

**URBAN  
DEVELOPMENT  
STRATEGY**

**(A)  
RESIDENTIAL  
AREAS  
DEVELOPMENT  
STRATEGY**

Dubbo City Council  
Environmental Services Division  
Strategic Planning Branch  
November 1996

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**DUBBO CITY**  
**RESIDENTIAL AREAS**  
**DEVELOPMENT STRATEGY 1996-2015**

**Adoption**

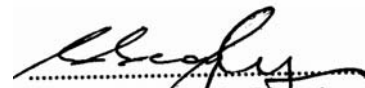
The Residential Areas Development Strategy was adopted as the residential areas policy component of the Urban Strategy by Dubbo City Council at its meeting held on the 16 December 1996 (refer clause 96/95 Works and Services Committee meeting held 10/12/96).

**Application**

The plan applies to all land within the "Central District" as shown on page 15 of the Urban Development Strategy dated December 1996. This Residential Areas Development Strategy shall be the basis of all of Council's future decisions on residential development and use of residential land.

**Relationship to Other Plans**

The Residential Areas Development Strategy is designed to implement Council's responsibilities under the Environmental Planning and Assessment Act, 1979. Council's residential/urban regulatory instruments will act as mechanisms to further implement the concepts and direction of the Strategy within the framework of the Urban Development Strategy.

  
.....  
Manager Strategic Planning

  
.....  
Director  
Environmental Services Division

  
.....  
#/ General Manager

**Review:**

This document will be subject to a comprehensive review on a 5 yearly basis. Reassessment of any element of the Strategy may be undertaken at any time but the outcomes must be reconciled with and integrated into the rest of the Urban Strategy documents to ensure the consistency and credibility of any resultant policy changes.

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## OTHER RELEVANT DOCUMENTS

Dubbo 21 Plan (D Gibb & Partners 1993)

Dubbo Rural Area Development Strategy - Central District (DCC) Sept 1995

Freeman Collect 2B Core Area Heritage Study

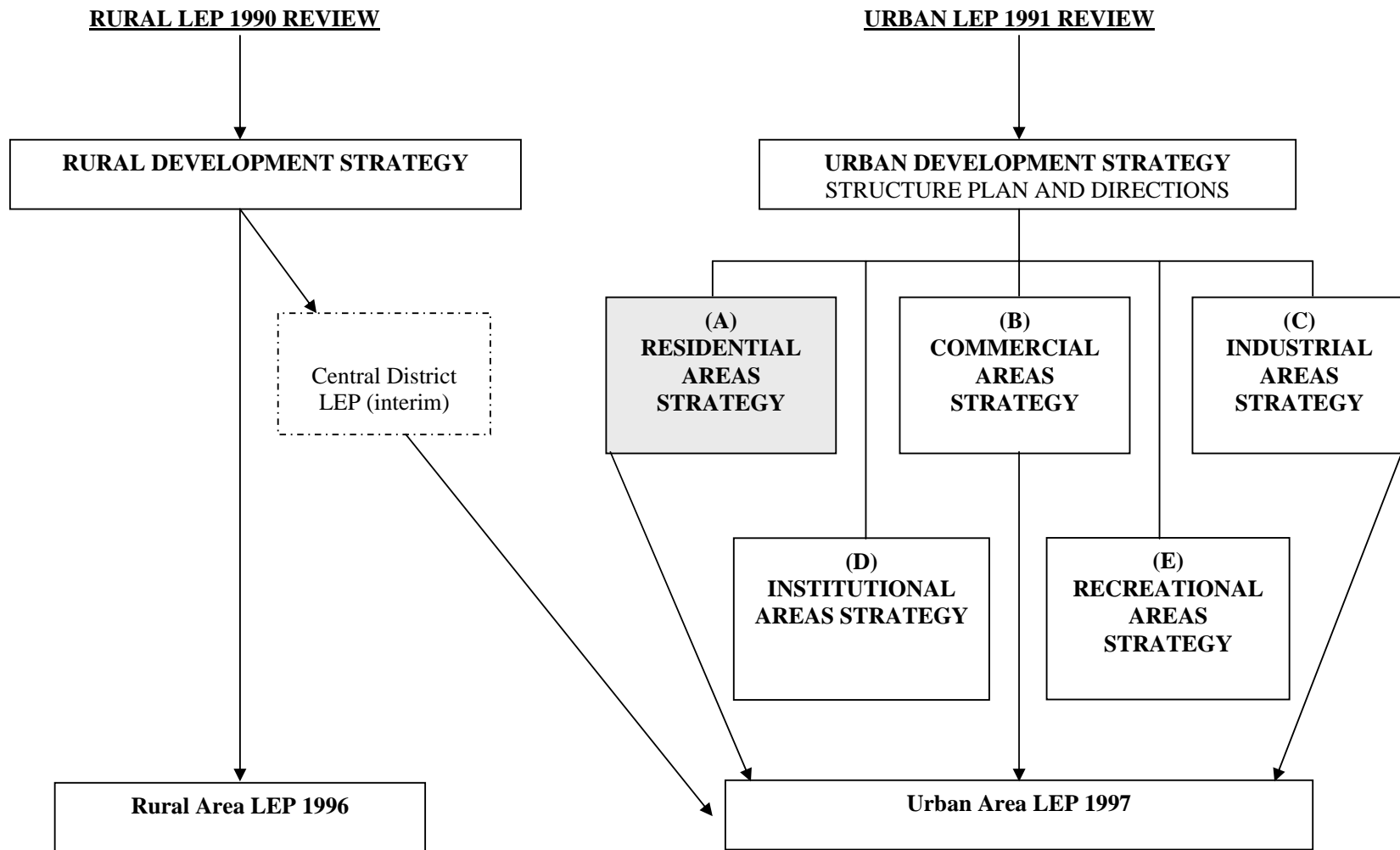
Barnson Geotechnical Reports

ABS information

## ABBREVIATIONS USED/DEFINITIONS

<b>CBD</b>	Central Business District
<b>DA</b>	Development Application
<b>DCC</b>	Dubbo City Council
<b>DCDC</b>	Dubbo City Development Corporation
<b>DCP</b>	Development Control Plan
<b>DUAP</b>	Department of Urban Affairs & Planning
<b>LEP</b>	Local Environmental Plan
<b>RFB</b>	Residential Flat Building
<b>SEMI</b>	Semi Detached Dwelling

# STRATEGIC PLANNING REPORTS







## **RESIDENTIAL AREAS - DEVELOPMENT STRATEGY**

### **INTRODUCTION**

The City of Dubbo is a regional centre capable of providing residential choices and amenities not otherwise available in this part of NSW. It therefore has a role in providing and servicing residential areas for markets ranging from singles and young couples, students, families and retirees of widely varying financial means and expectations.

