



# EMPLOYMENT LANDS STRATEGY

Revision 3 Dated 2 July 2019

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# PART ONE – A LOOK AT DUBBO TODAY

## 1. Introduction

This Strategy aims to ensure the City of Dubbo has an appropriate level of commercial, industrial, institutional and tourist zoned land in the future which is situated in locations that can best meet the long-term requirements of Dubbo and the Region.

Traditionally, the supply and demand for employment lands and the associated siting of such land use activities have been considered in isolation in the planning system. However, over time, commercial and industrial land use activities have shifted focus which has resulted in the traditional relationship between commercial and industrial development not keeping pace with overall land use planning trends.

The Employment Lands Strategy will replace the existing Dubbo Commercial Areas Development Strategy, the Dubbo Institutional Areas Development Strategy and the Dubbo Industrial Areas Development Strategy, which were adopted by the former Dubbo City Council in 1997 as key components of the Dubbo Urban Areas Development Strategy.

The Employment Lands Strategy is exclusively focused within the former Dubbo Local Government Area (LGA), as shown in Figure 1. Wellington retains a Settlement Strategy adopted in 2012 by the former Wellington Council which addresses commercial, industrial, residential and institutional in one document. This settlement strategy will remain in force and will not be impacted by the Employment Lands Strategy.

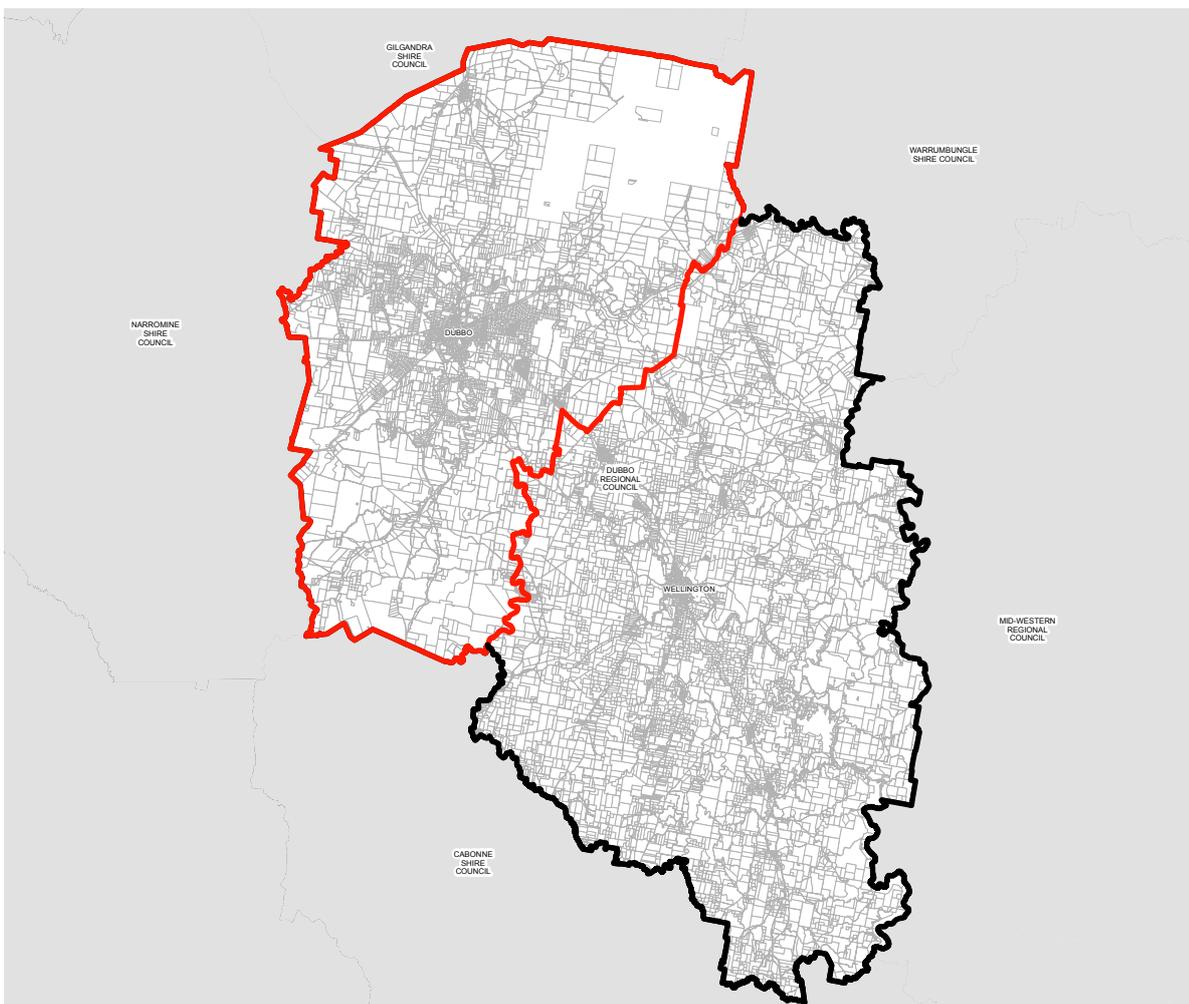
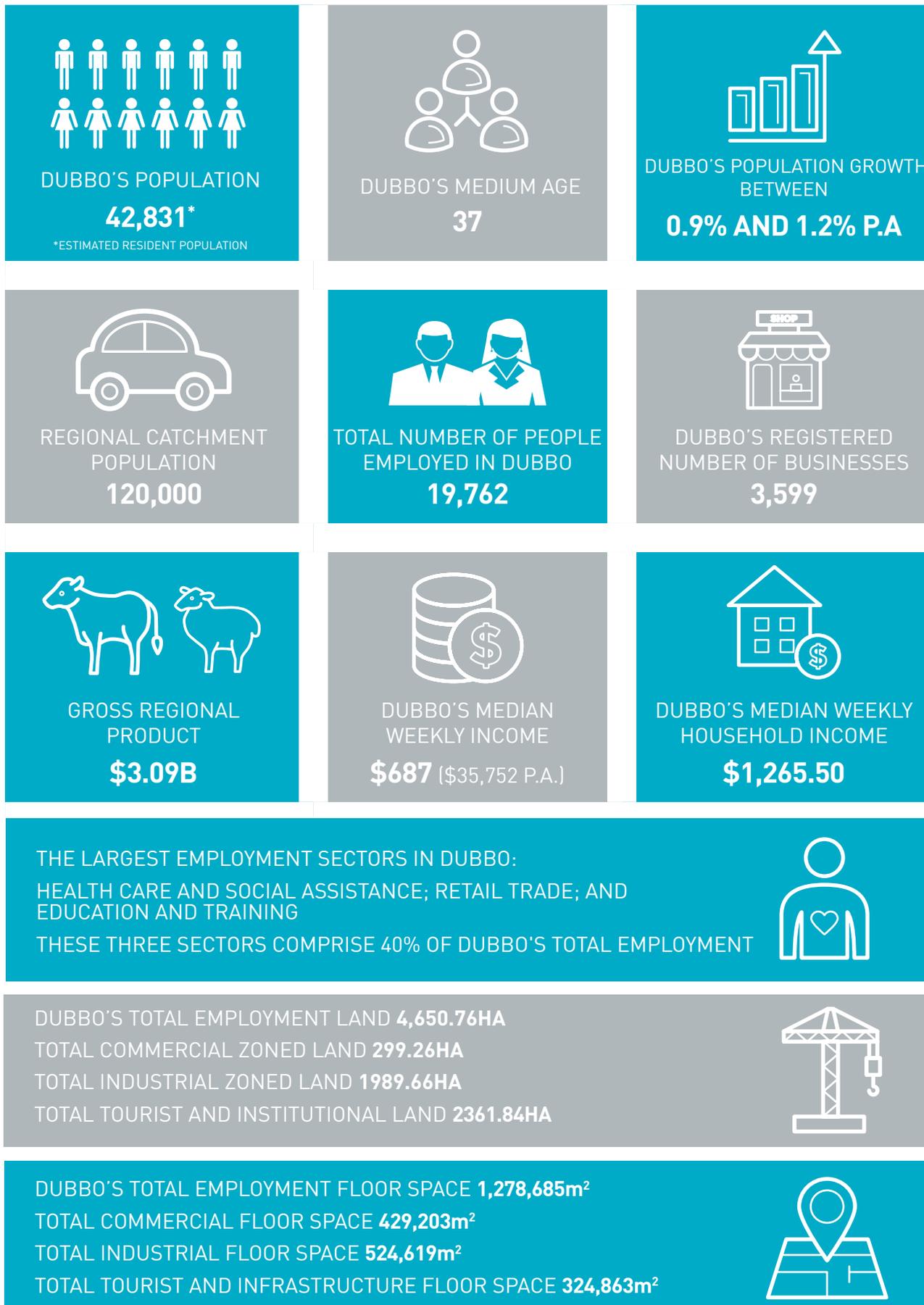


Figure 1: Study Area (former Dubbo LGA)

## 1.1 Snapshot of Dubbo

A snapshot of the former Dubbo LGA is provided below.



## 1.2 What are Employment Lands?

For the purposes of this Strategy, employment lands include all land zoned predominately for activities resulting in employment, including the following land use zones:

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- B7 Business Park
- IN2 Light Industrial
- IN3 Heavy Industrial
- SP2 Infrastructure
- SP3 Tourist

## 1.3 Importance of Employment Lands

Employment lands are critical to the short, medium and long term economic and social viability of communities. It is important to maintain an adequate supply of employment land to ensure a diverse range of jobs are available for residents.

Independent property and economic consultants, Hill PDA, were engaged by Council to prepare the Dubbo Commercial Floorspace Inventory and Analysis, which was completed in 2014, and the Dubbo Employment Lands Review, which was completed in 2018.

The Dubbo Commercial Floorspace Inventory and Analysis examines the supply and demand for commercial employment land through to the year 2031, and includes detailed retail supply/demand analysis and a comparative assessment of Dubbo's retail and commercial areas.

An addendum to the study was prepared in December 2014 and again in September 2016 to update the data and demand modelling based on revised population projections and other information which was not available when the study was originally prepared. The Dubbo Employment Lands Review examines the supply and demand for industrial and special purpose (tourist and institutional) zoned land to the year 2031.

The key findings of the studies and their subsequent addendums directly inform and relate to the Dubbo Employment Lands Strategy.

## 1.4 Objectives of the Strategy

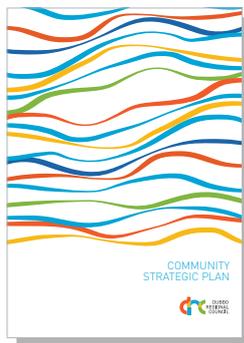
The objectives of the Employment Lands Strategy are:

- To facilitate and promote the orderly and sustainable provision of employment lands in Dubbo;
- To review the characteristics of the Dubbo commercial hierarchy and its role in ensuring the continued orderly and economic development of commercially-zoned land;
- To review the location and characteristics of the Industrial Candidate Areas and their effectiveness;
- To review the location and characteristics of institutional activities in the City including the importance of health and education facilities.
- To review the location, function and supply and demand for tourist land.
- To ensure the City maintains a suitable supply of employment land having regard to projected floorspace requirements during the life of the Strategy;
- To facilitate options and initiatives for the renewal of employment land precincts to attract business investment; and
- To facilitate the preparation of structure plans for key employment land precincts.

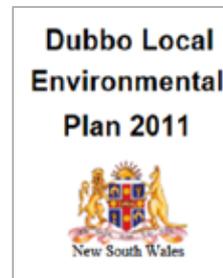
## 1.5 Relationships to other plans and policies



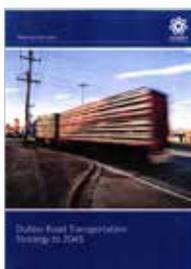
Dubbo Mining Areas Land Use Strategy 2015



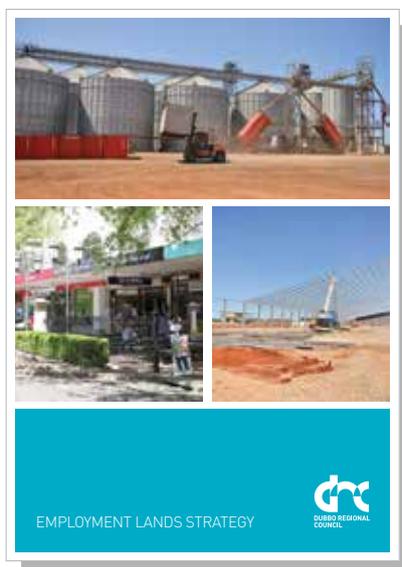
Community Strategic Plan



Dubbo Local Environmental Plan 2011



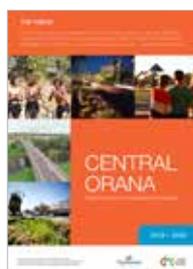
Dubbo's Road Transportation Strategy to 2045



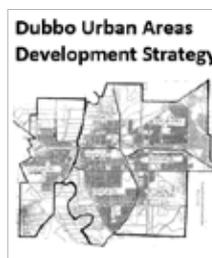
Central West & Orana Regional Plan



Dubbo CBD Precincts Plan



Regional Economic Development Strategy



Dubbo Urban Areas Development Strategy



Dubbo Economic Development Strategy

### **1.5.1 Dubbo 2040 Community Strategic Plan**

The Dubbo 2040 Community Strategic Plan was adopted by Dubbo Regional Council on 25 June 2018. The Plan is separated into a number of themes, strategic goals and outcomes in respect to how the community would like the Dubbo Regional Local Government Area to look in the year 2040. The Employment Lands Strategy is directly aligned with the themes within the 2040 Community strategic Plan, specifically housing, infrastructure, economy and liveability. This Strategy is also consistent with numerous strategic outcomes and actions as included in the 2040 Community Strategic Plan.

### **1.5.2 Dubbo Urban Areas Development Strategy**

The Dubbo Urban Areas Development Strategy (UADS) includes the Industrial Areas Development Strategy, Commercial Areas Development Strategy and the Institutional Areas Development Strategy. If adopted by Council, this Employment Lands Strategy will replace these strategies which have been in operation since 1997. In preparation of this Employment Lands Strategy, an extensive review of these strategies has been undertaken with respect to analysing background information, review of existing precincts and their respective roles, objectives, opportunities, issues and controls.

The Commercial Areas Development Strategy highlights the importance of the role of the CBD as the primary commercial area of Dubbo at the top of the commercial centres hierarchy given its regional catchment of over 120,000 persons. This strategy intends to review the commercial centres hierarchy to ensure it meets Dubbo's current and future needs.

### **1.5.3 Dubbo Local Environmental Plan 2011**

The Dubbo Local Environmental Plan 2011 guides land use and development across Dubbo. The LEP controls and determines development through the use of land use zones which each have a set of objectives and permissibility tables. Employment lands in Dubbo are zoned either Business, Industrial or Special Purpose.

### **1.5.4 Dubbo Economic Development Strategy**

The Dubbo Economic Development Strategy was adopted by Council in 2012 to promote a sustainable, forward-moving economy through business investment, increased population and employment growth.

The Employment Lands Strategy is closely aligned with the Dubbo Economic Development Strategy, which ensures there is an adequate supply of available land for commercial, industrial and tourist purposes that support a diverse local and regional economy and promotes growth.

### **1.5.5 Dubbo CBD Precincts Plan**

Dubbo's CBD Precinct Plan is underpinned by the Dubbo Commercial Areas Development Strategy (CADS) which places the Dubbo CBD at the top of the City's commercial hierarchy. The CBD Precinct Plan will guide future development and growth within the CBD promoting and facilitating activity within the CBD in order to make it a vibrant and attractive centre for all.

This Strategy will replace the Dubbo Commercial Areas Development Strategy, the Dubbo Industrial Areas Development Strategy and the Dubbo Institutional Areas Development Strategy.

### 1.5.6 Dubbo's Road Transportation Strategy to 2045

The Dubbo City Planning and Transportation Strategy 2045 is underpinned by the Dubbo Urban Areas Development Strategy. The Transportation Strategy was undertaken to review future transportation hierarchies based on Council's Residential Urban Release Areas created with the adoption of the Dubbo Local Environmental Plan 2011. The Employment Lands Strategy has considered the Transportation Strategy with respect to future road networks.

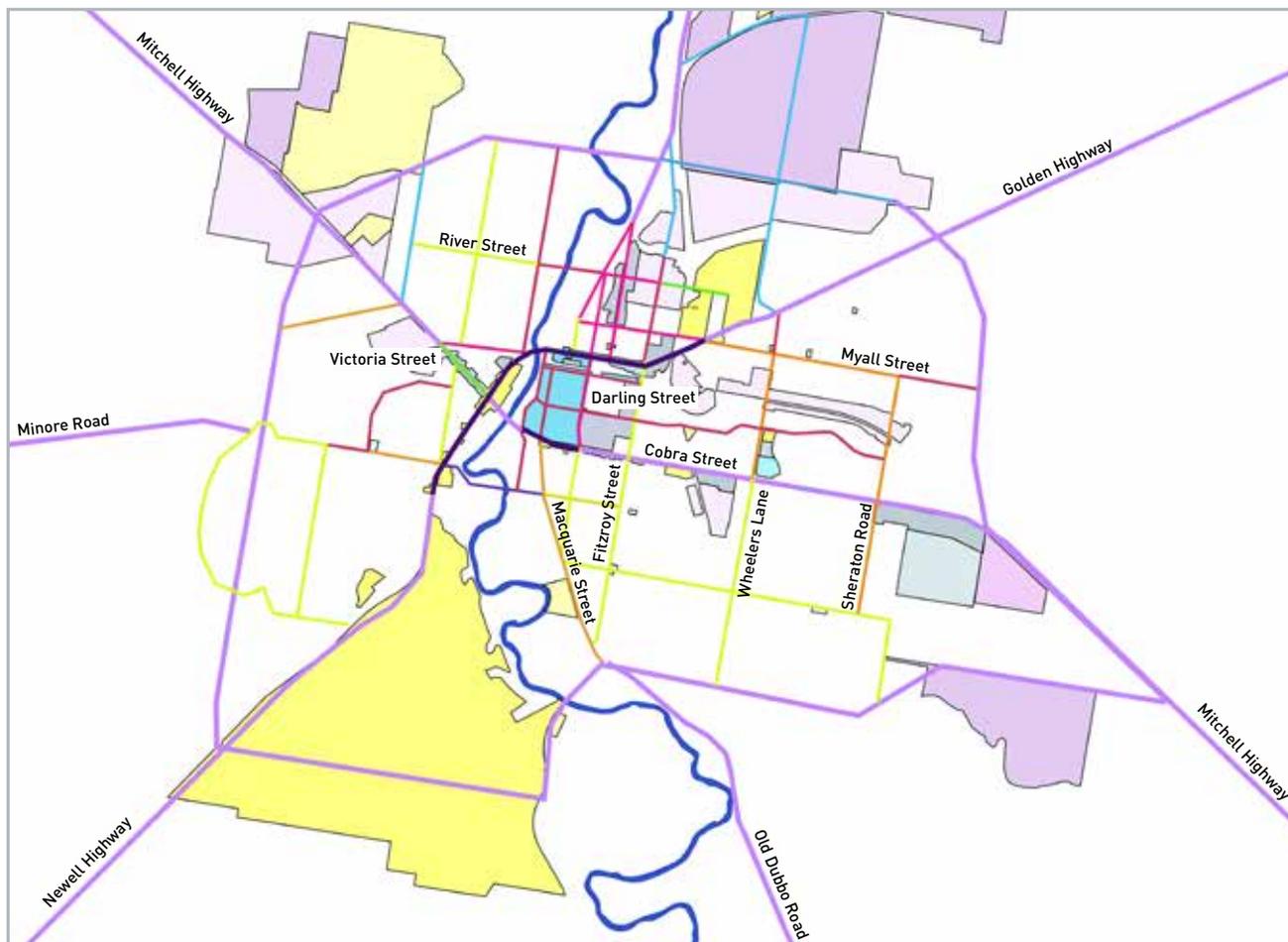


Figure 2: Dubbo's road hierarchy map with employment lands

#### Employment Lands Key:

- |                                                                |                                                                |                                                             |
|----------------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------------------|
| <span style="color: #ADD8E6;">■</span> B1 Neighbourhood Centre | <span style="color: #666666;">■</span> B4 Mixed Use            | <span style="color: #A9A9A9;">■</span> B7 Business Park     |
| <span style="color: #00BFFF;">■</span> B2 Local Centre         | <span style="color: #333333;">■</span> B5 Business Development | <span style="color: #DDA0DD;">■</span> IN2 Light Industrial |
| <span style="color: #008080;">■</span> B3 Commercial Core      | <span style="color: #808080;">■</span> B6 Enterprise Corridor  | <span style="color: #800080;">■</span> IN3 Heavy Industry   |

#### Road Hierarchy Key:

- |                                                                   |                                                                          |                                                               |
|-------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------|
| <span style="color: #FFFF00;">■</span> Neighbourhood Connector    | <span style="color: #FF00FF;">■</span> Business Distributor              | <span style="color: #008000;">■</span> Retail Arterial        |
| <span style="color: #DC143C;">■</span> Neighbourhood Distributor  | <span style="color: #4B0082;">■</span> Business Sub-Arterial             | <span style="color: #00CED1;">■</span> Industrial Distributor |
| <span style="color: #FF8C00;">■</span> Neighbourhood Sub-Arterial | <span style="color: #9370DB;">■</span> Business Arterial and Freightways | <span style="color: #0000FF;">■</span> Macquarie River        |

### 1.5.7 Central West and Orana Regional Plan 2036

The Central West and Orana Regional Plan 2036 was released by the Minister for Planning and Housing in June 2017. The Plan effectively provides a blueprint for the future growth and development of the Central West and Orana Regions through the provision of four (4) overarching goals as provided below:

- The most diverse regional economy in NSW
- A stronger, healthier environment and diverse heritage
- Quality freight, transport and infrastructure networks
- Dynamic, vibrant and healthy communities.

The Regional Plan has a number of strategic directions for the future growth and development of the Region as provided below:

Direction 1: Protect the region's diverse and productive agricultural land

Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 4: Promote and diversify regional tourism markets

Direction 5: Improve access to health and aged care services

Direction 6: Expand education and training opportunities

Direction 7: Enhance the economic self-determination of Aboriginal communities

Direction 8: Sustainably manage mineral resources

Direction 9: Increase renewable energy generation

Direction 10: Promote business and industrial activities in employment lands

Direction 11: Sustainably manage water resources for economic opportunities

Direction 12: Plan for greater land use compatibility

Direction 13: Protect and manage environmental assets

Direction 14: Manage and conserve water resources for the environment

Direction 15: Increase resilience to natural hazards and climate change

Direction 16: Respect and protect Aboriginal heritage assets

Direction 17: Conserve and adaptively re-use heritage assets

Direction 18: Improve freight connections to markets and global gateways

Direction 19: Enhance road and rail freight links

Direction 20: Enhance access to air travel and public transport

Direction 21: Coordinate utility infrastructure investment

Direction 22: Manage growth and change in regional cities and strategic and local centres

Direction 23: Build the resilience of towns and villages

Direction 24: Collaborate and partner with Aboriginal communities

Direction 25: Increase housing diversity and choice

Direction 26: Increase housing choice for seniors

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 28: Manage rural residential development

Direction 29: Deliver healthy built environment and better urban design

The applicable Directions are further discussed in each Employment Land precinct.

### 1.5.8 Dubbo Mining Areas Land Use Strategy 2015

The Dubbo Mining Areas Land Use Strategy 2015 was adopted by the former Dubbo City Council on 20 April 2015. This Strategy aims to promote growth in the mining and mining technology and services industry, to ensure the impacts of mining are adequately managed to maintain the unique quality of life residents enjoy and the environmental values of the former Dubbo Local Government Area and to develop Dubbo as a major mining service centre, supporting the long term growth and development of the industry in the Orana region and across Western NSW.

The Employment Lands Strategy is also consistent with the principles for industrial land identification included in the Central West and Orana Regional Plan. The Dubbo 2040 Community Strategic Plan was adopted by Dubbo Regional Council on 25 June 2018.

### 1.5.9 Central Orana Regional Economic Development Strategy

The Central Orana Regional Economic Development Strategy 2018-2022, which comprises the Dubbo Regional and Narromine Shire Local Government Areas, was developed to identify economic development opportunities that capitalise on its function economic region. The Strategy was adopted by Department of Premier and Cabinet in 2018.

## 2. Demographic Profile

### 2.1 Dubbo's existing population

ABS Census records and estimated resident population data has shown that Dubbo has been experiencing steady population growth over the past decade. As of 2016, the former Dubbo LGA had a population of 42,831. When compared to the 2004 population of 38,996, Dubbo had a population growth of 3,865 people or 9% over a 12 year period.

Figure 3 shows the Estimated Resident Population (ERP) of Dubbo from 2001 to 2017. ERP is the official ABS measure of the population according to a usual residence population concept.

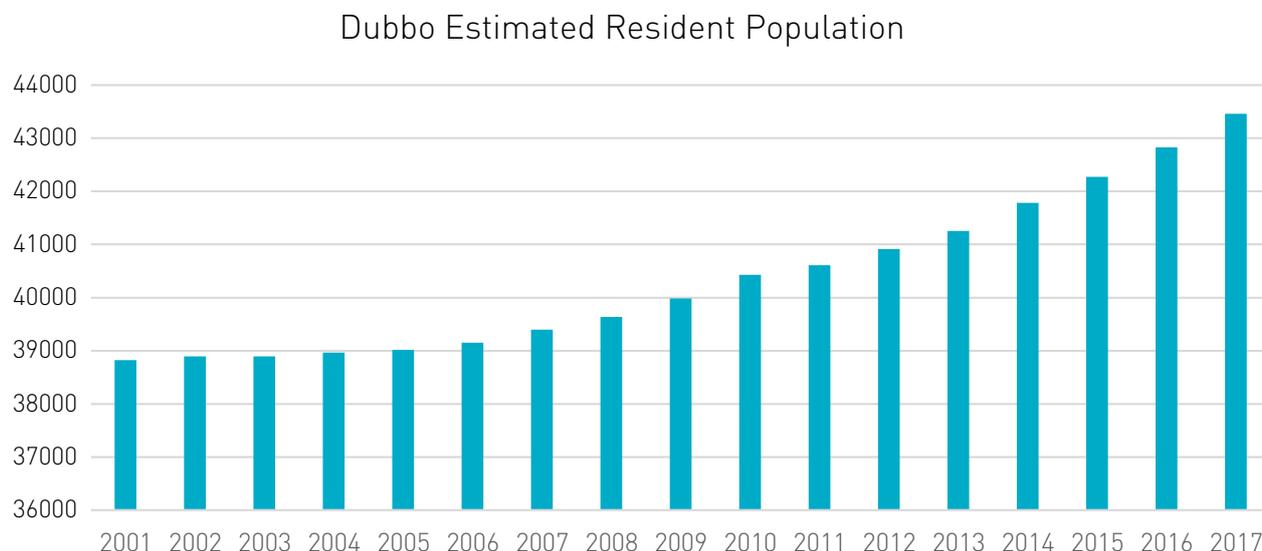


Figure 3: Dubbo Estimated Resident Population  
Source: ABS, Regional Population Growth, Cat.32180

## 2.2 Age Profile

Dubbo has an ageing population, which is consistent with demographic trends. This is evident with the number of persons over 65 years which comprises 15% of the population shown in Figure 4, compared to 12% in 2006 (Remplan, 2006). The proportion of persons aged 15 to 65 years remained stable at 64% and persons aged under 15 years decreased from 24% of the population in 2006 to 21% of the population in 2016. Despite this, persons in the working age bracket of 15 to 65 years increased over the period.

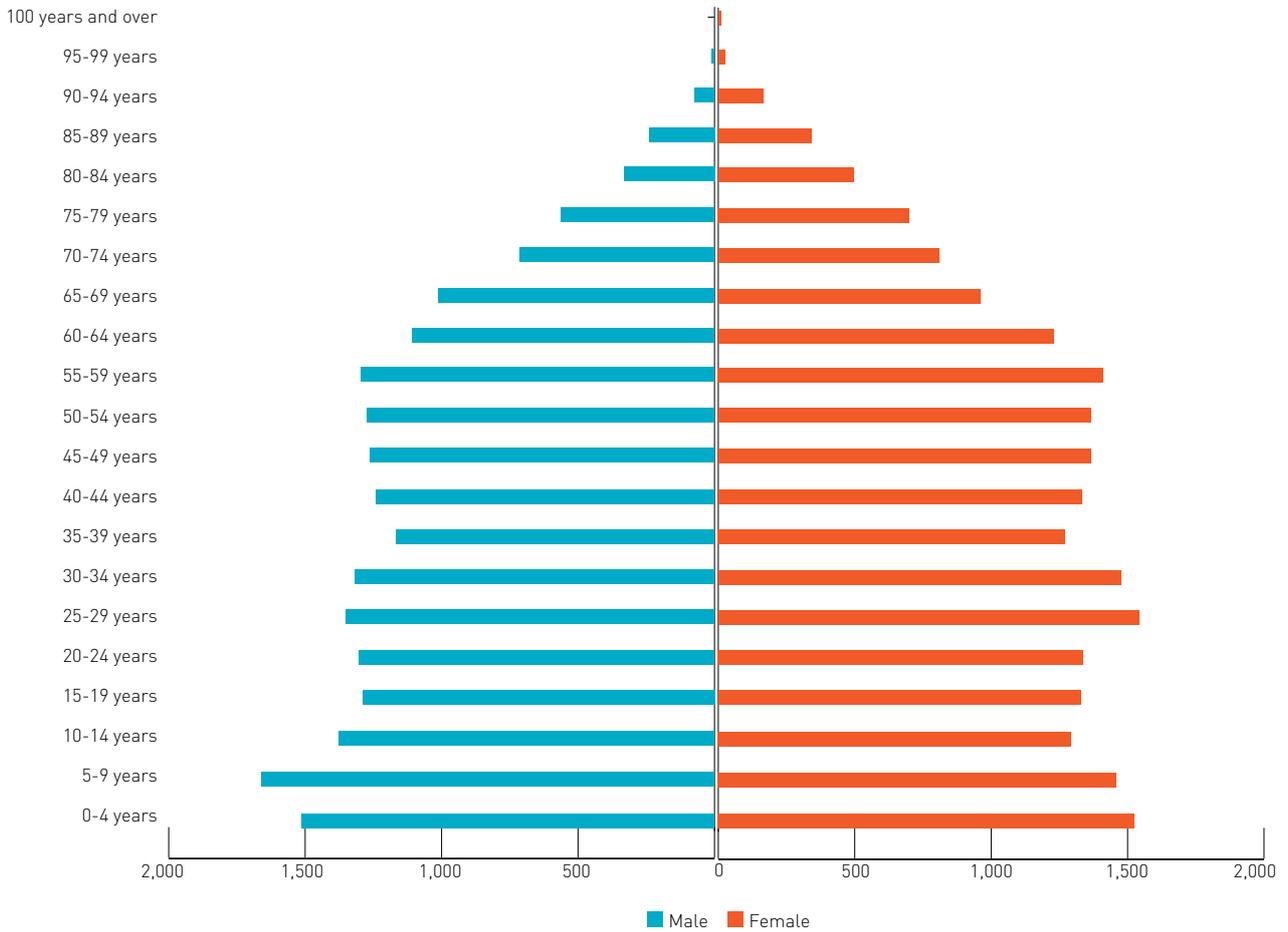


Figure 4: Population by Age Bracket for former Dubbo LGA  
Source: Remplan 2018

FORMER DUBBO LGA

AGE COHORT	2006	2016	Increase % (2006-16)
0-14 years	9,039	8,847	-2.17%
15-24 years	5,197	5,226	0.55%
25-34 years	4,577	5,718	19.95%
35-49 years	8,093	7,662	-5.63%
50-65 years	6,153	7,668	19.76%
66-84 years	4,021	5,269	23.69%
85+ years	544	871	37.54%
<b>Total</b>	<b>37,624</b>	<b>41,261</b>	<b>8.81%</b>

Table 1: Dubbo's Population by age cohort  
Source: Remplan, 2018

Understanding the population by life stage within the former Dubbo LGA provides valuable insights into the region's requirements for amenity, services, infrastructure, investment and education and employment opportunities.

The largest life stage group in the former Dubbo LGA is "Working Age (30 to 64 years)" representing 43.7% of the overall population.

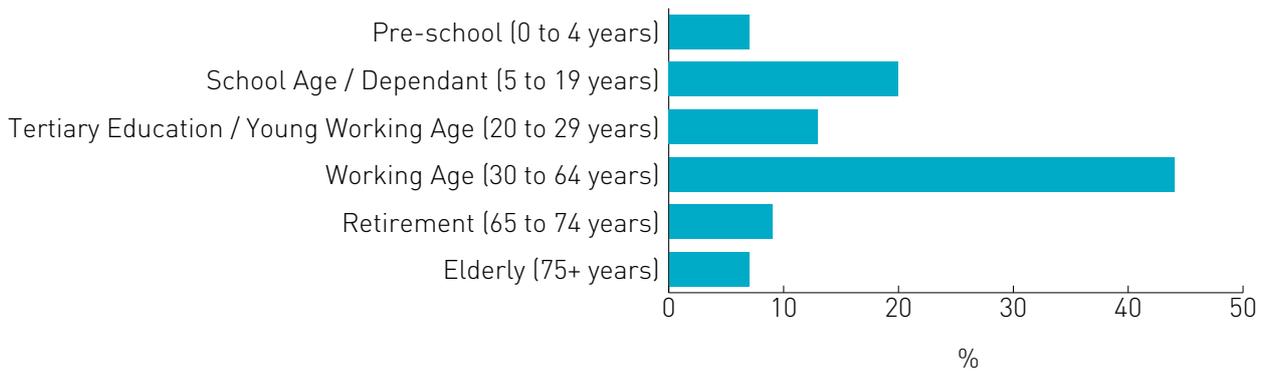


Figure 5: Population by Life Stage  
Source: Remplan 2018

## 2.3 Education

Education levels across the community are a key indicator of the propensity of residents to be engaged in the work force, and are also an important factor influencing levels of social wellbeing in the region.

In the former Dubbo LGA, the largest “highest qualification attained” cohort is “Certificate Level”, representing 19.1% percent of the overall population.

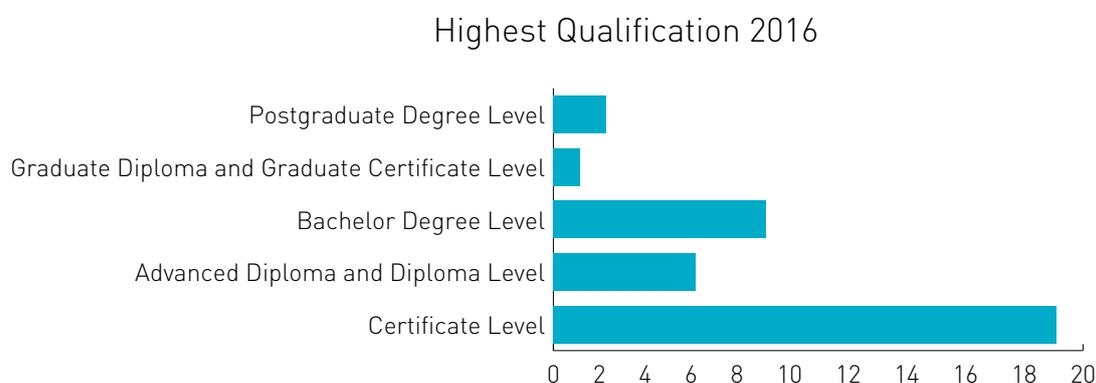


Figure 6: Dubbo Highest Qualification 2016  
Source: Remplan 2018

## 2.4 Income

An analysis of income data is important in order to determine the relative wealth of the former Dubbo LGA which assists in understanding ability to spend and whether there is the potential for significant capital investment by people within the former Dubbo LGA or whether external investment should be sought.

\$/Weekly	2001	2006	2011	2016	2001-16 (Change) %
Median total personal income	\$386	\$462	\$578	\$687	43.8% increase
Median total household income	\$754	\$965	\$1,094	\$1,265	40.4% increase

Table 2: Dubbo Medium Personal/Household Income  
Source: Remplan 2018

When comparing Dubbo’s household income to the Orana Region, NSW and Australia, Dubbo has a lower median income than that of NSW and Australia, however is higher than the Orana region.

2016 (\$/weekly)	Dubbo	Orana Region	NSW	Australia
Median total household income	\$1,265	\$1,116	\$1,486	\$1,438

Table 3: Medium household income comparison 2016  
Source: Remplan 2018

## 2.5 Expenditure

Dubbo has a large catchment area, particularly with respect to providing commercial retail and services to the Orana region. As such, when discussing expenditure, the trade catchment needs to be considered.

There are three (3) main trade areas identified for the Dubbo Regional LGA as follows:

- A Primary Trade Area for 'everyday' shopping (i.e. supermarkets and convenience goods) which comprises the former Dubbo LGA
- A Secondary Trade Area for 'comparative' goods shopping (i.e. bulky goods, clothing, department stores). This area comprises the Gilgandra and Narromine LGAs and the northern parts of Parkes, Cabonne and the majority of the former Wellington LGA; and
- Tertiary Trade Area for 'regional' shopping on an infrequent basis. This area comprises the Bourke, Brewarrina, Walgett, Coonamble, Warrumbungle, Warren and Bogan LGAs and a proportion of Cobar and Lachlan LGAs.

Trade Area	Retail Expenditure (2016)
Primary Trade Area	\$616 million
Secondary and Tertiary Trade Areas	\$779 million
<b>Total</b>	<b>\$1.4 billion</b>

Table 4: Trade Area and Retail Expenditure  
Source: Remplan 2018

## 3. Employment Profile

### 3.1 Employment generation by industry

In 2016, there was an estimated 19,762 people employed in Dubbo. Health care and social assistance is the largest sector, followed by retail trade and education and training. When compared to the Orana Region and NSW, Dubbo has a higher percentage of people employed in service industries such as health care and social services, accommodation and food services, electricity, gas, water and waste services and arts and recreation services, highlighting the position of Dubbo as a major regional service centre.

Table 5 shows a breakdown of employment generation by industry for Dubbo between 2006 and 2016. The green highlight shows Dubbo's top three (3) employment industries, and blue depicting the lowest three (3) employment industries.

Industry	2006	2011	2016*	2006-2016		2011-2016	
				Growth	Growth %	Growth	Growth %
Agriculture, Forestry & Fishing	642	578	646	4	1%	68	12%
Mining	30	89	68	38	127%	-21	-24%
Manufacturing	1,308	1,228	1,281	-27	-2%	53	4%
Electricity, Gas, Water & Waste Services	242	293	288	46	19%	-5	-2%
Construction	1,033	1,047	1,531	498	48%	484	46%
Wholesale Trade	829	734	674	-155	-19%	-60	-8%
Retail Trade	2,382	2,232	2,269	-113	-5%	37	2%
Accommodation & Food Services	1,170	1,231	1,474	304	26%	243	20%
Transport, Postal & Warehousing	803	758	812	9	1%	54	7%
Information Media & Telecommunications	278	196	196	-82	-29%	0	0%
Financial & Insurance Services	483	458	396	-87	-18%	-62	-14%
Rental, Hiring and Real Estate Services	260	264	246	-14	-5%	-18	-7%
Professional, Scientific & Technical Services	719	766	873	154	21%	107	14%
Administrative & Support Services	372	386	512	140	38%	126	33%
Public Administration & Safety	1,295	1,354	1,432	137	11%	78	6%
Education & Training	1,520	1,629	1,833	313	21%	204	13%
Health Care & Social Assistance	2,367	2,821	3,289	922	39%	468	17%
Arts & Recreation Services	199	261	324	125	63%	63	24%
Other Services	766	785	924	158	21%	139	18%
Inadequately described/Not stated	140	87	694	554	-	607	-
<b>Total</b>	<b>16,838</b>	<b>17,197</b>	<b>19,762</b>	<b>2,924</b>	<b>17%</b>	<b>2,565</b>	<b>15%</b>

Table 5: Dubbo's employment generation by industry 2006-2016

Source: HillPDA 2017, ABS working profile 2006, 2011 and 2016 \*amalgamation of SA2s that comprise the former LGA

 Top three employment industries
  Lowest three employment industries

### 3.2 Employment self-sufficiency and self-containment

The measurements of self-sufficiency and containment are useful for assessing the health of a particular geographical area.

