° 13' 30"	70.09
2	30° 31' 10"	21.52
3	99° 43'	85.45
4	9° 35' 15"	20.115

REFERENCE AND PERMANENT MARKS				
COR	BEARING	DISTANCE	FROM	PLAN
A	95° 48'	0.65	G.I. PIPE	DP 1115850
B	69° 55'	1.42	G.I. PIPE	DP 1115850
C	305° 00'	9.28	STEEL ROD	
D	356° 54'	2.32	STEEL ROD	
E	305° 38'	3.07	STEEL ROD	
F	8° 29'	8.69	STEEL ROD	

SURVEYOR	PLAN OF EASEMENT FOR OVERHEAD POWERLINES AFFECTING LOT 1 IN DP 1206861	L.G.A.: Dubbo Regional Locality: Dubbo Reduction Ratio: 1:3,000 Lengths are in metres	Registered	DP
Name: Michael James Connolly Western Survey Pty Ltd Date: 11th October 2022 Reference: 22_145				

PLAN FORM 2 (A2) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION SHEET 2 OF 2 SHEETS



(A) - EASEMENT FOR WATER SUPPLY VARIABLE WIDTH (DP 637877)
(B) - EASEMENT FOR SEWER PIPELINE 5 WIDE (DP 1115850)
(W) - EASEMENT FOR WATER SUPPLY OVER EXISTING LINE OF PIPES (APPROXIMATE POSITION) (DP 1206861)
(X) - RESERVATIONS AND CONDITIONS - SEE CROWN GRANTS
(Y) - LAND EXCLUDES MINERALS - S.171 CROWN LANDS ACT 1989

(Z) - EASEMENT FOR OVERHEAD POWELINES 20 WIDE

REFERENCE AND PERMANENT MARKS

COR	BEARING	DISTANCE	FROM	PLAN
B	69° 55'	1.42	G.I. PIPE	DP 1115850
C	305° 00'	9.28	STEEL ROD	
D	356° 54'	2.32	STEEL ROD	
E	305° 38'	3.07	STEEL ROD	
F	8° 29'	8.69	STEEL ROD	

DIAGRAM
R.R.: 1:1,000

SURVEYOR	PLAN OF EASEMENT FOR OVERHEAD POWERLINES AFFECTING LOT 1 IN DP 1206861	L.G.A.: Dubbo Regional Locality: Dubbo Reduction Ratio: 1:1,000 Lengths are in metres	Registered	DP
Name: Michael James Connolly Western Survey Pty Ltd Date: 11th October 2022 Reference: 22_145				

PLAN FORM 6 (2017)	DEPOSITED PLAN ADMINISTRATION SHEET	Sheet 1 of 2 sheet(s)

Office Use Only	Office Use Only
Registered: Title System:	
PLAN OF EASEMENT FOR OVERHEAD POWERLINES AFFECTING LOT 1 DP 1206861	LGA: Dubbo Regional Locality: Dubbo Parish: Dubbo County: Gordon

Survey Certificate

I, Michael James Connolly

of Western Survey Pty Ltd
PO Box 234, Dubbo NSW 2830

a surveyor registered under the *Surveying and Spatial Information Act 2002*, certify that:

~~*(a) The land shown in the plan was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, is accurate and the survey was completed on ....., or~~

*(b) The part of the land shown in the plan (*being/*~~excluding~~ **EASEMENT AND CONNECTIONS) was surveyed in accordance with the *Surveying and Spatial Information Regulation 2017*, the part surveyed is accurate and the survey was completed on, 11th October 2022 the part not surveyed was compiled in accordance with that Regulation, or

~~*(c) The land shown in this plan was compiled in accordance with the *Surveying and Spatial Information Regulation 2017*.~~

Datum Line: 'X' - 'Y'

Type: *~~Urban~~/*Rural

The terrain is *Level-Undulating / *~~Steep-Mountainous~~.

Signature: ..... Dated: 25 / 10 / 2022

Surveyor Identification No: 8516
Surveyor registered under
the *Surveying and Spatial Information Act 2002*

*Strike out inappropriate words.

**Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.

Crown Lands NSW/Western Lands Office Approval

I, ... (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given.

Signature: .....

Date: .....

File Number: .....

Office: .....

Subdivision Certificate

I, ...
*Authorised Person/*General Manager/*Accredited Certifier, certify that the provisions of s.109J of the *Environmental Planning and Assessment Act 1979* have been satisfied in relation to the proposed subdivision, new road or reserve set out herein.