The City has maintained a steady population growth rate over the last two (2) decades. Consequently, it is essential to pursue a growth strategy for the provision of residential development, but it would be a mistake to see this as the driving force in Council's Strategic Plan.

Residential development is primarily a response to economic growth in other sectors, not a cause of economic growth. If there is not the employment base and trading strength in an area to support an increasing population, then housing construction will not correct the problem. Housing, once built, does not generate significant jobs, income or production.

Population increase and the attendant residential expansion have followed from Dubbo's economic growth, largely resulting from its location in relation to primary production and transport networks, and its consequent convenience as a focus for services and administration, and from structural changes in the Region.

#### **Dubbo 21 Plan**

The Dubbo 21 Plan provides the economic strategy for sustaining Dubbo's growth. The following extract from the Dubbo 21 Plan place residential development into context.

## DUBBO 21 PLAN & RESIDENTIAL DEVELOPMENT

### **“STRATEGY 4 - Dubbo is the centre for community and cultural services west of the Dividing Range.**

The role of Dubbo as the regional centre is strengthened and expanded by actions which:

- carefully develop an image of Dubbo as a major city in eastern Australia, offering an attractive lifestyle for the whole community.

ie (Conclusions and Recommendations)

The capacity to attract and retain high quality professional, managerial and service staff depends on making Dubbo attractive to their families as a place to live, to obtain a good education and to be able to enjoy cultural facilities comparable with those of the capital cities.

### **STRATEGY 6 - Dubbo attracts investors and residents through the provision of attractive, and financially advantageous, infrastructure such that Dubbo is recognised as being a development location superior to its competitors.**

This strategy underpins efforts in all other strategies, as it ensures that all the necessary requirements for the growth to be generated by the “Dubbo 21” Plan will be met. This underlying strategy will require:-

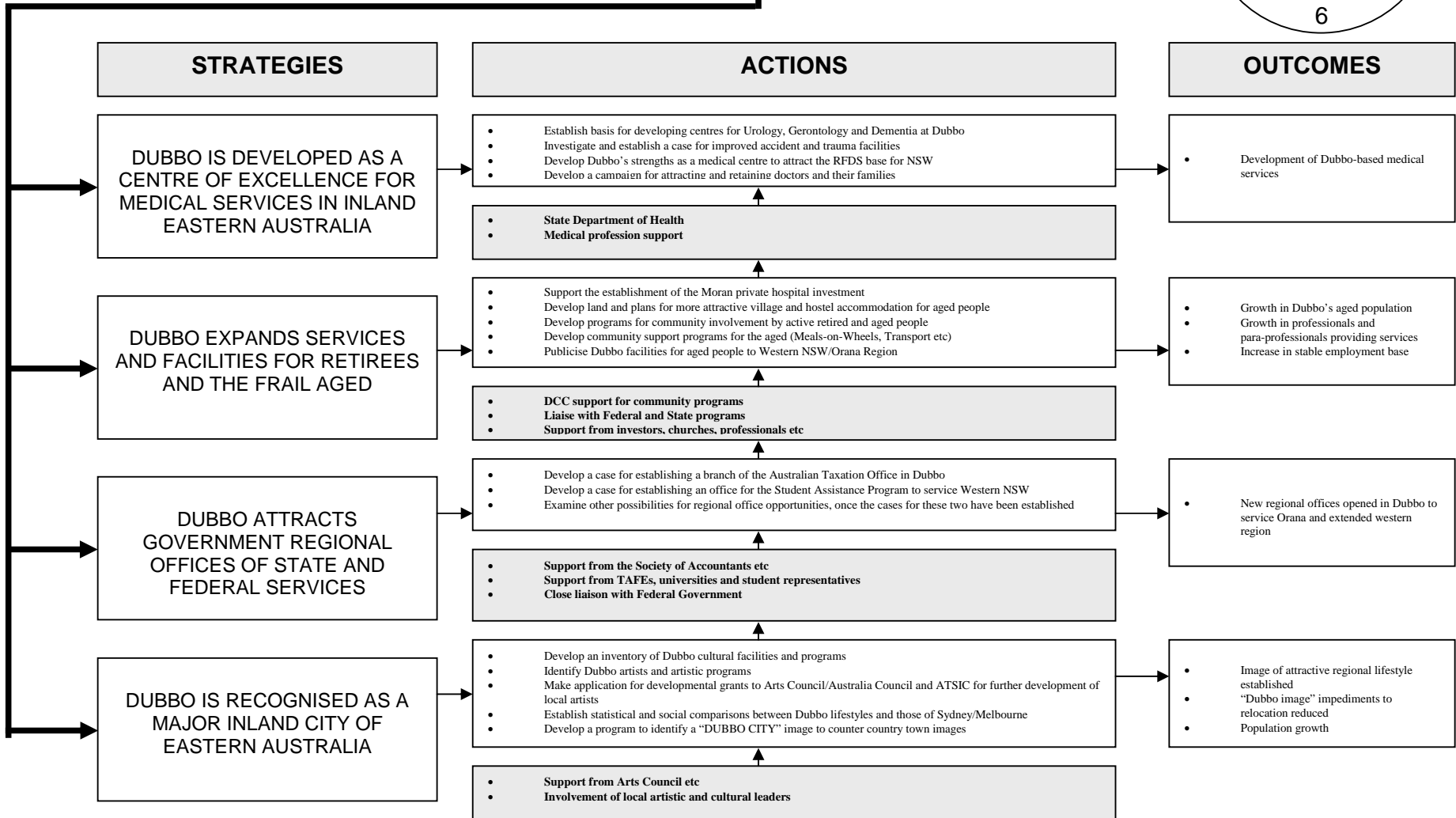
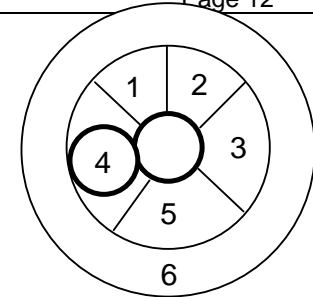
(Amongst other actions)

- planning and providing a range of options for residential land for the increased population generated by adoption of the Dubbo Plan.