In November 2018, there was an estimated 20,802 jobs in Dubbo. Of this, approximately 17,369 workers, or 83.4% resided in the former Dubbo LGA, with 3,433, or 16.6% residing outside the former Dubbo LGA. Of those who live elsewhere, they predominantly come from surrounding areas including Narromine, Wellington and Gilgandra and the Central West, as shown in Figure 7.

In comparison, only 1,106 residents worked in another LGA for their usual employment (shown in Figure 8).

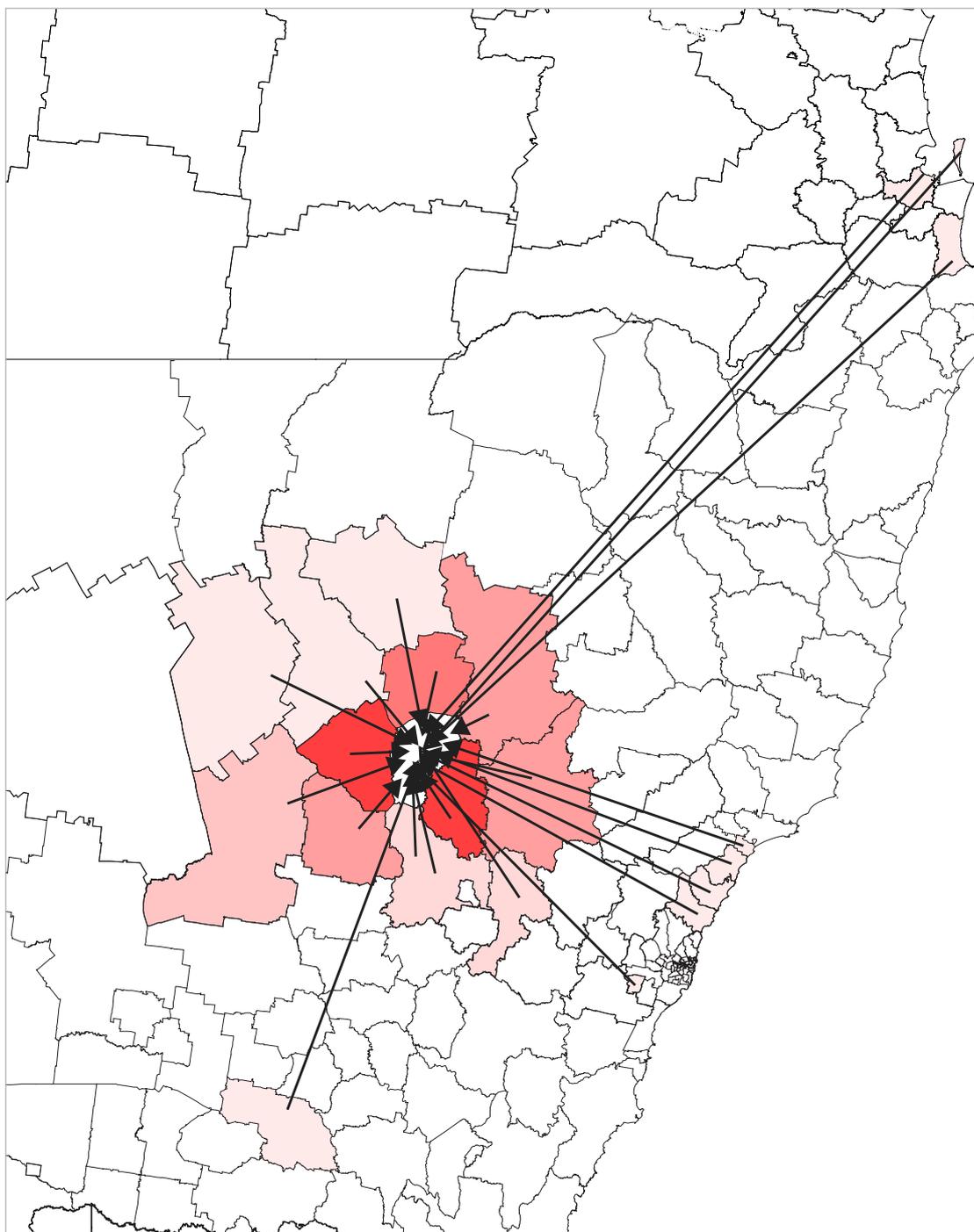


Figure 7: People who work in Dubbo but reside elsewhere 2016 Source: Remplan 2018

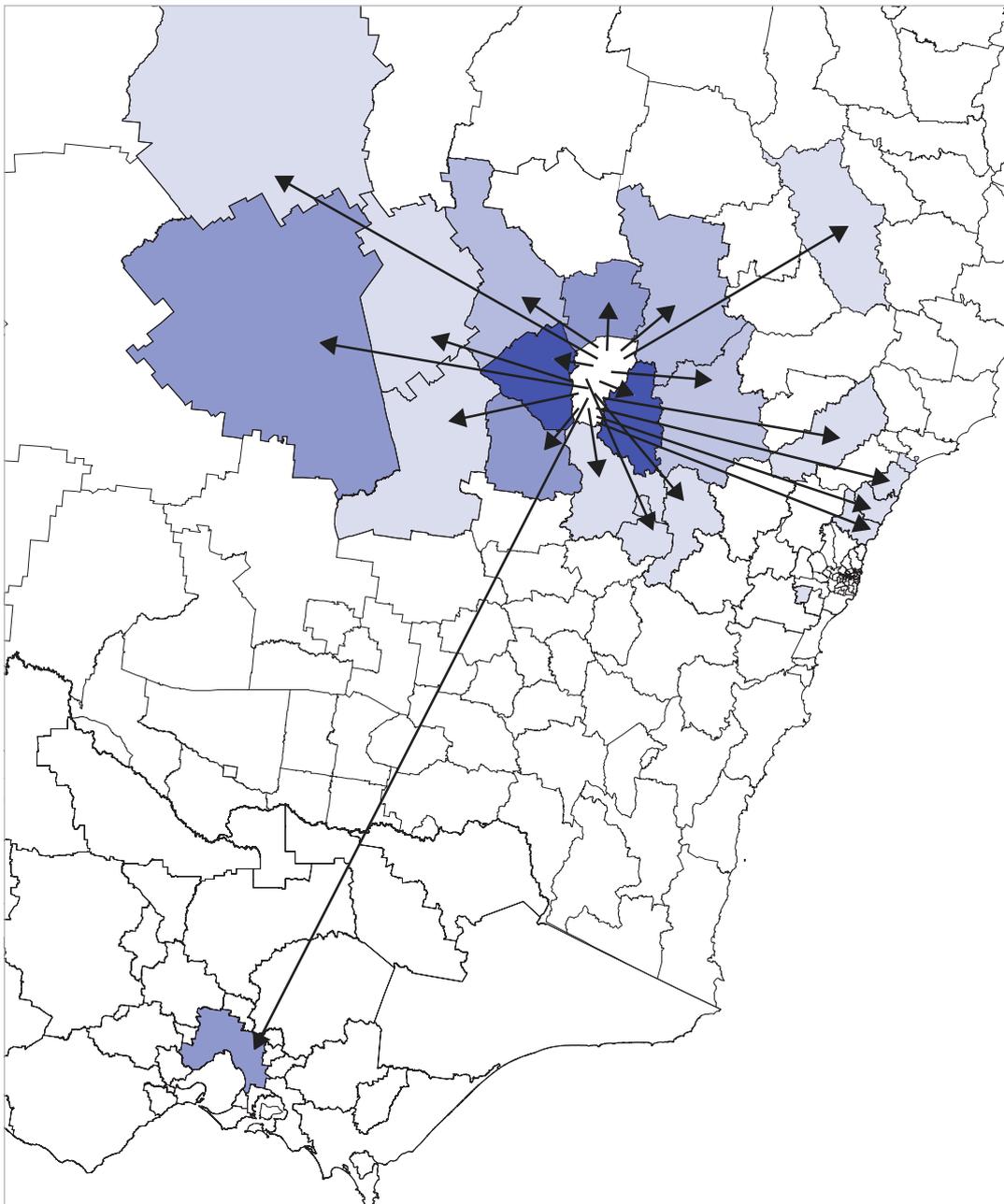


Figure 8: People who reside in Dubbo but work elsewhere 2016 Source: Remplan 2018

**Self-sufficiency**

Self-sufficiency is calculated by dividing the number of jobs generated within Dubbo City by the number of employed residents.

Dubbo city had a self-sufficiency rate of 103% indicating that there were 1.19 jobs provided for every employed resident.

Dubbo city generated significantly more employment opportunities in 2016 than the surrounding LGAs, further highlighting the cities importance as a regional economic generator.

**Self-containment**

Self-containment measures the proportion of local residents that live and work within the same geographical area.

Dubbo city has a self-containment of approximately 92%, being the highest rate of the surrounding LGAs.

The high containment rate is typical of regional areas where the longer travel distances, when compared to capital city, tend to influence local residents to live and work in the same LGA.

### 3.3 Unemployment

Historically, Dubbo has experienced an unemployment rate lower than the state of New South Wales. Dubbo also has a more steady unemployment rate in comparison to the Orana region, which tends to fluctuate more significantly over time. A comparison of Dubbo's unemployment to that of NSW and the Orana region is shown in Figure 9.

Within the Dubbo labour force, approximately 66.48% are employed full time, 28.77% are employed part time, and 4.75% are away from work. The unemployment rate in Dubbo increased from 2.6% in March 2013 to 3.3% in 2016. However, it remains lower than NSW which remained steady 5.7% over the same period.

The low unemployment rate within Dubbo indicates that any growth in population would lead to increased generation of employment and associated demand for appropriately zoned land.

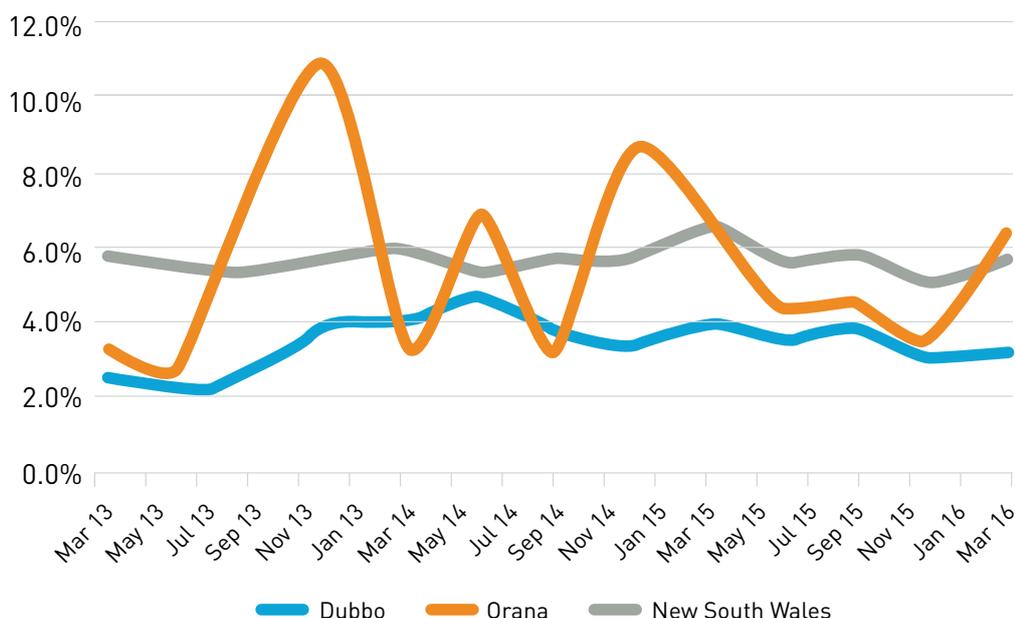


Figure 9: Unemployment rates comparison 2013-2016  
Source: ABS, Labour Force, Cat 6291.0.55.001, 2016

### 3.4 Socio-economic key findings

- Dubbo has had steady population growth over a long period. This is in contrast to population trends for regional communities localised within the Orana Region which are either steady or declining.
- Dubbo has a low unemployment rate, high self-sufficiency rate and high self-containment rate which demonstrates Dubbo's ability to generate employment opportunities for residents living in Dubbo whilst also attracting residents from other LGAs. It also would imply that any increases within the primary working age cohorts would likely see a corresponding increase in employment opportunities and demand for employment lands.
- Dubbo's population is ageing.
- Dubbo is a major service centre for regional NSW highlighted by the three largest employment sectors in health care and social assistance, retail trade and education and training. These outperform the total overall percentage of employment in the Orana region and NSW.
- Industrial (mining, manufacturing, utility services and construction), accommodation and food services, health care and social assistance, and education and training industries employ over half of the residents in Dubbo.

## 4. Commercial Centres Hierarchy

The Commercial Centres Hierarchy is based on the existing and well established Commercial Centre Hierarchy, which was first developed in the former Dubbo Commercial Areas Strategy, 1997. The Hierarchy was developed to reflect the size of the city's local and regional population catchment that has access to a range of commercial areas and shopping enterprises, whilst managing the overall economic impacts of including more commercial floorspace. The Hierarchy has been reviewed and updated with this Strategy.

The existing Hierarchy focuses on B1, B2 and B3 zones and does not extend into the other commercial zones including B5, B6 and B7 zones. The revised Hierarchy now includes Specialised Activity Centres and Employment Clusters to take account of all predominantly commercial zones and their overall role in the Hierarchy, particularly with respect to their relationship to the principal, major and neighbourhood centres.

The Hierarchy also ensures that residents in retail catchment areas and across the Local Government Area have easy access to the higher order centres, as well as the convenience that lower order centres and neighbourhood centres offer in locations close to residential areas.

The Hierarchy below provides a clear description as to the role, function and where each precincts fit within the prescribed commercial activity centres Hierarchy.

Undermining the Hierarchy has potential implications for the viability of existing centres including business viability, employment and future investment.

Hierarchy	Centre names	Role and function in the Hierarchy
Principal Centre (Regional)	Central Business District	<p>The Principal Centre (Regional) is the highest order centre for Dubbo. It provides a range of services including commercial, business, retail, food and drink, visitor, social, civic, cultural, tourist and entertainment to Dubbo and attracts visitors and businesses from a significant portion of the Orana and north-western region of New South Wales.</p> <p>Dubbo has one (1) Principal Centre which is the Central Business District (CBD). It is a well-established and diverse commercial area. It delivers core commercial and business services to the Dubbo community and visitors as well providing a unique blend of shopping, retail, dining and entertainment experiences.</p> <p>The CBD should be protected so as it remains as Dubbo's core and most important commercial, retail, business and entertainment precinct with a view that no other commercial precincts undermine its role and effectiveness.</p>
Major Centre (Sub-Regional)	Orana Mall	<p>The Major Centre (Sub-Regional) is the second order centre for Dubbo. The Major Centre (Sub-Regional) provides a range of business and retail needs for the City and the region. The Centre typically serves a wider catchment than that of a neighbour centre.</p> <p>Dubbo has one (1) Major Centre being Orana Mall. Orana Mall is a self-contained indoor shopping centre providing approximately 23,667m<sup>2</sup> floor space area and is the largest shopping centre in Dubbo. It is located approximately 2.2 km east of the Dubbo CBD. The centre is anchored by a Woolworths supermarket and Big W and a variety of over 50 speciality shops. The centre services both East Dubbo and a wider sub-regional area.</p> <p>Orana Mall should support and complement Dubbo's CBD as the Principal Centre by providing retail functions servicing the sub-regional area.</p>

Hierarchy	Centre names	Role and function in the Hierarchy
Local Centres (Neighbourhood)	Myall Street, Websdale Drive, Southlakes (undeveloped), Boundary Road, Tamworth Street, Delroy (Minore Road), Victoria Street and Bourke Street	<p>The Local Centres (Neighbourhood) are third order centres for Dubbo. They are small scale centres that can provide a variety of retail uses, business premises or community uses that serve the needs of the nearby residential and/or business community.</p> <p>These centres provide a more convenient alternative to the CBD for day to day convenience shopping.</p> <p>Dubbo has six existing local centres and two areas zoned to allow future neighbourhood centre developments. The existing local centres include a variety of tenancies such as post office, hairdressers, butchers, convenience store, newsagent, drycleaners, cafes and take-away food and drink premises. Of the six existing local centres, three contain supermarkets.</p>
Specialised Activity Centre	Airport, Health, Well-Being and Education Precinct	<p>A Specialised Activity Centre is an area which provides an important economic and employment role which generates benefits to both the local community and broader region.</p> <p>Specialised Precincts can include clusters of similar industries which can benefit from each other through shared synergies and infrastructure which would normally be unviable on an individual scale.</p> <p>Dubbo has two Specialised Precincts which include the Airport Precinct and Health, Well-Being and Education Precinct. The Precincts each provide their own unique benefit to Dubbo and the surrounding region. Each of these Precincts involve significant infrastructure such as the airport, hospital and Universities.</p>
Commercial Employment Clusters	Cobra Street, West Dubbo  Bourke Street, Victoria Street  Cobbora Road and Erskine Street, Blueridge Business Park	<p>Commercial Employment Clusters consist of moderately sized clusters of similarly zoned land providing commercial services somewhat different to those in the other commercial activity centres Hierarchy. These clusters can accommodate a range of industries, bulky goods retailing and business activities either directly along, or easily accessible from major transport routes. These clusters are usually located outside of the commercial activity centres due to business requirements for additional floor space area, activity or potential impact of the activity.</p> <p>Commercial Employment Clusters provide a range of industries which typically require larger floor areas for warehousing, showroom, delivery, parking, access and manoeuvring areas typically not able to be achieved in the core commercial activity centres. They also allow clustering of like industries to enable viable economic activity.</p> <p>Dubbo has six identified Commercial Employment Clusters spread throughout the urban area. Five are located in relatively close proximity to the CBD with one located on the Dubbo's eastern urban periphery.</p>
Rural Centres	Wongarbron	Services a rural community. Wongarbron is considered a satellite community of Dubbo.



## 5. Dubbo's existing employment lands

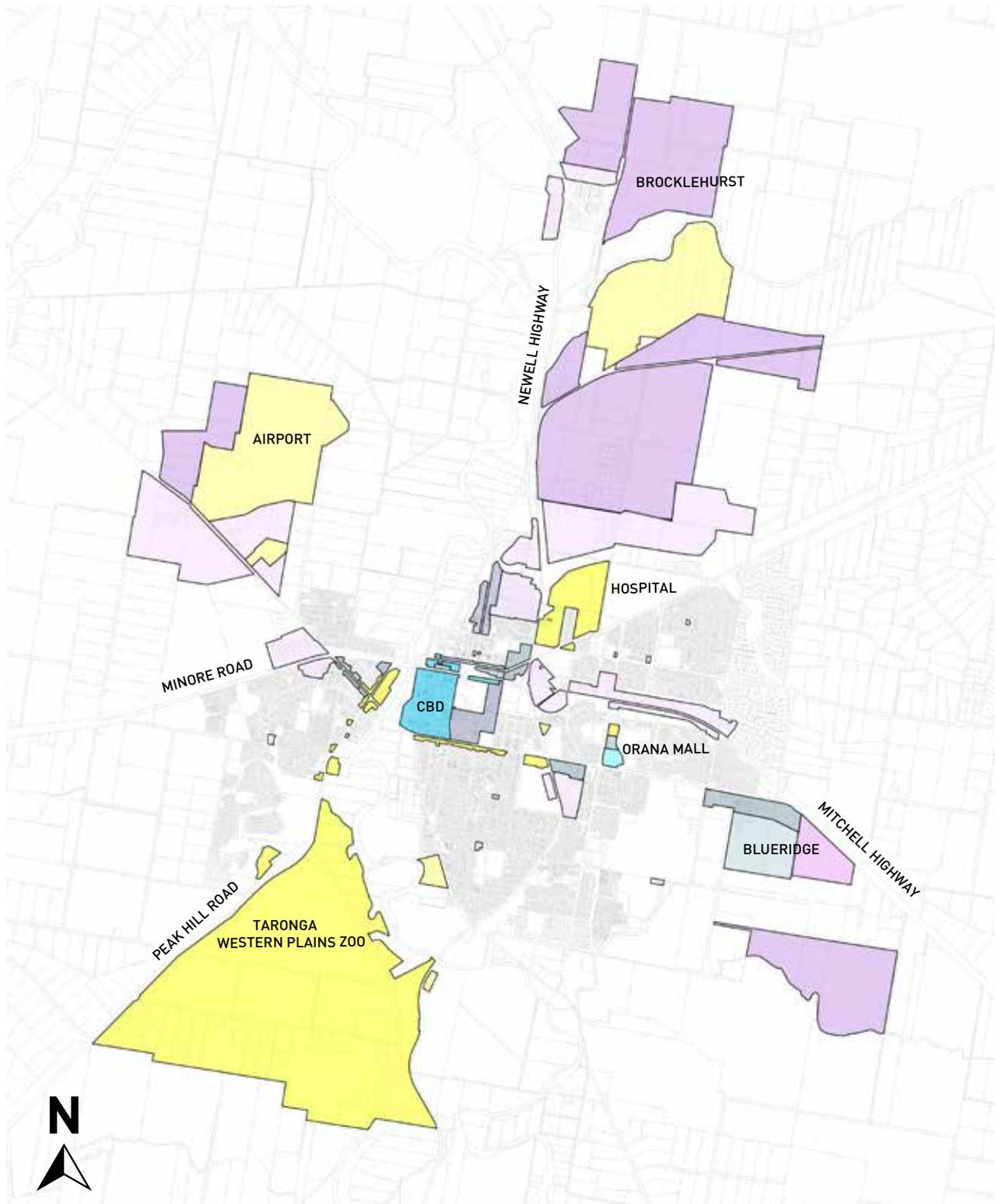


Figure 11: Dubbo's existing employment lands

**Key:**

 B1 Neighbourhood Centre	 B4 Mixed Use	 B7 Business Park	 SP2 Infrastructure
 B2 Local Centre	 B5 Business Development	 IN2 Light Industrial	 SP3 Tourist
 B3 Commercial Core	 B6 Enterprise Corridor	 IN3 Heavy Industry	

Precinct	Zone	Vacant Land Area (ha)	Occupied Land Area (ha)	Total Land Area (ha)	Number of Allotments	Total GFA (m <sup>2</sup> )
Central Business District	B3	2.6	68.4	71	660	249,196
	B4	0.7	35.3	36	421	16,600
	Total	3.3	103.7	107	1081	265,796
Orana Mall Precinct	B2	0	6.88	6.88	1	23,700
	B6	0	2.9	2.9	5	9,230
	SP3	0	2	2	2	9,525
	Total	0	11.78	11.78	8	42,455
Neighbourhood Centres	B1	2.67	4.28	6.97	8	13,299
Enterprise Corridors	B6	0.27	25.61	25.88	57	24,340
Bulky Goods	B5	2.2	10.09	12.29	17	35,303
Cobbora Road and Erskine Street Commercial Precinct	B5	3.67	8.33	12	16	23,022
	B6	0	6.61	6.61	69	13,100
	Total	3.67	14.94	18.61	85	36,122
Health & Education Precinct	SP2	29.28	43.59	72.87	8	175,393
	SP3	0	1.7	1.7	16	4,615
	Total	29.28	45.29	74.57	24	180,008
Airport Precinct	SP2	13.1	312	325.1	2	23,415
	IN2	192.46	30.77	223.22	29	40,458
	IN3	26.85	66.73	93.58	10	3,235
	Total	232.4	409.5	641.9	41	67,108
Jannali Road & Depot Road	IN2	14.7	21.6	36.3	70	49,706
East Dubbo Light Industrial	IN2	28.2	65	93.2	125	107,461
North Dubbo Industrial	IN2	7.4	50.3	57.7	173	76,433
South Dubbo Industrial	IN2	5.5	17.8	23.3	35	44,966
Basalt Road	IN3	129	77.01	206.01	3	2,700
Blueridge	B5	27.06	9.94	37	40	20,754
	B7	46.74	35.26	82	24	7,429
	IN2	49.3	5.1	54.4	2	500
	Total	123.1	50.3	173.4	66	28,683
Brocklehurst	IN2	6.09	25.7	31.79	33	11,546
	IN3	138.31	246.1	384.41	19	5,308
	Total	144.4	272.1	416.5	59	16,854
Yarrandale Road	IN2	103.99	42.08	146.07	36	33,655
	IN3	391.98	247.7	639.68	73	148,651
	Total	495.97	289.78	785.75	109	182,306
Zoo and Camp Road Tourist	SP3	449.3	649.9	1099.2	46	17,720
Central Tourist Strips	SP3	5.3	25.1	30.4	131	79,241
Tourist Spot Zonings	SP3	0	0.47	0.47	4	1,800
Council Infrastructure	SP2	0	825	825	12	5,275
Rail & Kokoda Place Precinct	SP2	0.2	4.9	5.1	7	7,879
<b>Total</b>		<b>1,676.86</b>	<b>2,974.45</b>	<b>4,651.31</b>	<b>2,161</b>	<b>1,285,455</b>

Table 6: Summary of Dubbo's Employment Land, by precinct

Zone	Vacant Land Area (ha)	Occupied Land Area (ha)	Total Land Area (ha)	Total GFA (m <sup>2</sup> )
Commercial zoned land	85.91	213.64	299.51	435,973
Light Industrial zoned land	407.635	258.345	665.98	364,725
Heavy Industrial zoned land	686.135	637.545	1,323.68	159,894
Tourist zoned land	454.6	679.17	1,133.77	112,901
Special Purpose zoned land	42.58	1,185.49	1,228.07	211,962
<b>TOTAL EMPLOYMENT LAND</b>	<b>1,676.86</b>	<b>2,974.45</b>	<b>4,651.31</b>	<b>1,285,455</b>

Table 7: Summary of Employment Land Zoned Areas

## 6. Dubbo's Industrial Candidate Areas

The Dubbo Industrial Areas Development Strategy (IADS) 1996-2015 identified four Industrial Candidate Areas (ICAs) and provided a detailed analysis of each regarding a range of issues such as the nature of proposed land uses, distance from City facilities, relationship to transport networks, suitability regarding size and cost, environmental issues (such as flooding), separation from residential areas and other potential conflicts. The four identified ICAs as depicted in Figure 12 and are discussed further below.

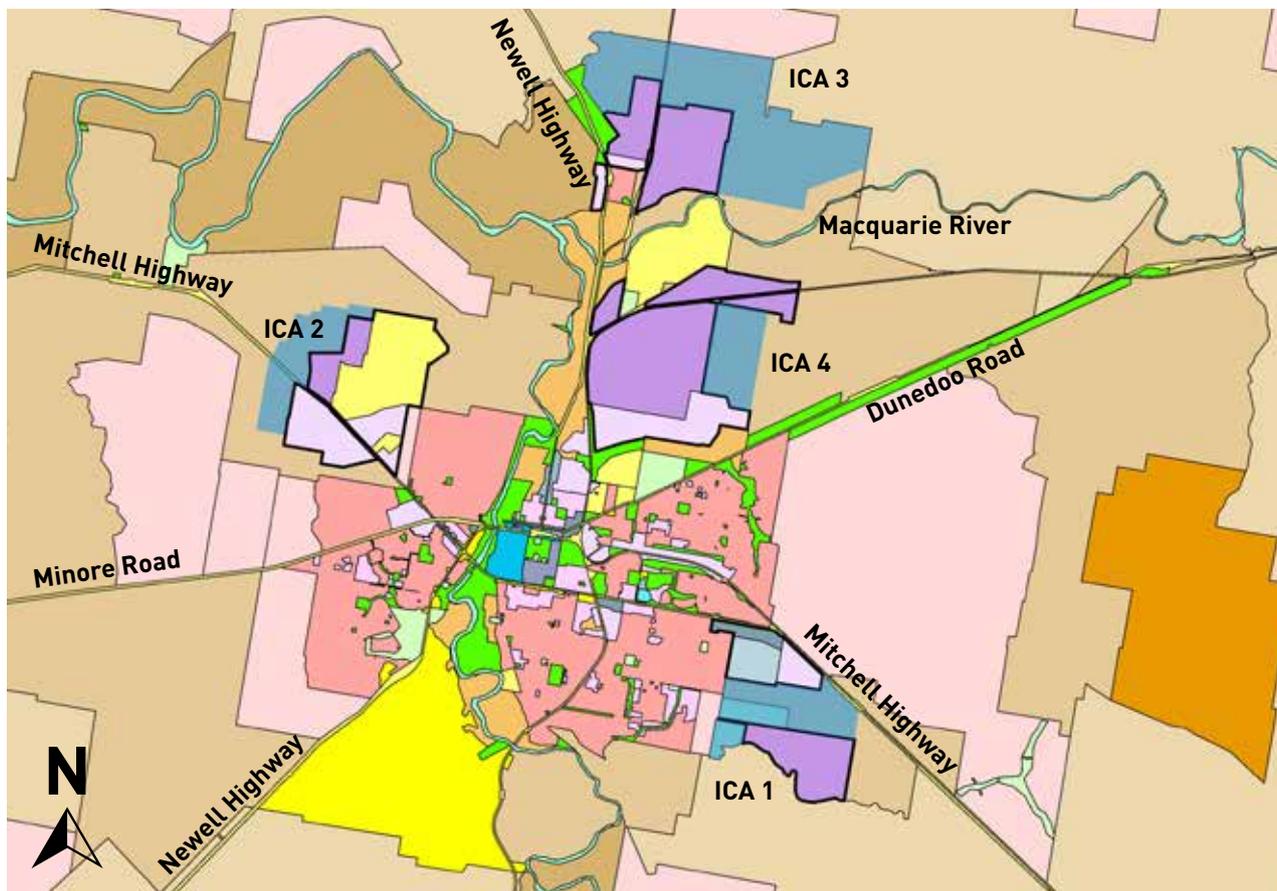


Figure 12: Industrial Candidate Areas

Key:							
	B1 Neighbourhood Centre		B4 Mixed Use		B7 Business Park		SP2 Infrastructure
	B2 Local Centre		B5 Business Development		IN2 Light Industrial		SP3 Tourist
	B3 Commercial Core		B6 Enterprise Corridor		IN3 Heavy Industry		
	Outline of ICA's which have been rezoned		Outline of ICA's which have not been rezoned				

## 6.1 ICA 1 Blueridge (previously Mitchell/Eulomogo)

ICA 1 was identified within the strategy for the development of a business park and prestige light industrial park consisting of light manufacturing, warehouse and distribution and high-tech industries. This was primarily as a result of the location of the land adjacent to the Mitchell Highway. The precinct is now zoned B5 Business Development, B7 Business Park and IN2 Light Industrial under the provisions of the Dubbo LEP 2011.

Blueridge Business Park, which forms a part of ICA 1, as seen in Figure 13, has become a growth area for light industrial and larger format commercial uses as a result of the larger lot sizes, close proximity to Dubbo's centre, infrastructure and access to the Mitchell Highway.

At the present time, not all land within ICA 1 had been rezoned with approximately 36 hectares of the identified ICA not zoned for industrial. Further discussion and guidance on the remaining ICA 1 land is provided in Chapter 14.10 Blueridge Precinct.

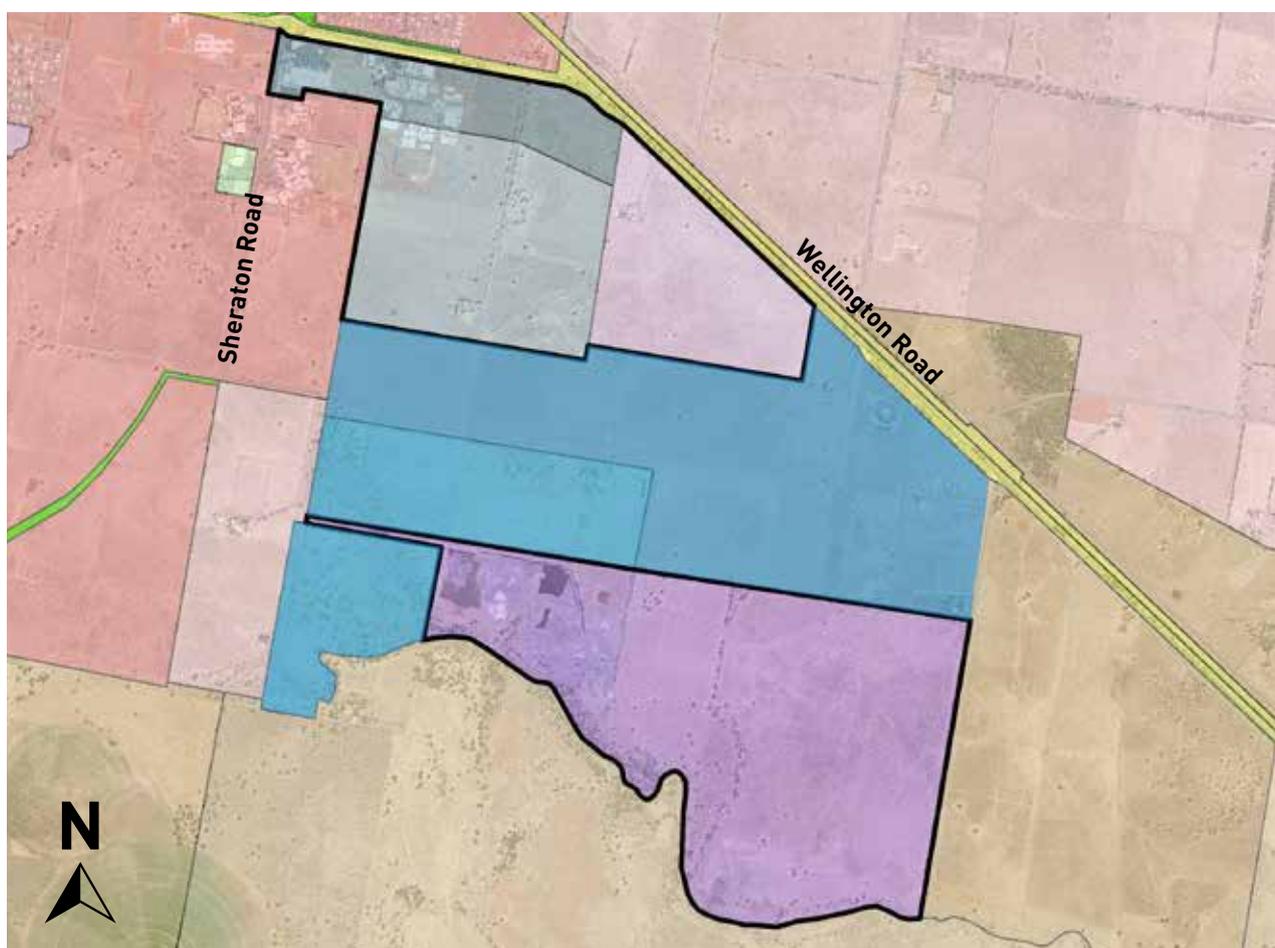


Figure 13: Industrial Candidate Area 1 - Blueridge

- Key:
-  Outline of ICA's which have been rezoned
  -  Outline of ICA's which have not been rezoned
  -  RU1 Primary Production
  -  R2 Low Density Residential
  -  R5 Large Lot Residential
  -  IN2 Light Industry
  -  IN3 Heavy Industry
  -  SP2 Infrastructure
  -  RE1 Public Recreation
  -  RE2 Private Recreation

## 6.2 ICA 2 Airport Precinct (previously Mitchell/Rosedale)

The Airport Precinct is located within ICA 2 as seen in Figure 14. ICA 2 was identified as a long term industrial expansion area given its location and access to the airport and highway. Its identified role was to allow development and industries related to the airport including air freight and transport, road transport as well as compatible light industrial and agricultural services.

Some of ICA 2 has been zoned industrial under previous Local Environmental Plans with approximately 222 hectares of identified ICA not zoned for industrial. Further discussion and guidance on the remaining ICA 2 land is provided in Chapter 14.8 Airport Precinct.

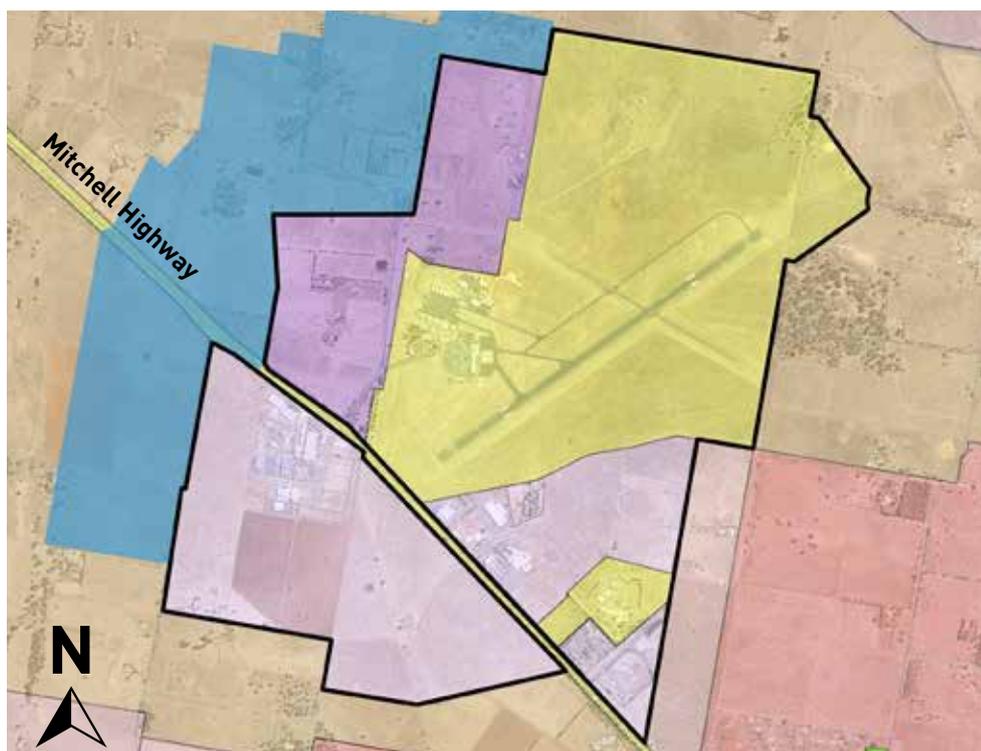


Figure 14: Industrial Candidate Area 2 - Airport Precinct

- Key:
-  Outline of ICA's which have been rezoned
  -  Outline of ICA's which have not been rezoned
  -  RU1 Primary Production
  -  R2 Low Density Residential
  -  R5 Large Lot Residential
  -  IN2 Light Industry
  -  IN3 Heavy Industry
  -  SP2 Infrastructure
  -  RE1 Public Recreation

### 6.3 ICA 3 Brocklehurst (previously Mendooran/Talbragar)

The Brocklehurst precinct (previously known as Mendooran/Talbragar) is located within ICA 3 as shown in Figure 15. ICA 3 was identified within the strategy to provide industrial area for large scale primary processing and food manufacturers with a potential to take problem industries.