Signature: .....

Accreditation number: .....

Consent Authority: .....

Date of endorsement: .....

Subdivision Certificate number: .....

File number: .....

Plans used in the preparation of survey/~~compilation~~.

CP 128 – 1567
CP 129 - 1567
CP 193 - 1567
DP 1115850
DP 1206861

Statements of intention to dedicate public roads, create public reserves and drainage reserves, acquire/resume land.

Surveyor's Reference: 22_145

Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A

PLAN FORM 6A (2017)	DEPOSITED PLAN ADMINISTRATION SHEET	Sheet 2 of 2 sheet(s)

Office Use Only

Registered:

PLAN OF EASEMENT FOR OVERHEAD POWERLINES AFFECTING LOT 1 DP 1206861

Subdivision Certificate number: .....

Date of Endorsement: .....

Office Use Only

This sheet is for the provision of the following information as required:

- A schedule of lots and addresses - See 60(c) *SSI Regulation 2017*
- Statements of intention to create and release affecting interests in accordance with section 88B *Conveyancing Act 1919*
- Signatures and seals- see 195D *Conveyancing Act 1919*
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

Lot Number	Sub-Address Number	Address Number	Road Name	Road Type	Locality Name
1 in DP 1206861		20R	Bunglegumbie	Road	Dubbo

PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919, IT IS INTENDED TO CREATE:

1. EASEMENT FOR OVERHEAD POWERLINES 20 WIDE (Z)

If space is insufficient use additional annexure sheet

Surveyor's Reference: 22_145

INSTRUMENT SETTING OUT TERMS OF EASEMENTS INTENDED TO BE RELEASED AND CREATED AND RESTRICTIONS ON THE USE OF LAND AND POSITIVE COVENANT INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

Lengths are in metres

(Sheet 1 of 3)

Plan

DP

Plan of Easement for Overhead Powerlines of Lot 1 Deposited Plan 1206861

Full name and address of Proprietor of the land

Dubbo Regional Council
PO BOX 81
DUBBO NSW 2830

PART 1 (Creation)

Number of item shown in the intention panel on the plan	Identity of easement, profit a prendre, restriction or positive covenant to be created and referred to in the plan	Burdened lot(s) or parcel(s)	Benefited lot(s), road(s), bodies or Prescribed Authorities
1	Easement for Overhead Powerlines 20 Wide (Z)	Lot 1 in DP 1206861	Essential Energy

PART 2 (Terms)

1. Terms of the Easement for Overhead Powerlines 20 Wide (Z) numbered One in the plan:

   An Easement for Overhead Powerlines the terms of which are set out in Part A Memorandum AG189384S.

   NAME OF AUTHORITY whose consent is required to release, vary or modify the easement numbered 1 in the plan – Essential Energy.

Dubbo Regional Council

Essential Energy

9150667.1

INSTRUMENT SETTING OUT TERMS OF EASEMENTS INTENDED TO BE RELEASED AND CREATED AND RESTRICTIONS ON THE USE OF LAND AND POSITIVE COVENANT INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

Lengths are in metres

(Sheet 2 of 3)

Plan

DP

Plan of Easement for Overhead Powerlines of Lot 1 Deposited Plan 1206861

Full name and address of Proprietor of the land

Dubbo Regional Council
PO BOX 81
DUBBO NSW 2830

EXECUTION BY DUBBO REGIONAL COUNCIL

Executed by **Dubbo Regional Council** by affixing the common seal pursuant to resolution of Council dated

Chief Executive Officer (Signature)

Mayor (Signature)

Name of Chief Executive Officer (Print Name)

Name of Mayor (Print Name)

EXECUTION BY ESSENTIAL ENERGY

MBrie

Dubbo Regional Council

Essential Energy

9150667.1

INSTRUMENT SETTING OUT TERMS OF EASEMENTS INTENDED TO BE RELEASED AND CREATED AND RESTRICTIONS ON THE USE OF LAND AND POSITIVE COVENANT INTENDED TO BE CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT 1919

Lengths are in metres

(Sheet 3 of 3)

Plan

DP

Plan of Easement for Overhead Powerlines of Lot 1 Deposited Plan 1206861

Full name and address of Proprietor of the land

Dubbo Regional Council
PO BOX 81
DUBBO NSW 2830

Executed by **Essential Energy** by its duly appointed attorney under power of attorney Book 4795 No 694 in the presence of:

M Bice

Attorney (Signature)

Melissa Bice, Head of Legal

Name and title of Attorney (Print Name)

I certify that I am an eligible witness and that the attorney signed in my presence:

Witness (Signature)

melinda white

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Dubbo Regional Council

Essential Energy

9150667.1

REPORT: Question on Notice - Councillor Pam Wells

DIVISION: Elected Members
REPORT DATE: 15 June 2023
TRIM REFERENCE: ID23/1534

QUESTIONS ON NOTICE

Council has received the following Question on Notice from Councillor P Wells. The questions are submitted below for the information of Councillors.