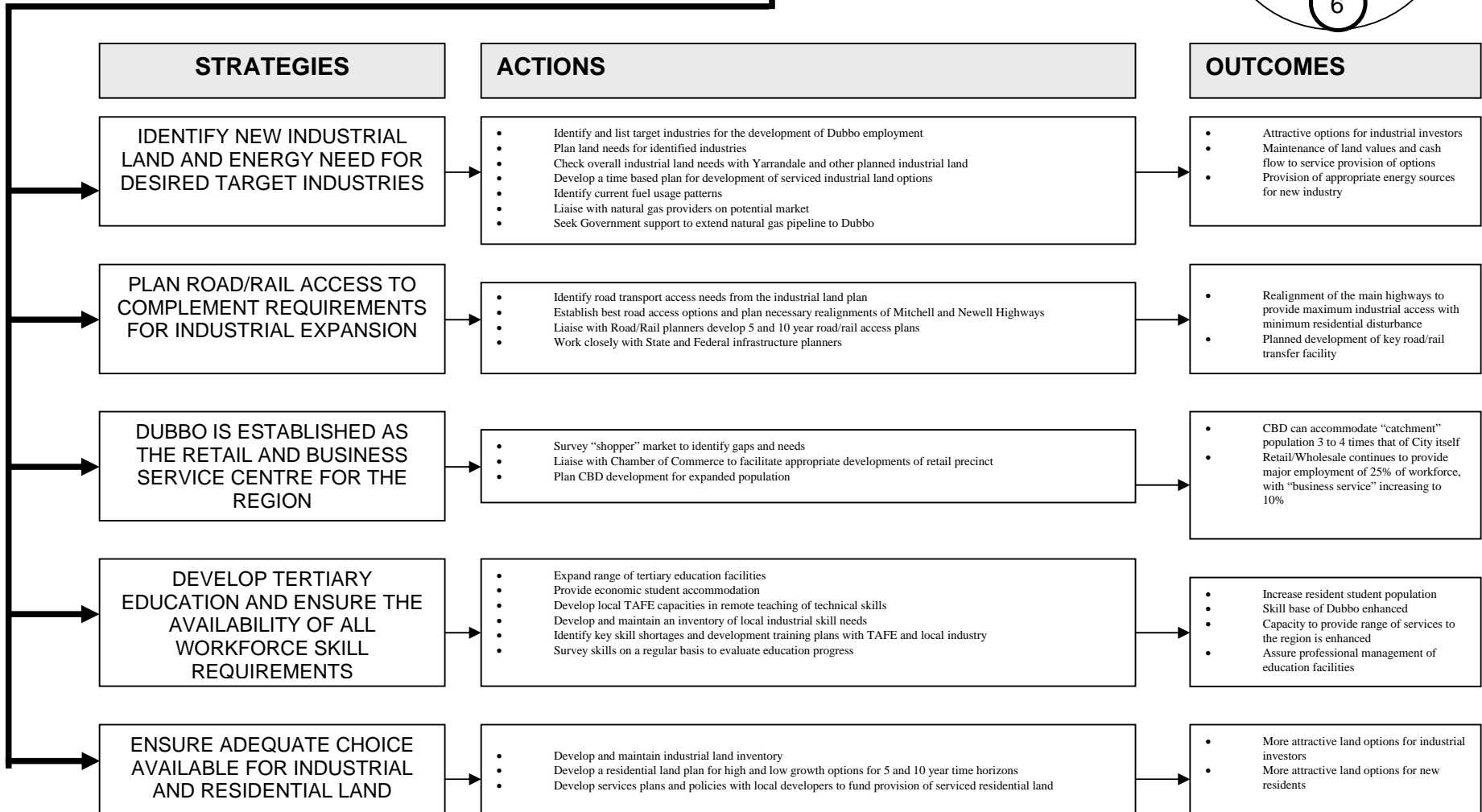
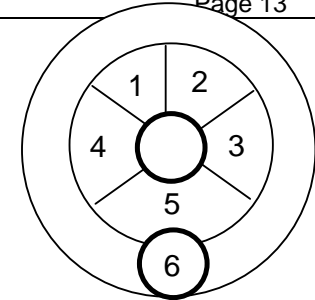
ie (Conclusions and Recommendations)

The industries and services proposed for Dubbo’s expansion will bring a variety of management and staff, all with differing needs and preferences for housing location and price. There is a need to develop a range of residential land and housing options that will accommodate the varying need of future residents of Dubbo.”

<b>DUBBO – 21</b>	<b>4</b>
<b>DUBBO IS THE CENTRE FOR COMMUNITY AND CULTURAL SERVICES WEST OF THE GREAT DIVIDING RANGE</b>	



<b>DUBBO – 21</b>	<b>6</b>
<b>DUBBO ATTRACTS INVESTORS AND RESIDENTS THROUGH THE PROVISION OF ATTRACTIVE AND ECONOMIC INFRASTRUCTURE</b>	



## RESIDENTIAL AREAS

This strategy is concerned with the residential areas of Dubbo.

**The scope of the strategy** is potentially

- All aspects of residential land location, supply and development;
- The full range of residential density options and levels of servicing;
- Infrastructure related to servicing residential areas; and
- Provision of land for community facilities and open space in residential neighbourhoods.

**A residential area** is

- An urban use of land irrespective of density;
- Any area of the city where residential uses and expectations predominate over other land uses;
- Usually of a consistent density and character;
- The living space of the residents of the city;
- The basis for the lifestyle of most residents; and
- Able to accept some non residential uses (commercial, cultural, recreational) where these improve the amenity and comfort of the neighbourhood community.

### Purpose

Council's residential strategy must recognise the range of markets and providers in the residential development sector. It must provide a spatial framework that ensures the City can work efficiently in the long term (especially in terms of transport, water and sewerage), anticipate levels of demand, ensure appropriate supply and perhaps more difficult, encourage neighbourhoods to have identity, a pleasing environment and scale and convenient amenities.

The purpose of this strategy is therefore to provide a spatial, servicing and development control framework that will assure the timely provision of residential development opportunities which fit the needs of Dubbo and the region it services.

The effect of the strategy should be to:-

1. Outline the **broad spatial framework** within which the urban expansion of Dubbo should take place;
2. Anticipate **levels of demand to** facilitate the serving, staging and release of land of residential land supply;
3. Identify the needs and scale of the various **segments of the residential market** and assist in meeting them;
4. Ensure that residential areas form **neighbourhoods** with a scale, character, focus and amenity that is desirable and distinctive;

5. Assist Dubbo to make the most of its opportunity to develop as **an alternative growth centre to** the major coastal cities;
6. **Protect land required** for future residential development from non compatible development and once taken up, ensure the environmental quality of Dubbo's living areas;
7. **Provide small acre residential** areas which efficiently and economically meet the needs of the community, but are located and designed so as to avoid conflicts with rural enterprises or the retention and management of rural resources for production, thus protecting the quality of life of residents; and
8. Ensure an adequate level of **protection of character housing** precincts where it is under pressure from medium density development.