Some of ICA 3 has been rezoned under previous Local Environmental Plans with approximately 865 hectares of the identified ICA not zoned for industrial. There has been minimal industrial development within the IN3 zoned land over recent years and therefore still a sufficient supply of IN3 zoned land is available in this precinct. Some portion of the IN3 zoned land has been developed as a quarry with expansions to the west currently being undertaken. Further discussion and guidance on the remaining ICA 3 land is provided in Chapter 14.11 Brocklehurst.

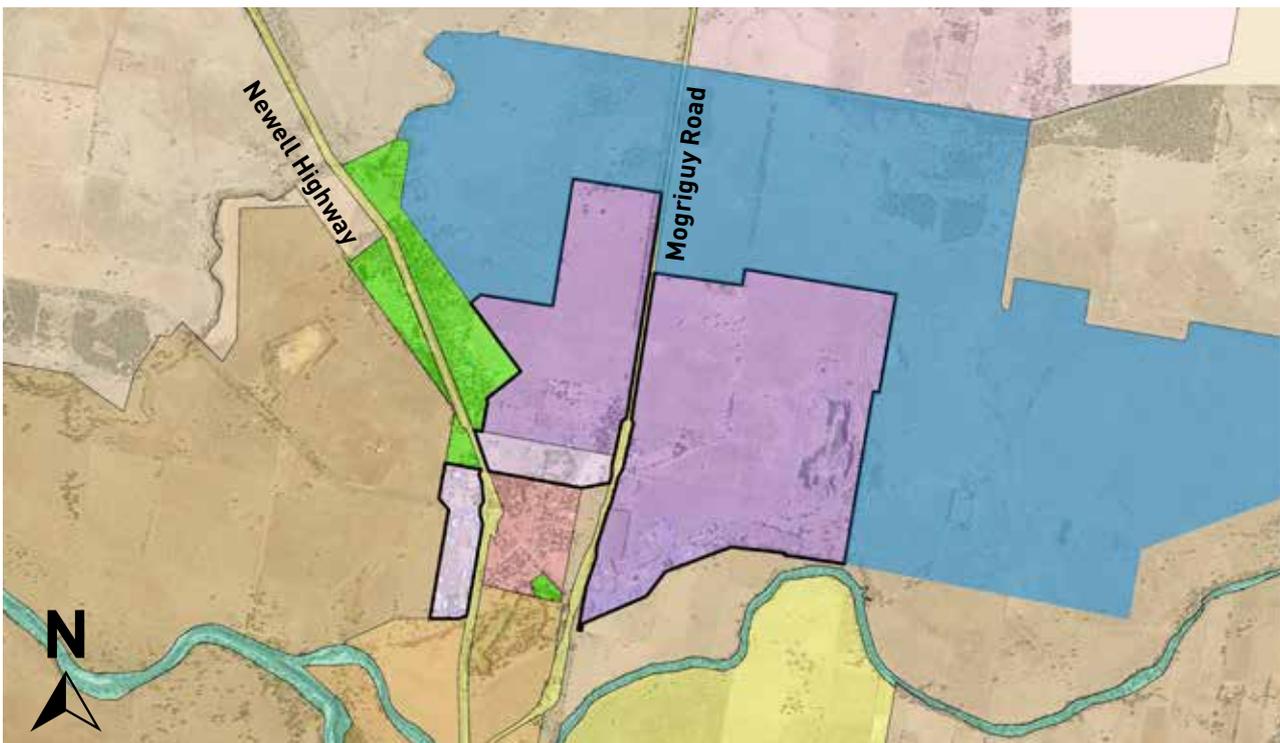


Figure 15: ICA 3 Brocklehurst Precinct (previously named Mendooran/Talbragar)

- Key:
-  Outline of ICA's which have been rezoned
  -  Outline of ICA's which have not been rezoned
  -  RU1 Primary Production
  -  R2 Low Density Residential
  -  R5 Large Lot Residential
  -  IN2 Light Industry
  -  IN3 Heavy Industry
  -  SP2 Infrastructure
  -  RE1 Public Recreation

## 6.4 ICA 4 Yarrandale/Boothenba

The Yarrandale Road precinct is located within ICA 4 as shown in Figure 16. The principal strategic feature of this area is the existing road and rail transport functions including major heavy industrial uses such as the

Dubbo Regional Livestock Markets and Fletcher International Exports (abattoirs). Most of ICA 4 has been rezoned with approximately 193 hectares of the identified ICA not zoned for industrial. The development of land in the IN3 Heavy Industrial zone has been somewhat slow with the land east of Yarrandale Road currently being used for agriculture, including irrigation and grazing. Further discussion and guidance on the remaining ICA 4 land is provided in Chapter 14.12 Yarrandale Road.

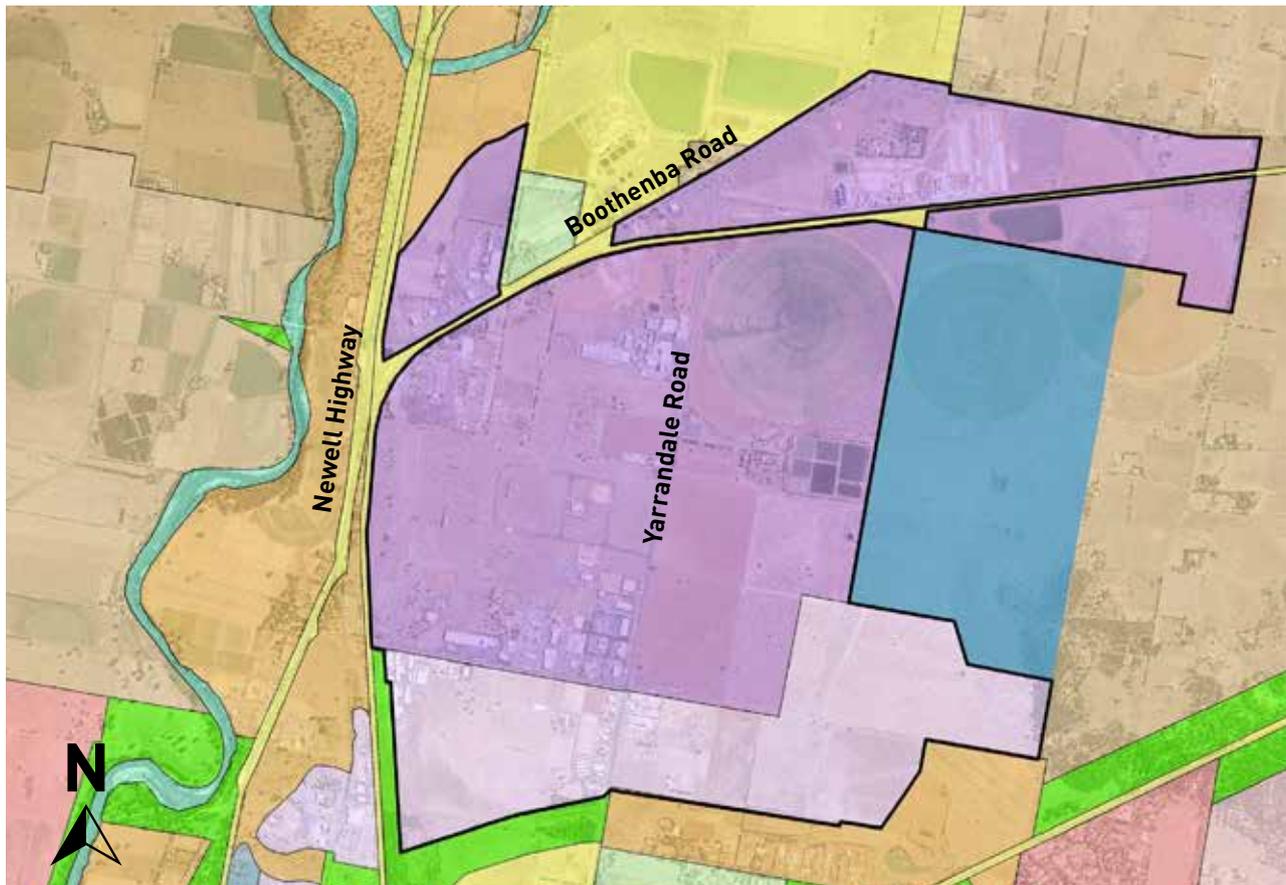


Figure 16: Yarrandale Road Precinct previous ICA 4

- Key:
- Outline of ICA's which have been rezoned
  - Outline of ICA's which have not been rezoned
  - RU1 Primary Production
  - R2 Low Density Residential
  - R5 Large Lot Residential
  - IN2 Light Industry
  - IN3 Heavy Industry
  - SP2 Infrastructure
  - RE1 Public Recreation
  - RE2 Private Recreation
  - E3 Environmental Management

# PART TWO – DUBBO’S GROWTH TO 2031

## 7. Economic trends and drivers

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### MACRO TRENDS (GLOBAL AND AUSTRALIAN ECONOMY)

**Global economic conditions:** The global economy has been undergoing a mild and somewhat unsteady recovery since the global financial crisis. The Reserve Bank of Australia (May 2018) has recently reported that the global economic conditions have improved over the past two years and growth forecasts for the major economies have been revised higher.

**Domestic economy:** The Australian Government’s intervention, including lowering interest rates, direct payments to households and individuals and significant infrastructure expenditure helped to mitigate the impacts of the global financial crisis. The Reserve Bank of Australia (May 2018) has recently reported overall conditions in the domestic economy are positive, supported by low interest rates and continued strength in the global economy.

**Non-mining investment:** A key development over 2017 was the strong pick-up in non-mining investment, led by strong growth in non-residential construction (RBA 2018).

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### LOCAL TRENDS

**Dubbo’s role as a major service centre:** Dubbo has seen significant investment and growth of several large key services, which will further emphasise Dubbo as a major service centre in the Central West and Orana region. Those services seeing significant investment includes the Dubbo City Regional Airport, Dubbo Base Hospital, TAFE Western’s Dubbo campus and the announcement of the inland rail maintenance facility and western region institute of sport, both to be located in Dubbo. The above investments will play a role in both attracting short and long term visitation to the city as well as assist with population and employment growth through an increase in short term construction and long term employment opportunities.

**Growing population:** Dubbo has seen a steady, but sustained population growth over the decade. Dubbo’s population growth is also ageing and further growth is likely to place pressure on the local health care and social services sector.

**Tourism:** Dubbo City has a strong tourism industry which has seen an increase in both visitor numbers and expenditure over the last 5 year period. Occupancy rates for motel, hotel and serviced apartments have been trending up. Over the last 5 year period, domestic and international visitors to Dubbo has increased by 26% and overall tourist expenditure in the city has increased by 39%. Accommodation occupancy rates have also increased on average from 67% to 75% between 2009 and 2018.

Dubbo’s tourism industry is underpinned by the Taronga Western Plains Zoo being a major tourist attraction for the region. The Zoo has experienced significant investment over the last decade, having seen approximately \$52 Million worth of development since 2008. Of this, \$17 Million worth of development was approved in 2018 alone highlighting the significant short term investment trend of the Zoo.

**NBN:** The introduction of high speed internet to Dubbo creates productivity, provides local businesses access to potential markets as well as encourages metro business to relocate or decentralise to regional areas.

**Mining and renewable energy:** The growth of mining and renewable energy will be a significant economic generator providing construction and operational jobs. Given Dubbo’s role as the regions major service centre, there is likely to be flow-on demand for accommodation, retail, commercial and industry services.

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## GENERAL RETAIL AND COMMERCIAL TRENDS

**Convenience shopping:** Since the 1950-60s, there has been a move from traditional high street retailing to the development of shopping centres where convenience shopping and parking was prioritised. Shopping centres also tend to provide a wide variety of retailers usually anchored by a supermarket. Shopping centres have the potential to undermine existing high street retailers.

There now appears to be a trend for supermarkets being located in smaller centres (such as neighbourhood centres) in close proximity to residential growth areas on the urban periphery. Dubbo has seen this through the development of the Delroy Shopping Centre and the creation of the Southlakes Estate neighbourhood centre zone.

**Bulky goods/large format retail:** Large format retail has grown in popularity since the 1980s with stores occupying large floor space requiring high turnover on low price/cost products. There is usually a focus on hardware, whitegoods, furniture, homewares and the like by brands such as Bunnings, Harvey Norman, and The Good Guys. Bulky goods typically cluster on highway or main roads in peripheral locations outside of core commercial centres where larger lots and lower land prices are available. Recently, there appears to be a trend where non-bulky good retailers including fast food outlets (such as McDonald's and KFC) are being attracted to these bulky goods locations.

**Internet shopping:** Internet shopping and online sales has increased in popularity due to the prices, convenience and range of goods available. It is estimated that online sales in Australia would equate to 16% growth between 2011 and 2021 (HillPDA, 2014). Given Dubbo's role as a major regional service centre, it has an extensive population catchment attracting shoppers from as far as Narrabri, Walgett, Bourke and Cobar as a result of their limited retail offering. As there are extensive distances from these towns to Dubbo, internet shopping provides convenience for outlying towns. However, internet shopping presents both opportunities and threats.

**International retailers:** Large international brands are increasingly taking an interest in Australia to expand market share and the consumer's increasing demand for international products. This will force traditional Australian retailers to compete with domestic and international business models.

**De-industrialisation:** There has been a general trend towards the decline of traditional manufacturing and industrial jobs. This global trend is being driven by the greater efficiencies of technology, mechanisation and cheaper labour costs in emerging countries.

**New Economy:** The increasing affluence of NSW's population and growth of the New Economy (otherwise referred to as a knowledge and ideas based economy) is expected to strengthen demand for commercial floorspace especially in key locations close to tertiary education and transport links. The key long term trend in office development has therefore been the growth in the service and knowledge sectors. These sectors relate to public service and public sector administration, banking, insurance and finance, private sector administration, business services (law, accountancy and consultancy) and consumer services (health, education, media etc.). Traditionally, commercial office space has been located within commercial centres where it could cluster with a centre's retail, civic and community facilities.

## 8. Population Projections

Council, in partnership with consultants, Remplan, have developed a system of population forecasts through to the year 2036. Table 8 shows an overview of Dubbo's population projections comparing Remplan's, KPMG and Department of Planning and Environment. For the purposes of undertaking projections within this strategy, population projections by Remplan have been developed using a Forecast Profile for the former Dubbo City Council area. The models used to create the Forecast Profile have been developed using a 'bottom-up' approach for nine (9) individual planning areas to produce population, dwelling and housing forecasts for Dubbo through to 2036.

Compared to the projections prepared by KPMG in 2012 and the projections released by the Department of Planning and Environment in 2014 for the former Dubbo LGA, the Remplan forecasts included in the model are considered the most accurate as they have been developed from the ground-up using an extensive range of local inputs in addition to official data and policy inputs.

	2011	2016	2021	2026	2031	2036	2041	2046	2051	2056
REMPLAN (2016)	40,246	42,831	44,135	46,145	48,425	51,278	52,983 <sup>^</sup>	55,274 <sup>^</sup>	57,613 <sup>^</sup>	59,912 <sup>^</sup>
KPMG (2013 Mid series)	42,050	44,195	46,235	48,150	49,945	51,545	53,684 <sup>^</sup>	55,476 <sup>^</sup>	57,280 <sup>^</sup>	59,118 <sup>^</sup>
DoPE (2016)	49,100	51,050	52,750	54,750	55,550	56,600	57,514			

Table 8: Dubbo's Population Projections

<sup>^</sup> Not official – continuation of trend only

Source: Remplan, 2016 & KPMG, 2013 & DoPE, 2014

Projections show that growth in middle aged (45-64) and older age (65+) will increase, while the proportion of younger age groups will stabilise or reduce. There will soon be more people aged 65 and over than people aged 15 years or younger, with over 65's representing a fifth of the total population. Figure 17 shows the significant increase in the 65-84 years age cohort between 2016 and 2031.

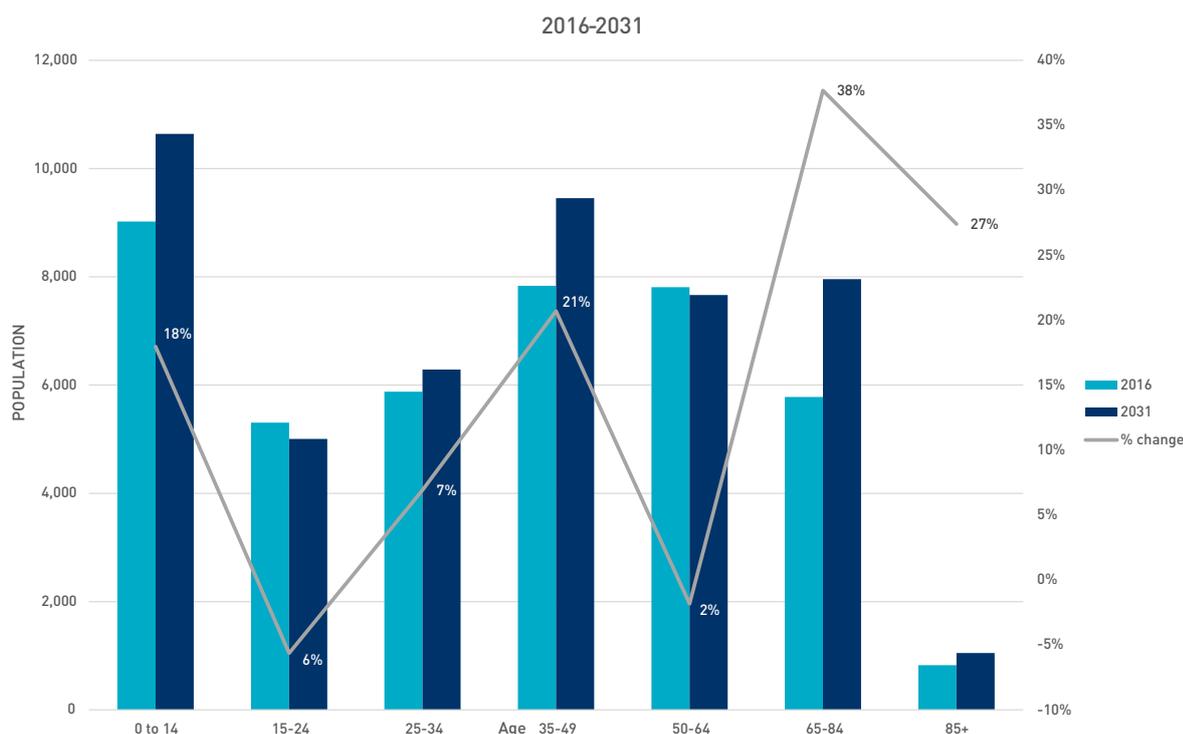


Figure 17: Forecast Population Age Group

Source: Remplan 2018

## 9. Employment Projections

Employment in Dubbo City is projected to have 27,635 jobs in 2031, an increase of 7,924 or 29% compared to 2016. Key industries of growth includes health care and social assistance, public administration and safety, construction and wholesale trade. These key growth industries have a strong correlation to Dubbo's ageing population, population growth and its role as a service centre for the Orana region.

Industry	2011	2016	2021	2026	2031	Growth 2016-31	% Growth
Agriculture, Forestry & Fishing	579	609	604	601	597	-12	-2%
Mining	162	229	343	416	486	257	112%
Manufacturing	1,231	1,236	1,425	1,509	1,607	371	30%
Electricity, Gas, Water & Waste Services	280	214	404	474	534	320	150%
Construction	1,366	1,531	2,123	2,424	2,703	1,172	77%
Wholesale Trade	751	1,009	1,326	1,545	1,787	778	77%
Retail Trade	2,310	2,904	2,932	3,067	3,200	296	10%
Accommodation & Food Services	1,343	1,377	1,562	1,639	1,696	319	23%
Transport, Postal & Warehousing	891	756	1,042	1,133	1,202	446	59%
Information Media & Telecommunications	210	255	208	192	181	-74	-29%
Financial & Insurance Services	444	419	346	301	249	-170	-41%
Rental, Hiring & Real Estate Services	261	341	266	244	215	-126	-37%
Professional, Scientific & Technical Services	798	835	860	876	907	72	9%
Administrative & Support Services	459	643	852	999	1,167	524	81%
Public Administration & Safety	1,387	1,263	1,967	2,264	2,552	1,289	102%
Education & Training	1,709	1,818	2,018	2,137	2,253	435	24%
Health Care & Social Assistance	2,719	2,863	3,442	3,762	4,068	1,205	42%
Arts & Recreation Services	284	345	463	527	597	252	73%
Other Services	865	1,064	1,293	1,448	1,632	568	53%
<b>Total</b>	<b>18,049</b>	<b>19,711</b>	<b>23,474</b>	<b>25,557</b>	<b>27,635</b>	<b>7,924</b>	<b>29%</b>

 Represents an increase in industry sector employment

 Represents a decrease in industry sector employment

Table 9: Dubbo's Employment Projections by Industry  
Source: Remplan, 2014 & HillPDA, 2017

## 10. Commercial Floorspace Demand Projections

This chapter reviews the occupied and vacant floorspace across the commercial areas of Dubbo and estimates the likely demand based on population and expenditure projections.

Demand for retail floorspace in Dubbo in 2016 is equivalent to around 163,025m<sup>2</sup> Gross Lettable Area (GLA) of retail floorspace. This is set to increase to 185,489m<sup>2</sup> by 2031. Projected demand for retail store type is shown in Table 10.

Retail Store Type	2016	2021	2026	2031
Supermarkets & Grocery Stores	21,830	23,246	24,591	25,836
Take-away Liquor Stores	2,764	2,924	3,077	3,218
Specialty Food Stores	3,822	4,016	4,199	4,368
Fast-Food Stores	4,807	5,048	5,276	5,486
Restaurants, Hotels and Clubs	12,780	13,509	14,202	14,841
Department Stores	22,531	23,369	24,133	24,794
Clothing Stores	15,494	16,107	16,666	17,153
Bulky Goods Stores	46,553	48,653	50,577	52,258
Other Personal & Household Goods Retailing	25,007	26,399	27,708	28,899
Selected Personal Services	7,436	7,861	8,265	8,638
<b>Total</b>	<b>163,024</b>	<b>171,133</b>	<b>178,694</b>	<b>185,489</b>

Table 10: Total Floorspace Demand by Retail Store Type in Dubbo  
Source: HillPDA, 2016

Table 11 compares demand for retail floorspace over the 2016 to 2031 period to the existing supply to determine the extent to which there is existing and projected over or undersupply of retail floorspace by retail store type.

Retail Store Type	SUPPLY		DEMAND		
	2016	2016	2021	2026	2031
Supermarkets and Grocery Stores	18,274	-3,556	-4,972	-6,317	-7,562
Speciality Food Stores	6,579	2,757	2,563	2,380	2,211
Restaurants, Liquor, Take Aways, Hotels & Clubs	16,360	-3,991	-5,121	-6,195	-7,185
Department and Discount Department Stores	18,998	-3,533	-4,371	-5,135	-5,796
Speciality Non Food	37,371	-3,130	-5,135	-7,003	-8,681
Selected Personal Services	7,155	-281	-706	-1,110	-1,483
Bulky Goods Stores	45,077	322	-1,778	-3,702	-5,383
<b>Total</b>	<b>151,612</b>	<b>-11,412</b>	<b>-19,520</b>	<b>-27,082</b>	<b>-33,879</b>

 Represents undersupply  Represents oversupply

Table 11: Floorspace Demand versus Supply (GLA)  
\* Based on floorspace audit in 2016  
Source: HillPDA, 2016

Comparing retail floorspace supply to demand indicates that Dubbo currently has an undersupply of retail floorspace in the order of 11,412m<sup>2</sup> GLA in 2016, increasing to 33,879m<sup>2</sup> by 2031. This is largely attributable to unmet demand for specialty non-food stores, bulky goods stores, department stores/discount department stores and restaurants and cafes.

In addition to the retail floorspace demand identified above there would be further demand for non-retail shopfront floorspace which do not 'capture' household retail expenditure. Such uses include banks, real estate agents, commercial services and so on. Non-retail shopfront floor space typically makes up around 5% to 7% of retail shopfront space in a retail centre but can be as high as 30% in strip shopping centres. It is considered healthy for a further 3% to 4% of shop front premises to be vacant to ensure a reasonable supply for future tenants.

## 11. Employment Land Projections

### 11.1 Employment sector projections

It is forecast that Dubbo's industrial precincts are likely to accommodate around 3,486 additional jobs in 2031, while its special purpose precincts would accommodate an additional 2,087 jobs. The employment sector breakdown of where these jobs are expected to be located are shown in Table 12.

Industry	Industrial precincts	Special purpose precincts
Agriculture, Forestry & Fishing	-1	-1
Mining	103	0
Manufacturing	367	7
Electricity, Gas, Water & Waste Services	256	48
Construction	820	23
Wholesale Trade	739	0
Retail Trade	59	6
Accommodation & Food Services	6	303
Transport, Postal & Warehousing	401	36
Information Media & Telecommunications	-11	0
Financial & Insurance Services	0	0
Rental, Hiring & Real Estate Services	-19	0
Professional, Scientific & Technical Services	14	1
Administrative & Support Services	10	0
Public Administration & Safety	258	258
Education & Training	22	348
Health Care & Social Assistance	6	1,024
Arts & Recreation Services	227	5
Other Services	227	28
<b>Total</b>	<b>3,486</b>	<b>2,087</b>

Table 12: Employment Sector Projections  
Source: HillPDA 2017

## 11.2 Forecast demand for industrial zoned land

It is forecast that around 331,000m<sup>2</sup> of additional employment floorspace would be required in Dubbo's industrial precincts by the year 2031 to meet projected demand.

Typically, the building area of industrial developments does not encompass the entirety of the developable land of the parcel they reside within, predominantly as a result of the operational requirements for vehicle manoeuvring areas, parking areas, loading and unloading areas and the like. As such, a ratio of 0.5 and 0.75 has been applied to the projected additional industrial floorspace demand to account for the undeveloped area of land.

Using this methodology, it is forecast that Dubbo is likely to absorb an additional 44 hectares to 66 hectares of industrial zoned land to accommodate the projected demand in employment floorspace over the next 13 years.

It is considered appropriate to provide an additional supply of land (or contingency) above that projected in the interests of price competition. Without some level of vacancies, land values could become inflated undermining further economic growth and investment. A healthy additional supply of land (or contingency level) is considered to range between 20% and 40%. Given that the above projections are based on employed residents, the majority of industries have a self-containment rate of around 85 to 95% and that industry engagement identified that market rents were already quite low, a contingency level of 20% has been applied.

With this taken into account, a minimum of 53 hectares to 80 hectares of industrial zoned land would be required to meet future demand to 2031.

Currently, Dubbo has 724 hectares of vacant/undeveloped industrial zoned land, representing an oversupply.

Projected demand by industry by the year 2031 is shown in Table 13.

Industry	Additional floor space (m <sup>2</sup> )	Additional land required at 0.5 (ha)	Additional land required at 0.75 (ha)
Agriculture, Forestry & Fishing	-240	-0.05	-0.03
Mining	20,560	4.1	2.7
Manufacturing	33,056	6.6	4.4
Electricity, Gas, Water & Waste Services	20,480	4.1	2.7
Construction	41,020	8.2	5.5
Wholesale Trade	81,301	16.3	10.8
Retail Trade	2,368	0.5	0.3
Accommodation & Food Services	319	0.1	0.0
Transport, Postal & Warehousing	96,336	19.3	12.8
Information Media & Telecommunications	-444	-0.1	-0.1
Rental, Hiring & Real Estate Services	-567	-0.1	-0.1
Professional, Scientific & Technical Ser.	432	0.1	0.1
Administrative & Support Services	314	0.1	0.0
Public Administration & Safety	9,023	1.8	1.2
Education & Training	761	0.2	0.1
Health Care & Social Assistance	271	0.1	0.0
Arts & Recreation Services	11,340	2.3	1.5
Other Services	14,768	3.0	2.0
<b>Sub total</b>	<b>331,099</b>	<b>66.2</b>	<b>44.1</b>
<b>Additional supply (20%)</b>		<b>79.5</b>	<b>53.0</b>

Table 13: Projected demand for additional zoned industrial land by 2031  
Source: Hill PDA 2017

### 11.3 Forecast demand for special purpose zoned land

It is forecast that around 98,830m<sup>2</sup> of additional floorspace would be required in the special purpose precincts by the year 2031 to meet projected demand.

The methodology used for the industrial lands above has been applied to the special purpose zones within Dubbo. However, analysis of the floorspace audit revealed that achievable floor space ratios within these zones ranged between 0.6:1 and 1:1. As such, these ratios were applied.

It is forecast that Dubbo City is likely to require between 10 hectares and 20 hectares of additional special purpose zoned land to accommodate the projected demand in employment floorspace over the next 13 years.

It is considered prudent to provide an additional supply of land above that projected. As such, an additional 20% has been applied to the projected demand.

With this taken into account, an additional 12 hectares to 24 hectares of special purpose zoned land would be required in the year 2031.

Currently, Dubbo has 452 hectares of vacant/undeveloped special purpose zoned land within the LGA, representing an oversupply.

Industry	Additional floorspace (m <sup>2</sup> )	Additional land required at 0.5 (Ha)	Additional land required at 1 (Ha)
Agriculture, Forestry & Fishing	-240	-0.05	-0.02
Manufacturing	668	0.1	0.1
Electricity, Gas, Water & Waste Services	3,840	0.8	0.4
Construction	1,172	0.2	0.1
Retail Trade	237	0	0
Accommodation and Food Services	15,153	3	1.5
Transport, Postal and Warehousing	8,563	1.7	0.9
Professional, Scientific and Technical Services	43	0	0
Public Administration and Safety	9,023	1.8	0.9
Education and Training	12,180	2.4	1.2
Health Care and Social Assistance	46,091	9.2	4.6
Arts and Recreation Services	252	0.1	0
Other Services	1,846	0.4	0.2
<b>Sub total</b>	<b>98,828</b>	<b>19.8</b>	<b>9.9</b>
<b>Additional 20%</b>		<b>23.7</b>	<b>11.9</b>

Table 14: Projected demand for additional special purpose zoned land by 2031  
Source: HillPDA 2017

# PART THREE – STRATEGY AND FRAMEWORK

## 12. Introduction

Parts One and Two of this Strategy have informed where Dubbo is today and where we will be in the year 2031. Part Three brings together Parts One and Two to provide guidance as to how each respective employment lands precinct is best served to respond to identified trends and demand for floorspace and employment lands.

## 13. Planning Principles

The following Strategic Planning Policy Principles have been designed to enable the overall vision for the Dubbo Employment Lands Strategy to be achieved and provide guidance for future employment land development in Dubbo.

1. Strategically important employment lands are protected from incompatible rezoning's, incompatible uses and land use conflict.
2. Maintain Dubbo as the major employment and service centre of the Orana region.
3. Maintain and support the CBD as Dubbo's primary service and retail centre.
4. Structure Plans are prepared for undeveloped employment lands which consider opportunities and constraints to provide overarching guidance for development.
5. Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate Dubbo's short-term, medium-term and long-term growth.
6. Investigate opportunities for additional employment lands in West Dubbo to balance where Dubbo's residential development will occur in the future.
7. Infrastructure is appropriately planned to encourage sustainable development of employment lands.
8. Any proposals for new employment lands are adequately planned for to meet the long-term needs of Dubbo's industry and community.
9. Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
10. Encourage the clustering of industries which share similar synergies.
11. Proposed commercial zones are supported by an Economic Impact Assessment to ensure the activity centres hierarchy is protected and maintained.
12. Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure.
13. Maintain the efficiency of Dubbo's key transport corridors.
14. Enable the development of dwelling houses in a manner which is cognisant with Council's focus of small scale tourist related uses in the Camp Road precinct.

## 14. Dubbo's Employment Land Precincts

### 14.1 Central Business District

The Central Business District (CBD) precinct consists of land zoned B3 Commercial Core and B4 Mixed Use. The precinct is Dubbo's primary commercial precinct and is supported by the adjoining B4 Mixed Use development to the east, which provides a mixture of commercial, tourist, accommodation and residential development.

#### 14.1.1 B3 Commercial Core

##### Rationale

The CBD comprises 71 hectares of B3 Commercial Core zoned land being bounded by Cobra Street, Darling Street, Bligh Street and Erskine Street. The CBD is considered to be a principle activity centre and contains two large shopping centres on Macquarie Street including Dubbo Square and the Riverdale Shopping Centre.

Dubbo Square contains 12,700m<sup>2</sup> of gross floor area of retail floor space anchored by major retail chains including Target (5,476m<sup>2</sup>) and Coles (3,723m<sup>2</sup>). Riverdale Shopping Centre is situated on the northern end of Macquarie Street and anchored by retail chains Woolworths (2,727m<sup>2</sup>) and Reading cinemas (2,058m<sup>2</sup>). It provides a further 1,060m<sup>2</sup> of floor space in 10 specialty retailers.

Outside of these two shopping centres, the major retail and commercial shopping includes Myer (7,000m<sup>2</sup>) and Brennan's Mitre Ten (5,960m<sup>2</sup>) and also includes major employer Dubbo RSL (16,100m<sup>2</sup>).

##### Physical Characteristics

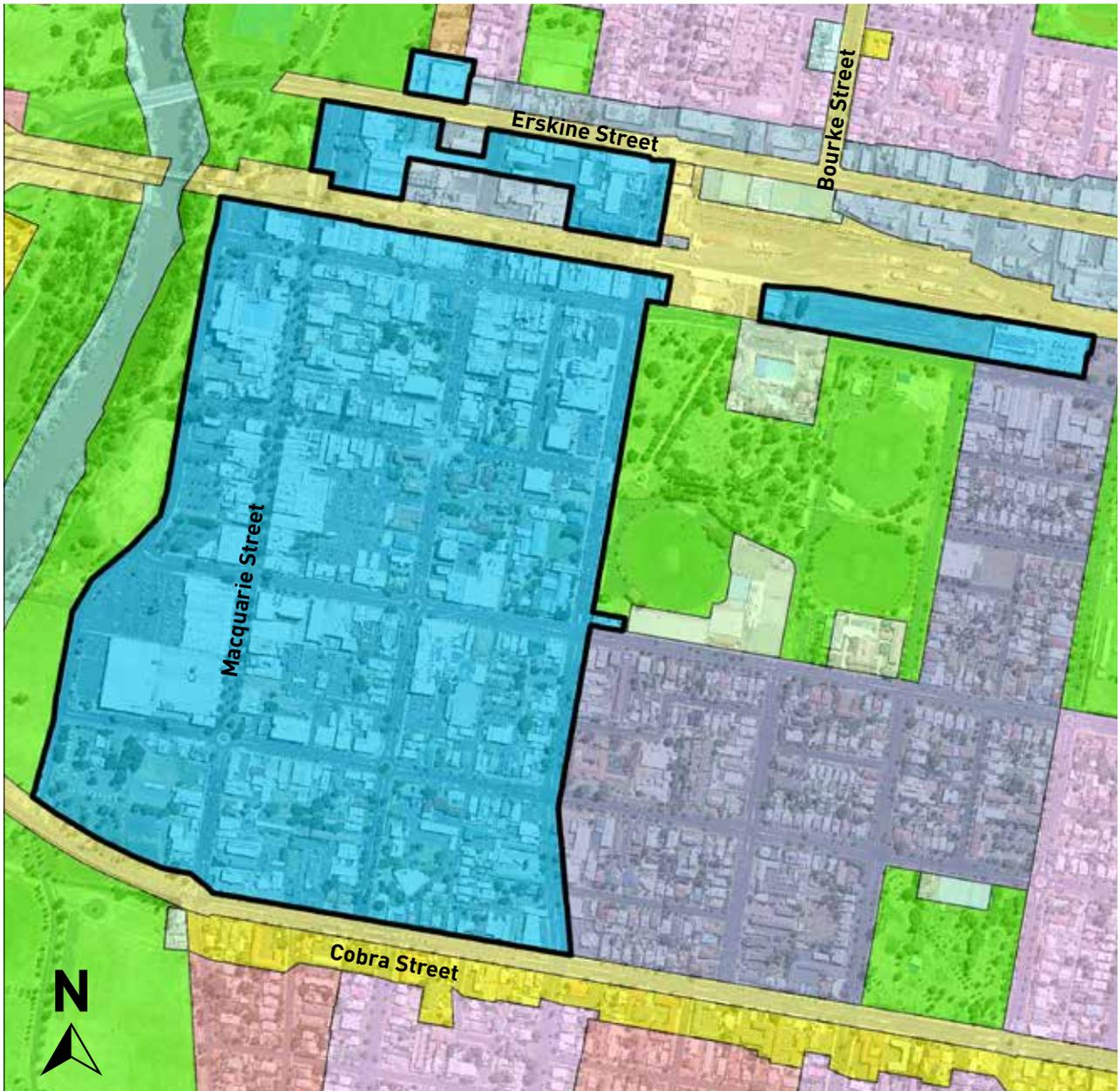
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**Land Area:** 71 ha **Vacant Area:** 2.6 ha **Occupied Area:** 68.4 ha **Gross Floor Area:** 249,196m<sup>2</sup>

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##### Opportunities

- The CBD Precincts Plan is maintained and implemented.
- Planning controls are reviewed to encourage urban renewal and new residential investment in the CBD.
- Encourage the conservation of heritage buildings.
- Encourage better utilisation and connection between the shop fronts and the river frontages.
- Alternative forms of transport should be encouraged for access around the CBD area including non-motorised and renewable options.
- Consider how access and manoeuvrability for vehicles, pedestrians, cyclists and disabled can be improved throughout the precinct.
- Provide for suitable links between the CBD Precinct, Cultural Precinct, the Macquarie River Corridor and open space areas.
- Encourage the provision of public spaces that allow for further activation of the CBD.
- Facilitate alternative and short-term activities (such as placemaking) that add to the vibrancy and activity in the CBD.
- Encourage through urban design guidelines, the provision of mixed use and shop top housing to increase activity.
- Ensure new developments in the CBD that are consistent with the scale and importance of heritage items.
- Ensure Council policies encourage short-term activities and existing retailers.
- Ensure new buildings in the CBD area have active street frontages.
- Regulate development within the flood plain to be sympathetic to environmental constraints.
- Ensure development on main transport corridors do not impact on traffic efficiency.
- Ensure the CBD is maintained as the primary centre within the commercial centres hierarchy.