Councillor P Wells

Could the Chief Executive Officer provide a timeline regarding the history on Council's public commitment to provide land for a proposed Alcohol and Other Drugs Rehabilitation facility, including the North Bunglegumbie site?

Response

In response to the question above, below is a timeline of when Council commenced with this issue.

October 2017

A Mayoral Minute was presented to council which resolved in part:

"7. That a Social Justice and Crime Prevention Working Party comprising the Mayor, five Councillors and relevant staff be established to formulate a draft policy document detailing how Council can lead in addressing entrenched social problems in our community.

8. That this document include a clear policy direction relating to the implementation in the region of:

- *A new committee of council designed to help people and families break the link between intergenerational social disadvantage and substance abuse, criminal behaviour and other social problem;*
- *Drug Court;*
- *A Residential Rehabilitation Centre;*
- *A Youth Koori Court; and*
- *Justice Reinvestment initiatives."*

Noting that this Working Party was not formed as a community working party. The membership consisted of the Mayor (B Shields) and 5 Councillors, being former Councillors A Jones, D Grant, V Etheridge, S Lawrence and J Ryan. Staff consisted of the Director

Community and Recreation and Manager Social Services.

Social Justice and Crime Prevention Working Party was created.

Time line of meetings held

Meeting Date	Reports / Minutes	Council Meeting Publicly Available
31/01/2018	No reports only a presentation and discussion minuted	19/02/2018 Infrastructure Community and Recreation Committee
28/02/2018	No reports only a presentation and discussion minuted	19/03/2018 Infrastructure Community and Recreation Committee
28/03/2018	No reports only a presentation and discussion minuted	16/04/2018 Infrastructure Community and Recreation Committee
23/05/2018	No reports only a presentation and discussion minuted	12/06/2018 Infrastructure Community and Recreation Committee
27/06/2018		No meeting held – no minutes in the system
20/08/2018	1 report	10/09/2018 Infrastructure Community and Recreation Committee
06/05/2019	No reports only a presentation and discussion minuted	Minutes did not go to Standing Committees or Council
10/09/2019	No reports only a presentation and discussion minuted	No meeting held – no minutes in the system
29/07/2020	1 report	Minutes did not go to Standing Committees or Council

The SJCP Working Party resolved at the meeting held on 28 February 2018 that:

> *"That a draft detailed business case be put before the Social Justice and Crime Prevention Working Party in August 2018 to allow for detailed analysis by the Working Party prior to submission to the NSW Government in September 2018."*

A consultant was engaged to put together this business case which was presented at the SJCP Working Party meeting on 20 August 2018.

20 August 2018 - Social Justice and Crime Prevention Working Party meeting

A Confidential Report containing the business case and internal memo identifying various council land options for the Rehabilitation Centre, which included the North Bunglegumbie parcel of land.

The working party recommended to Council

1. *That the information contained within the report of the Manager Social Services dated 14 August 2018 be noted.*
2. *That Council endorse the Residential Drug Rehabilitation Business Case noting that:*
   a) *The Executive Summary be revised to include more detail surrounding the capital and operational costs of the proposed facility.*
   b) *A Business Case summary document be made available for public information.*
3. *That Council invite separately the Member for Dubbo, the Hon. Troy Grant MP and the Member for Parkes the Hon. Mark Coulton MP to a meeting that presents the findings of the Business Case and formally hands over the detailed Business Case documentation.*
4. *That a communications strategy be developed that also includes information from existing residential rehabilitation facilities in regional NSW such as the Weigelli Centre.*
5. *That the Mayor seek confirmation from the Member for Dubbo, the Hon. Troy Grant MP as to when a determination on funding would be communicated to Council after the formal hand over of the detailed Business Case.*
6. *That a covering letter and appropriate Business Case documentation be provided to the Premier, relevant Ministers (NSW), Leader of the Opposition (NSW), relevant Shadow Ministers (NSW) and the Regional Coordinator of the Department of Premier and Cabinet. The correspondence shall emphasis the need for a rehabilitation centre as critical to enable the roll out of a Drug Court in Dubbo.*
9. *That the people and organisations that were consulted in the development of the Residential Drug Rehabilitation Business Case be invited to an information session that in part thanks them for their contribution and provides them with relevant and publicly available details.*
10. *That any documents or considerations in relation to this matter remain confidential to the Council with the exception of items produced as an element of recommendations 2(b) and 4.*