## Market Segmentation

There is a need identified by the Dubbo 21 Plan to ensure the city provides residential lifestyle options attractive to potential residents likely to result from management and staffing of new enterprises, in addition to satisfying those markets already established. They may be the same, or require a wider range of options, or may need a shift in the balance of supply.

These are questions best answered by the housing industry in Dubbo in discussion with DCDC.

The following proposes a basis for discussion of market segmentation and identifies those components the strategy might need to address and between which priorities of supply need to be agreed. It is based primarily on the existing Dubbo situation.

The housing market reflects combinations of 3 major influences.

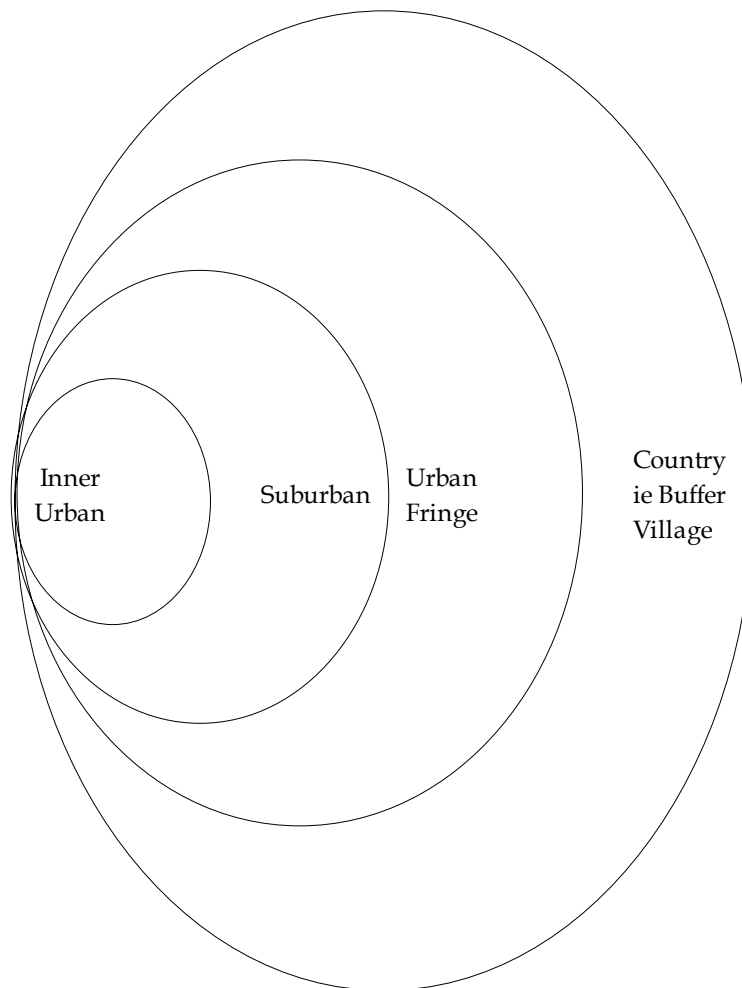
1. Household income levels eg
  - (a) Low income (unemployed, pensioners, students etc);
  - (b) Middle income (from less than average but with 2 income earners, up to double average income); and
  - (c) High income (more than double average income).
2. Stage of life cycle eg
  - (a) Youth (single - perhaps 16-23);
  - (b) Young adults (single/couples - perhaps 21-30);
  - (c) Young family (pre teen children 21-35);
  - (d) Older family (teenage children 33-50);
  - (e) Empty nest (couples/singles 40-60);
  - (f) Retirement (couples/singles 55-70); and
  - (g) Elderly dependent (usually singles 65+)
3. Preferred Lifestyle focus
  - (a) Inner urban (higher density, very close to commercial facilities);
  - (b) Suburban (normal to low density detached housing);
  - (c) Urban fringe (very low density (acres) with some services); and
  - (d) Country (hobby farming, low/no services, commutable, rural village).

## Lifestyle and Location

This approach broadly relates lifestyles to location in relation to the city structure, as a way of eventually recognising linkage between demand based on lifestyle expectations to categories of residential land supply and ultimately, types of zoning.

It suggests that there are four broad residential types and that they relate to four concentric bands of location within the city structure.

See Diagram





## RESIDENTIAL LIFESTYLES

There are four major categories of residential lifestyle choice available within the Central District. These categories are:-

1. "Inner Urban";
2. "Suburban";
3. "Urban Fringe"; and
4. "Country".

Within each of these categories there are at least two further subcategories, overall representing a large and varied range of lifestyle options for all age and income groups.

The residential lifestyle options are greatest in the area closest to and incorporating the Central Business District, the "Inner Urban" category. This area has a large range of choice based around the two subcategories, which are concerned with the Business and Residential 2(b) zones. Densities are greatest within this category.

The "Suburban" category is the largest, representing the most significant lifestyle choice in the City. This category generally describes the highly desirable detached housing style of development and makes up around 80% of the total residential component.

The "Urban Fringe" category provides for very low density living close to the City, with ready access to urban services within a short commuting distance.

The "Country" category is split into two further subcategories "Hobby Farming" and "Village" with both providing alternative lifestyle choices out of the City but within relatively short driving times.

## Inner Urban

The “Inner Urban” lifestyle category relates to the “City” centre - based residential choices available which provide convenience, ready access to services and facilities, minimal home maintenance and an acceptance of a higher density living environment.

### Characteristics

- Usually within or peripheral to the CBD or other centres such as Orana Mall;
- Attracts a wide range of residents extending from high income professionals, students, low income groups, retirees and small families;
- There is a wide variation in the quality of development and disparity in social values. Market segmentation occurs by income group and age; and
- Common to all groups is expectations for proximity to and convenient access to facilities and services, low property maintenance requirements, physical security, increased tolerance for higher density living and possibly less tolerance for groups with children.

### Problems

- Access, public transport, noise, poor building design, privacy and amenity: all common to higher density living.

### Issues

- Poor building design and related noise, privacy and amenity issues;
- Access to open space and recreation areas;
- Dubbo is still largely dependent on the private car and therefore those without access to a private car are disadvantaged in gaining access to the City; and
- Acceptance of higher density living in low density residential neighbourhoods.