Precinct Map 1: Central Business District B3

**Key:**

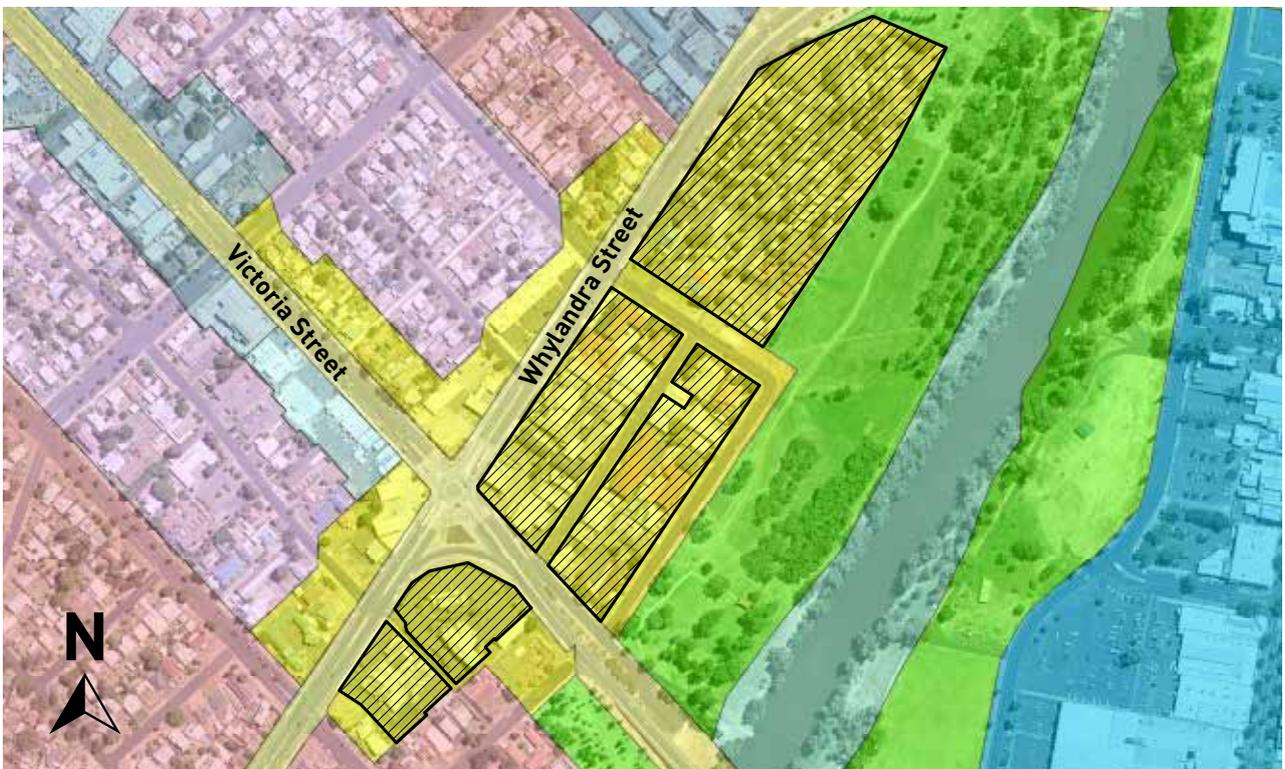
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|-------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------|-------------------------|
|  | Outline of Precinct        |  | B1 Neighbourhood Centre     |  | B5 Business Development |
|  | R1 General Residential     |  | B3 Commercial Core          |  | B6 Enterprise Corridor  |
|  | R2 Low Density Residential |  | B4 Mixed Use                |  | IN2 Light Industry      |
|  | SP2 Infrastructure         |  | RE2 Private Recreation      |                                                                                     |                         |
|  | SP3 Tourist                |  | E3 Environmental Management |                                                                                     |                         |
|  | RE1 Public Recreation      |  | W2 Recreational Waterways   |                                                                                     |                         |



Precinct Guidance Map 1: Central Business District expansion – option 1

**Key:**

Outline of Investigation Area	B1 Neighbourhood Centre	SP2 Infrastructure	RE2 Private Recreation
R1 General Residential	B3 Commercial Core	SP3 Tourist	Recreational Waterways
R2 Low Density Residential	B6 Enterprise Corridor	RE1 Public Recreation	



Precinct Guidance Map 2: Central Business District expansion – option 2

**Key:**

Outline of Investigation Area	B1 Neighbourhood Centre	SP2 Infrastructure	RE2 Private Recreation
R1 General Residential	B3 Commercial Core	SP3 Tourist	Recreational Waterways
R2 Low Density Residential	B6 Enterprise Corridor	RE1 Public Recreation	

## Precinct Guidance

Based on future demand projections out to the year 2031, Dubbo will have an undersupply of retail floorspace in the vicinity of 33,879m<sup>2</sup>. The retail store types with the largest projected undersupply in the year 2031 includes supermarkets & grocery stores, speciality food stores, restaurants & cafes and department/discount stores. To ensure appropriately zoned commercial floorspace can be provided over the medium and long terms, investigations should be made with respect to identifying opportunities to expand the CBD. Such investigations could include an expansion into West Dubbo as shown in Precinct Guidance 1 and 2.

### Alignment to Regional Plan 2036

- Direction 10: Promote business and industrial activities in employment lands
- Direction 12: Plan for greater land use compatibility
- Direction 17: Conserve and adaptively re-use heritage assets
- Direction 22: Manage growth and change in regional cities and strategic and local centres
- Direction 23: Build the resilience of towns and villages
- Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces
- Direction 29: Deliver healthy built environment and better urban design

### Planning Principles

- Strategically important employment lands are protected from incompatible rezoning's, incompatible uses and land use conflict;
- Maintain Dubbo as the major employment and service centre of the Orana region.
- Maintain and support the CBD as Dubbo's primary service and retail centre.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Maintain the efficiency of Dubbo's key transport corridors.

## 14.1.2 B4 Mixed Use

### Rationale

Adjoining the CBD is approximately 36 hectares of B4 Mixed Use zoned land. This area accommodates a diverse range of uses including residential, accommodation, commercial, education, medical and health uses.

This area is intended for small scale commercial uses which provides an area for up-start businesses to operate from until they reach a size which is more conducive to the B3 Commercial Core Area. Currently, to ensure commercial uses do not significantly impact residential living, gross floor areas for commercial development is limited in size under Local Environmental Planning provisions. In this regard, business and office premises are limited to a maximum gross floor area of 200m<sup>2</sup> and retail uses 150m<sup>2</sup>. Whilst the precinct is still dominated by residential development, since the gazettal of the Dubbo Local Environmental Plan 2011 there has been a reasonable distribution between residential and commercial related development lodged with Council.

### Physical Characteristics

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**Land Area:** 36 ha **Vacant Area:** 0.7 ha **Occupied Area:** 35.3 ha **Gross Floor Area:** 16,600m<sup>2</sup>

---

### Opportunities

- Promote urban revitalisation and redevelopment as a mixed used area which supports the CBD as the primary commercial precinct.
- Protect and revitalise the heritage qualities of the area.
- To aid non-private transport convenience in the way of encouraging pedestrians, cyclist and public transport in the precinct by reinforcing appropriately developed land uses and improving the amenity of the area (i.e. shade, seating and better amenity).
- To provide and maintain appropriate pedestrian and non-motorised related transport links between the CBD and adjoining residential zone.
- Continue to monitor the effectiveness of the commercial related gross floor area restrictions provisions within the Dubbo Local Environmental Plan 2011.
- Avoid unsuitable development which would adversely impact on residential and small-scale commercial uses.
- Planning controls are reviewed to encourage urban renewal.
- Provide suitable linkages between the adjoining CBD Precinct, Cultural Precinct, Open Space and Recreational Precincts.
- Ensure development located on Cobra Street does not impact on traffic efficiency.

### Alignment to Regional Plan 2036

Direction 10: Promote business and industrial activities in employment lands

Direction 12: Plan for greater land use compatibility

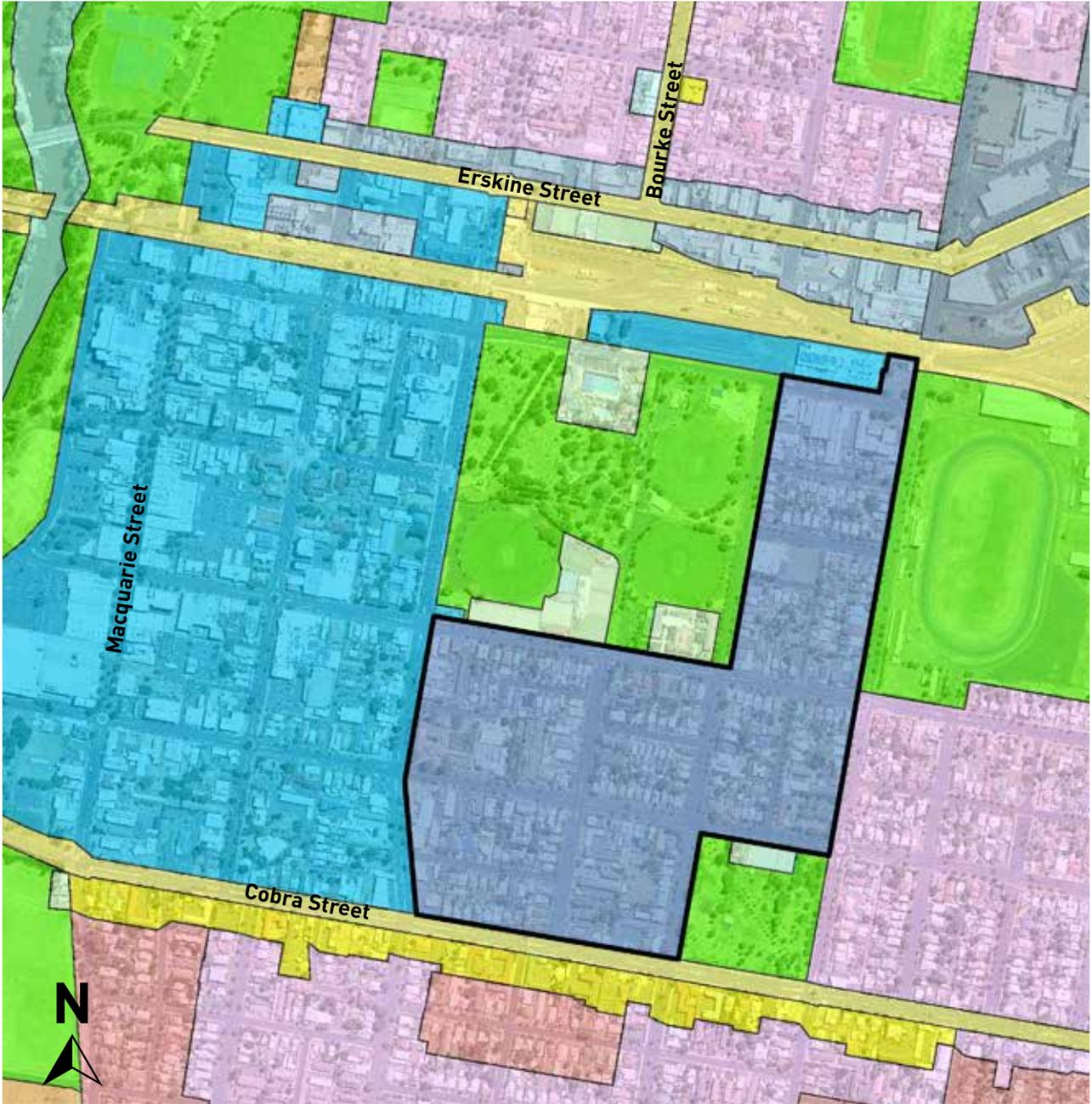
Direction 17: Conserve and adaptively re-use heritage assets

Direction 22: Manage growth and change in regional cities and strategic and local centres

Direction 23: Build the resilience of towns and villages

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 29: Deliver healthy built environment and better urban design



Precinct Map 2: Central Business District B3

**Key:**

	Outline of Investigation Area		B1 Neighbourhood Centre		SP2 Infrastructure		RE2 Private Recreation
	R1 General Residential		B3 Commercial Core		SP3 Tourist		Recreational Waterways
	R2 Low Density Residential		B6 Enterprise Corridor		RE1 Public Recreation		

- Planning Principles**
- Maintain and support the CBD as Dubbo’s primary services and retail centre.
  - Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.

## 14.2 Orana Mall Precinct

### Rationale

The Orana Mall precinct comprises B2 Local Centre, B6 Enterprise Corridor and SP3 Tourist zones. The precinct is adjoined by public open space, recreational areas and residential development.

Orana Mall is a self-contained indoor shopping centre providing 23,667m<sup>2</sup> of floor space anchored by major retail chains Big W (8,205m<sup>2</sup>) and Woolworths (3,794m<sup>2</sup>) and contains over 50 specialty stores. The Orana Mall shopping centre is the second largest commercial centre in Dubbo which underwent significant expansion and redevelopment in 2015.

The precinct has good exposure to major transport routes being Wheelers Lane and Wellington Road (Mitchell Highway). Wide variety of uses include vehicle services, accommodation, food and drink, emergency services and health services.

The Orana Mall Precinct is a second order centre in Dubbo, prescribed as a 'Major Centre (Sub-Regional)' within the Commercial Centres Hierarchy, which sits below the CBD as the 'Principal Centre (Regional)'. Its role is to support and complement Dubbo's CBD as the Principal Centre by providing retail functions servicing the sub-regional area.

### Physical Characteristics

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**Land Area:** 11.78 ha **Vacant Area:** 0 ha **Occupied Area:** 11.78 ha **Gross Floor Area:** 42,455m<sup>2</sup>

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### Opportunities

- Facilitate non-private transport convenience in the way of encouraging pedestrians and cyclists in the precinct by enhancing the pedestrian and cyclist access to the site whilst encouraging the use of the public (bus) transportation system.
- Encourage the precinct to develop a distinct character that compliments rather than undermines the CBD precincts character and role.
- Encourage aesthetically pleasing development along Wheelers Lane, Windsor Parade and Wellington Road to compliment the open space parklands and major transport route into Dubbo.
- Maintain the efficiency of Wheelers Lane and Wellington Road by encouraging vehicle access on Windsor Parade.
- Ensure this precinct maintains its place within the Commercial Activity Hierarchy.
- Ensure planning controls are maintained which prohibits the shopping centre floorspace expanding where the CBD would be undermined.
- Ensure the precinct does not expand further through the rezoning of additional land.
- Opportunity to facilitate pedestrian linkage between the precinct, adjoining residential areas and adjoining open space/recreational areas.
- Maintain public transport links between the precinct and the CBD.

#### Alignment to Regional Plan 2036

Direction 10: Promote business and industrial activities in employment lands

Direction 12: Plan for greater land use compatibility

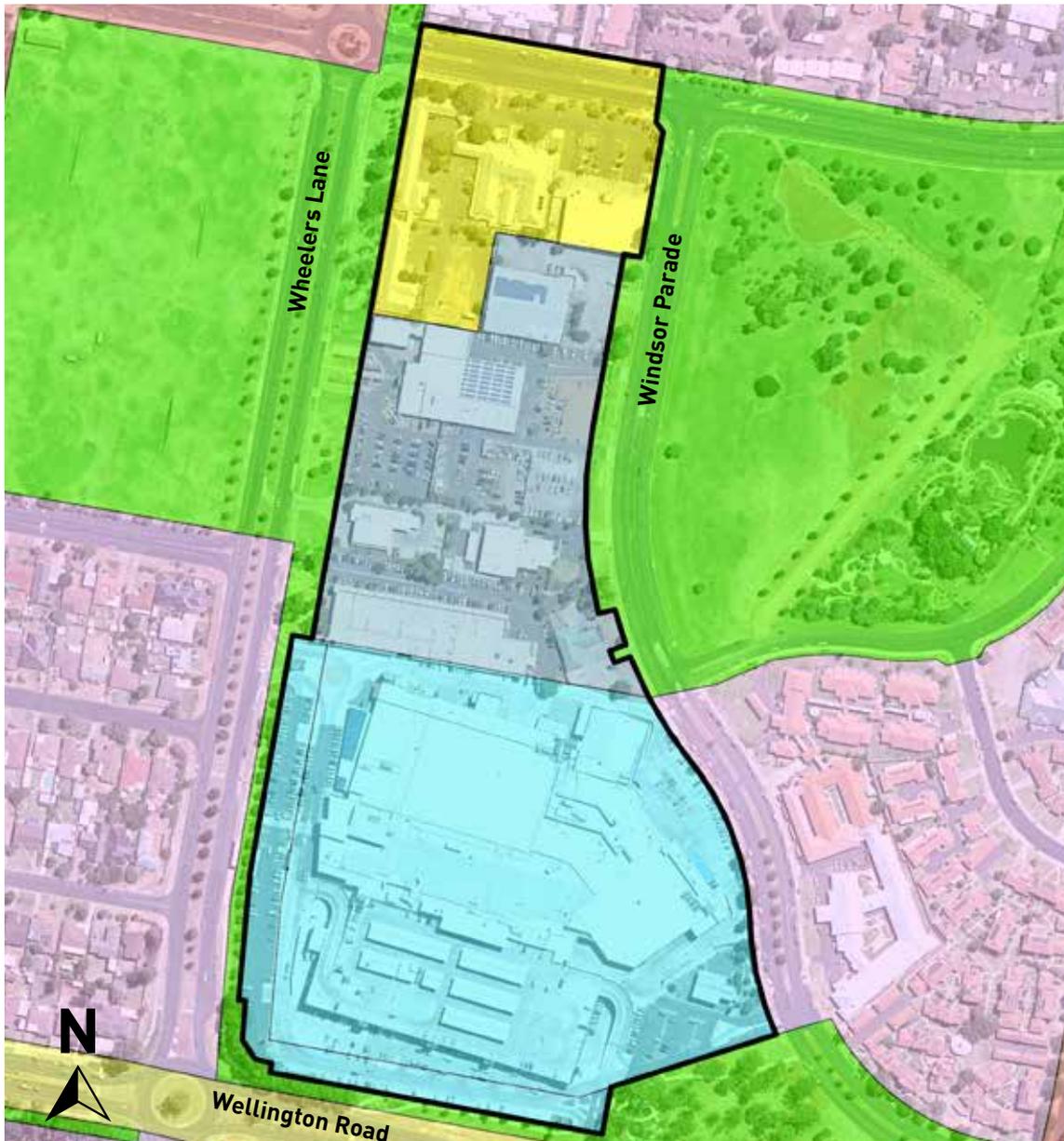
Direction 17: Conserve and adaptively re-use heritage assets

Direction 22: Manage growth and change in regional cities and strategic and local centres

Direction 23: Build the resilience of towns and villages

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 29: Deliver healthy built environment and better urban design



Precinct Map 3: Orana Mall Precinct

**Key:**

	Outline of Precinct		B2 Local Centre		SP2 Infrastructure
	R1 General Residential		B6 Enterprise Corridor		SP3 Tourist
	R2 Low Density Residential		IN2 Light Industrial		

**Planning Principles**

- Maintain Dubbo as the major employment and serviced centre of the Orana region.
- Maintain and support the CBD as Dubbo's primary serviced and retail centre.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate Dubbo's short-term, medium-term and long-term growth.
- Encourage the clustering of industries which share similar synergies.
- Maintain the efficiency of Dubbo's key transport corridors

## 14.3 Neighbourhood Centres

### Rationale

Dubbo has eight (8) neighbourhood centres zoned B1 Neighbourhood Centre, spread throughout the urban area. The location of each neighbourhood centre is shown in Precinct Map 3. These are smaller scale centres which provide a variety of retail, business and community uses that serve the day-to-day needs of the local residential population.

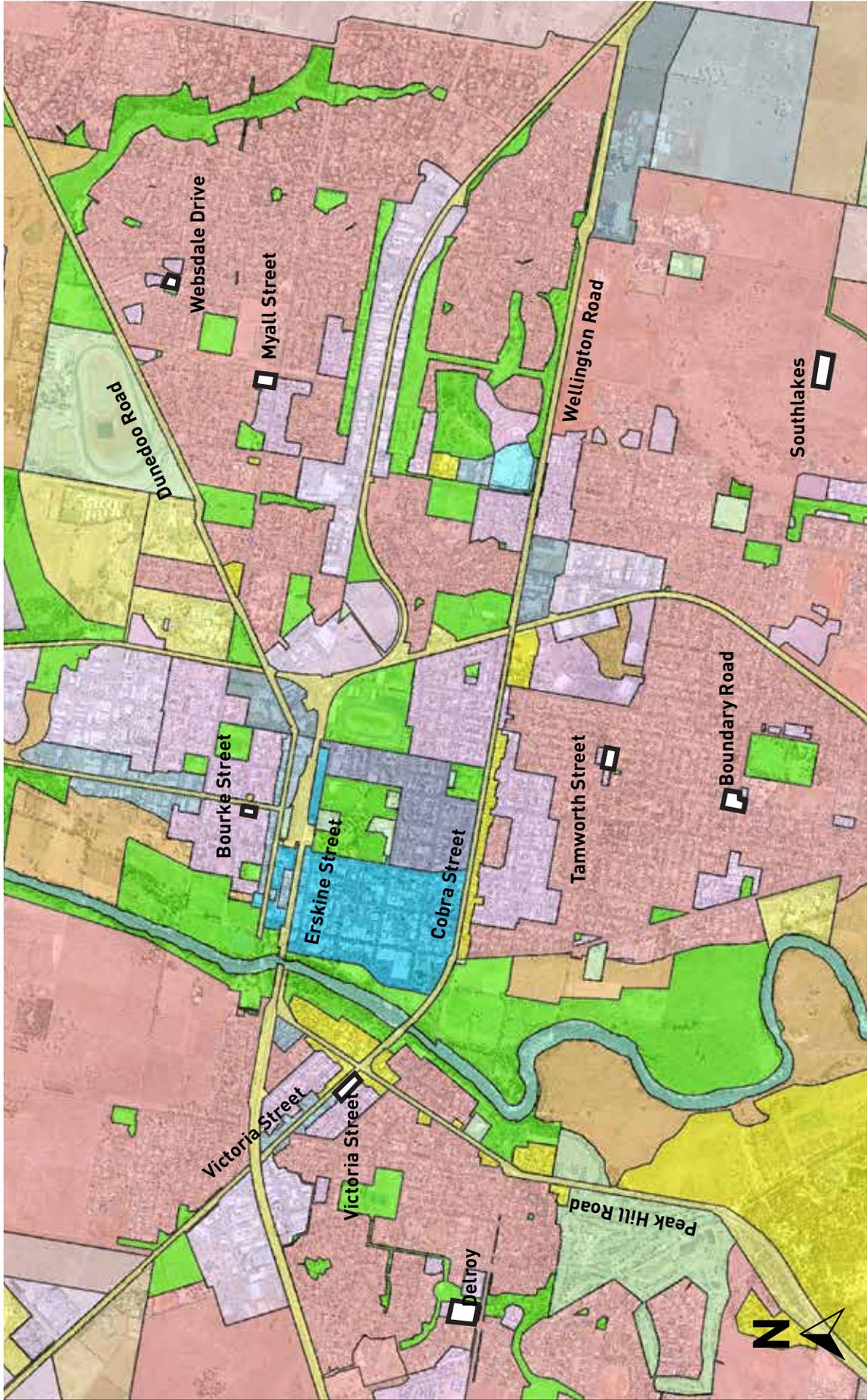
Neighbourhood Centres provide convenient shopping to local residential and employment populations. They are generally small scale centres that provide a variety of retail uses, business premises or community uses. They are third order centres within the Dubbo commercial centers hierarchy.

Neighbourhood Centre	Land Area	Vacant Area	Occupied Area	Gross Floor Area
Myall Street	0.55ha	0.27ha	0.28ha	730m <sup>2</sup>
Websdale Drive	0.4ha	0.4ha	0ha	814m <sup>2</sup>
Southlakes	2ha	2ha	0ha	0m <sup>2</sup> *
Boundary Road	1.1ha	0ha	1.1ha	2440m <sup>2</sup>
Tamworth Street	0.5ha	0ha	0.5ha	2,481m <sup>2</sup>
Delroy	1.3ha	0ha	1.3ha	4,400m <sup>2</sup>
Victoria Street	0.8ha	0ha	0.8ha	1,500m <sup>2</sup>
Bourke Street	0.3ha	0ha	0.3ha	846m <sup>2</sup>
<b>Total</b>	<b>6.95ha</b>	<b>2.67ha</b>	<b>4.28ha</b>	<b>13,229m<sup>2</sup></b>

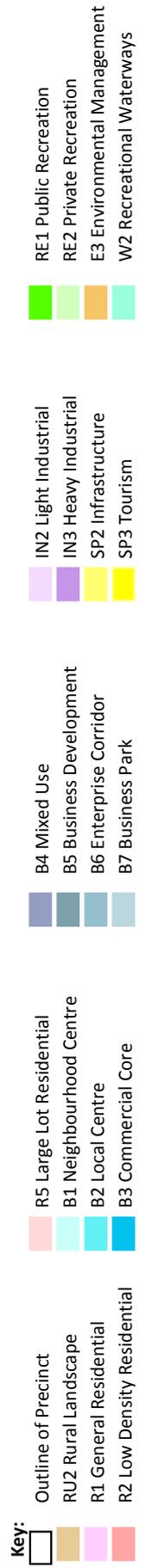
\* Southlakes is currently undeveloped, however has provision for up to 5,000m<sup>2</sup> GFA

### Alignment to Regional Plan 2036

- Direction 10: Promote business and industrial activities in employment lands
- Direction 12: Plan for greater land use compatibility
- Direction 17: Conserve and adaptively re-use heritage assets
- Direction 22: Manage growth and change in regional cities and strategic and local centres
- Direction 23: Build the resilience of towns and villages
- Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces
- Direction 29: Deliver healthy built environment and better urban design



Precinct Map 4: Neighbourhood Centres



### 14.3.1 Myall Street

#### Rationale

The Myall Street neighbourhood centre is located on the corner of Myall Street and John Glenn Place in East Dubbo. The centre has a frontage to Myall Street, a rear car park and vacant land which could accommodate further development. It comprises 730m<sup>2</sup> of retail floor space in 5 tenancies and currently contains one vacant tenancy. The tenancies currently comprise a hair salon, butcher, Mini-Mart and laundrette.

#### Opportunities

- Prepare site specific Development Control Plan for Neighbourhood Centres.
- Encourage the formalisation of the off-street car park at the rear of the neighbourhood shopping centre.
- Support the centre as a public transport node for East Dubbo linking to other major commercial centres including the CBD.
- Encourage the revitalisation of the shopping centre.
- Potential for beautification and activation of the front paved area.



Existing B1 Neighbourhood Centre



Recommended Residential Zone

#### Precinct Guidance Map 3: Myall Street Neighbourhood Centre

- Key:
- Outline of Investigation Area
  - B1 Neighbourhood Centre
  - R1 General Residential
  - R2 Low Density Residential
  - RE1 Public Recreation

#### Precinct Guidance

Consideration should be given as to whether this entire parcel is required to be zoned B1 Neighbourhood Centre, noting the total area is 0.55ha. Investigations should be made with respect to rezoning the vacant area north of the existing car parking area, potentially to a residential zone.

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry

### 14.3.2 Websdale Drive

#### Rationale

The Websdale Drive neighbourhood centre is located within Eastridge, East Dubbo. Development consent was granted by Council in 2009 for a 1,000m<sup>2</sup> supermarket, however to date, this site remains vacant and undeveloped. The Myall Street neighbourhood centre is located approximately 830 metres to the south west.

#### Opportunities

- Prepare site specific Development Control Plan for Neighbourhood Centres.
- Investigate East Dubbo's demand for a neighbourhood facility or the possible rezoning of the area to suit the demand of East Dubbo.
- Development of adjoining sites for medium density residential.



Existing B1 Neighbourhood Centre



Recommended Residential Zone

Precinct Guidance Map 4: Websdale Drive Neighbourhood Centre

#### Key:

- Outline of Investigation Area
- B1 Neighbourhood Centre
- R1 General Residential
- R2 Low Density Residential
- RE1 Public Recreation

#### Precinct Guidance

The Websdale Drive B1 zoned land benefits from a reasonable size catchment with some 3,000 residents offering higher spending capacity located within a 1km distance. On this basis Websdale Drive offers an opportunity to service the local community north of the Myall Street B1 neighbourhood shopping precinct.

However, it is considered that the Myall Street neighbourhood shops are not performing to their full potential and the construction of a neighbourhood shop upon Websdale Drive could further diminish Myall Street's ability to undergo revitalisation. Ultimately, it is considered that two neighbourhood shops are not required to service the East Dubbo residential catchment. It is therefore recommended that consideration be given to rezoning the Websdale Drive B1 Neighbourhood Centre zone to a suitable residential zone being R1 General Residential, or R2 Low Density Residential.

Such consideration for rezoning could also give due regards to the use and function of the RE1 Public Recreation land to the west.

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre

### 14.3.3 Southlakes

#### Rationale

The Southlake's neighbourhood centre is zoned B1 Neighbourhood Centre in the Dubbo LEP 2011, situated on Boundary Road in south-east Dubbo. The site is currently undeveloped and no Development Applications have been submitted. The proposed centre will have an approximate trade area of 10,000 residents by 2031. The centre has a size requirement of up to 5,000m<sup>2</sup> Gross Floor Area.

#### Opportunities

- Prepare site specific Development Control Plan for Neighbourhood Centres.
- Encourage the appropriate development of the neighbourhood centre in terms of built form, scale and design which compliments the adjoining residential estates.
- Encourage non-private transportation mechanisms such as pedestrian, cyclist and public transport.
- Manage land use conflict between future commercial and residential uses.



Precinct Map 5: Southlakes Neighbourhood Centre

**Key:**



Outline of Precinct



R1 General Residential



R2 Low Density Residential



B1 Neighbourhood Centre



RE1 Public Recreation

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre.

### 14.3.4 Boundary Road

#### Rationale

The Boundary Road neighbourhood centre is located in South Dubbo adjacent to the junction with Fitzroy Street. It includes the South Dubbo Tavern (1,040m<sup>2</sup>), a medical centre (520m<sup>2</sup>) and a further 10 specialty shops (880m<sup>2</sup>) including Australia Post, chemist, florist and a number of food and drink premises.

#### Opportunities

- Encourage revitalisation of the shopping centre and streetscape.
- Encourage access of non-motorised transportation such as pedestrian, cyclist linkages from adjoining residential areas to the centre.
- Identify improved parking and traffic management in the precinct.
- Extended trading hours for the food and drink and business premises.
- Protect and support the role of the centre in providing convenience shopping to the local catchment area.
- Act as a transportation node for the immediate area.
- Prepare site specific Development Control Plan for Neighbourhood Centres.
- Minimise land use conflicts with adjoining residential areas.



Precinct Map 6: Boundary Road Neighbourhood Centre

**Key:**

- |                                                                                     |                        |                                                                                     |                            |
|-------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------|----------------------------|
|  | Outline of Precinct    |  | R2 Low Density Residential |
|  | R1 General Residential |  | B1 Neighbourhood Centre    |

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.

### 14.3.5 Tamworth Street

#### Rationale

This Tamworth Street neighbourhood centre is situated in South Dubbo between Jubilee and Sterling Streets. It provides 2,481m<sup>2</sup> of retail floor space in 13 tenancies and is anchored by an IGA supermarket (1,030m<sup>2</sup>). It also contains a variety of convenience focused uses such as hairdressers, newsagent, food and drink premise (coffee shop) and a pharmacy.

#### Opportunities

- Encourage non-private transportation mechanisms such as pedestrian, cyclist and public transport.
- Improve the amenity of the streetscape.
- Identify improved parking and traffic management in the area.
- Protect and support the role of the centre in providing convenience shopping to the local catchment area.
- Prepare site specific Development Control Plan for Neighbourhood Centres.
- Minimise land use conflicts with adjoining residential areas.



Precinct Map 7: Tamworth Street Neighbourhood Centre

**Key:**

Outline of Precinct  
R1 General Residential

R2 Low Density Residential  
B1 Neighbourhood Centre

RE1 Public Recreation

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre.
- Facilitate revitalisation of existing employment lands precincts to meet changing needs of industry

### 14.3.6 Delroy

#### Rationale

Delroy Park is a new neighbourhood centre serving the surrounding residential catchment in West Dubbo. Delroy Park comprises 4,400m<sup>2</sup> of shopfront floor space of which 3,800m<sup>2</sup> (86%) relates to retail floor space. Delroy Park is anchored by Woolworths (2,500m<sup>2</sup>) and contains other retailers including a chemist, liquor store, bakery, Australia Post and a medical centre. It is a modern and well used centre having been constructed in 2010.

The centre serves as a convenience centre primarily for West Dubbo residents. With continued residential growth in south West Dubbo, the performance of Delroy Park will continue to improve with increased patronage.

#### Opportunities

- Encourage non-private transportation mechanisms such as pedestrian, cyclist and public transport.
- Act as a transportation node for the immediate area.
- Protect and support the role of the centre in providing convenience shopping to the local catchment area.
- Prepare site specific Development Control Plan for Neighbourhood Centres.



Precinct Map 8: Delroy Neighbourhood Centre

**Key:**

- |                                                                                                            |                                                                                                                |                                                                                                           |
|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
|  Outline of Precinct    |  R2 Low Density Residential |  RE1 Public Recreation |
|  R1 General Residential |  B1 Neighbourhood Centre    |                                                                                                           |

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre.

### 14.3.7 Victoria Street

#### Rationale

The Victoria Street neighbourhood centre is located in West Dubbo adjacent to the Victoria Street/ Whylandra Street intersection. Victoria Street provides around 1,500m<sup>2</sup> of Gross Floor Area (retailing) anchored by an IGA Supermarket (300m<sup>2</sup>). The Victoria Street neighbourhood shops underwent external refurbishment to the shop fronts including rebranding, with this somewhat improving its streetscape appearance.

#### Opportunities

- Encourage non-private transportation mechanisms such as pedestrian, cyclist and public transport.
- Improve the amenity of the streetscape.
- Identify improved parking and traffic management in the area.
- Protect and support the role of the centre.
- Prepare site specific Development Control Plan for Neighbourhood Centres.
- Minimise land use conflicts with adjoining residential areas.
- Improve vehicle access to rear carparking areas.



Precinct Map 9: Victoria Street Neighbourhood Centre

#### Key:

	Outline of Precinct		B1 Neighbourhood Centre		SP2 Infrastructure
	R1 General Residential		B6 Enterprise Corridor		SP3 Tourist

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.

### 14.3.8 Bourke Street

#### Rationale

Bourke Street is a neighbourhood centre situated just north of the Dubbo CBD. The site comprises seven tenancies and is located on a major transport link, being the Newell Highway (Bourke Street). It performs the role of a local shopping centre providing convenience goods and services to North Dubbo residents, employees in the nearby industrial area and passing motorists.

#### Opportunities

- Protect and support the role of the CBD by providing local convenience shopping and services.
- Parking, traffic and pedestrian movement is managed with a view to improving. Pedestrian access is currently hindered due to it being adjacent to the Newell Highway.
- Revitalisation of the streetscape appearance would assist with further patronage and investment.
- Consolidation of development.
- Prepare site specific Development Control Plan for Neighbourhood Centres.

#### Precinct Guidance

Given its relatively close proximity to the CBD, the role of the Bourke Street Neighbourhood Centre should remain as local convenience centre providing goods and services for local residents, local workers and passing motorists. Consolidation and revitalisation should be considered over expansion in at least the short to medium term. Patronage would be improved with improved pedestrian access, however consideration would need to be given to manage the safety of pedestrians and motorists against the overall efficiency of the highway.



Precinct Map 10: Bourke Street Neighbourhood Centre

**Key:**

- |                                                                                                            |                                                                                                             |                                                                                                 |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
|  Outline of Precinct    |  B1 Neighbourhood Centre |  SP3 Tourist |
|  R1 General Residential |  SP2 Infrastructure      |                                                                                                 |

#### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.

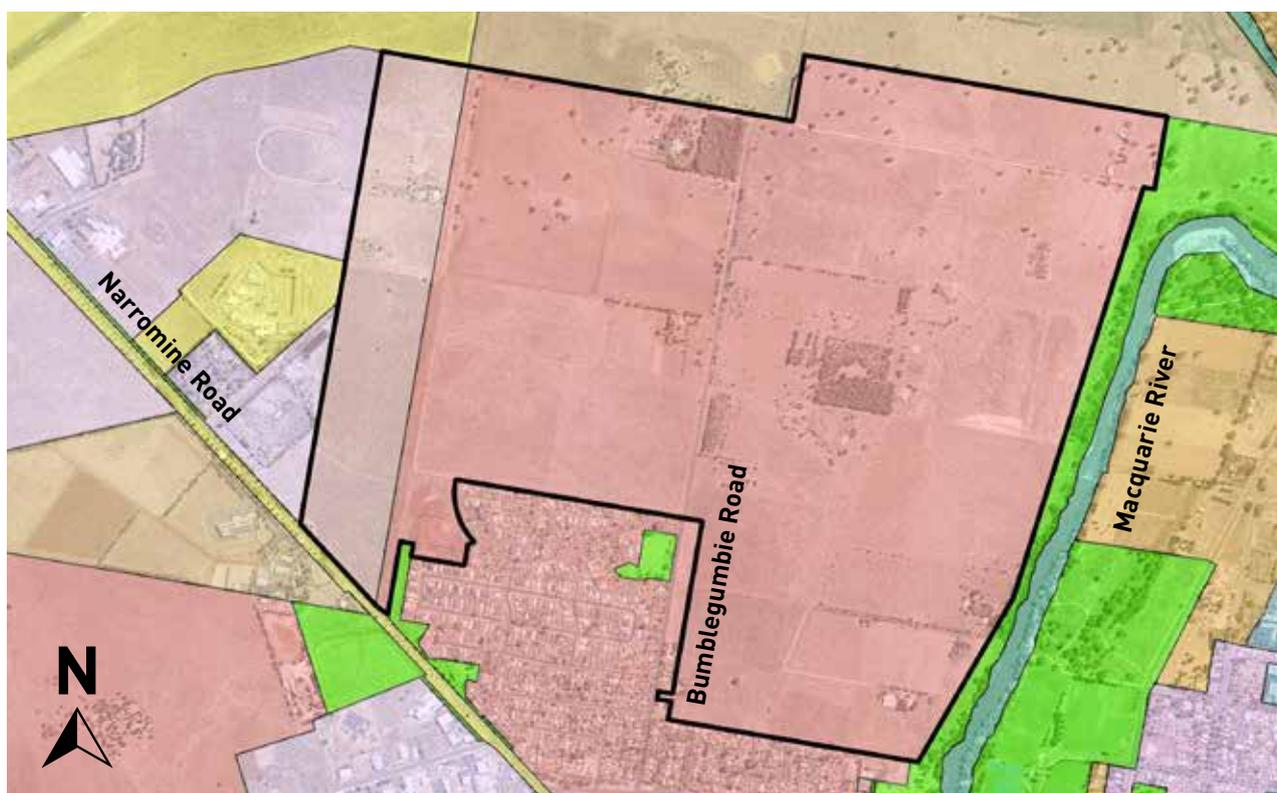
### 14.3.9 North West Urban Release Area Neighbourhood Centre

#### Rationale

The North West Urban Release Area is located on the North Western fringe of Dubbo's urban area. It is identified as a residential growth area which is expected to see continued development and growth over the next 30 years.

#### Opportunities

- Prepare site specific Development Control Plan for Neighbourhood Centres.
- Investigate provision for convenience shopping for future local residential growth area.
- Encourage the appropriate development of the neighbourhood centre in terms of built form, scale and design which compliments the future adjoining residential estate.
- Encourage non-private transportation mechanisms such as pedestrian, cyclist and public transport.
- Future neighbourhood centre to be in a suitable location that enables effective access and linkages.
- Investigation of a mixed use zone to support the precinct.
- Future neighbourhood centre and mixed use zones are supported with suitable vehicle, pedestrian and cycle linkage.