Council adopted this recommendation at the Infrastructure Community and Recreation committee meeting held **10 September 2018**. Therefore this is now a resolution of council to undertake the above.

It also should be noted that Delegations to Committees of Council do not include the functions expressly reserved in Section 377 of the Local Government Act 1993 which includes 377 (h) the compulsory acquisition, purchase, sale, exchange or surrender of any land or other property (but not including the sale of items of plant or equipment).

June to September 2018

Letter and copy of Business case sent to Member for Parkes Mark Coulton, and Member for Dubbo Troy Grant. NSW Health have published the business case document on its website.

March 2019

Australian Government announced Capital Funding of $3 million. Please note that the provision of land by Council was not a requirement of the funding. CEO correspondence date 20 December 2019 stated
Therefore we are unable to complete the funding agreement in the following areas:-

B.8 The Property (see Supplementary Condition 5)
The Property is the parcel of land known as [insert street address] being the whole of the land comprised in …… [insert title reference as shown on the title search for the Property]

January 2020

Funding deed negotiations finalised between Dubbo Regional Council and the Australian Government. Letter issued by CEO M. McMahon to the Australian Government Project Officer dated 20/12/2019.

November 2020

State Government Announced Funding for the Alcohol and Drug Rehabilitation Facility for $7.5 million

October 2021

Request from Western LHD for Australian Government funding deed to be transferred from Council to Western LHD. All parties agree and Deed novated to Western LHD.

An additional three parcels of land that may be considered suitable provided to officers of Western LHD for consideration with one being on Bunglegumbie Road (where currently funded (NSW and Council) River Street West is going to be built).

31 March 2022

CEO advises officer of Western LHD that land on Bunglegumbie Road is no longer suitable, due to the plan for urban expansion over the next 5 to 10 years.

12 May 2022

Culture and Community committee – Alcohol and Other Drugs Rehabilitation Committee Report.

An excerpt from this report as per below updating the four parcels of land that were considered as part of the business case in 2018.

> *"The following parcels of land were offered for consideration to the Social Justice and Crime Prevention Working Party on 20 August 2018:*
>
> - *North Bunglegumbie Dubbo Regional Council owned land. Various lots-R2 Low Density Residential.*
> - *Greengrove Dubbo Sewage Treatment/Farm. Lot DP 1215338-RU1 Primary Production.*
> - *Pine Avon Wongarbon Sewage Treatment Plant/Farm. Various lots including Lot 146 DP 754321. RU1 Primary Production-contains heritage listed homestead.*
> - *Council Quarry-93L Railway Land, Wongarbon. Lot 1 DP 263339- RU1 Primary Production-contains moderate diversity.*
>
> *These options were not pursued by Council for various reasons or were not considered by Western LHD as appropriate. The North Bunglegumbie land was withdrawn by Council staff in 2022 based on future development of the land for residential purposes and the adjoining river land which is zoned as RE1 public recreation for open space. The demand for planning for the North West urban release areas has increased rapidly over the last 12 months and a rehabilitation facility in a residential area is not appropriate."*

The council resolved as below:

> 1. *That further discussion be undertaken with Western NSW Health on land options.*
> 2. *That further discussions be undertaken with Council's Property Services branch on land options.*

Noting that the adoption of this resolution was unanimous with all nine councillors present (noting that the Mayor M Dickerson was on a leave of absence for this meeting).

February 2023

NSW Health announce the Spears Drive Site.

It should be noted that from March 2022 through to the advice regarding the Spears Drive site selection, Council staff continued to explore land options and facilitated the connection of Western Local Health District with Regional NSW, Crown Lands, Property NSW and Taronga Zoo as other major government landholders in the Local Government Area. Council staff were made aware of the requirement on 20 May 2022 of the specifications for a location having a requirement to be within 10 minutes drive of Dubbo Hospital.

RECOMMENDATION

That the information contained in the report be noted.

PW
Councillor