### Zoning in Dubbo takes two forms:

- 2B/2C Medium Density ie units, town houses, Green Street; and
- “3” Business/CBD:
  - (i) units over first floor (vertical integration of business and residential uses); or
  - (ii) terraces, town houses, units with access to street frontage (eg Wingewarra Street, Brisbane Street terraces)

### Comment

- The provision of residential options in a “city” living environment is essential in realising the aims and objectives of strategy 6 of the Dubbo 21 Plan; and
- The “city” professional groups and those preferring minimum maintenance with maximum access to the CBD must be satisfied in their accommodation choice in the Inner Urban area.

## **SUB CATEGORIES**

### **Business Zone**

#### Role

- Lifestyle and expectation option available in commercial zones whilst not zoned residential;
- Secondary to the commercial activities of the centre; and
- Provides a city centre/inner urban lifestyle ie convenience, low property maintenance, low vehicle dependence, easy access to restaurants, takeaways, entertainment.

#### Market

- Professionals, students who want 24 hour access to city services etc.

#### Requirements

- High security, design quality.

#### Benefits

- Extended trading hours, diversification of commercial activities, bringing a human element to the commercial area, providing an additional market relevant to the CBD and possibly neighbourhood centres. (Myall Street/adjacent to Orana Mall), safety, security and amenity through design.

#### Services

- Full services; and
- Parking available out of core business hours.

#### Compatibility

- High with commercial, definitely not industrial.

#### Services Costs

- Already invested. Better use of city services.

#### Environmental Impact

- Positive.

#### Landuse Efficiency

- Best use of existing services.

#### Disbenefits to Commercial

- May displace commercial uses.

#### Comment

- This type of residential development is located above properties in the CBD (the traditional form) and in the CBD commercial periphery). There are also “stand alone” developments with street frontage of varying styles and age; and

- More recently developed types/design of housing with street frontage exhibit a range of options and styles such as townhouses, terraces and units.

### **Medium Density 2(b) and 2(c)**

#### Role

- Medium density living in a residential zone usually located close to the CBD with a high degree of convenience to services and facilities, such as entertainment, shops, workplace, inner urban park and recreation facilities;
- Predominant landuse in the zone, not compromised by other zoning;
- Good building design provides high degree of accessibility, landscaping, and low noise, all contributing to improved amenity;
- Provides for common interest and needs groups such as young professionals, new residents, small families; and
- Facilitates property investment.

#### Requirements

- Full services, access to the City and services.

#### Benefits

- First area of choice for high income new residents; and
- A wide range of lifestyles is serviced by this housing type.

#### Services

- Full services, self contained with parking onsite.

#### Compatibility

- Low compatibility with other uses.

#### Service Cost

- Household low.

#### Environmental Impact

- Positive.

#### Land Efficiency

- Good use of existing services.

#### Disbenefits

- Poor design and an amalgamation of poorly designed units can produce an undesirable residential enclave with endemic social and amenity problems; and
- The stresses of medium density living can be exacerbated by design, access and locational factors.

Comment

- Certain medium density developments have created an adverse image and reputation for this subcategory. There is a low rate of compatibility with other forms of development, for this reason well designed and functional buildings are necessary for the benefit of both residents and neighbouring properties.

## **SUBURBAN**

The suburban lifestyle is based around the traditional notion of the “quarter-acre” block and is unequivocally still the strongest demand area.

### Characteristics

- Major part of the urban structure;
- Full services and community facilities expected;
- Family focussed, but provides accommodation throughout the life cycle (with some problems);
- Very intolerant of non residential uses which do not contribute to local amenity;
- Expectations include/emphasise certainty, security, high amenity and environmental standards, privacy, commuting convenience (time, cost); and
- Sense of community desirable, subdivision design and facilities should promote this provision of a focus and identity to the neighbourhood.

### Problems

- Alienation, uniformity, public transport, high servicing/energy costs.

### Issues

- Environmental impacts from untreated drainage into river system;
- Aquifer recharge and pollution of the aquifer; and
- Periodically questioned as to its land use and servicing efficiency/cost.

Zoning in Dubbo currently takes two forms:-

- Normal/mixed, lots typically 600-1200 m<sup>2</sup>; and
- 1(c2) lots typically average-4000 m<sup>2</sup>

### Comment

- The “suburban” lifestyle provides for the majority of residents in the City. Dubbo has the advantage of being able to sustain a demand for this type of housing over the next 20-50 years. Dubbo is thus unique in this capacity, being able to provide what the capital cities are finding increasingly untenable; and
- However, we must be aware of, and avoid the mistakes made in the past where suburban development is alienated, devoid of a sense of community and lacks identity.

## **SUBCATEGORIES**

### **“Normal” and “Mixed” Density Zone 2**

#### Role

- Provide a familiar and predictable residential lifestyle option for the majority of residents, based around low density detached and semi-detached housing;
- Provide a place to bring up a family; and
- Provide a place to be away from the City within a purely “residential” environment.

#### Market

- Families, all age groups.

#### Requirements

- Full Services, high amenity, efficient transport network, access to facilities such as neighbourhood shops, parks and schools.

#### Benefits

- Most desirable place to live provides a lifestyle for all age groups and income levels;
- Good for Dubbo’s image; and
- An essential option in terms of strategy 6 of the Dubbo 21 Plan.

#### Services

- Full urban.

#### Compatibility

- Not compatible with other non-residential landuses.

#### Environmental Impact

- Some impact on groundwater (contamination and recharge issues), may contribute to dryland salinity.

#### Landuse Efficiency

- Moderate use of existing services.

#### Disbenefits

- New release areas can be isolated from services and facilities and are generally reliant upon the private car. The expansive nature of the type of development disadvantages those without access to transport (and thus shops, schools, parks and the City). Additionally the newer residential areas generally lack natural vegetation and can be difficult to live in climatically.

#### Comment

- The Residential “2” - Zone type of development can be provided in Dubbo at reasonable cost for a long period of time (20-50 years). This form of residential lifestyle will continue to be attractive and provides Dubbo with a distinct advantage over the capital cities.

## **Urban Edge (Zone 1(c2))**

### Role

- Provides a less urban spacious, private lifestyle situated on the edge of the City;
- Allows conspicuous consumption - large homes and gardens, plenty of room for entertaining and recreation, tennis courts and swimming pools; and
- All of the above with full urban services.

### Market

- Professionals and business people with large disposable incomes.

### Requirements

- Efficient transport network compatible adjoining uses, high degree of amenity.