Precinct Guidance Map 5: North West Urban Release Area Neighbourhood Centre

<b>Key:</b>			
Outline of North West Urban Release Area	R2 Low Density Residential	IN2 Light Industry	SP2 Infrastructure
RU1 Primary Production	R5 Large Lot Residential	IN3 Heavy Industry	RE1 Public Recreation

## Precinct Guidance

### a) Neighbourhood Centre

This area will see approximately 2,600 dwellings developed over the next 30 years with an estimated population catchment of 7,500 people. Given the trend of smaller supermarkets to be located on residential fringe areas to provide convenience shopping, the anticipated population catchment would likely warrant a neighbourhood shopping centre to be provided within the North-West Urban Release Area. It is therefore recommended that consideration be given to providing a future B1 Neighbourhood Centre zone within a suitable location once a sufficient level of residential development has been developed which would warrant local convenience shopping.

### b) Mixed zone use

Noting the significant residential growth of this area over the next 30, it is recommended that a mixed use zone, such as the B4 Mixed Use zone, be investigated for this precinct. A mixed use zone in this location could provide compatible small-scale commercial development allowing opportunities for people to work close to their homes whilst also providing services to support this precinct. Any future mixed use zone should be considered as part of any future Structure Planning process with a view to allow a sufficient level of residential development to materialise within the north-western residential precinct to ensure such zone can succeed through the support of a suitable population catchment.

Any future investigation of a mixed use zone in this precinct should be considered within the Structure Planning process for the North-West Urban Release Area, particularly noting its relationship to the recommended B1 Neighbourhood Centre as well as future transport links within the Transportation Strategy.

Additionally, planning controls relating to the maximum floor space requirements for commercial uses including retail, business and office premises, should be considered in relation to providing sufficient employment opportunities and services for this area.

### Planning Principles

- Maintain and support the CBD as Dubbo's primary service and retail centre.
- Investigate opportunities for additional employment lands in West Dubbo to balance where Dubbo's residential development will occur in the future.
- Any proposals for new employment lands are adequately planned for to meet the long-term needs of Dubbo's industry and community.
- Proposed commercial zones are supported but an economic impact assessment to ensure the activity centred hierarchy is protected and maintained.

## 14.4 Enterprise Corridors

Dubbo has two (2) B6 Enterprise Corridor precincts which are located along Victoria Street in West Dubbo and Bourke Street in North Dubbo.

### 14.4.1 Bourke Street

#### Rationale

Bourke Street B6 Enterprise Corridor Precinct comprises Dubbo's 'auto-alley' with a significant number of automotive related uses. Tenancies in this area are dominated by vehicle sales, vehicle servicing, vehicle smash repairs and retail automotive shops. The precinct has seen some redevelopment, particularly to the existing vehicle sales premium, with construction of new showroom.

#### Physical Characteristics

---

**Land Area:** 21.06ha **Vacant Area:** 0.27ha **Occupied Area:** 20.79ha **Gross Floor Area:** 6,770m<sup>2</sup>

---

#### Opportunities

- Encourage the use of rear or side lanes for delivery access.
- Identify areas of land use conflicts (light industrial and residential) to help limit the impacts of these conflicts.
- Investigate the viability of expanding the B6 Enterprise Corridor east into River Street.
- Potential for revitalisation and beautification.
- Potential for redevelopment given its prominent exposure on a major transport route.
- Regulate development within the flood plain to be sympathetic to the environmental constraints.
- Investigate opportunities to integrate the proposed River Street bridge with Bourke Street (Newell Highway).
- Encourage high quality development along Bourke Street as a main entry point to the City.
- Investigate opportunities to resolve parking and traffic issues.
- Ensure development on main transport corridors do not impact on traffic efficiency.
- Ensure the CBD is not undermined through inappropriate development.

#### Alignment to Regional Plan 2036

Direction 10: Promote business and industrial activities in employment lands

Direction 12: Plan for greater land use compatibility

Direction 17: Conserve and adaptively re-use heritage assets

Direction 22: Manage growth and change in regional cities and strategic and local centres

Direction 23: Build the resilience of towns and villages

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 29: Deliver healthy built environment and better urban design



Precinct Map 11: Bourke Street Enterprise Corridor

**Key:**

 Outline of Precinct	 B6 Enterprise Corridor	 SP2 Infrastructure
 R1 General Residential	 IN2 Light Industrial	 RE1 Public Recreation

### Precinct Guidance

Investigate an expansion of the B6 Enterprise Corridor zoning east along River Street. The investigation will need to be supported by economic studies considering the demand and supply of this type of employment lands.

This is further expanded on in the North Dubbo Industrial precinct.

### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Maintain the efficiency of Dubbo's key transport corridors.
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure.

## 14.4.2 Victoria Street

### Rationale

The Victoria Street B6 Enterprise Corridor Precinct contains a large proportion of automotive related uses including vehicle sales, servicing and hire. This is primarily as a result of its good visual exposure on a major transport route (Mitchell Highway).

### Physical Characteristics

---

**Land Area:** 4.82ha **Vacant Area:** 0ha **Occupied Area:** 4.82ha **Gross Floor Area:** 17,570m<sup>2</sup>

---

### Opportunities

- Support the existing character of the precinct as a vehicle sales and hire precinct.
- Monitor potential vehicle conflicts as Victoria Street functions as a highway.
- Ensure development does not impact on traffic efficiency of Victoria Street (Mitchell Highway).
- Develop a long term traffic management and parking plan for this strip.
- Improve the amenity of the streetscape through revitalisation and redevelopment.
- Monitor adjoining land uses with a view to minimise potential of land use conflicts.
- Encourage high quality development along Victoria Street as a main entry point to the city.
- Ensure the CBD is not undermined through inappropriate development.
- Commercial and light industrial development with side or rear vehicle access through residential streets have due regard to impact on amenity.

#### Alignment to Regional Plan 2036

Direction 10: Promote business and industrial activities in employment lands

Direction 12: Plan for greater land use compatibility

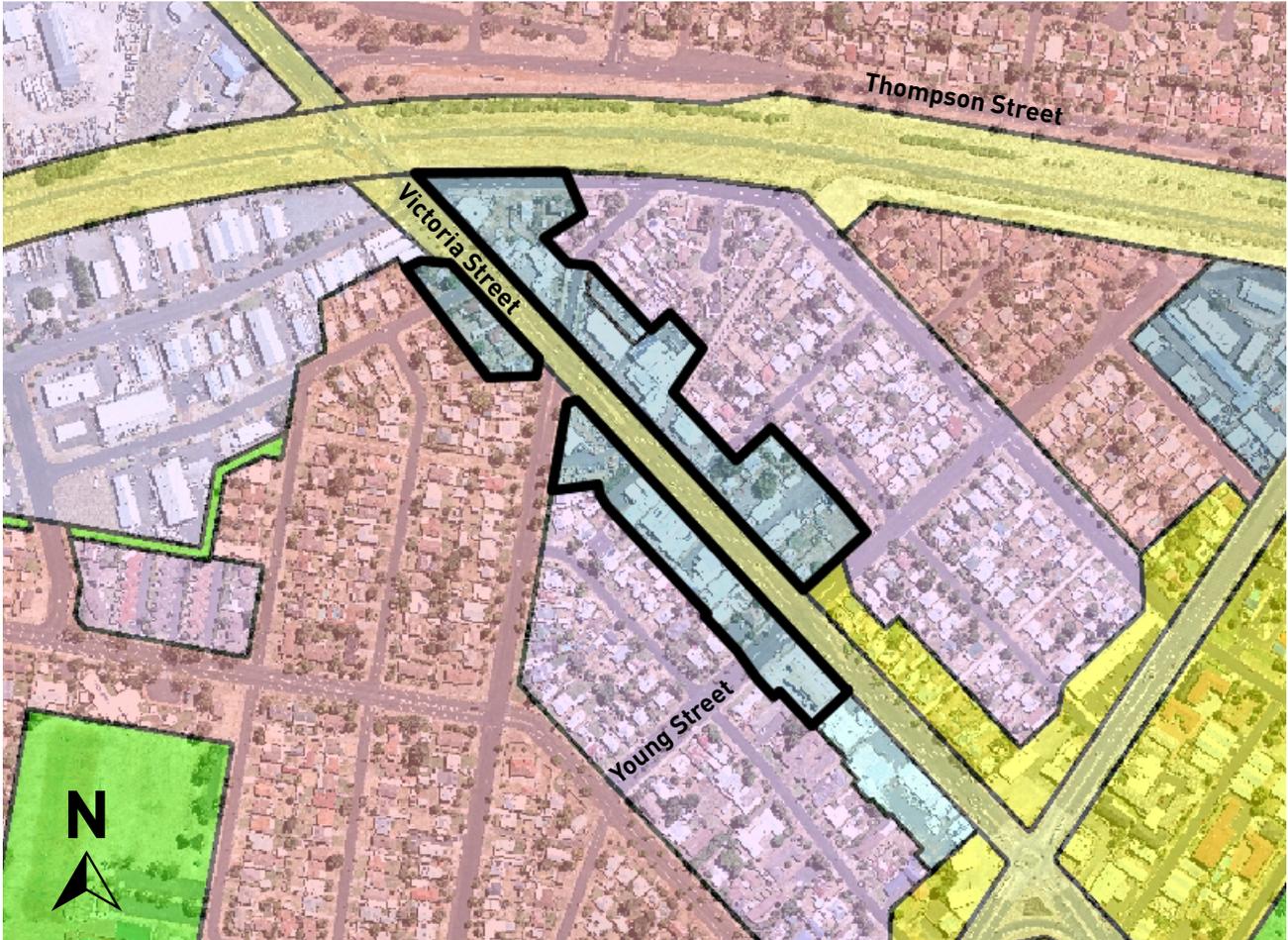
Direction 17: Conserve and adaptively re-use heritage assets

Direction 22: Manage growth and change in regional cities and strategic and local centres

Direction 23: Build the resilience of towns and villages

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 29: Deliver healthy built environment and better urban design



Precinct Map 12: Victoria Street Enterprise Corridor

<b>Key:</b>							
	Outline of Precinct		R2 Low Density Residential		B6 Enterprise Corridor		SP2 Infrastructure
	R1 General Residential		B1 Neighbourhood Centre		IN2 Light Industrial		SP3 Tourist
							RE1 Public Recreation

**Precinct Guidance**

This precinct has a small number of dwellings which are operating under existing use rights. Additionally, the precinct adjoins an established residential area to the north and south.

It is recommended that a buffer be created between the precinct and the adjoining residential areas. Given the residential areas are established, a buffer will assist with minimising land use conflicts. Additionally, it is recommended that opportunities to remove existing dwellings from the precinct are taken to minimise land use conflict.

**Planning Principles**

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate Dubbo’s short-term, medium-term and long-term growth.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Maintain the efficiency of Dubbo’s key transport corridors.

## 14.5. Bulky Good Precincts

### 14.5.1 Cobra Street

#### Rationale

Cobra Street B5 Business Development zone is a Major Activity Centre comprising of approximately 10 hectares of land. The site contains predominantly bulky goods retailing including Harvey Norman, The Good Guys and Fantastic Furniture. These major retailers attract a wider audience from the Orana region. The precinct has good exposure and access to the Mitchell Highway (Cobra Street).

#### Physical Characteristics

---

**Land Area:** 10ha **Vacant Area:** 2.2ha **Occupied Area:** 7.8ha **Gross Floor Area:** 26,552m<sup>2</sup>

---

#### Opportunities

- Encourage interconnections of parking areas at rear.
- Establish a character for ready-made household-bulky goods.
- Adjoining light industrial to the south could be a supportive industry to this precinct.
- Lot areas are of a sufficient size to allow large format bulky retailers to be developed.
- Ensure high quality development is maintained along the road frontage.
- Ensure development does not impact on the traffic efficiency of Cobra Street.
- Ensure the CBD is not undermined through inappropriate development.
- Service and transport vehicle access is from Hawthorn Street where available.

#### Alignment to Regional Plan 2036

Direction 10: Promote business and industrial activities in employment lands

Direction 12: Plan for greater land use compatibility

Direction 17: Conserve and adaptively re-use heritage assets

Direction 22: Manage growth and change in regional cities and strategic and local centres

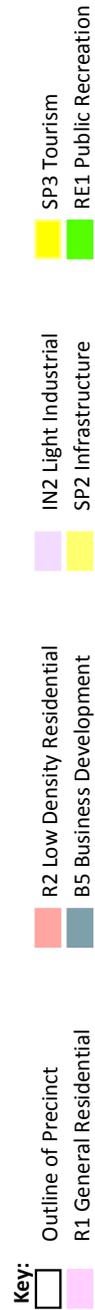
Direction 23: Build the resilience of towns and villages

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 29: Deliver healthy built environment and better urban design



Precinct Map 13: Cobra Street B5 Business Development



### Planning Principles

- Strategically important employment lands are protected from rezoning's, incompatible uses and land use conflict.
- Maintain Dubbo as the major employment and service centre of the Orana region.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Encourage the clustering of industries which share similar synergies.
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure.
- Maintain the efficiency of Dubbo's key transport corridors.

## 14.5.2 West Dubbo

### Rationale

West Dubbo B5 Business Development zone contains approximately 2.29 hectares of land. The precinct contains a wide variety of uses including retail auto parts supply, light industrial uses, car wash, auto repair workshops, warehouses, emergency services (fire station), car sales and self-storage units.

### Physical Characteristics

---

**Land Area:** 2.29ha **Vacant Area:** 0ha **Occupied Area:** 2.29ha **Gross Floor Area:** 8751m<sup>2</sup>

---

### Opportunities

- Minimise land use conflict arising between existing commercial and light industrial uses and nearby residential land uses.
- Investigate suitable zone for the precinct.
- Ensure development does not impact on traffic efficiency along Whylandra Street.
- Ensure the CBD is not undermined through inappropriate development.

#### Alignment to Regional Plan 2036

Direction 10: Promote business and industrial activities in employment lands

Direction 12: Plan for greater land use compatibility

Direction 17: Conserve and adaptively re-use heritage assets

Direction 22: Manage growth and change in regional cities and strategic and local centres

Direction 23: Build the resilience of towns and villages

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 29: Deliver healthy built environment and better urban design



Precinct Map 14: West Dubbo B5 Business Development

<b>Key:</b>					
	Outline of Precinct		R2 Low Density Residential		SP2 Infrastructure
	R1 General Residential		B5 Business Development		SP3 Tourism

**Precinct Guidance**

This precinct was identified for bulky goods industry in the Commercial Areas Development Strategy. However, the precinct now contains a wide variety to uses ranging from commercial to light industrial and is developed with limited potential to develop further. Given this strategy recommends that a B5 Business Development zone be investigated within the Airport Precinct it is considered appropriate for that area to become the primary consolidated area for bulky good uses in West Dubbo. Given its isolated location with unfavourable vehicle access from the highway, particularly for larger trucks and service vehicles, it is not an ideal location for the development of bulky good uses. Given the location of this precinct to the CBD, access to the highway and adjoins residential development, it would suit uses which have minimal impact on noise sensitive receivers, do not require large vehicle access from the highway and uses which support the CBD operations requiring a large floorspace.

It is recommended that consideration of a zone, such as B6 Enterprise Corridor, which is more conducive to the existing uses and that would encourage bulky good businesses to consolidate to existing or proposed B5 Business Development zones, be investigated.

**Planning Principles**

- Maintain Dubbo as the major employment and service centre of the Central West region.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Maintain the efficiency of Dubbo’s key transport corridors.

## 14.6 Cobbora Road and Erskine Street Commercial Precinct

### Rationale

The precinct is zoned B5 Business Development and B6 Enterprise Corridor and is located immediately north of the CBD. The 12ha bulky goods precinct and 6.61ha Enterprise Corridor at Cobbora Road/Erskine Street is focused on the provision of wholesale trade related goods which may also sell to the public. The area is located over a major transport route, Erskine Street (Newell Highway and Golden Highway) and therefore businesses enjoy good exposure.

### Physical Characteristics

---

**Land Area:** 18.61 ha **Vacant Area:** 3.67ha **Occupied Area:** 14.94 ha **Gross Floor Area:** 36,122 m<sup>2</sup>

---

### Opportunities

- Minimise land use conflict arising between commercial land use activities and residential land uses.
- Monitor potential vehicle conflicts on Erskine Street.
- Redevelopment of redundant and non-used railway sites.
- Beautification of the streetscape amenity.
- Regulate development within the flood plain to be sympathetic to the environmental constraints.
- Ensure the CBD is not undermined through inappropriate development.
- Uses with access on Mansour and Young Streets have due regard to residential development.

#### Alignment to Regional Plan 2036

Direction 10: Promote business and industrial activities in employment lands

Direction 12: Plan for greater land use compatibility

Direction 17: Conserve and adaptively re-use heritage assets

Direction 22: Manage growth and change in regional cities and strategic and local centres

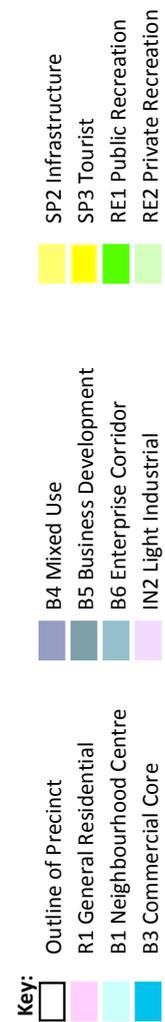
Direction 23: Build the resilience of towns and villages

Direction 27: Deliver a range of accommodation options for seasonal, itinerate and mining workforces

Direction 29: Deliver healthy built environment and better urban design



Precinct Map 15: Cobborra Road and Erskine Street Commercial Precinct



### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Maintain and support the CBD as Dubbo’s primary service and retail centre.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure; and
- Maintain the efficiency of Dubbo’s key transport corridors.

## 14.7 Health, Well-being and Education Precinct

### Rationale

The Health, Well-being and Education Precinct is zoned SP2 Infrastructure and SP3 Tourist and is located just under two kilometres or a three minute drive to the north-east of the Dubbo Railway Station. The precinct is bounded by the northern side of Cobbora Road and western side of McGrane Tony Place/Yarrandale Road. The Myall Street and Cobbora Road SP3 Tourist site is located to the south of Cobbora Road and north of Myall Street, containing self-serviced apartments and residential dwellings.

The precinct has seen significant development over recent years, particularly with the redevelopment of the Dubbo Base Hospital.

The precinct contains Dubbo Base Hospital, Dubbo Private Hospital, Charles Sturt University, Lourdes Hospital, Dubbo Collage Senior Campus and Sydney University of Rural Health. There is also TAFE Western, Macquarie Homestay and Manera Heights Apartments, Western College of Adult Education and Manera Plaza medical specialists all located in close proximity which support this precinct. The major land uses of health, aged care, education and accommodation related services, provided a combined floor area of 180,008m<sup>2</sup>.

### Physical Characteristics

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**Land Area:** 74.57ha **Vacant Area:** 29.28ha **Occupied Area:** 45.29ha **Gross Floor Area:** 180,008m<sup>2</sup>

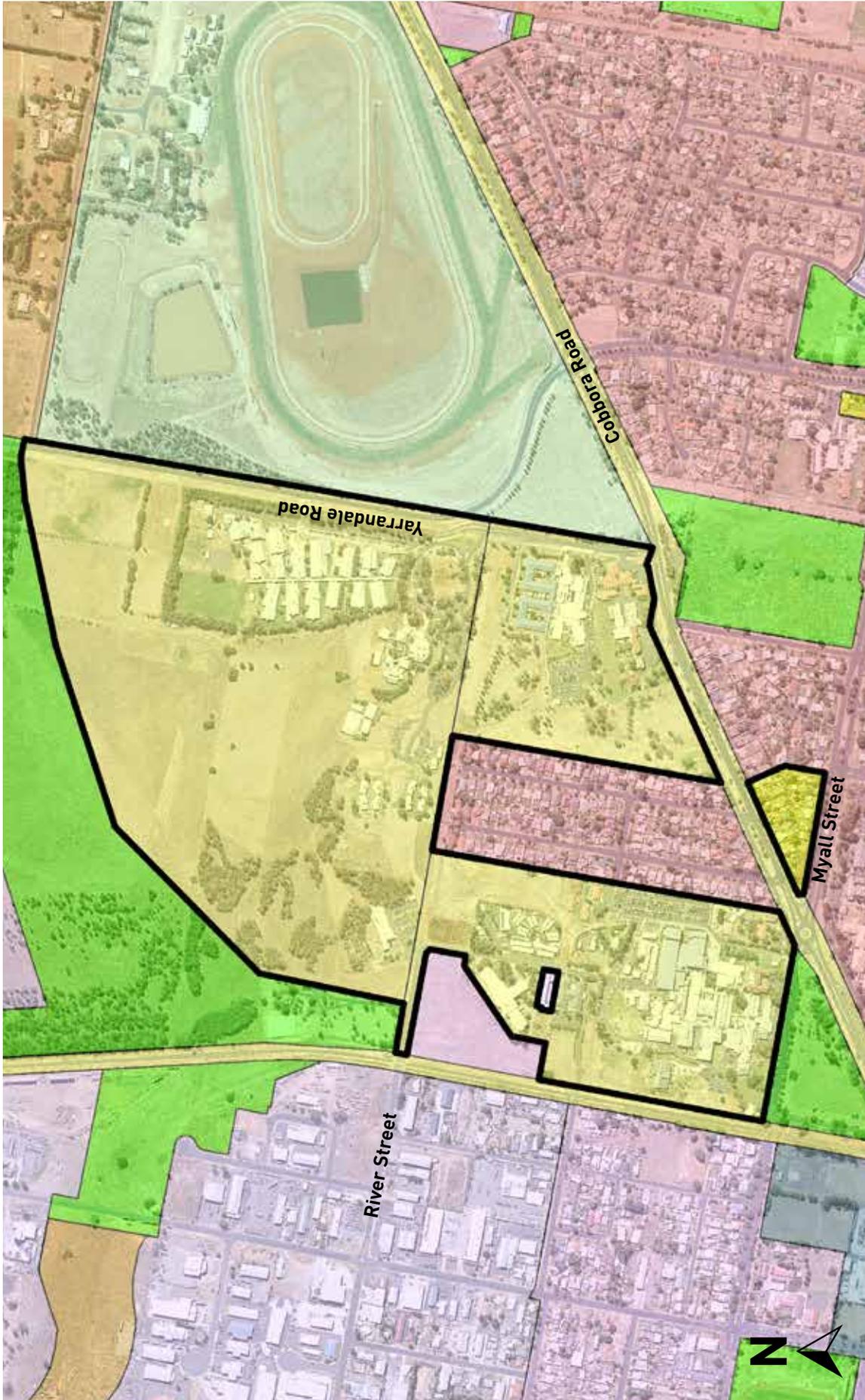
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### Opportunities

- Creation of synergies between the various health, aged care, education and recreational uses.
- Facilitate the expansion of more private health and education related development within the precinct.
- Development of sporting facilities within the large undeveloped areas integrating with existing health and education facilities.
- Recognise the important relationship between the Health, Well-being and Education Precinct and the regional, sub-regional and urban locality.
- Provide appropriate infrastructure to facilitate the growth of the precinct.
- Ensure the transportation network is appropriate to encourage efficiency and ease of linkage within and to the precinct.
- Encourage non-private transportation methods such as pedestrian, cycling and public transportation systems.
- Encourage provision of services to support existing and future users of the Health, Well-being and Education Precinct such as accommodation and medical related business and industry private food services.
- Ensure an attractive and distinctive environment is provided for tourists and tourist operations.
- Support the Health, Well-being and Education Precinct with providing short-term accommodation.
- Provide interconnected transportation systems linking to the CBD.
- Activation of the area through onsite village style living which could include accommodation and support services including convenience shopping, food and drink.
- Resolve amenity conflicts with adjoining uses.
- Investigate provision of a Neighbourhood Centre to fulfill the daily needs of precinct users.

#### Alignment to Regional Plan 2036

Direction 5: Improve access to health and aged care services  
Direction 6: Expand education and training opportunities  
Direction 10: Promote and industrial activities in employment lands  
Direction 19: Enhance road and rail freight links  
Direction 20: Enhance access to air travel and public transport



Precinct Map 16: Health, Well-being and Education Precinct

- Key:**
- Outline of Precinct
  - R1 General Residential
  - R2 Low Density Residential
  - B5 Business Development
  - IN2 Light Industrial
  - SP2 Infrastructure
  - SP3 Tourist
  - RE1 Public Recreation
  - RE2 Private Recreation
  - E3 Environmental Management

## Precinct Guidance

### a) Mixed Use Zone

With health care and social assistance and education and training being Dubbo's number one and number three largest employment sectors respectively, the Health, Well-being and Education Precinct is one of Dubbo's most important Employment Lands Precincts, both with respect to the number of jobs generated and its service catchment being of a regional scale. The precinct includes Dubbo Base Hospital, Lourdes Hospital, Holy Spirit Aged Care, Charles Sturt University, Sydney University School of Rural Health, Dubbo Private Hospital and Dubbo College Senior Campus.

The Dubbo Base Hospital is currently undergoing significant redevelopment with continued government funding which is expanding the range of services, such as the development of the Western Cancer Centre. The redevelopment will cement the hospital as a major referral centre servicing Western NSW.

Additionally, significant sporting facilities including cycle track and velodrome and Western Region Institute of Sport complex are now planned in the precinct. These uses will create further opportunities for not only a regional sporting hub, but infrastructure, development and services to support this hub.

It is recommended that investigations be undertaken to create a suitable zone over the existing residential area located between the Dubbo Base Hospital site and Lourdes Hospital, with the vision to create opportunities for the Health, Well-being and Education precinct. Any potential zone should consider opportunities that include expanding and facilitating private health, education, accommodation and support services such as food and drink premises.

Noting the vision of this recommendation, consideration should be given to ensuring development of this area does not expand significantly outside of health, aged care, well-being, education and accommodation related development.

### b) Site Specific Development Control Plan (DCP)

A site-specific Development Control Plan (DCP) should be implemented for the proposed mixed use zone area within Leonard and Caroline Street. This guidance is expected to provide future development in the area and a set of standards in which to measure that the amenity of the neighbourhood is protected. Some of the standards will include suitable provision of parking, landscaping, front street appearance, traffic and set-backs.

### c) Macquarie Home Stay

Dubbo Macquarie Home Stay is currently being constructed on the land identified below. It provides affordable accommodation for those needing to be located in close proximity to the Dubbo Base Hospital. The land was residue as a result of the Yarrandale Road realignment and is zoned RE2 Private Recreation. Given stage 1 of the development has been constructed on the site and its intrinsic relationship to the adjoining Health, Well-being and Education Precinct, consideration should be given to zoning it SP3 Tourist. Such zone would allow Macquarie Home Stay to remain as a permissible land use but also allow any vacant or residue land to continue providing accommodation related development to support this precinct.

### d) Precinct Plan

Discussions with stakeholders within the precinct indicate a desire for Council to further engage with property owners to provide synergy between all existing and future infrastructure and services and facilitate provision for future development which support the precinct. It is therefore recommended that a precinct plan be developed for the Health, Well-being and Education Precinct analysing constraints and opportunities with the ultimate aim of providing synergy between the existing and future health, aged care, education, sporting facilities, commercial and retail uses and facilitate further uses and development which supports the precinct. There is opportunity to provide future development guidance through the preparation of a precinct plan in consultation with stakeholders that takes a holistic view of opportunities for this precinct.

As part of the precinct planning process, consideration should be given to facilitating zones which reflect the recommendations of any future adopted precinct plan.

Additionally, whilst the SP2 Infrastructure zone best suits the requirements of the existing health, aged care and education facilities including Charles Sturt University and Dubbo College Senior Campus, any opportunities for uses outside of these could be supported and facilitated through a land use zoning change in line with any future adopted precinct plan.

#### **e) Neighbourhood Centre**

Investigations should be undertaken into the economic feasibility of allowing a neighbourhood centre in a consolidated area within the precinct to provide convenience shopping for visitors, residents and student population. Noting the intended growth of this precinct over the next decade, a neighbourhood centre would provide support and assist with the appropriate growth management of this precinct.

It is suggested that the area shown in blue on Precinct Map 6 could be suitable for this type of land use. The area is located centrally within the precinct allowing for greater accessibility. It is recommended that further investigations be made once the Precinct Plan is developed.

#### **f) Myall Street and Cobbora Road Land Use**

The area bounded by Myall Street, Cobbora Road and Barden Avenue has the opportunity to provide a significant supporting role to the Health, Well-being and Education Precinct. Noting the identified infrastructure planned in this precinct and number of employees which will be required to support such infrastructure, this area would suit provision for accommodation for both short and medium term stays as well providing higher density accommodation to support longer term stays and workers.

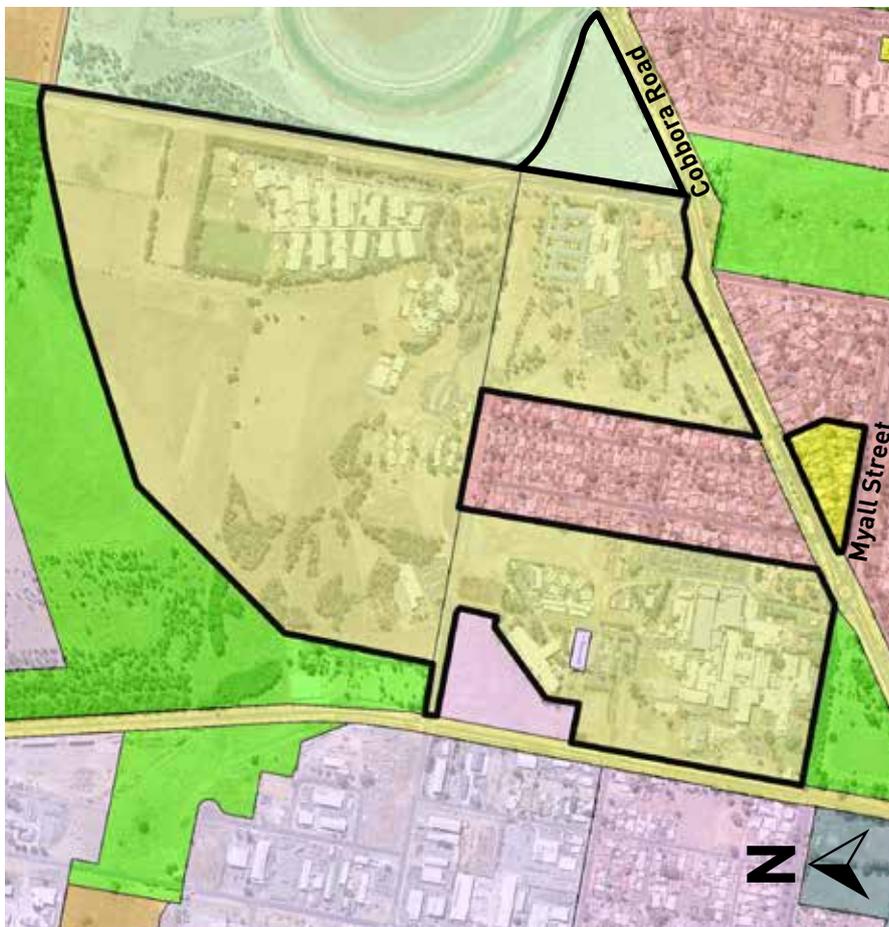
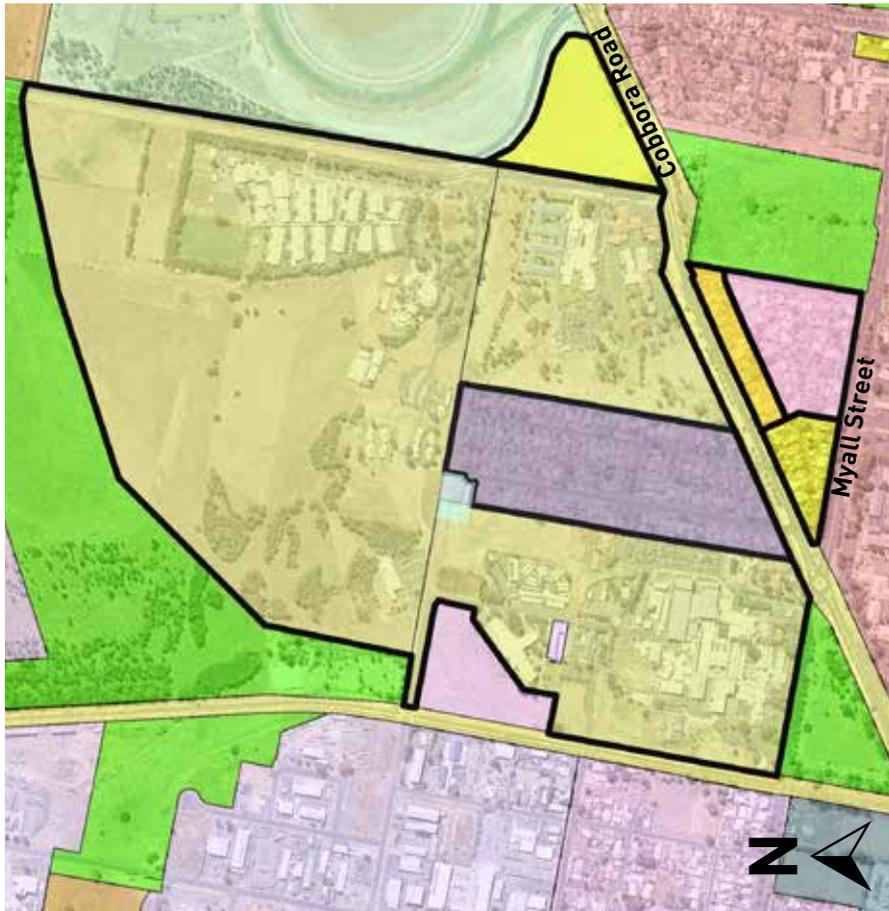
It is recommended that two separate zones be investigated for this area to provide a distinction between the short and medium term accommodation and higher density residential development and ensure the different forms of development are consolidated into defined areas. In this respect, the following comments are made:

- i) The area contains an existing area zoned SP3 Tourist which comprises serviced apartments with approval to extend further east. Noting the significant growth potential of this precinct, consideration should be given to further extending this zone east along Cobbora Road (Golden Highway). It is considered that this is a long term action given there would appear to be a sufficient supply of SP3 Tourist zoned land in this location. However, it is recommended that development and growth of accommodation services within the existing SP3 Tourist zoned land be monitored with the zoning extension to be undertaken as required to support this precinct.

It is considered that the SP3 Tourist would be best located fronting Cobbora Road as identified in Precinct Guidance Map 6. The existing land zoned SP3 Tourist should be maintained with a view with this area to be developed prior to considering the SP3 Tourist land expansion.

- ii) The existing residential zoned land not identified for SP3 Tourist, should be considered for higher density residential, such as R1 General Residential with a view to facilitate and support the workforce and student populations in this precinct. The higher density residential zone is better suited to this location given its access onto Myall Street and Barden Avenue which contain lower traffic volumes and therefore more appropriate for residential related vehicle access as well as not interfering with the traffic efficiency of the highway.

Both of the items identified above should be considered in conjunction with the preparation and adoption of the Precinct Plan.



Precinct Guidance Map 6: Health, Well-being and Education Precinct Guidance (left: existing precinct) (right: recommendation map)

### Planning Principles

- Strategically important employment lands are protected from incompatible rezoning's, incompatible uses and land use conflict.
- Maintain and support the CBD as Dubbo's primary service and retail centre.
- Structure Plans are prepared for undeveloped employment lands which consider opportunities and constraints to provide overarching guidance for development.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate Dubbo's short-term, medium-term and long-term growth.
- Infrastructure is appropriately planned to encourage sustainable development of employment lands.
- Any proposals for new employment lands are adequately planned for to meet the long-term needs of Dubbo's industry and community.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Encourage the clustering of industries which share similar synergies.
- Maintain the efficiency of Dubbo's key transport corridors.

## 14.8 Airport Precinct

### Rationale

The precinct provides a total of approximately 67,107m<sup>2</sup> Gross Floor Area (GFA) of employment floor space, of which IN2 Light industrial zoned land comprised 27,330m<sup>2</sup> GFA containing transport, postal and warehousing uses while a further 8,450m<sup>2</sup> includes uses occupied by wholesale trade uses.

The precinct provides an additional 23,415m<sup>2</sup> GFA of employment floor space zoned SP2 Infrastructure, of which all was occupied by the Dubbo Regional Airport and Orana Juvenile Justice Centre.

The principle feature of this precinct is the Dubbo City Regional Airport which is one of the leading regional airports in Australia. The Dubbo City Regional Airport is strategically vital to the region, serving not only Western NSW but a large area of the Central West and north-west of the State. The Airport is the largest airport facility in the Orana and Central West Regions and provides services for a catchment in excess of 200,000 persons. The Airport also has significant general aviation activity with a total of 6,234 movements. The general aviation movements comprise charter, flight training, air-freight, air ambulance, aerial agriculture, parachuting, military and VIP flights. The Airport is also used for the purposes of refuelling transiting aircraft.

The airport precinct has recently seen significant interest from emergency services seeking to construct emergency services facilities in conjunction with existing airport facilities and infrastructure. The Rural Fire Services, State Emergency Services and Volunteer Rescue Association have either commenced or are planning emergency services facilities on the land with the Rural Flying Doctor Services undertaking an aeromedical facility.

Rural-Residential uses are present within the precinct reducing the development potential of these lots for industrial purposes while increasing potential for land use conflicts. Rural-Residential uses comprised 25% of the precinct (77.8 hectares).

### Physical Characteristics

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**Land Area:** 641.9 ha   **Vacant Area:** 232.4 ha   **Occupied Area:** 409.5 ha   **Gross Floor Area:** 67,108m<sup>2</sup>

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### Opportunities

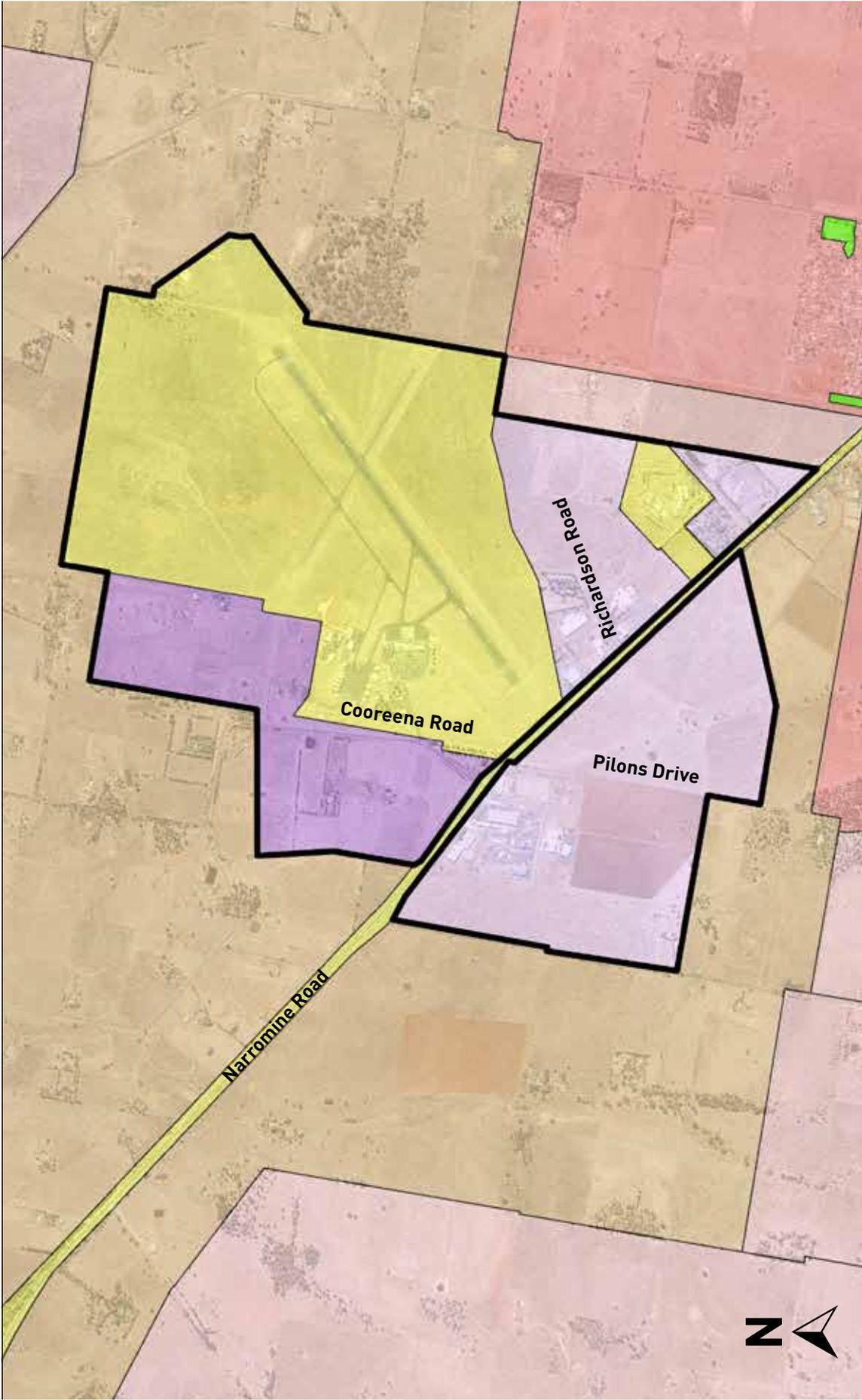
- Enhance transportation links between key industrial areas and arterial roads.
- Uses are supported with the appropriate provision of infrastructure.
- Development which supports the Dubbo City Regional Airport as regionally significant infrastructure is encouraged.
- Monitor land uses and the potential for conflict.
- Encourage high quality development which does not impact the function of the airport.
- Structure plan be prepared to provide guidance for undeveloped land.
- Maintain the Dubbo City Regional Airport Masterplan.
- Development maintains the efficiency of Narromine Road (Mitchell Highway).
- Ensure Dubbo City Regional Airport is maintained as the regions major airport.
- Ensure surrounding development does not impact the airports Obstacle Limitation Surface.

#### Alignment to Regional Plan 2036

Direction 20: Enhance access to air travel and public transport

Direction 21: Coordinate utility infrastructure investment

Direction 22: Manage the growth and change in regional cities and strategic and local centres



Precinct Map 17: Airport Precinct

- Key:**
- Outline of Precinct
  - RU1 Primary Production
  - R2 Low Density Residential
  - R5 Large Lot Residential
  - IN2 Light Industry
  - IN3 Heavy Industry
  - SP2 Infrastructure
  - RE1 Public Recreation

## Precinct Guidance

### a) Commercial Zone

Dubbo's employment lands have largely focused towards Dubbo's east being where the majority of residential development has occurred over the last 20 years. However, with a projected undersupply of commercial floorspace and the future of Dubbo's residential development moving to the west, a commercial land supply should be considered in West Dubbo to meet demand over the long term.

The B5 Business Development zone allows a variety of permissible uses which would support and service the West Dubbo population catchment, nearby industrial zones and Dubbo City Regional Airport. The B5 Business Development zone is flexible in allowing a mixture of large format commercial uses including bulky goods, warehouse and distribution centres as well as a range of light industrial uses including industrial training facilities, freight transport, passenger, transport and truck depots. This provides a good mixture of uses given its location adjacent to the Mitchell Highway.

Analysis in Part 2 of this report has shown that to meet the required industrial land supply demand in 2031, 53 to 80 hectares of industrial zoned land should be available for development. As there is currently 724 hectares of vacant/undeveloped industrial zoned land within the former Dubbo City Council area, there is an ample supply of industrial zoned land available to cater for future demands.

It is desirable for bulky goods uses to be consolidated and clustered together into defined areas. The land as shown below, is considered suitable as it provides one large parcel rather than creating several smaller pieces of land. This rezoning would also have minimal impact on the supply of industrial zoned land or jobs, particularly noting that the current Dubbo Local Environmental Plan 2011 permits several light industrial uses within the B5 Business Development zone.

Prior to the rezoning of this land, an Economic Impact Assessment should be undertaken to ensure its impact on the employment land hierarchy is not significantly impacted.



Precinct Guidance Map 7: West Dubbo Commercial Zone

### b) Structure Planning

It is recommended that a structure plan be developed for the Airport Precinct. The airport land is currently subject to significant development of government related emergency services facilities with further opportunity for development in the future. Of the developed land within this precinct, 64% is attributed to transport, postal and warehousing uses with a further 20% attributed to wholesale trade uses.

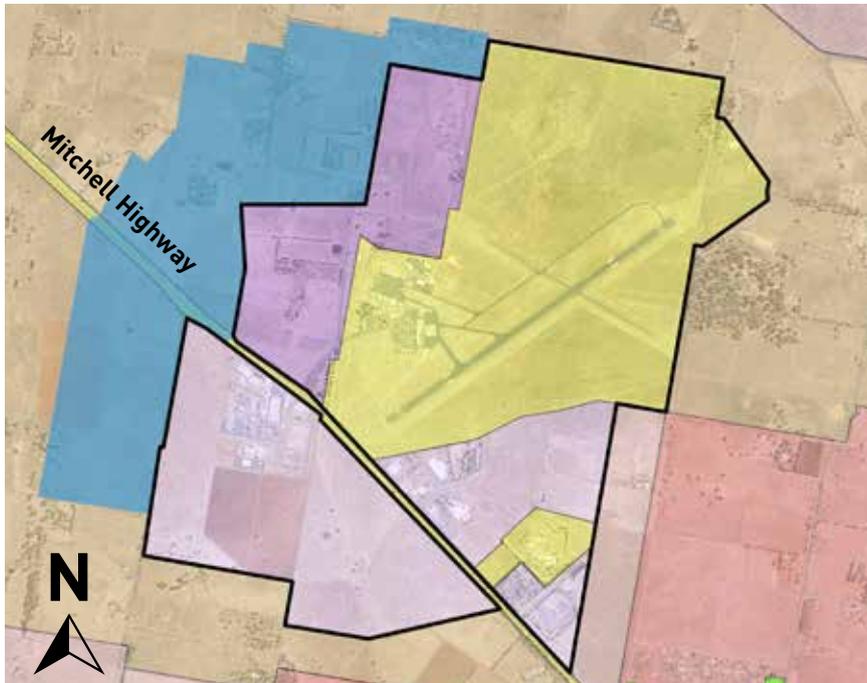
Structure planning should be undertaken for this precinct to provide overarching guidance as to how the undeveloped land can be furthered in conjunction with existing development.

Future planning considerations within this precinct should consider opportunities to provide greater support to the Airport land through provision of air transport, warehousing and distribution and emergency services related development.

### c) ICA 2 Airport Precinct (previously Mitchell/Rosedale)

The ICA 2 is located within the Airport Precinct as seen in Figure 14. ICA 2 was identified as a long term industrial expansion area given its location and access to the airport and highway. Its identified role was to allow the development of industries relating to the airport and its access to a highway. Such uses include air freight and transport, road transport as well as compatible light industrial and agricultural services.

Some of ICA 2 has been zoned industrial under previous Local Environmental Plans with approximately 222 hectares of identified ICA not zoned for industrial. Dubbo has a significant level of industrial zoned land with approximately 724 hectares of vacant/undeveloped land with 53 to 80 hectares required to meet future demand to the year 2031. Additionally, this precinct has approximately 232.4 hectares of vacant area. Given the oversupply of land both within the City and this precinct, consideration for ICA 2 should be investigated as a long term action.



Precinct Guidance Map 8: Industrial Candidate Area 2 - Airport Precinct

Key:			
	Outline of ICA's which have been rezoned	 R2 Low Density Residential	 IN3 Heavy Industry
	Outline of ICA's which have not been rezoned	 R5 Large Lot Residential	 SP2 Infrastructure
	RU1 Primary Production	 IN2 Light Industry	 RE1 Public Recreation

### Planning Principles

- Strategically important employment lands are protected from incompatible rezoning's, incompatible uses and land use conflict.
- Maintain Dubbo as the major employment and service centre of the Orana region
- Structure plans are prepared for undeveloped employment lands which consider opportunities and constraints to provide overarching guidance for development.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Investigate opportunities for additional employment lands in West Dubbo to balance where Dubbo's residential development will occur in the future.
- Infrastructure is appropriately planned to encourage sustainable development of employment lands.
- Any proposals for new employment lands are adequately planned for to meet the long-term needs of industries and growth management directions of the City of Dubbo.
- Encourage the clustering of industries which share similar synergies.
- Proposed commercial zones are supported by an Economic Impact Assessment to ensure the activity centres hierarchy is maintained.
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure.

## 14.9 Industrial Precincts

### Rationale

There are four (4) distinct light industrial precincts spread throughout Dubbo as shown in precinct Map 12. These are discussed individually below.

#### 14.9.1 Jannali and Depot Roads

### Rationale

The precinct is zoned IN2 General Industrial and located approximately two and a half kilometres or a four minute drive to the north west of Dubbo Railway Station. The precinct has good connectivity and access to Dubbo town centre via Victoria Street and the Newell Highway.

In total the precinct comprises 36.2 hectares of industrial zoned land with 8.1 hectares or 22% being vacant or developed land as of 2017. All of the vacant lots were located within the northern section of the precinct along Jannali Road.

The precinct provides approximately 49,290m<sup>2</sup> GFA of employment floor space, of which 13,340m<sup>2</sup> or 27% can be attributed to transport, postal and warehousing uses. The next largest industry, by total floor space, was construction which occupied around 14,353m<sup>2</sup> GFA or 29%.

### Physical Characteristics

---

**Land Area:** 36.3 ha **Vacant Area:** 14.7 ha **Occupied Area:** 21.6 ha **Gross Floor Area:** 49,706m<sup>2</sup>

---

### Opportunities

- Enhance transportation links between key industrial areas and arterial roads.
- Support industrial uses with appropriate provision of infrastructure.
- Monitor adjoining land uses and the potential for conflict.
- Industrial lots with direct access to railway infrastructure.
- Lots within the precinct have access to Jannali Road and Depot Road rather than directly onto the highway.
- Precinct contains a mixture of small and large sized lots allowing a range of different industrial uses.
- Larger sized lots on Jannali Road should be protected when possible.

#### Alignment to Regional Plan 2036

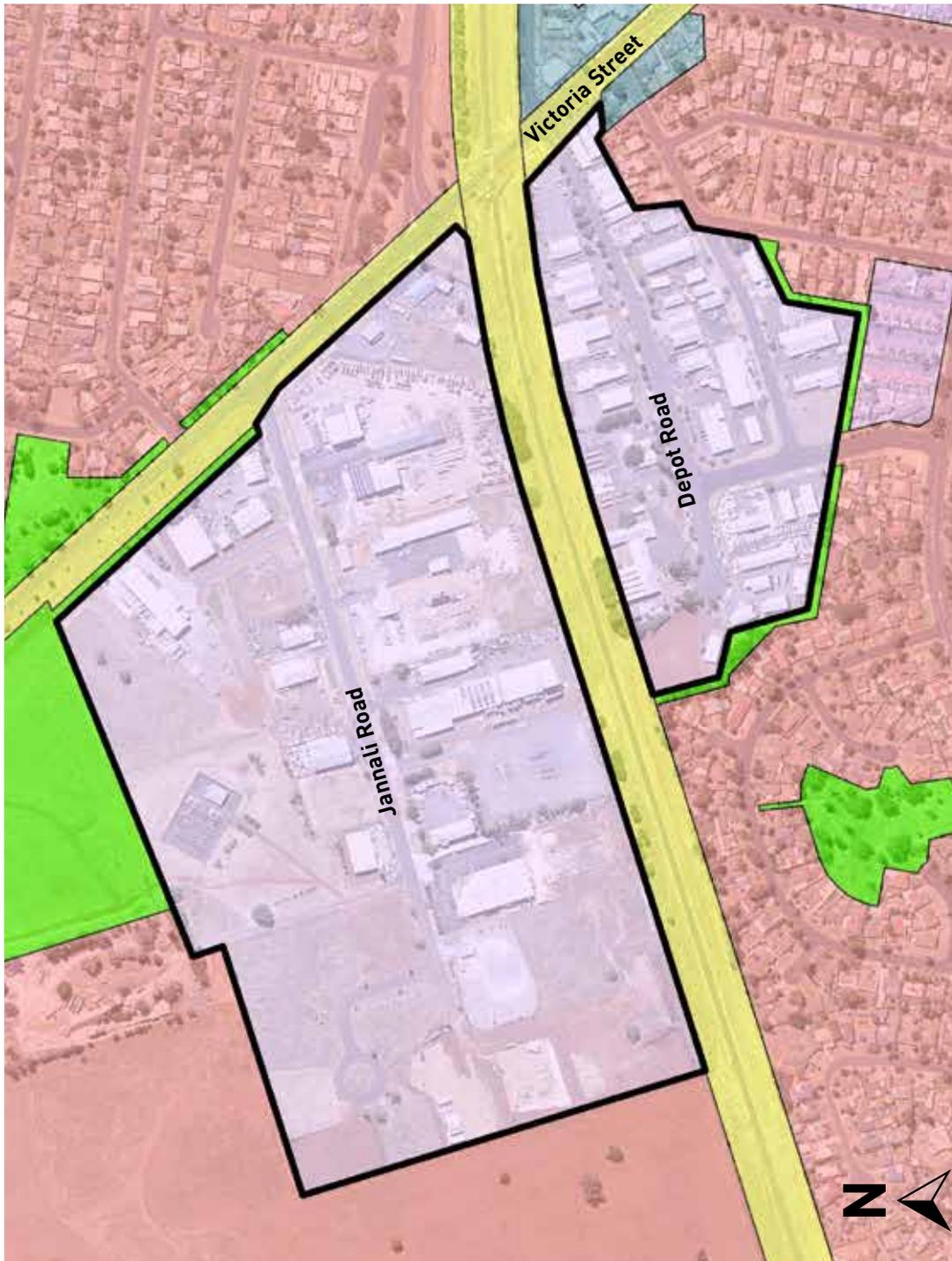
Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

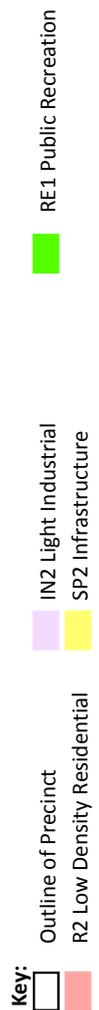
Direction 8: Sustainably manage mineral resources

Direction 10: Promote business and industrial activities in employment lands

Direction 19: Enhance road and rail freight links



Precinct Map 18: Jannali and Depot Roads



### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate Dubbo's short-term, medium-term and long-term growth
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure.
- Maintain the efficiency of Dubbo's key transport corridors.

## 14.9.2 East Dubbo Light Industrial

### Rationale

The precinct provides approximately 107,461m<sup>2</sup> GFA of floorspace, of which around 10,400m<sup>2</sup> or 10% is vacant floorspace. Major land uses within the precinct, by total floorspace, were attributed to construction, occupying 23,970m<sup>2</sup> or 22% of total GFA, followed by transport and warehousing which occupied around 21,630m<sup>2</sup> or 20% of total GFA.

The precinct comprises a total of 93.8 hectares of industrial zoned land with 23.9 hectares or 25% being vacant or undeveloped land as of 2017. However, much of this vacant land is attributed to land identified for the Inland Rail Maintenance Facility, which will occupy a footprint of approximately 25 hectares. Of this 25 hectares, with 18 hectares is zoned IN2 Light Industrial. The remaining area is zoned a combination of SP2 Infrastructure, RE1 Public Recreation and RE2 Private Recreation, some outside of the precinct identified within the precinct.

### Physical Characteristics

---

**Land Area:** 93.2 ha **Vacant Area:** 28.2 ha **Occupied Area:** 65 ha **Gross Floor Area:** 107,461m<sup>2</sup>

---

### Opportunities

- Most of the precinct has a good buffer between residential uses minimising land use conflict. This buffer should be maintained.
- Provide high quality aesthetically pleasing development along Wheelers Lane.
- Investigate the zoning of industrial land on Wheelers Lane to consider if any commercial zoning may be suitable.
- Ensure development does not interfere with the efficiency of Wheelers Lane.
- Monitor and manage land use conflicts with adjoining residential areas and dwellings in the precinct.
- Support the development of the Inland Rail Maintenance Facility once operational.
- Protect existing buffers on Mountbatten and Douglas Mawson Drivws to existing residential areas.

#### Alignment to Regional Plan 2036

Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 8: Sustainably manage mineral resources

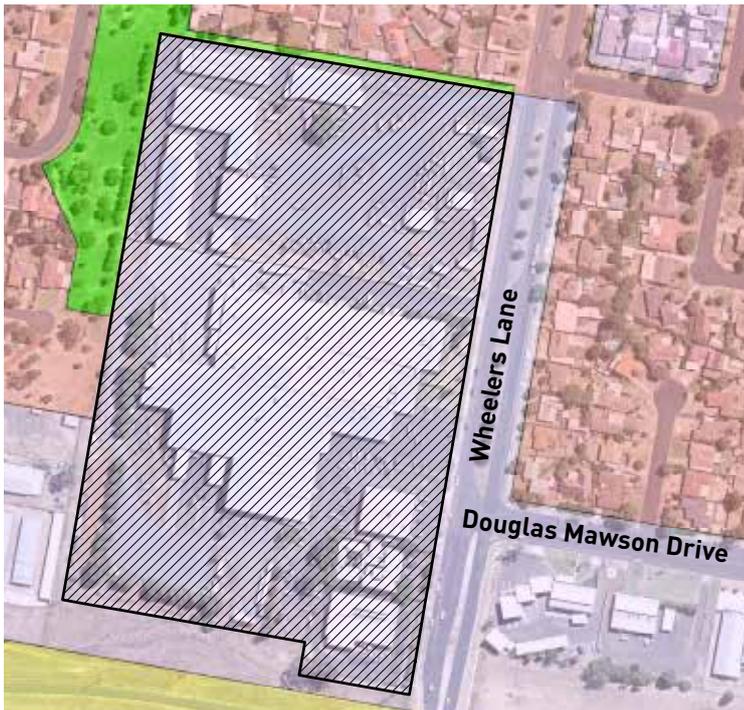
Direction 10: Promote business and industrial activities in employment lands

Direction 19: Enhance road and rail freight links



Precinct Map 19: East Dubbo Light Industrial Precinct

- key:**
- Outline of Precinct
  - R1 General Residential
  - R2 Low Density Residential
  - B1 Neighbourhood Centre
  - B2 Local Centre
  - B5 Business Development
  - B6 Enterprise Corridor
  - IN2 Light Industrial
  - SP2 Infrastructure
  - SP3 Tourist
  - RE1 Public Recreation
  - RE2 Private Recreation



- Key:
-  Outline of Investigation Area
  -  R1 General Residential
  -  R2 Low Density Residential
  -  IN2 Light Industry
  -  SP2 Infrastructure
  -  RE1 Public Recreation

Precinct Guidance Map 9: Investigation Area

### Precinct Guidance

#### a) Commercial Zone

It is recommended that an investigation of the IN2 Light Industrial zoned land, as identified in the Precinct Guidance Map 9, be investigated with a view to rezoning to a suitable commercial zone. The existing development within this area has appeared to become more closely aligned with that of a commercial zone. Given the locality is within close proximity to a residential area and Wheelerers Lane, this would appear to be beneficial and presents an opportunity to support this trend. Noting that traffic volumes on Wheelerers Lane are typically expected to increase over the long-term, there is an opportunity for commercial uses, integrating with light industrial uses. Additionally, given traffic volumes on Wheelerers Lane, industrial development is not ideal as any increase in this form of development has the potential to impact the efficiency of Wheelerers Lane.

#### b) Inland Rail Maintenance Facility

The Inland Rail Maintenance Facility is regionally significant infrastructure and expected to be fully operational by 2023. The proposed footprint extends outside of the precinct onto land zoned RE1 Public Recreation and RE2 Private Infrastructure. Additionally, the proposal includes the realignment of rail corridor. Once construction works are completed and operations commence, consideration should be given to investigating realigning the zoning over the footprint area to fit the use.

#### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Proposed commercial zones are supported by an economic impact assessment to ensure the activity centred hierarchy is protected and maintained.
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure.
- Maintain the efficiency of Dubbo's key transport corridors.

### 14.9.3 North Dubbo Industrial

#### Rationale

The precinct provides approximately 67,020m<sup>2</sup> GFA of employment floor space, of which around 285m<sup>2</sup> or less than 1% was vacant floor space.

Major land use activities within the precinct, by total floor space, were attributed to transport, postal and warehousing industries, occupying 19,510m<sup>2</sup> or 29% of total GFA following by construction industries which occupied around 14,740m<sup>2</sup> or 22% of total GFA.

Just less than five hectares of land is occupied by residential uses which are located within the southern proportion of the precinct. As such, there is potential for land use conflicts within this part of the precinct.

#### Physical Characteristics

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**Land Area:** 57.7 ha **Vacant Area:** 7.4 ha **Occupied Area:** 50.3 ha **Gross Floor Area:** 76,433 ha

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#### Opportunities

- Enhance transportation links between key industrial areas and arterial roads.
- Support industrial uses with appropriate provision of infrastructure.
- Monitor adjoining land uses and the potential for conflict.
- Encourage high quality infill development with appropriate built form, bulk and design
- Regulate development within the flood plain to be sympathetic to the environmental constraints.
- Potential for River Street to become a more prominent transport route.

#### Alignment to Regional Plan 2036

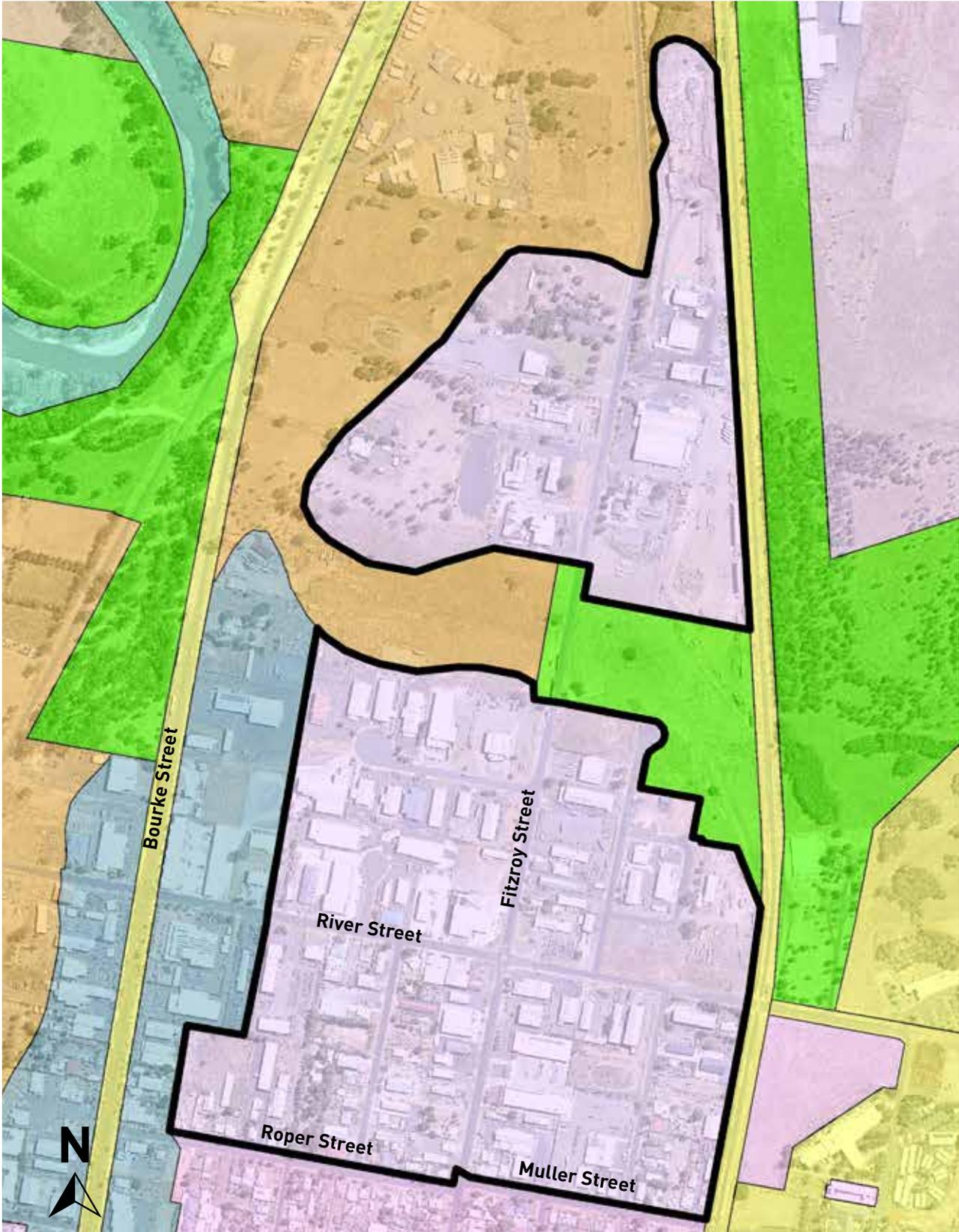
Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 8: Sustainably manage mineral resources

Direction 10: Promote business and industrial activities in employment lands

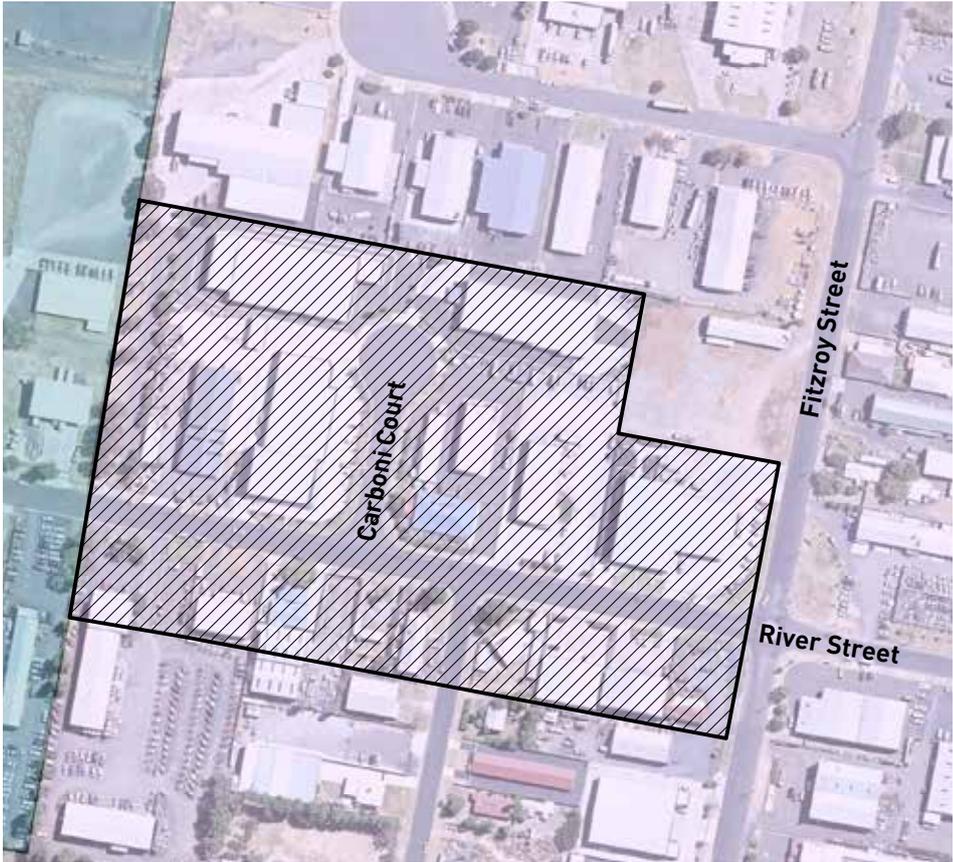
Direction 19: Enhance road and rail freight links



Precinct Map 20: North Dubbo Industrial Precinct

**Key:**

- |                                                                                     |                            |                                                                                     |                        |                                                                                     |                             |
|-------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------|-----------------------------|
|  | Outline of Precinct        |  | B6 Enterprise Corridor |  | RE1 Public Recreation       |
|  | R1 General Residential     |  | IN2 Light Industrial   |  | E3 Environmental Management |
|  | R2 Low Density Residential |  | SP2 Infrastructure     |  | W2 Recreational Waterways   |



Precinct Guidance Map 10: Investigation Area

**Precinct Guidance**

**a) Land use conflict**

The industrial precinct continues to have a number of residential dwellings operating under existing use rights, additionally the precinct adjoins an established residential area. Industrial and residential uses in this context can typically result in land use conflicts. To reduce opportunities for land use conflict, it is recommended that opportunities to remove residential land uses within this area are undertaken.

Additionally, it is recommended that a buffer be investigated between the industrial precinct and the adjoining residential area to the south. The residential area is established and a buffer will assist with minimising land use conflicts.

**b) River Street B6 rezoning investigation**

Investigate the reduction of IN2 Light Industrial zoning in this precinct by the rezoning of a portion of River Street to B6 Enterprise Corridor. The existing uses in this area tend to align closer to that of a B6 Enterprise Corridor zone rather than IN2 Light Industrial. The investigation will need to be supported by economic studies considering the demand and supply of employment lands.

**Planning Principles**

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.

## 14.9.4 South Dubbo Industrial

### Rationale

The precinct provided approximately 44,966m<sup>2</sup> GFA of employment floor space, of which around 7,544m<sup>2</sup> or 17% was vacant floor space. The majority of this vacant floor space (6,500m<sup>2</sup> or 86%) was located within the former RAAF sub-precinct and was attributed to one of the two of the large hangars. The other hangar is being used for storage.

Major land uses within the precinct, by total floor space, were attributed to public administration and safety, occupying 8,310m<sup>2</sup> or 18% of total GFA and transport, postal and warehousing industries which occupied around 8,095m<sup>2</sup> or 18% of total GFA.

### Physical Characteristics

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**Land Area:** 23.3 ha **Vacant Area:** 5.5 ha **Occupied Area:** 17.8 ha **Gross Floor Area:** 44,966m<sup>2</sup>

---

### Opportunities

- Provision of a buffer between the industrial development and adjacent residential development to minimise land use conflict.
- Monitor adjoining land uses and potential land use conflict.
- Provide support to the B5 Business Development zone located immediately to the north.
- Protect and enhance the heritage qualities of the RAAF Base site.
- Industrial related vehicle access considers the adjoining residential zone.

#### Alignment to Regional Plan 2036

Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 8: Sustainably manage mineral resources

Direction 10: Promote business and industrial activities in employment lands

Direction 19: Enhance road and rail freight links



Precinct Map 21: South Dubbo Industrial Precinct

- Key:**
- Outline of Precinct
  - R2 Low Density Residential
  - IN2 Light Industrial
  - SP2 Infrastructure
  - RE1 Public Recreation
  - E3 Environmental Management

## Precinct Guidance

It is recommended that a buffer be created between the industrial precinct and the adjoining residential area to the South/South East. The residential area is established and a buffer will assist with minimising land use conflicts.

### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.

## 14.9.5 Basalt Road

### Rationale

Basalt Road precinct is comprised of three lots, each zoned IN3 – Heavy Industrial. The precinct is located just under nine kilometres or an 11 minute drive to the south east of Dubbo Railway Station. The precinct is accessed via Basalt Road or Sheraton Road.

In total the precinct comprises 206.01 hectares of industrial zoned land with 129 hectares or 63% being vacant or undeveloped land. An extractive industry (quarry) is located within the western proportion of the precinct occupying 42.2 hectares of land. Immediately to the north another extractive industry (quarry) has commenced operations, however outside of the precinct.

### Physical Characteristics

---

**Land Area:** 206.01 ha **Vacant Area:** 129 ha **Occupied Area:** 77.01 ha **Gross Floor Area:** 2,700m<sup>2</sup>

---

### Opportunities

- Support industrial uses with appropriate planning and provision of infrastructure.
- Monitor adjoining land uses and potential conflict.
- Future quarry operation will need to consider functioning transport route.
- Quarry operations do not extend further west which would impact residential growth areas.
- Consider environmental issues, particularly along Eulomogo Creek.

#### Alignment to Regional Plan 2036

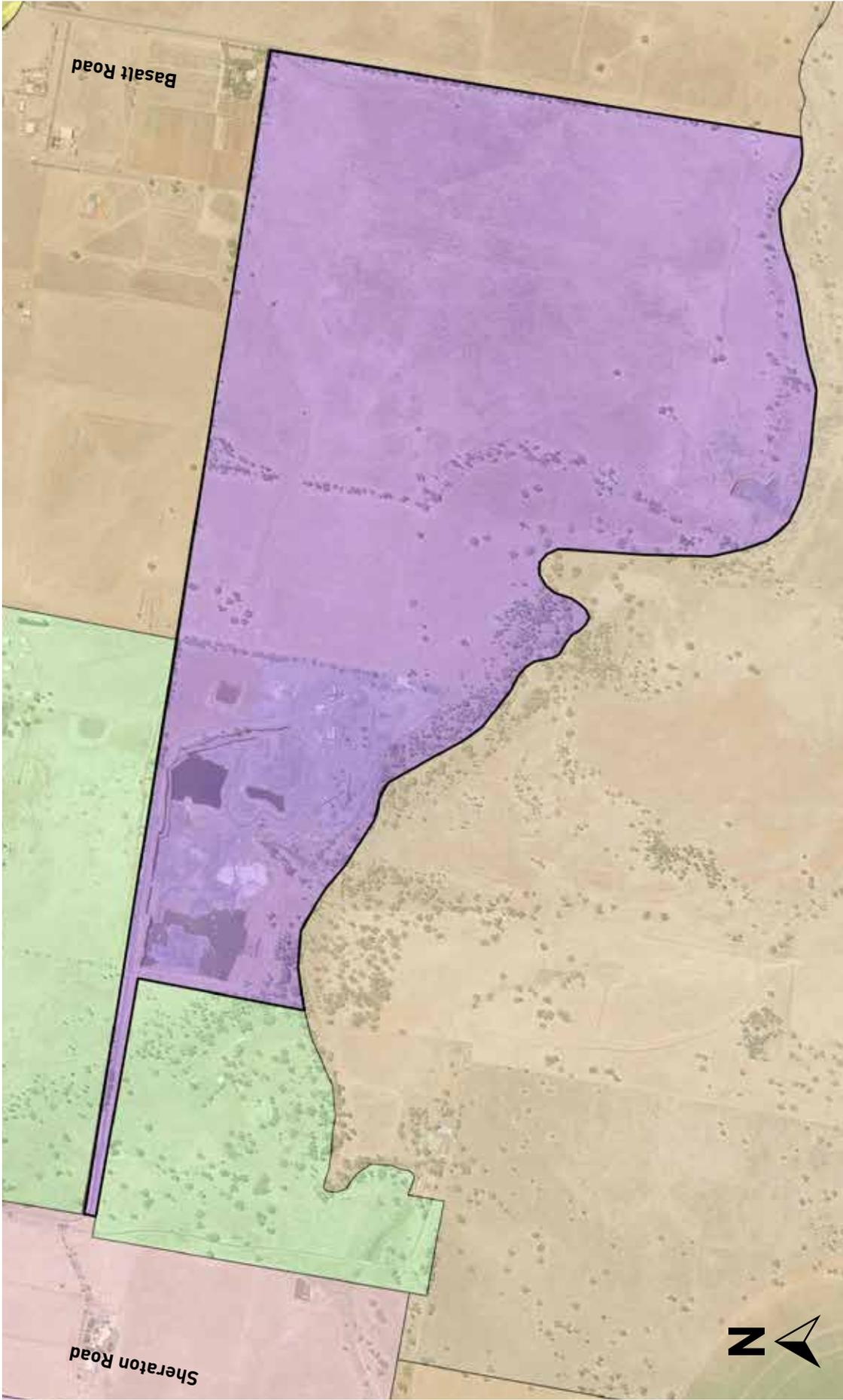
Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 8: Sustainably manage mineral resources

Direction 10: Promote business and industrial activities in employment lands

Direction 19: Enhance road and rail freight links



Precinct Map 22: Basalt Road Heavy Industrial Precinct

- Key:**
- Outline of Precinct
  - IN3 Heavy Industrial
  - SP2 Infrastructure
  - RE2 Private Recreation
  - RU1 Primary Production

### Precinct Guidance

Basalt Road Heavy Industrial Precinct contains an existing quarrying activity which has access onto Sheraton Road. The area should be monitored in terms of future quarry approval and respective life expectancies, given the significant residential development currently occurring and planned to occur to the west of the precinct.

In the long term this precinct may form part of Blueridge Commercial Park if future rezoning occurs as part of the identified ICA which would connect the two (2) precincts.

The long term function of this precinct should be investigated further particularly with respect to the existing quarry on the subject land (and immediately north) the potential for any further quarries on the eastern portion of the precinct, expanding residential estates to the west and the growth of Blueridge Business Park to the north.

### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Structure Plans are prepared for undeveloped employment lands which consider opportunities and constraints to provide overarching guidance to development.
- Infrastructure is appropriately planned to encourage sustainable development of employment lands.
- Encourage the clustering of industries which share similar synergies.

## 14.10 Blueridge

### Rationale

Blueridge Estate includes land zoned B5 Business Development to the north and B7 Business Park to the south. The B5 zone is 37 hectares in size with approximately 9.94 hectares of land occupied by a mixture of bulky goods retailers, light industry, office premises, business premises, child care centres, depot and warehouses and two gymnasiums.

The southern portion of Blueridge Estate, zoned B7 Business Park, is largely vacant with 82 hectares of land currently available for development. Recent development in this locality has largely been attributed to light industrial development.

There are two (2) dwellings located on the southern and eastern portions of the precinct, which would appear to original homesteads prior to the land being fragmented.

The eastern part of the Blueridge Business Park precinct is zoned IN2 Light Industry. This area is comprised of approximately 54.4 hectares of land. Development has occurred within the precinct.

### Physical Characteristics

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**Land Area:** 173.4ha **Vacant Area:** 123.1ha **Occupied Area:** 50.3ha **Gross Floor Area:** 28,683m<sup>2</sup>

---

### Opportunities

- Infrastructure is planned to allow development on vacant land to continue in a sustained manner.
- Good supply of land to enable the continued growth of Blueridge.
- Encourage high quality development with appropriate built form, bulk and design.
- Existing zone allows a wide variety of uses to re-locate to this precinct.
- Good transport linkages between the precinct and the adjoining highway and CBD.
- Future development has good road connections to allow future expansion onto other land within the precinct.
- Consider long term transport routes and their impact on the highway ensuring the efficiency of the Mitchell Highway.
- Ensure the CBD is not undermined through inappropriate use.
- Review existing Structure Plan for the precinct.
- Monitor land uses as Blueridge Business Park expands with a view to ensure the precinct does not significantly undermine the commercial centres hierarchy.