### Benefits

- Important "Suburban" alternative;
- Allows a "prestige" title for marketing - new and not compromised by lower quality development;
- Good for Dubbo's image;
- An essential option in terms of Strategy 6 of the Dubbo 21 Plan; and
- Provides urban "edge" to the City.

### Services

- Full urban.

### Compatibility

- Compatible with other forms of residential development (of higher and lower densities).

### Environment Impact

- Contributes to rising water table and possibly dryland salinity through expansive lawn irrigation, possible groundwater contamination by use of agricultural chemicals.

### Landuse Efficiency

- Low.

### Disbenefits

- Isolated from the City, absolutely reliant on private transport, generally more open in appearance with large homes and areas of lawn, little natural vegetation remains where there is scope for revegetation and extensive landscaping to reduce visual impact ("to soften").

### Comment

- Possibly a key marketing strategy for Dubbo in the provision of a form of residential lifestyle that is very restricted in other areas.



## **URBAN FRINGE**

Lifestyle which takes advantage of the transitional area between urban and rural areas generally located within rapid commuting distance to the City.

### Characteristics

- City water supply provided, not sewer;
- Family focused;
- Allows high degree of privacy and amenity in a very low density locality;
- Allows recreational activities on site yet is close to the City to enjoy its services and facilities; and
- Allows display of ostentation in building design if desired.

### Problems

- High servicing costs;
- Waste disposal issues; and
- Accessibility for non-mobile.

### Issues

- Waste disposal; and
- Urban expectations in some cases.

### Zoning in Dubbo takes two forms ie

- 1(c) Richmond and Firgrove Estates lots typically average 1.5 ha in area; and
- 1(a) Areas of past "25 acres" and larger subdivisions to be protected for further subdivision where applicable and where an optimum subdivision minimum can be established. The first priority is in providing another residential option but only where the existing lifestyle is maintained and enhanced by an acceptable degree of separation from neighbours.

### Comment

- A residential lifestyle that provides a high degree of amenity due to the very low density development style and the convenient location in relation to the City.

## **SUBCATEGORIES**

### **1(c) Zones**

#### Role

- Provides independence from the City yet is located close enough to be considered convenient to the City and its services;
- Allows an independent lifestyle with ability to provide recreational activities; and
- Family focus.

#### Market

- Families, retirees.

#### Requirements

- Efficient transport network, compatible adjoining uses.

#### Benefits

- Provides an alternative form of residential lifestyle within easy access of the City.

#### Services

- Water only, on-site effluent disposal.

#### Compatibility

- Compatible with lower and higher density developments.

#### Environmental Impacts

- Effluent disposal problems could lead to groundwater contamination.

#### Landuse Efficiency

- Low.

#### Disbenefits

- Isolated from the City and its services thus reliant on private transport, high servicing costs.

#### Comment

- This form of residential lifestyle allows recreational activities in a private setting yet in close commuting distance to the City; and
- A slow moving but stable demand for this type of development exists and will continue.

## **1(a) Zone**

### Role

- Traditional “25 acre” block - early form of Urban Fringe development; and
- Family focussed - allows room to move.

### Market

- Families, couples, retirees.

### Requirements

- Few other than an efficient transport network and a sustained high degree of amenity.

### Benefits

- An alternative form of lifestyle within easy reach of the City, allows independence from the City.

### Services

- None.

### Compatibility

- Generally compatible with surrounding Urban Fringe development, but incompatible with rural uses.

### Environmental Impact

- Low.

### Landuse Efficiency

- Low.

### Disbenefits

- Possibly in effluent disposal isolation from the City, and in the requirement to be largely self contained.

### Comment

- This form of lifestyle has been in existence for some time and requires a large amount of energy in sustaining self-sufficiency; and
- There may be scope for further fragmentation where the existing accepted lifestyle is not compromised and environmental issues not exacerbated. Council will need to consider servicing options at this stage.

## COUNTRY

This type of residential lifestyle takes two forms.

“Hobby Farms” - a group of which are known as “clusters” (in the Rural Strategy). They have limited development potential and have an important role in the maintenance of the Rural Buffer on the outer edge of the Central District.

“Village” in this instance is particular to the village of Brocklehurst north of Dubbo.

For further definition, see Rural Strategy page 39 and page 59 (Central District), Objectives 1 and 3.

### Characteristics

- A hobby farm option available in the Buffer Zone, but not zoned Residential;
- Lifestyle and expectation is:
  - farming is incidental to household income;
  - provides rural atmosphere for family activities;
  - space, pets and other animals, trail bikes;
  - agistments and other agriculture pursuits;
  - must accept agricultural operations nearby;
  - no services;
  - informality;
  - privacy based on separation;
  - static development environment; and
  - sense of community.
- This is specifically a lifestyle area but this is secondary to its conflict management function as buffer between the urban and rural strategy areas;
- Brocklehurst is an enclave situated in an area already compromised by rural extractive and primary processing industries, the City’s treatment plant to the south and by major transport route;
- There is limited development potential; and
- Services are to date self contained.

## **SUBCATEGORIES**

### **Buffer Zone**

#### Role

- Provide an alternative form of country living;
- Provides independence and privacy;
- Allows “self-sufficiency”; and
- Provides pursuit of “hobby farming”.

#### Market

- Families, retirees.

#### Requirements

- Few requirements of an urban nature apart from a reliable transport networks.

#### Benefits

- Alternative lifestyle choice, provides the only logical and reasonable use of the land.

#### Compatibility

- High with rural and industrial uses, transport corridors.

#### Environmental Impact

- This is an environmental management area. (ie minimum change ∴ minimal impact).

#### Land Use Efficiency

- Contributes to efficiency of other uses.

#### Disbenefits

- Isolated from the City (but this can be a desirable aspect of the lifestyle).

#### Comment

- The area is committed to the maintenance of the Rural Buffer Zone.

### **Village**

Brocklehurst is not a typical village, but the principles that apply to “villages” in the Rural Strategy (page 33) generally apply in this case.

#### Role

- Provides an alternative lifestyle choice in a unique village environment;
- Provides residential lifestyle close to employment opportunities; and
- Provides separation from the City and consequent independence.

### Market

- Families, alternative lifestyle types.

### Requirements

- Services; and
- Amenity improvement and maintenance.

### Benefits

- Relatively efficient housing in terms of land area;
- Village amenity; and
- Independence from City.

### Compatibility

- Low degree of compatibility with surrounding uses.

### Environmental Impact

- Waste disposal issues - however, services are being provided in 4-5 years; and
- Drainage and flooding.