#### Alignment to Regional Plan 2036

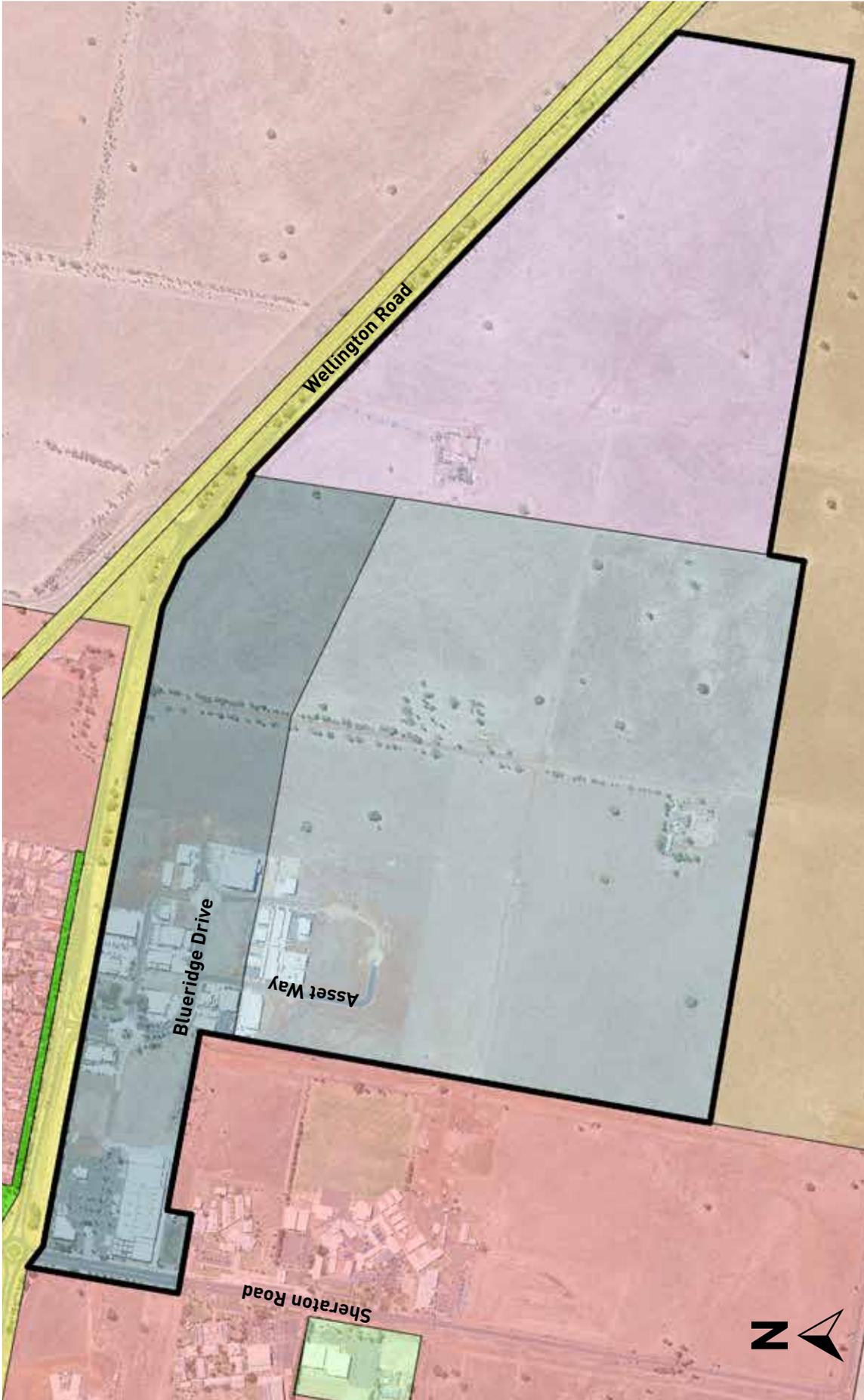
Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 8: Sustainably manage mineral resources

Direction 10: Promote business and industrial activities in employment lands

Direction 19: Enhance road and rail freight links



Precinct Map 23: Blueridge precinct

- Key:**
- Outline of Precinct
  - R2 Low Density Residential
  - B5 Business Development
  - RE1 Private Recreation
  - SP2 Infrastructure
  - B7 Business Park
  - IN2 Light Industrial

## Precinct Guidance

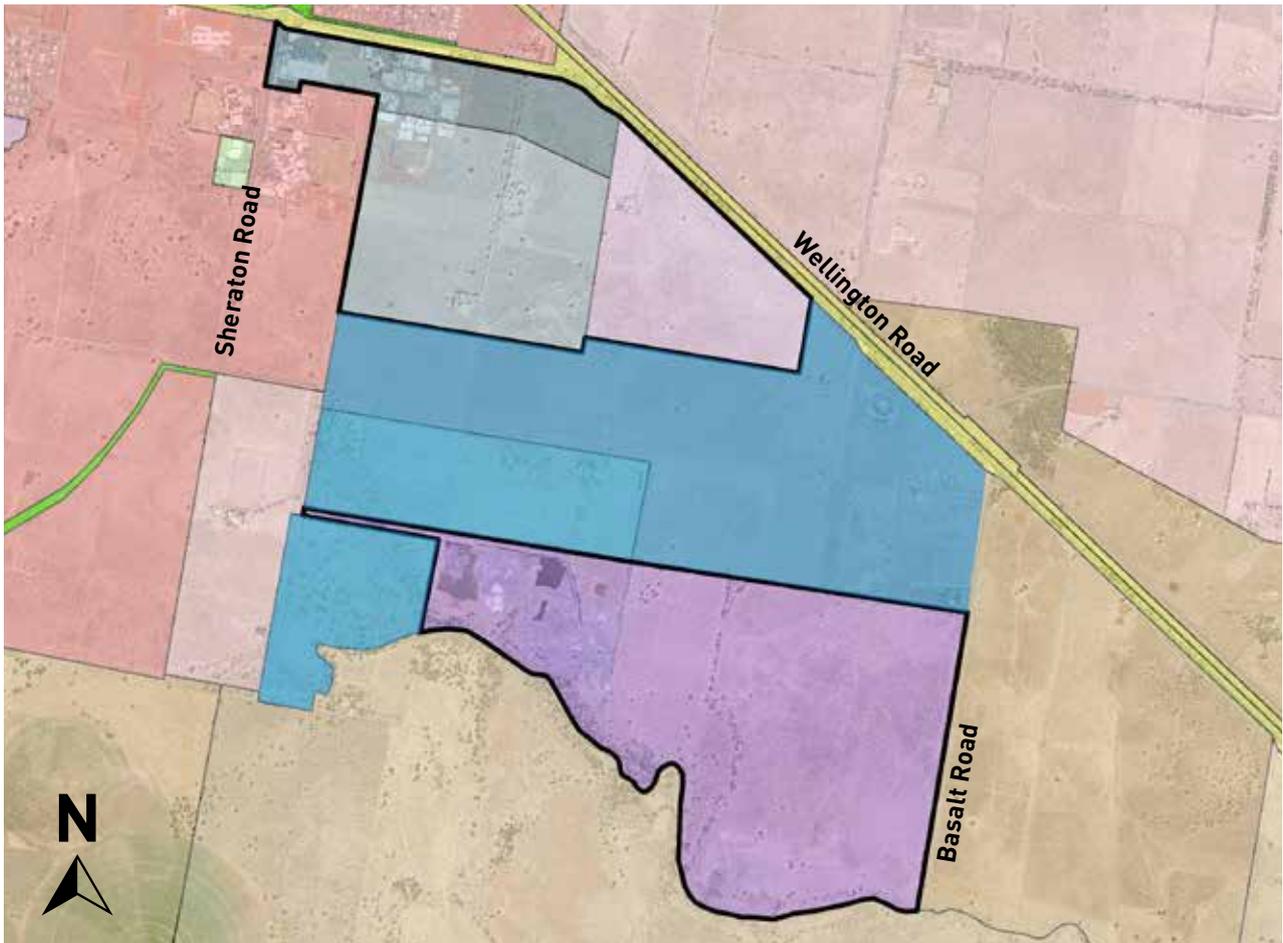
### a) Structure Plan

It is recommended that the existing Structure Plan be prepared for this precinct is reviewed to ensure it is consistent with current and future planning trends and adopted land use Strategies. The Structure Plan review should be completed in the short term to allow for the continued development of the precinct in a sustainable manner.

### b) ICA 1 Blueridge Precinct

The ICA 1 is located within the Blueridge Precinct as seen in Precinct Guidance Map 11. ICA 1 was identified within the strategy for the development of a business park and prestige light industrial park consisting of light manufacturing, warehouse and distribution and high-tech industries. This was primarily as a result of the location of the land adjacent to the Mitchell Highway. The precinct is now zoned B5 Business Development, B7 Business Park and IN2 Light Industrial under the provisions of the Dubbo LEP 2011. Blueridge Business Park, has become a growth area for light industrial and larger format commercial uses as a result of the larger lot sizes, close proximity to Dubbo's centre, infrastructure and access to the Mitchell Highway.

At the present time, not all land within ICA 1 has been rezoned under previous Local Environmental Plans with approximately 268 hectares of identified ICA not zoned for industrial. Dubbo has a significant level of industrial zoned land with approximately 724 hectares of vacant/undeveloped land with 53 to 80 hectares required to meet future demand to the year 2031. Given the oversupply of land both within the City and this precinct, consideration for ICA 1 should be investigated as a long term action. In the long term, dependant on the further rezoning investigations, Blueridge and Basalt Road Precincts may become integrated into single larger precinct.



Precinct Guidance Map 11: Industrial Candidate Area 1 - Blueridge

- Key:
-  Outline of ICA's which have been rezoned
  -  Outline of ICA's which have not been rezoned
  -  RU1 Primary Production
  -  R2 Low Density Residential
  -  R5 Large Lot Residential
  -  IN2 Light Industry
  -  IN3 Heavy Industry
  -  SP2 Infrastructure
  -  RE1 Public Recreation
  -  RE2 Private Recreation

### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region
- Structure plans are prepared for strategically important undeveloped employment lands
- Infrastructure is appropriately planned to encourage sustainable development of employment lands
- Encourage the clustering of industries which share similar synergies
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure
- Maintain the efficiency of Dubbo's key transport corridors

## 14.11 Brocklehurst

### Rationale

The precinct provides approximately 16,854m<sup>2</sup> GFA of employment floor space. Major land use within the precinct, by total floor space, were attributed to manufacturing industries, occupying 5,080m<sup>2</sup> or 37% of the total GFA followed by retail industries which occupied around 2,080m<sup>2</sup> or 18% of total GFA.

An existing extractive industry (quarry) is located within the precinct which has been granted approval to extend into the adjoining RU1 zone to the East of the precinct.

A large proportion of the precinct is vacant (approximately 35%). The precinct has a large frontage to existing railway infrastructure. The IN3 zoned land has minimal noise sensitive receivers in the locality therefore suiting industry which create amenity issues.

Residential uses occupies just over 24 hectares of land within the precinct.

### Physical Characteristics

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**Land Area:** 416.5ha **Vacant Area:** 144.4ha **Occupied Area:** 272.1ha **Gross Floor Area:** 16,854m<sup>2</sup>

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### Opportunities

- Industrial uses are supported with the appropriate provision of infrastructure.
- Monitor adjoining land uses and the potential for conflict, particularly with the nearby village of Brocklehurst.
- Aesthetically pleasing development is provided along major arterial roads.
- Heavy industrial land has direct access to railway infrastructure.
- Opportunity for development requiring access to rail infrastructure and large lots.
- Maintain traffic efficiency of the Newell Highway.
- Structure plan is prepared to provide overarching guidance for undeveloped land.
- Large amount of vacant land will form buffer to residential uses.

#### Alignment to Regional Plan 2036

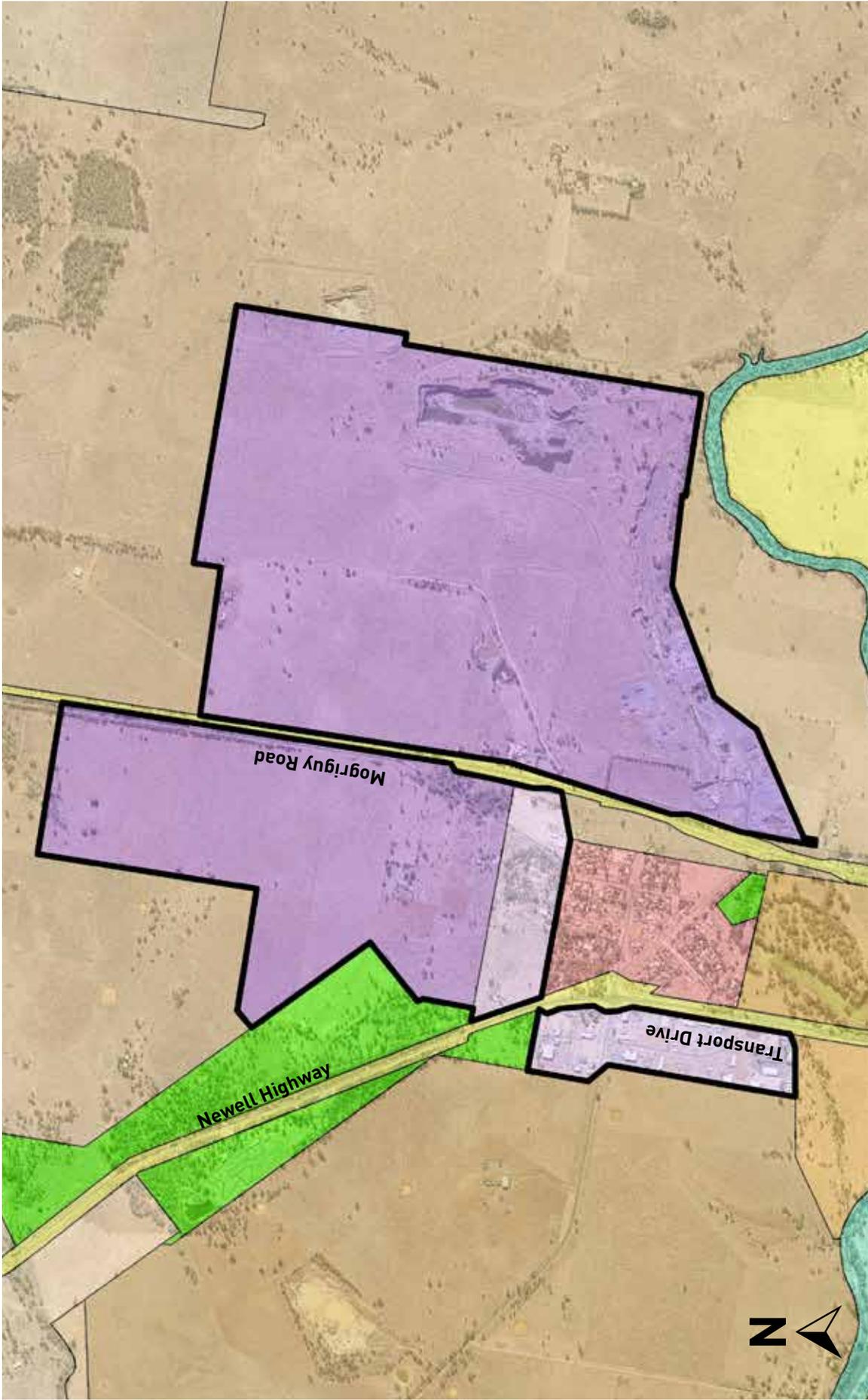
Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 8: Sustainably manage mineral resources

Direction 10: Promote business and industrial activities in employment lands

Direction 19: Enhance road and rail freight links



Precinct Map 24: Brocklehurst precinct

- Key:**
-  Outline of Precinct
  -  RU1 Primary Production
  -  RU2 Rural Landscape
  -  RU4 Primary Production
  -  R2 Low Density Residential
  -  IN2 Light Industrial
  -  IN3 Heavy Industrial
  -  RE1 Private Recreation
  -  SP2 Infrastructure
  -  W2 Recreational Waterways

## Precinct Guidance

A large proportion of the Brocklehurst Precinct is currently undeveloped.

### a) Structure Plan

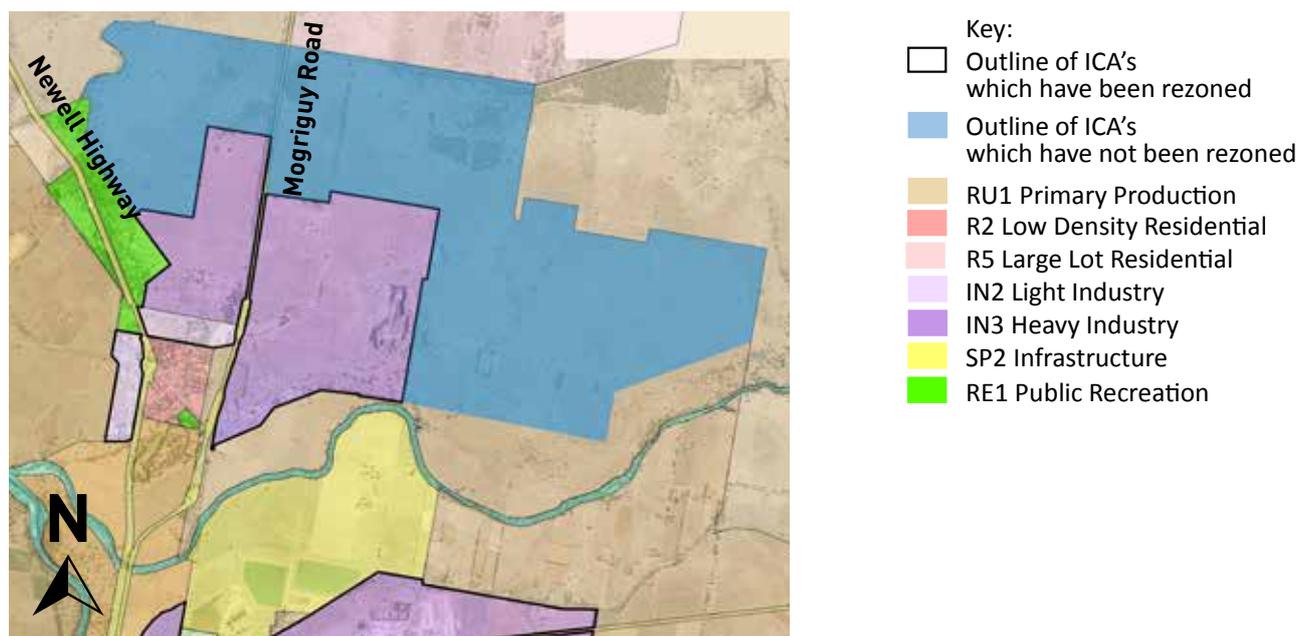
It is recommended that a structure plan be prepared to provide overarching guidance for the long term development of this precinct. This structure plan should be completed in the short-term to facilitate development of the precinct in an sustainable manner.

### b) ICA 3 Brocklehurst

ICA 3 is located within the Brocklehurst Precinct as shown in Precinct Guidance Map 12. ICA 3 was identified within the strategy to provide industrial area for large scale primary processing and food manufacturers with a potential to take problem industries. The precinct contains IN2 Light Industrial and IN3 Heavy Industrial.

Some of ICA 3 has been rezoned under previous Local Environmental Plans with approximately 865 hectares of the identified ICA not zoned for industrial. There has been minimal industrial development within the IN3 zoned land over recent years and therefore still a sufficient supply of IN3 zoned land is available in this precinct. Dubbo has a significant level of industrial zoned land with approximately 724 hectares of vacant/undeveloped land with 53 to 80 hectares required to meet future demand to the year 2031. Given the oversupply of land both within the City and this precinct, consideration for ICA 3 should be investigated as a long term action.

Some portion of the IN3 zoned land has been developed as a quarry with expansions to the west currently being undertaken. Development of this quarry should be monitored.



Precinct Guidance Map 12: ICA 3 Brocklehurst Precinct (previously named Mendooran/Talbragar)

### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Structure plans are prepared for strategically important undeveloped employment lands.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Infrastructure is appropriately planned to encourage sustainable development of employment lands.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Encourage the clustering of industries which share similar synergies.

## 14.12 Yarrandale Road

### Rationale

The precinct provided approximately 182,306m<sup>2</sup> GFA of employment floor space. Major land use within the precinct, by total floor space, were attributed to transport, postal and warehousing industries, occupying 77,745m<sup>2</sup> or 43% of total GFA followed by wholesale industries which occupied around 46,775m<sup>2</sup> or 26% of total GFA.

The precinct contains regional significant infrastructure through the Dubbo Regional Livestock Markets and the Fletcher International abattoirs. The area, in particular Purvis Lane, has seen substantial development with a focus on heavy vehicle maintenance, sales and service and also transport warehouse and distribution. There are opportunities facilitate the growth of these industries further within this precinct.

The precinct generally contains transport networks suitable for large vehicle access, particularly from the Newell Highway.

### Physical Characteristics

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**Land Area:** 785.75ha **Vacant Area:** 495.97ha **Occupied Area:** 289.78ha **Gross Floor Area:** 182,306m<sup>2</sup>

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### Opportunities

- Enhance transportation links between key industrial areas and arterial roads.
- Support industrial uses with appropriate provision of infrastructure.
- Monitor adjoining land uses and potential conflict.
- Development which supports existing infrastructure such as railway, intermodal rail and road-train access.
- Structure plan to provide overarching guidance as to how the precinct can be developed in the future.
- Opportunities for development to take advantage of livestock infrastructure including Dubbo Regional Markets and Fletcher International Exports (abattoirs).
- Opportunities to facilitate further growth of heavy vehicle maintenance, sales and service and also transport warehouse and distribution in the precinct.
- Undertake improvement to road networks (Purvis Lane in particular) to facilitate growth in the heavy vehicle related development.
- Regulate development within the flood plain to be sympathetic to the environmental constraints.
- Opportunities to remove dwellings from the precinct where required to reduce potential amenity issues.

#### Alignment to Regional Plan 2036

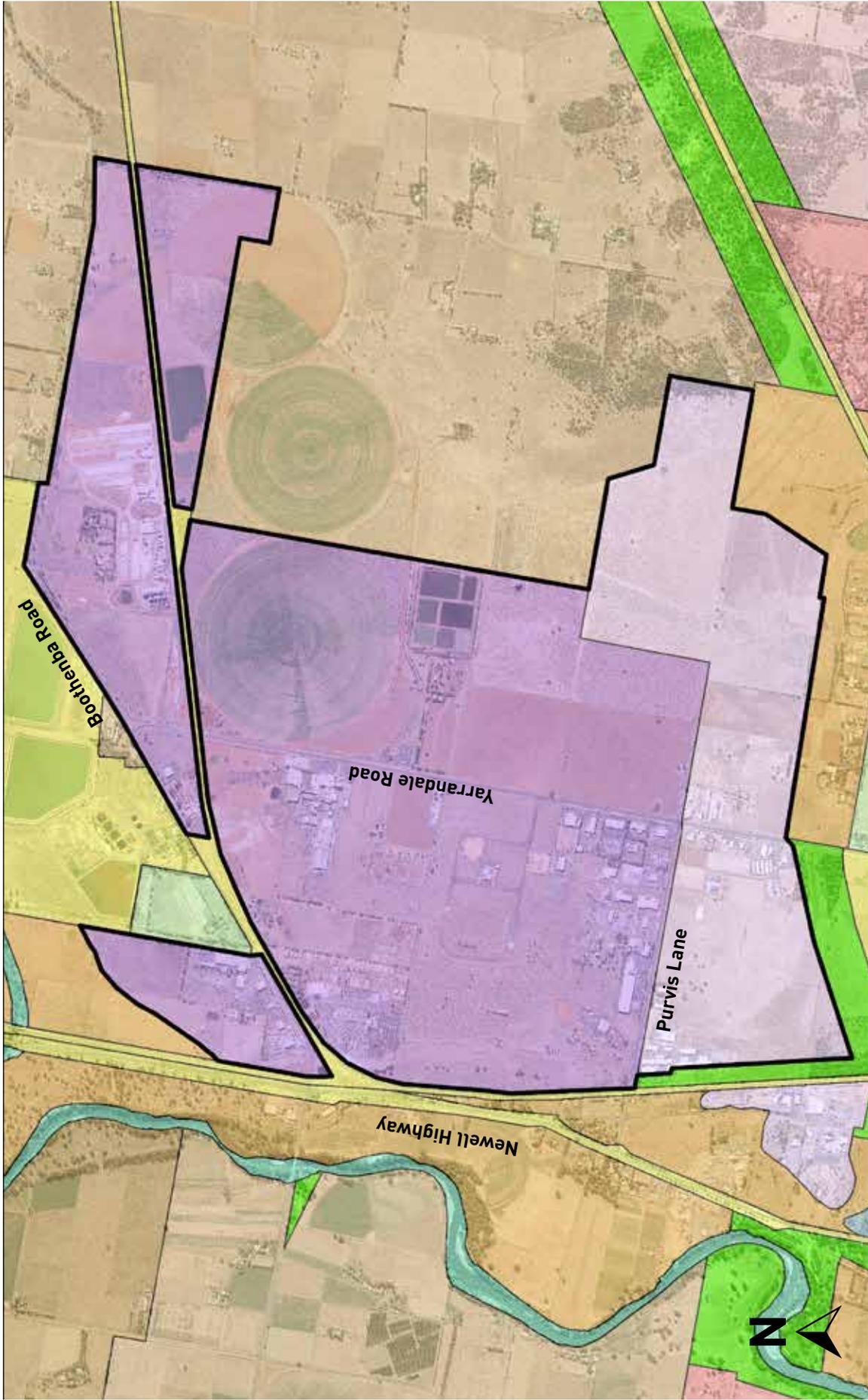
Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 8: Sustainably manage mineral resources

Direction 10: Promote business and industrial activities in employment lands

Direction 19: Enhance road and rail freight links



Precinct Map 25: Yarrandale Road Industrial Precinct

- Key:**
- Outline of Precinct
  - RU2 Rural Landscape
  - R2 Low Density Residential
  - SP2 Infrastructure
  - E3 Environmental Management
  - W2 Recreational Waterways
  - IN2 Light Industrial
  - IN3 Heavy Industrial
  - RE1 Private Recreation

## Precinct Guidance

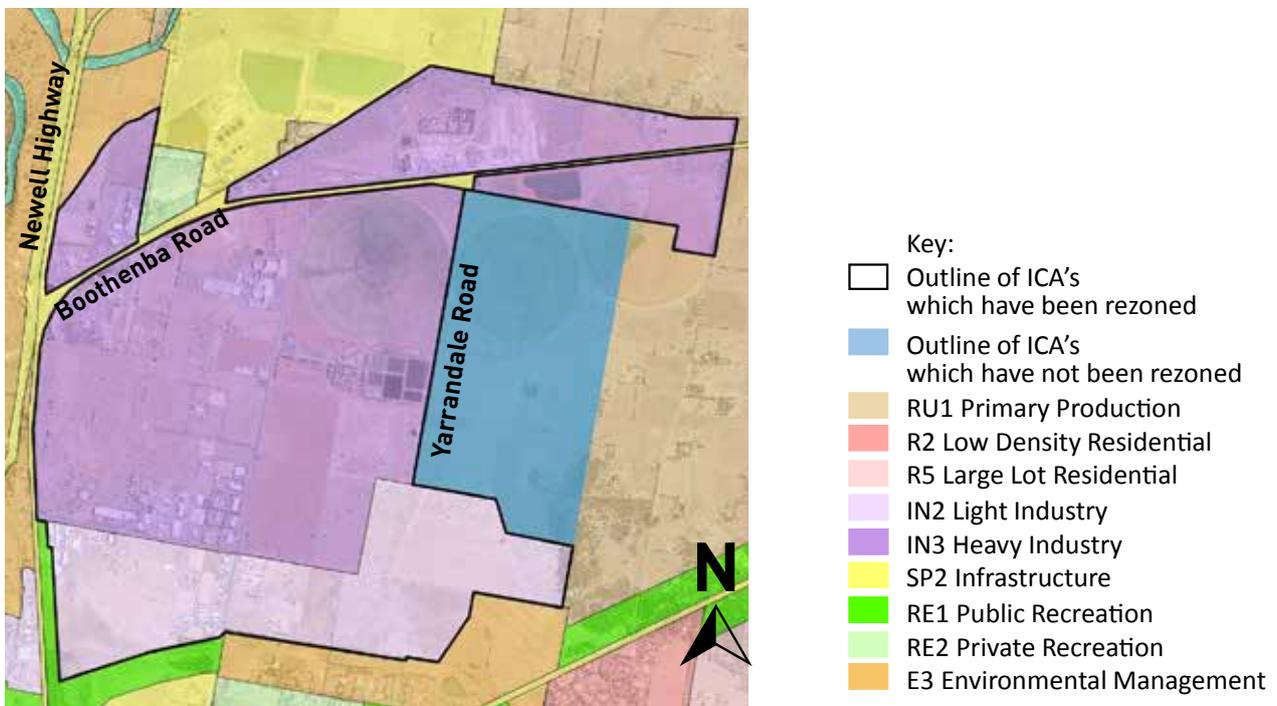
### a) Structure Plan

It is recommended that a structure plan be developed for Yarrandale Road Precinct. The area currently has substantial development along the west of Yarrandale Road and along Purvis Lane. However, there is a significant area of land zoned for industrial purposes which remains undeveloped. Structure plans should be prepared to provide overarching guidance for the future development of the precinct.

### b) ICA 4 Yarrandale Road Precinct

ICA 4 is located within the Yarrandale Road Precinct as seen in Precinct Guidance Map 11. ICA 4 was identified given its location and access to existing road and rail infrastructure.

At the present time, not all land within ICA 4 has been rezoned under previous Local Environmental Plans with approximately 193 hectares of identified ICA not zoned for industrial. Dubbo has a significant level of industrial zoned land with approximately 724 hectares of vacant/undeveloped land with 53 to 80 hectares required to meet future demand to the year 2031. Given the oversupply of land both within the City and this precinct, consideration for ICA 4 should be investigated as a long term action.



Precinct Guidance Map 13: Yarrandale Road Precinct previous ICA 4

### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Structure Plans are prepared for undeveloped employment lands which consider opportunities and constraints to provide overarching guidance to development; Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Infrastructure is appropriately planned to encourage sustainable development of employment lands.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.
- Encourage the clustering of industries which share similar synergies.
- Preserve employment land that can accommodate relatively large floor plates (larger sized lots) with access to main road networks or rail infrastructure.
- Maintain the efficiency of Dubbo's key transport corridors.

## 14.13 Tourist

### 14.13.1 Zoo and Camp Road

#### Rationale

This precinct contains the Taronga Western Plains Zoo which has traditionally underpinned Dubbo's tourism industry as a major tourism attractor for the region. The Zoo has seen significant capital investment over the last decade with improvement to the visitor experience facilities as well as providing several accommodation options.

Development and investment along Camp Road has been mixed and hasn't reached its projected strategic objective. Since 1998, a total of 46 Development Applications have been lodged on the SP3 Tourist zoned land south of Camp Road. 57% (26) of these Applications were tourist related, 33% residential related and 10% subdivision or infrastructure related. The take-up of the tourist related development has been low with only 15 of the approved 26 Applications proceeding to operational status. However, of those 15 that did proceed, only 8 of the 25 properties on Camp Road are currently operating a tourist related development. These operational uses includes recreational paintball, bed and breakfast accommodation, short to medium stay cabin accommodation, recreational pony rides, vineyard and observatory. Additionally, a function centre has recently re-opened after undergoing renovations by a new owner.

Analysis of development and investment trends on Camp Road since 1998 shows the start of a sharp downward trend around 2010-2012. Since 2010, only 4 Development Applications have been approved, with 3 proceeding to operate and only 3 currently operating. The downward trend coincides with the commencement of a major financial outlay from the state government at the zoo.

The land south of Camp Road was envisaged in the Dubbo Commercial Areas Strategy 1997 as an area suitable for tourist and accommodation related development. Over the last two decades, this precinct has experienced both short and long term structural changes and consequently requires reconsideration of the overarching role of this precinct.

Given that over the last two decades this precinct has experienced structural changes, the overarching role of the SP3 Tourist zoned land along Camp Road will need to be reconsidered through consideration of the opportunities and issues discussed in detail over the following chapter. Noting that whilst it has been identified that tourist related development has stagnated, small-scale rural based tourist development still has a significant role to play along Camp Road and a focus on tourist should be maintained. Opportunities for the introduction of dwellings as a permissible form development to facilitate and support the development of small-scale rural based tourist development should be investigated.

#### Physical Characteristics

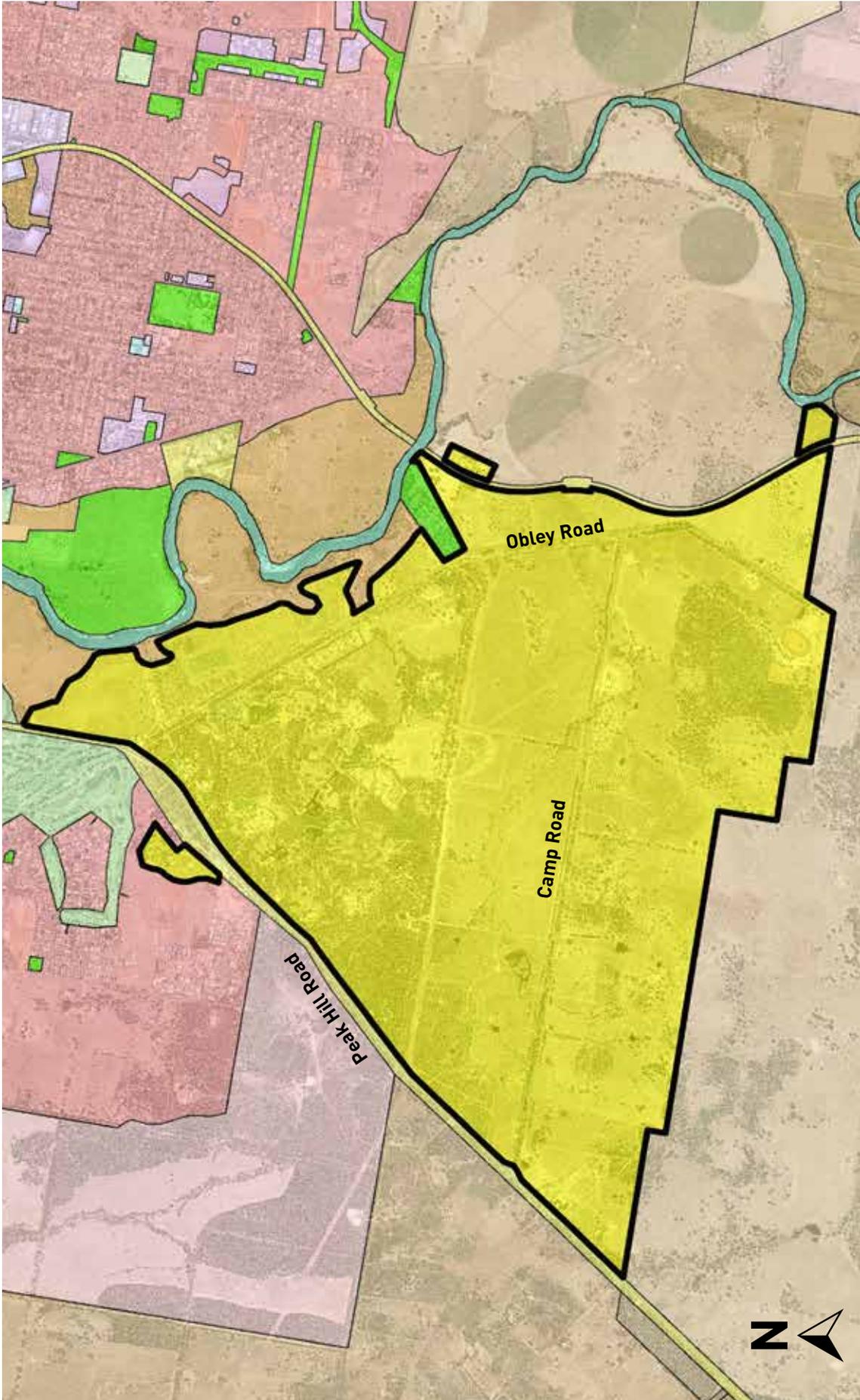
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**Land Area:** 1,099.2ha **Vacant Area:** 449.3ha **Occupied Area:** 649.9ha **Gross Floor Area:** 17,720m<sup>2</sup>

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#### Opportunities

- Enable development of land on Camp Road whilst protecting biodiversity and cultural heritage.
- Ensure the precinct provides a buffer to the land zoned RU1 Primary Production to the south.
- Ensure agricultural activities to the south are protected from incompatible development.
- Ensure buffers between existing development including the zoo, vineyard, function centre, observatory, Morris Park Speedway and Paintball are sufficient so as not prejudice operations.
- The zoo is maintained as a significant attraction and is protected from incompatible development which would impact existing and future operations.
- Investigate suitable land uses for Camp Road to ensure activity and development are compatible and amenity impacts are minimised.
- Consider how existing and future development will be treated as a result of Camp Road being identified as a freightway in the Road Transportation Strategy to 2045.
- Consider position of Camp Road for unique or niche rural based accommodation in order to compete with the Zoo and centrally located accommodation.
- Topography provides natural noise mitigation for Morris Park Speedway activities.
- Investigate opportunities to improve linkages from the precinct to the CBD.



Precinct Map 26: Zoo and Camp Road Precinct

- Key:**
- Outline of Precinct
  - R1 General Residential
  - R2 Low Density Residential
  - R5 Large Lot Residential
  - RU1 Primary Production
  - RU2 Rural Lifestyle
  - RE1 Public Recreation
  - RE2 Private Recreation
  - SP2 Infrastructure
  - SP3 Tourist
  - E3 Environmental Management
  - W2 Recreational Waterway

## Issues

A summary of issues which could be surmised as to why Camp Road has not succeeded as a core tourist and accommodation area are as follows:

- Taronga Western Plains Zoo. The Zoo, which underpins Dubbo's tourism industry as a major tourist attraction for the region, has seen significant investment over the last decade with approximately \$52 Million worth of development being approved since 2008. Of this, \$17 Million worth of development was approved in 2018 alone highlighting the significant short term investment in the Zoo. Additionally, the Zoo commenced investing in onsite accommodation with approximately \$12.4 Million being invested since 2013. The Zoo's significant investment in accommodation around 2013 directly coincides with a downward investment trend on Camp Road as shown in Figure 18.
- The Zoo's accommodation provides experience and animal interactions as well providing discounted package deals for visitors making the viability of private operators on Camp Road more difficult to compete with.
- Local Planning Provisions. The former Dubbo LEP 1998 – Urban Areas made provision for dwellings to only be a permissible form of development when ancillary to a tourist or visitor accommodation use. Following on from the Dubbo LEP 1998, the Dubbo LEP 2011 made in accordance with the standard instrument, made dwelling houses and bed and breakfast accommodation prohibited.
- Camp Road suffers from distance to the CBD. Dubbo's existing accommodation in the CBD and along tourist strips benefit from access to city services such as restaurants, cafes and entertainment, have passing traffic visibility as well as good access to then Dubbo City Regional Airport and train station.
- A level of smaller scale accommodation have been developed on Camp Road. Discussions with property owners indicate provision of accommodation along Camp Road is difficult and viability is questionable given its distance from the CBD, competition with the zoo's varied and integrated accommodation, competition with centrally located accommodation service providers, lack of embellishment and lack of visibility. It also competes with rural based accommodation such as farm stays and bed and breakfasts permissible in rural zones located throughout the LGA.
- Projections out to the year 2031 show Dubbo would require an additional 15,153m<sup>2</sup> of accommodation floor space. Two mixed use developments planned in the Dubbo CBD have the capacity for approximately 15,000m<sup>2</sup> of serviced apartment floorspace and the Cattleman's Country Motor Inn continues to expand with another 19 units currently under construction. Additionally, it is recommended that additional SP3 Tourist zoned land be investigated adjacent to the Health, Well-being and Education Precinct to capture visitor stays in close proximity to this growth area.
- Viability of tourist activity operations. The precinct contains some varied forms of tourist operations which appear to be operating effectively including the observatory, vineyard, Morris Park Speedway, the paintball field and recreational pony rides. However, discussions with property owners indicate there is difficulty in both proceeding with tourist ventures and then maintaining a viable tourist operation. Property owners stated that it was difficult to operate year round, there was a need to supplement the operations income, difficulty in accessing finance to undertake development, lack of visibility, distance from the CBD and the need for private transport. The general consensus was there was a negative position towards Camp Road being a viable location for a full-time tourist attraction.
- The general view of the property owners was that the future of Camp Road was not large scale full-time tourist activities, rather unique smaller scale tourist activities operating on a part-time or seasonal basis. Additionally, property owners expressed they would be more inclined to invest in tourist related activities if:
  - They were able to finance against equity in their dwellings which they currently having difficulty achieving as dwellings are a prohibited use;
  - There was greater activation and embellishment of the area increasing patronage along Camp Road; and
  - Subdivide lots excess to their needs in order to access additional finance.