### Landuse Efficiency

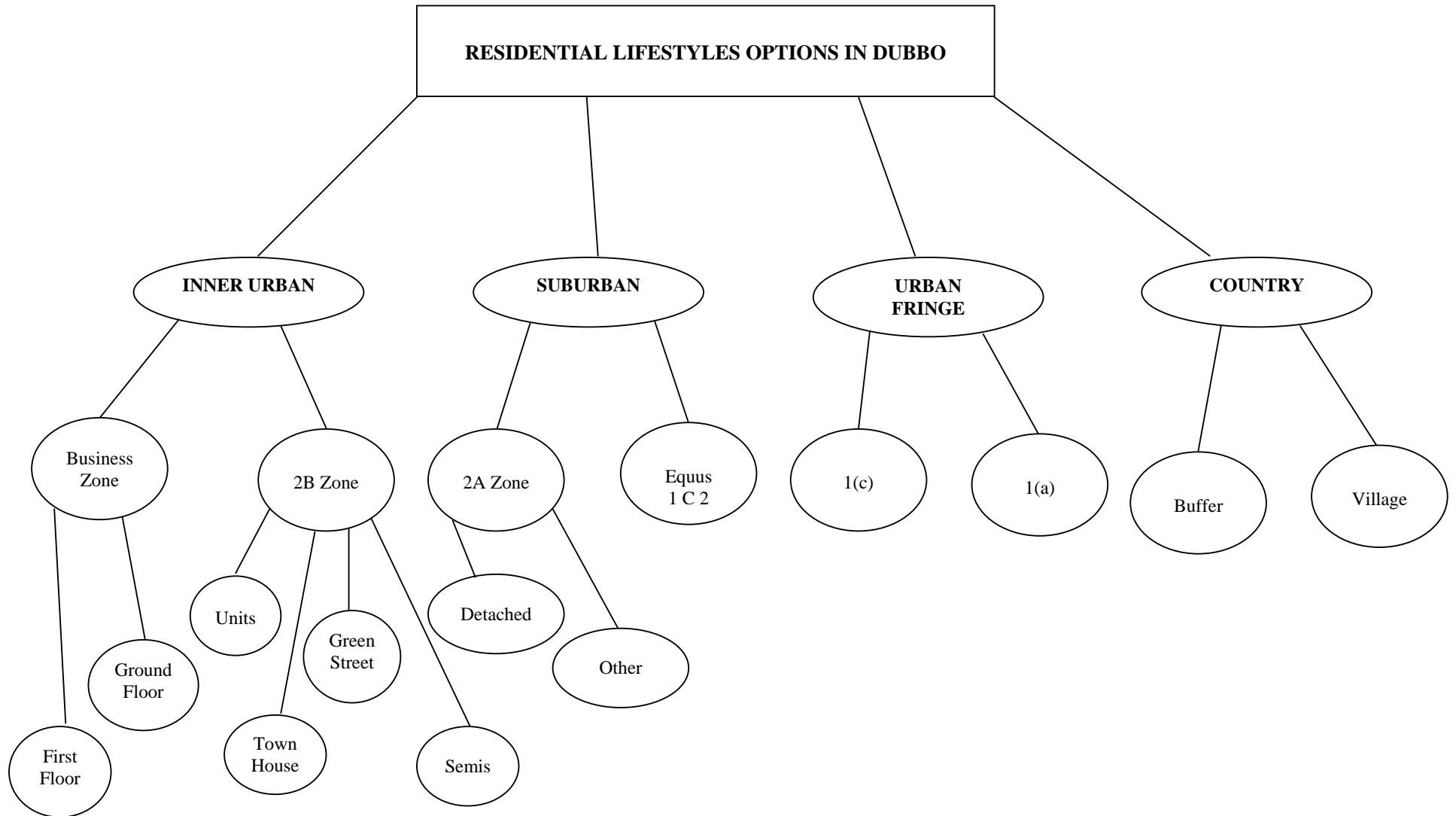
- Relatively efficient.

### Disbenefits

- Isolation from City, decreased amenity as a result of surrounding landuses, possible industrial landuses within the village.

### Comment

- Brocklehurst is unique in it's position as a village so close to Dubbo, and through being heavily compromised by surrounding landuses;
- The "village" environment can be improved and maintained, assisted by the arrival of services in the near future; and
- There is little scope for expansion or infill within the village, however, development that does occur should be at a compatible density.



## Residential Trends in Dubbo

About 85% of the residential stock in Dubbo is detached suburban housing with full services located within the normal/mixed residential zoning and within a radius of 5km of the CBD.

All other market segments or lifestyle preferences are serviced by the remaining 15% of housing stock at this time.

Generally this balance seems also to have been represented in the new supply but with a consistent 10% or greater of semi's/RFB except in West Dubbo.

Dubbo presents a simple spatial distribution of population around a single major population centre. Since urban densities in Dubbo are relatively uniform with detached dwellings comprising the overwhelming majority both of stock and new supply it is not intended to examine particular housing types within the major market segments or local variations in density or occupancy for their individual effect on demand for lot stock by Precinct within the text of this strategy. **Rather the industry needs to periodically advise its judgement of market demands at the 5 - 10 years times horizon to enable Council to ensure that release of land stocks for development through the zoning process is timely.** This will be more appropriately a matter for fine tuning the strategy through annual consultations with the industry.

Therefore, what this strategy will seek to do is to ensure that land supply in the major categories of Suburban and Urban Fringe zoning is adequate to maintain replacement stock and demand is met.

- Dubbo has averaged 250 dwelling completes per annum from 1991 - 1995;
- The growth trend is flat over that time, decreasing relevant to the existing base;
- The split of new development between detached, semis and RFB's is approximately constant over that period, so the industry is not indicating a shift in demand between these housing types; and
- As of the later half of 1996 there is an observed downturn in overall demand.

## Council's Dual Role

Historically, Council has assisted the timely supply of residential land following a decision to acquire a large parcel of land on the east of the City in the late 60s. Since then the history of residential expansion in Dubbo has largely (but not solely) been written by the activities of the Council and State Housing, both in meeting the demand and in shaping the urban form of the City.

Council saw a need to ensure that the supply of land was constant and reasonably priced to assist growth of the City.

Thus Council has had a dual role in the release of residential land in Dubbo ie:

1. It has a statutory responsibility to manage the raw land supply for residential development through the operation of the provisions of the Environmental Planning and Assessment Act 1979 as expressed through zoning of land under its Urban LEP.
2. It has accepted a role as residential land developer under which it provides a proportion of the market demand for serviced residential land through a residential land development programme.