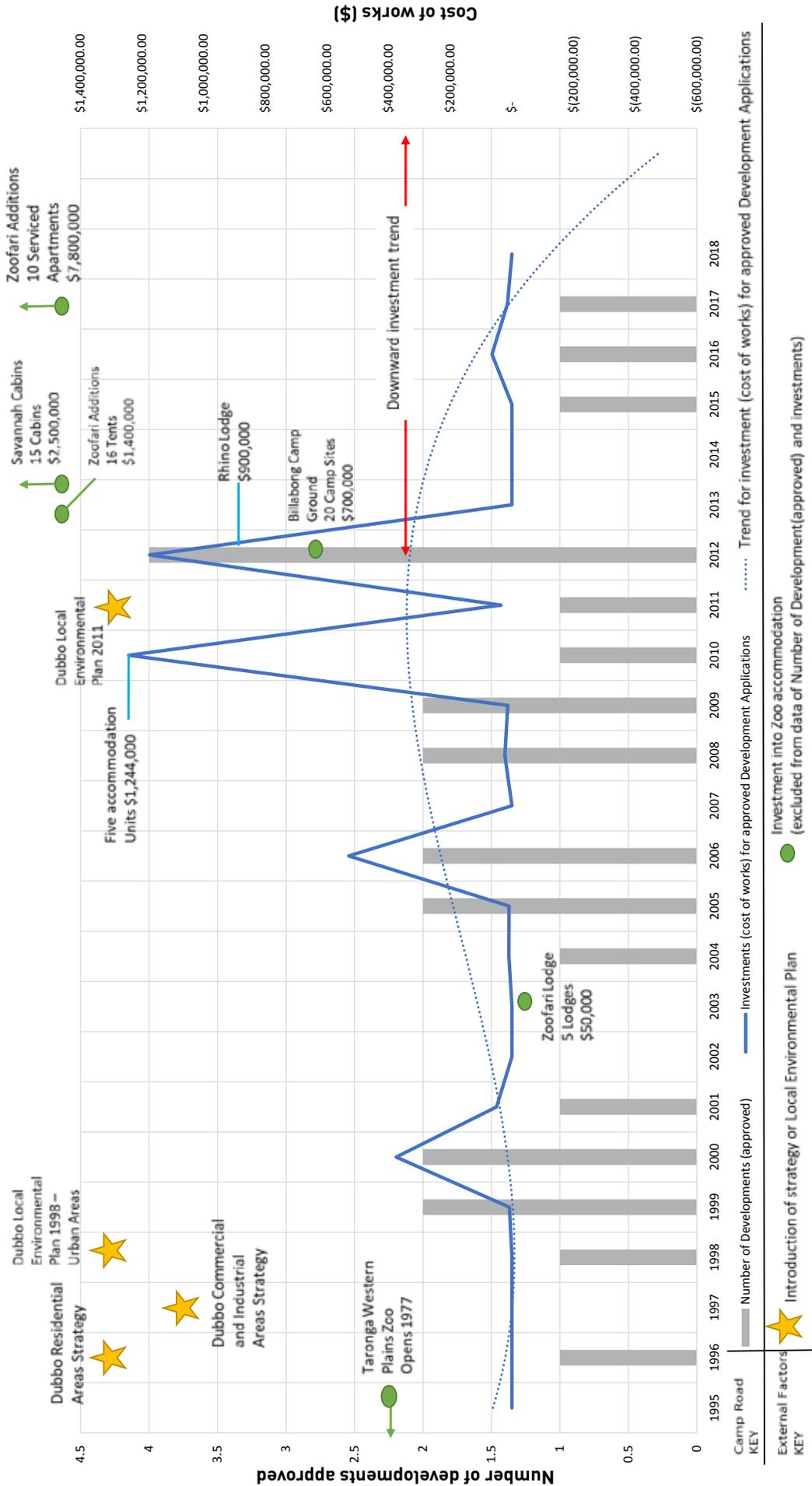


Figure 18: Timeline of Camp Road

## Precinct Guidance

### a) Future Role of Camp Road

The role of Camp Road is to provide a suitable strip of land which allows small-scale rural based tourist development not suitable for central urban areas which are compatible with semi-rural style residential living. The precinct should enable semi-rural style residential development to facilitate the activation and embellishment of the area in order to support small-scale rural based tourist development.

### b) Land Use Zone

It is recommended that the SP3 Tourist zoned land south of Camp Road be investigated further with respect to analysing whether this is the most appropriate zone based on the future role of the precinct and Council's objectives for the land.

### c) Dwellings

It is recommended that dwellings become a permissible form of development on the land south of Camp Road.

It is considered that dwellings will be restricted a Minimum Lot Size (MLS) for the SP3 zoned land. The MLS will be established in further Strategic Work upon adoption of a Structure Plan.

### d) Review of lot sizes

As the land is currently zoned SP3 Tourist and dwellings are prohibited, the land does not have any minimum lot size provisions. As the Strategy recommends that the role of the Camp Road precinct change with dwellings being considered as a permissible form of development, a review of the minimum lot size provisions should be undertaken. In this regard, it is recommended that Council facilitate the subdivision of large lots to both allow more manageable land parcels and excise unused land for additional capital. Noting that many property owners in this precinct continue to highlight issues with the ability to generate capital to undertake tourist related development ventures. This was predominantly as a result of dwellings being made a prohibited form of development in the SP3 Tourist zone complicating matters from a finance perspective with lending institutions. Given the area also lacks embellishment, somewhat as a result of stagnated development, new dwellings and property owners into the area could assist with embellishment of the precinct. Existing development which could potentially suffer through inappropriate buffers should be considered with determination of a minimum lot size.

### e) Morris Park Speedway

Morris Park Speedway has operated on the south eastern side of Camp Road since the early 1960's. Being a motorsport activity it is a significant noise generator. However, noise is somewhat mitigated with the natural topography assisting with noise reduction. Noise studies have shown that the 55 dB(A) noise contour is not a major constraint for the precinct. It is recommended that areas subject to noise impacts generated by Morris Park be formalised through planning provisions in the Dubbo Local Environmental Plan 2011.

### f) Amenity

Given that Camp Road already contains 15 dwellings (including managers residences), major recreational facilities could potentially result in adverse amenity issues on existing residents in the locality. It is therefore considered this is not the most appropriate precinct for major recreational facilities which includes the likes to theme parks and sport stadiums. Consideration should be given to removing this form of development from the Camp Road precinct. The current provisions of the Dubbo Local Environmental Plan 2011 permit major recreational facilities in the RU1 Primary Production zone, which forms the largest zone percentage wise in the Dubbo Regional Local Government Area.

It is therefore recommended that investigations be made with respect to removing recreational facilities (major) as a permissible use in the SP3 Tourist zone and making them a permissible land use in the RU2 Rural Landscape zone to provide additional options.

### g) Road Transportation Strategy

Camp Road is identified as functioning as a future Distributor Road within the Dubbo Road Transportation Strategy to 2045. Whilst this strategy expects the southern freightway to be developed around the year 2045, Council is currently undertaking a further review of the Strategy and the demand for any future Distributor Road through the Camp Road precinct. On the basis of current analysis, this shows that the Camp Road link is identified as a 'very long term' project and may not be required until at least 2060, but more likely towards 2070. However, this will continue to be reviewed in accordance with five (5) year reviews of the transportation strategy.

## h) Structure Plan

It is recommended that the draft Camp Road Structure Plan be finalised. The Structure Plan should provide overarching guidance for future development of this area by identifying constraints and existing development. It should also identify opportunities for future tourist and semi-rural lifestyle style development with a view to minimise land use conflicts in the precinct and consider an appropriate minimum lot size. The structure plan should identify existing development which could potentially suffer as a result of incompatible development through inappropriate buffers.

### Alignment to Regional Plan 2036

Direction 1: Protect the region's diverse and productive agricultural land  
Direction 4: Promote and diversify regional tourism markets  
Direction 10: Promote business and industrial activities in employment lands  
Direction 12: Plan for greater land use compatibility  
Direction 25: Increase housing diversity and choice  
Direction 28: Manage rural residential development

### Planning Principles

- Strategically important employment lands are protected from incompatible rezoning's, incompatible uses and land use conflict.
- Maintain Dubbo as the major employment and service centre of the Orana region.
- Structure Plans are prepared for undeveloped employment lands which consider opportunities and constraints to provide overarching guidance for development.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate Dubbo's short-term, medium-term and long-term growth.
- Infrastructure is appropriately planned to encourage sustainable development of employment lands.
- Enable the development of dwelling houses in a manner which is cognisant with Council's focus of small scale tourist related uses in the precinct.

### 14.13.2 Central Tourist Strips

#### Rationale

This tourist precinct is zoned SP3 Tourist and located along the Highway corridors leading into Dubbo. The zones run along the south of Cobra Street and along east and west of Whylandra Street. This precinct contains a high proportion of accommodation related development which benefits from a significant level of passing trade.

#### Physical Characteristics

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**Land Area:** 30.4 ha **Vacant Area:** 5.3 ha **Occupied Area:** 25.1 ha **Gross Floor Area:** 79,241m<sup>2</sup>

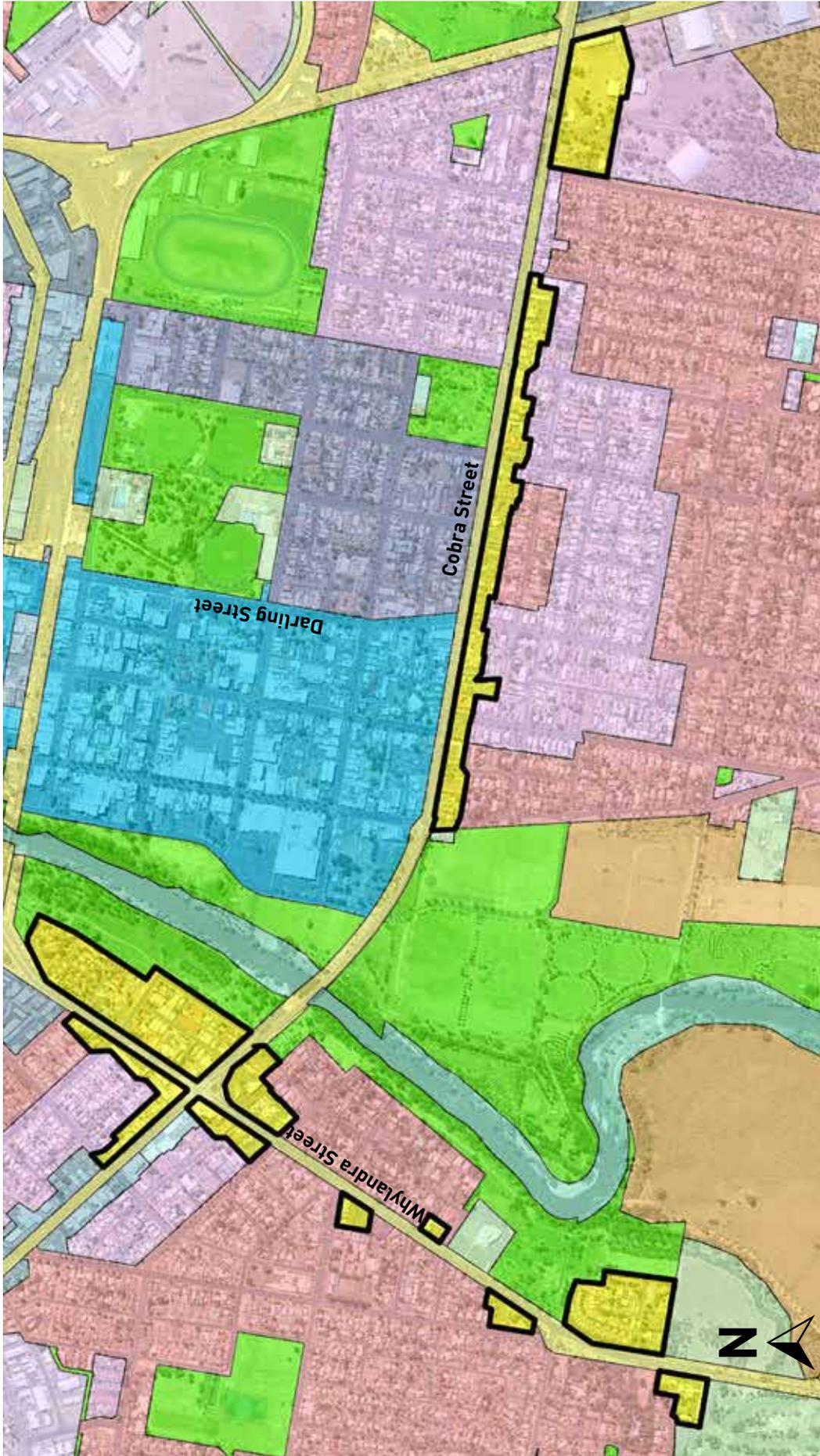
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#### Opportunities

- Maintain and enhance the established use of the precinct as a traveller service corridor.
- Ensure an attractive and distinctive environment for tourist and tourist operations.
- Manage the traffic volumes of the corridor without compromising passing trade.
- Resolve amenity conflicts with adjoining uses.
- Potential to support the CBD Precinct.
- Good exposure to highway corridor benefiting business requiring passing trade.
- Monitor and manage vehicle access and parking issues.
- Preserve and maintain heritage qualities on the RAAF Base site.

#### Alignment to Regional Plan 2036

Direction 1: Protect the region's diverse and productive agricultural land  
Direction 4: Promote and diversify regional tourism markets  
Direction 10: Promote business and industrial activities in employment lands  
Direction 12: Plan for greater land use compatibility  
Direction 25: Increase housing diversity and choice  
Direction 28: Manage rural residential development



Precinct Map 27: Central Tourist Strips

- Key:**
- Outline of Precinct
  - R1 General Residential
  - R2 Low Density Residential
  - B1 Neighbourhood Centre
  - B3 Commercial Core
  - B4 Mixed Use
  - B5 Business Development
  - B6 Enterprise Corridor
  - IN2 Light Industrial
  - SP2 Infrastructure
  - SP3 Tourist
  - RE1 Public Recreation
  - RE2 Private Recreation
  - E3 Environmental Management
  - W2 Recreational Waterways

## Precinct Guidance

In respect to existing structure at the former RAAF Base located within this precinct, this strategy acknowledges that the owners of the land have the ability to lodge a Development Application for adaptive re-use of heritage listed buildings under Clause 5.10 Heritage Conservation of the Dubbo Local Environmental Plan 2011. This clause allows Council to consider a Development Application for a use which may not ordinarily be permissible on the land, subject to the adaptive re-use and conservation of the heritage building.

However, any development for an adaptive re-use under Clause 5.10 Heritage Conservation that results in a business or commercial use must be accompanied by an Economic Impact Assessment (EIA), which has been prepared by a suitably qualified and experienced professional, justifying the proposed activity.

### Planning Principles

- Maintain Dubbo as the major employment and service centre of the Orana region.
- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Facilitate revitalisation of existing employment lands precincts to meet the changing needs of industry.

### 14.13.3 Tourist Spot Zonings

#### Rationale

The Dubbo Local Government Area contains several smaller sites zoned SP3 Tourist outside of the major strips and precincts. The SP3 Tourist sites include Bourke Street and Myall Street/Wheelers Lane.

The Bourke Street SP3 Tourist site is located on the corner of Bourke and Macleay Street's containing accommodation services.

The Myall and Wheelers Lane contains accommodation services and a restaurant.

A Development Application has been approved for the former RAAF Base partly contained within this precinct. The Development Application inclusive of five stages has been approved subject to conditions of consent. The consent approves a mixed development incorporating residential, industrial and tourist land uses.

#### Physical Characteristics

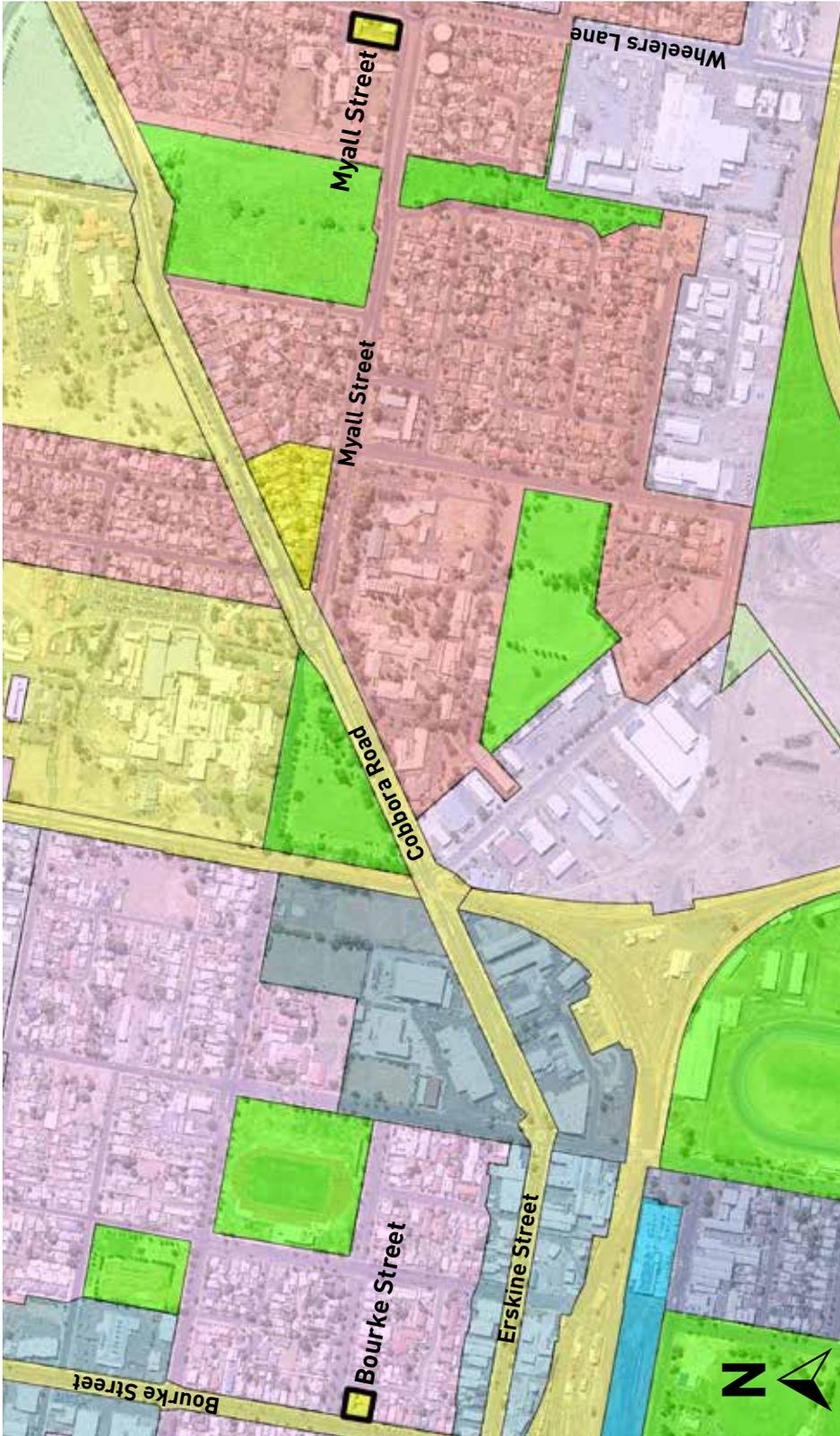
Council Facility	Land Area (ha)	Vacant Area	Occupied Area	Gross Floor Area
<b>Bourke Street</b>	0.2 ha	0 ha	0.2 ha	1,085m <sup>2</sup>
<b>Myall Street/ Wheelers Lane</b>	0.27 ha	0 ha	0.27 ha	715m <sup>2</sup>
<b>Total</b>	<b>0.47 ha</b>	<b>0ha</b>	<b>0.47 ha</b>	<b>1,800m<sup>2</sup></b>

#### Opportunities

- Ensure an attractive and distinctive environment for tourist and tourist operations.
- Myall Street/Wheelers Lane - Support the Health, Well-being and Education Precinct in providing short-term accommodation.
- Manage amenity conflicts with adjoining uses.
- Bourke Street - Recognise the relationship between the adjoining B1 neighbourhood centre and this area.

#### Alignment to Regional Plan 2036

Direction 1: Protect the region's diverse and productive agricultural land  
Direction 4: Promote and diversify regional tourism markets  
Direction 10: Promote business and industrial activities in employment lands  
Direction 12: Plan for greater land use compatibility  
Direction 25: Increase housing diversity and choice  
Direction 28: Manage rural residential development



Precinct Map 28: Tourist Spot Zoning

**Key:**

	Outline of Precinct		B3 Commercial Core		RE2 Private Recreation
	R1 General Residential		B4 Mixed Use		E3 Environmental Management
	R2 Low Density Residential		B5 Business Development		W2 Recreational Waterways
	B1 Neighbourhood Centre		B6 Enterprise Corridor		IN2 Light Industrial
					SP2 Infrastructure
					SP3 Tourist
					RE1 Public Recreation

**Planning Principles**

- Ensure an adequate supply of appropriately located and serviced employment lands are maintained to facilitate short-term, medium-term and long-term growth.
- Ensure an adequate supply of appropriately located and services industrial, commercial, institutional and tourism lands is maintained to meet current and future demand.

## 14.14 Infrastructure

### 14.14.1 Council Infrastructure

#### Rationale

The Dubbo Regional Council owns a variety of facilities zoned SP2 Infrastructure used to service the Dubbo urban area. The facilities include the Whylandra Waste and Recycling Centre, Dubbo Water Treatment Facility and Bootherba Waste Water Treatment Facility. Whylandra Waste and Recycling Centre is located around 13.8 kilometres or a 13 minute drive to the north west of Dubbo Railway Station. With the facilities distance from Dubbo City contributing to its appropriateness for use as waste disposal/land fill.

The Dubbo Water Treatment Facility is zoned SP2 – Infrastructure and is located just under three kilometres or a seven minute drive to the south of Dubbo Railway Station. The facility fronts Macquarie Street, giving it good connectivity to other parts of Dubbo City.

The Bootherba Waste Water Treatment Facility is zoned SP2 Infrastructure and is located around five and a half kilometres or a seven minute drive to the north of Dubbo Railway Station.

#### Physical Characteristics

Council Facility	Land Area (ha)	Vacant Area	Occupied Area	Gross Floor Area
<b>Whylandra Waste and Recycling Centre</b>	0.2 ha	0 ha	0.2 ha	1,085m <sup>2</sup>
<b>Water Treatment Facility</b>	0.27 ha	0 ha	0.27 ha	715m <sup>2</sup>
<b>Bootherba Waste Water Treatment Facility</b>	0.47 ha	0ha	0.47 ha	1,800m <sup>2</sup>
<b>Total</b>	<b>825ha</b>	<b>0ha</b>	<b>825ha</b>	<b>5,275m<sup>2</sup></b>

#### Opportunities

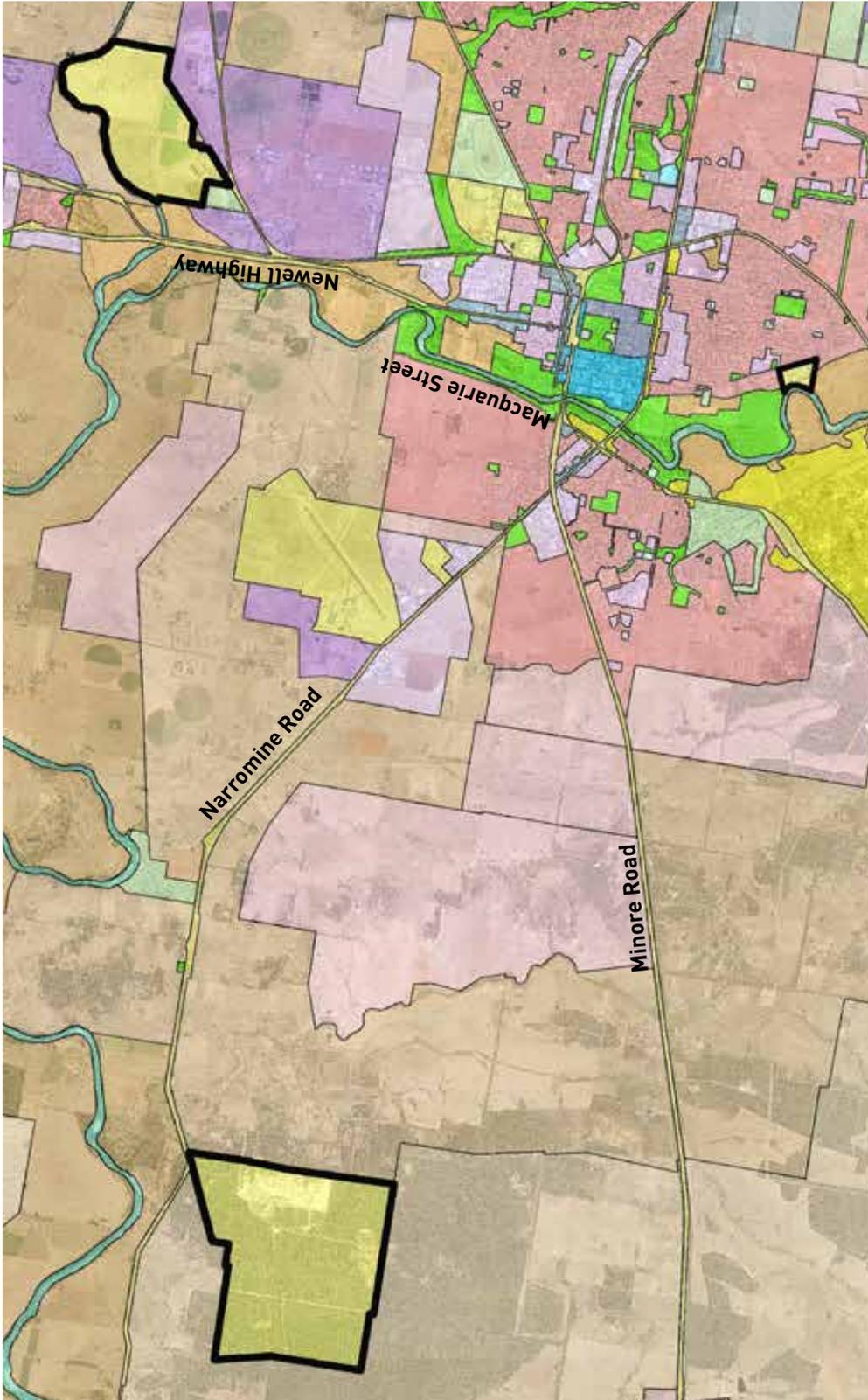
- Consolidate infrastructure within existing SP2 Lands.
- Monitor population growth in respect to the demand for infrastructure facility.
- Support appropriate waste facilities to support the growth of the Dubbo Urban area.
- Provide appropriate infrastructure for the facility to function efficiently.

#### Alignment to Regional Plan 2036

Direction 1: Protect the region's diverse and productive agricultural land

Direction 13: Protect and manage environmental assets

Direction 21: Coordinate utility infrastructure investment



Precinct Map 29: Council owners SP2 Infrastructure Land

**Key:**

	Outline of Precinct		R2 Low Density Residential		B4 Mixed Use		IN3 Heavy Industrial		E3 Environmental Management
	RU1 Primary Production		R5 Large Lot Residential		B5 Business Development		SP2 Infrastructure		W2 Recreational Waterways
	RU2 Rural Landscape		B1 Neighbourhood Centre		B6 Enterprise Corridor		SP3 Tourist		
	RU4 Primary Production Small Lots		B2 Local Centre		B7 Business Park		RE1 Public Recreation		
	R1 General Residential		B3 Commercial Core		IN2 Light Industrial		RE2 Private Recreation		

### Planning Principles

- Strategically important employment lands are protected from incompatible rezoning's, incompatible uses and land use conflict.
- Infrastructure is appropriately planned to encourage sustainable development of employment lands.
- Encourage the clustering of industries which share similar synergies.

## 14.14.2 NSW Railway and Kokoda Place

### Rationale

SP2 Infrastructure zoned land outside of the major precincts and Councils ownership includes NSW Rail and Essential Energy.

The NSW Rail land is zoned SP2 Infrastructure and is in the immediate locality of the Dubbo Railway Station. The land is separated into four isolated areas which are connected by the SP2 Infrastructure zoning.

The land located at Kokoda Place is zoned SP2 Infrastructure and is a one minute drive or 1 kilometre from the Dubbo Railway Station. The precinct contains an Army Reserve building and several railway support buildings.

### Physical Characteristics

Council Facility	Land Area (ha)	Vacant Area	Occupied Area	Gross Floor Area
NSW Rail	4ha	0.2ha	3.8ha	6228m <sup>2</sup>
Kokoda Place	1.1ha	0ha	1.1ha	1,651m <sup>2</sup>
<b>Total</b>	<b>5.1ha</b>	<b>0.2ha</b>	<b>4.9ha</b>	<b>7,879m<sup>2</sup></b>

### Opportunities

- Support the importance of the rail infrastructure for the economic prosperity of Dubbo.
- Provide appropriate infrastructure for the facility to function efficiently.
- Consolidate infrastructure within existing SP2 Lands.
- Monitor population growth in respect to the demand for this facility.
- Kokoda Place supports the community uses nature of the area.

#### Alignment to Regional Plan 2036

Direction 1: Protect the region's diverse and productive agricultural land

Direction 13: Protect and manage environmental assets

Direction 21: Coordinate utility infrastructure investment



Precinct Map 30: NSW Railway and Kokoda Place SP2 Infrastructure Land

<b>Key:</b>			
Outline of Precinct	B3 Commercial Core	B6 Enterprise Corridor	RE1 Public Recreation
R1 General Residential	B4 Mixed Use	IN2 Light Industrial	RE2 Private Recreation
R2 Low Density Residential	B5 Business Development	SP2 Infrastructure	

### Precinct Guidance

Kokoda Place sub-precinct would appear to be used by the Army Reserve as a training facility and is zoned SP2 Infrastructure (Railway). As the use is not relevant to the railway or the rail corridor investigations should be made for a more appropriate zone for this lot.

### Planning Principles

- Infrastructure is appropriately planned to encourage sustainable development of employment lands.

# PART FOUR – IMPLEMENTATION

## 15. Implementing the Strategy

The Employment Land Strategy aims to ensure adequate demand and supply of commercial, industrial and special zoned land to facilitate the concentric growth of Dubbo employment lands. Implementation requires council staff, stakeholders and state agencies to commit to achieving the outcomes and recommendations made within the strategy. Dubbo Regional Council will play the primary role of facilitating the objectives and implementation of this document, utilising statutory and strategic controls.

Recommendations made within this strategy allow future rezoning, structure plans and the general growth of employment lands progress in an orderly manner.

This section of the strategy will identify each recommendation, the reasons for the recommendations and will outline a basic implementation strategy for each key recommendation. Time frames for implementation are described as short, medium or long term. As the nature of population, employment lands and planning trends are constantly changing, Council wishes to focus on facilitating a flexible and practical approach to achieving these recommendations.

The anticipated phasing time frames within the table are as follows:

**Short Term, 2019-2021**, this timeframe is anticipated to be completed within a 2 year period. These actions are considered a priority to direct the immediate growth of employment lands.

**Medium Term, 2022-2027**, this timeframe is anticipated to be completed within a 5 year period. These actions are considered to be relatively major actions which require further analysis and investigation before delivery.

**Long Term, 2028-2031**, this timeframe is anticipated to be completed within a 3 year period. These actions are considered to be major actions or relate to population trends which need to be monitored prior to delivery of these actions. Noting that these actions are based on current population and land demand and supply projections, it is recommended that further reviews of this strategy investigate these actions to ensure their continued appropriateness for Dubbo's employment growth.

Precinct Guidance	Comment	Anticipated Phasing
CBD Expansion	Investigate opportunities to expand the CBD to ensure sufficient retail floorspace supply is provided.	Long Term
Websdale Road B1 Neighbourhood Centre rezoning	Investigate the rezoning of the B1 zone to a residential zone.	Short Term
North West Urban Release Area Neighbourhood Centre	Investigate provision of a neighbourhood centre zone in the North-West urban release area.	Long Term
North West Urban Release Area Mixed Use zone	Investigate a mixed use zone in the NW URA.	Long Term
Myall Street Neighbourhood Centre – rezoning investigations of undeveloped land	Investigations with respect to the undeveloped area at the rear of the neighbourhood shop should be undertaken with potential to rezone to residential.	Short to Medium Term
West Dubbo – B5 Business Development zone	Investigate an appropriate zone for this precinct.	Short Term
Bourke Street – B6 Expansion East into River Street	Investigations should be made into the viability of expanding the B6 Enterprise Corridor east along River Street.	Short to Medium Term
Victoria Street Enterprise Corridor	Investigate buffer between precinct and residential areas. Also investigate opportunities to remove residential dwellings from the precinct.	Ongoing

Precinct Guidance	Comment	Anticipated Phasing
Health, Well-being and Education Precinct – Mixed Use zone	Investigate a B4 mixed use zone for the R2 land adjacent to the Health, Well-being and Education Precinct to support the significant development occurring.	Short Term
Health, Well-being and Education – Site Specific Development Control Plan	Preparation of a development control plan for the mixed use zone.	Short Term
Health, Well-being and Education – Neighbourhood Centre	Investigate provision of a Neighbourhood Centre.	Short to Medium Term
Health, Well-being and Education Precinct – SP3 Tourist zone	Investigate extending the SP3 Tourist zone along Cobbora Road.	Long Term
Health, Well-being and Education Precinct – Macquarie Home Stay	Investigate rezoning the land which Macquarie Homestay is located on, to SP3 Tourist.	Short Term
Health and Education – Precinct Plan	Prepare a Precinct Plan over the Health, Well-being and Education Precinct to provide overarching guidance for the future development of this precinct.	Short Term
Airport Precinct – Commercial zone	Investigate a commercial zone in West Dubbo	Medium to Long Term
Airport Precinct – Structure Plan	Prepare a Structure Plan over the Airport Precinct to provide overarching guidance for the development of this precinct.	Short Term
Airport Precinct – Industrial Candidate Area	Investigate whether any further industrial zoned land is required in this precinct.	Long term
East Dubbo Industrial Precinct – Wheelers Lane	Investigate rezoning the IN2 Light Industrial zoned land on western side of Wheelers Lane to a commercial zone.	Long Term
East Dubbo Light Industrial – Inland Rail Maintenance Facility	Investigate zoning of land once Inland Rail Maintenance Facility is operational.	Medium Term
North Industrial Precinct – Land use conflict	Investigate opportunities to create a buffer between the industrial and residential precincts. Also investigate opportunities to remove residential dwellings from the precinct.	Ongoing
Basalt Road Precinct – Monitor Quarry Development	Quarry developments are monitored.	Ongoing
Blueridge – Structure Plan	Review existing Blueridge over the Structure Plan to provide overarching guidance for the development of this precinct.	Short Term
Blueridge Precinct – Industrial Candidate Area	Investigate whether any further industrial zoned land is required in this precinct.	Long Term
Brocklehurst Precinct – Structure Plan	Prepare a Structure Plan over the Brocklehurst Precinct to provide overarching guidance for the development of this precinct.	Short Term
Brocklehurst Precinct – Industrial Candidate Area	Investigate whether any further industrial zoned land is required in this precinct.	Long Term
Yarrandale Road Precinct – Structure Plan	Prepare a Structure Plan over the Yarrandale Road Precinct to provide overarching guidance for the development of this precinct.	Short Term
Yarrandale Road Precinct – Industrial Candidate Area	Investigate whether any further industrial zoned land is required in this precinct.	Long Term

Precinct Guidance	Comment	Anticipated Phasing
Zoo and Camp Road Precinct - Land use zone	Investigate if SP3 Tourist is the most appropriate zone based on the future role of the precinct.	Short Term
Zoo and Camp Road Precinct - Dwellings	Implement the recommendation that dwellings become a permissible form of development on the land south of Camp Road	Short Term
Zoo and Camp Road Precinct - Review of lot sizes	Investigate a suitable minimum lot size for the precinct.	Short Term
Zoo and Camp Road Precinct - Morris Park Speedway	Implement changes into the Dubbo Local Environmental Plan 2011 to formalise areas subject to noise impacts.	Short Term
Zoo and Camp Road Precinct - Amenity	Implement changes into the Dubbo Local Environmental Plan 2011 to remove recreational facilities (major).	Short Term
Zoo and Camp Road Precinct - Road Transportation Strategy	Review the Dubbo Road Transportation Strategy every five (5) years.	Long Term
Zoo and Camp Road Precinct - Structure Plan	Finalise Draft Structure Plan over the Zoo and Camp Road Precinct to provide overarching guidance for the development of this precinct.	Short Term
Central Tourist Strips – Former RAAF Stores Depot	Consideration of an Economic Impact Assessment for adaptive reuse.	Short to Medium Term
Railway and Kokoda Place – Kokoda Place rezoning	Investigate the rezoning of this land to a more appropriate zone.	Short Term

## 16. Monitoring

It is recommended this strategy generally be reviewed every 5 years to investigate changes in the economy, legislation, policies, community and development trends whilst examining demand and supply forecasts. The economy of Dubbo will be monitored by investigation of the employment characteristics and analysis of the forecasts. Planning legislation changes and planning trends will be monitored to facilitate the most modern and dynamic planning principals are implemented correctly and where appropriate. The communities vision for employment lands forms a critical component of public exhibition to encourage integration of Council policies and community views and aspirations.

The monitoring process is key in ensuring that the employment land strategy represents a living document creating synergies with Dubbo's employment lands. The process will support the document ensuring relevant population demographics, legislation, employment trends and forecast are discussed to achieve the orderly growth of employment lands in the former Dubbo LGA.

## Document Control Table

Revision	Purpose	Date
1	Draft Issued for Public Exhibition	24 September 2019
2	Amendments for Council Adoption	25 February 2019
3	Amendment for Department Planning, Industry and Environment Endorsement	2 July 2019

Adopted by Council on 11 March 2019

Endorsed by Department Planning, Industry and Environment on 18 September 2019

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