Council's 1996/1997 Management Plan includes the following policies:



**STRATEGY**

Provide for the controlled development of Council residential, industrial and commercial land complementary to the City's economic growth

**PERFORMANCE TARGETS**

Continue to provide an average of 30% of, or as demand dictates, the markets requirements in respect of residential land.

**ACTIONS**

Continually investigate expansion opportunities for industrial and residential land portfolios (Director Corporate Development).

Encourage private developers to undertake residential subdivision development (Director Corporate Development).

Evaluate state of the residential land market by meeting on an annual basis with major local builders, developers and real estate representatives (Director Corporate Development).

The Dubbo situation is therefore 'typical' in that:-

- The Council acts as a major player in the land development industry. (See also page 52);
- The zoning picture is inflated by the "Council" component of the zoned residential land supply in that the Council has about 1400 lots, about 5 years supply, zoned;
- Council's Policy is to service 30% of the market for developed residential lots; and
- The private residential development industry has around 1400 lots to develop (ie zoned at this time) equating to 5-6 years supply as sole provider or 8 years as 70% provider.

The Challenge of the Residential Areas Development Strategy to Council is:-

- To manage the residential land supply pipeline in terms of the players, the land, and the likely market, primarily relying on the zoning process as the management tool; and
- Given that the Eastern side of the city is running into barriers and constraints and the Western side has major opportunities, to show leadership in achieving greater acceptance and more rapid growth in the West, although it will probably be a decade before the focus can be effectively shifted from its present East side emphasis.

## THE LAND SUPPLY PIPELINE

The process through which land is ultimately taken up for housing is briefly as follows:-

Step:-

1. Raw land is identified as having strategic value for future residential use, geotechnical suitability and servicing capability. (10-30 years ahead of demand);
2. Land is zoned Residential (usually about 5 years ahead of demand);
3. DA/SA approval is sought by developers (1 to 4 years ahead);
4. Development of the land occurs (usually staged over some years, depending on size of development).
5. Land released to the market as housing lots; and
6. After the major phase of construction of housing occurs there is usually a small % of lots not constructed on - this represents a friction stock kept in the market place, expanding the theoretical supply.

As Dubbo is completing 250 dwellings per year, lot stock is depleted by that amount annually and must be replaced.

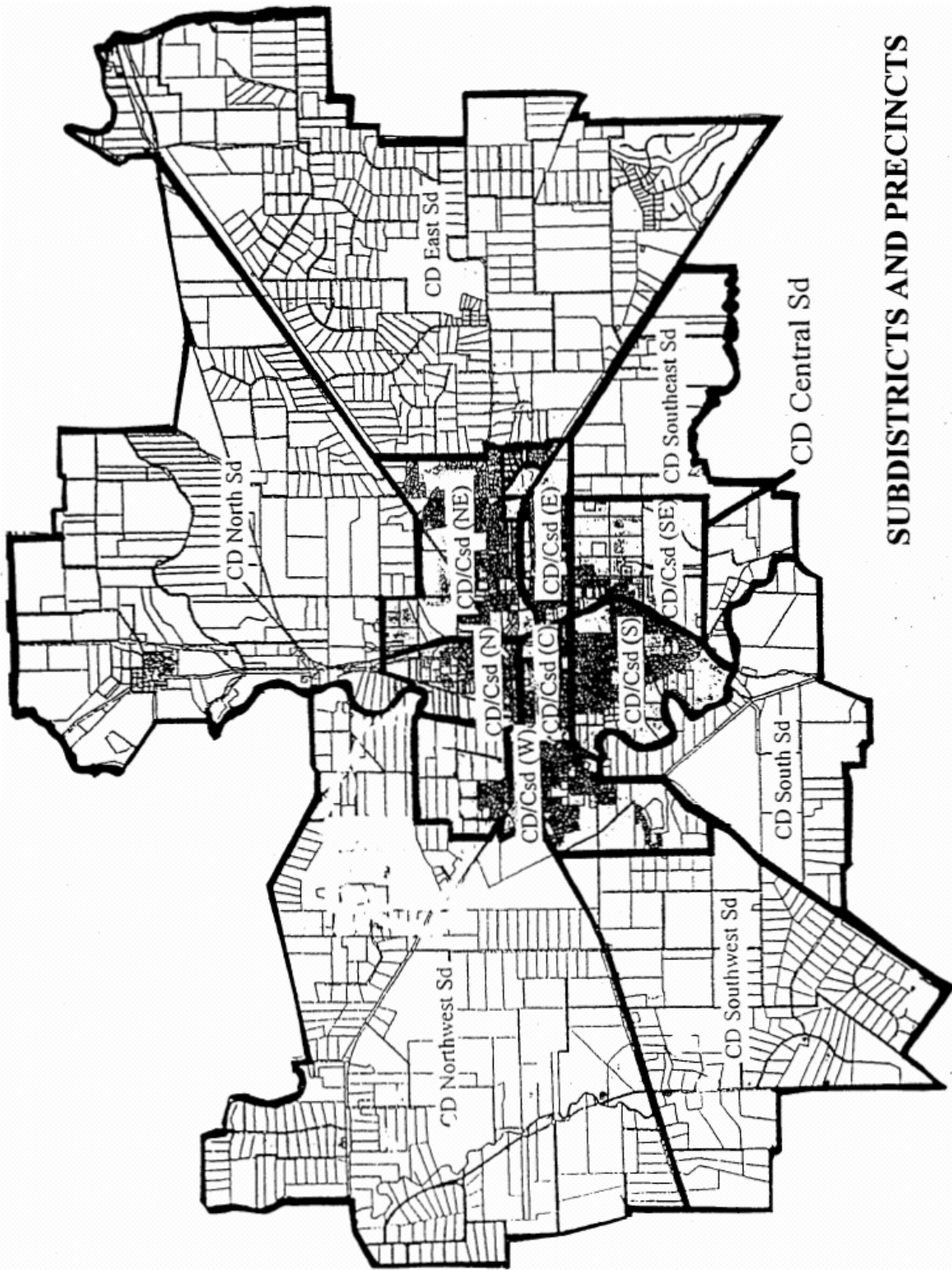
If the pipeline starts with the zoning stage, and ends at market release, then the pipeline is up to 10 years in length, therefore should contain up to (but not necessarily more than) 10 years supply ie 2500 lots capacity.

An illustration of the "Pipeline" as at 30 June, 1996 is shown.

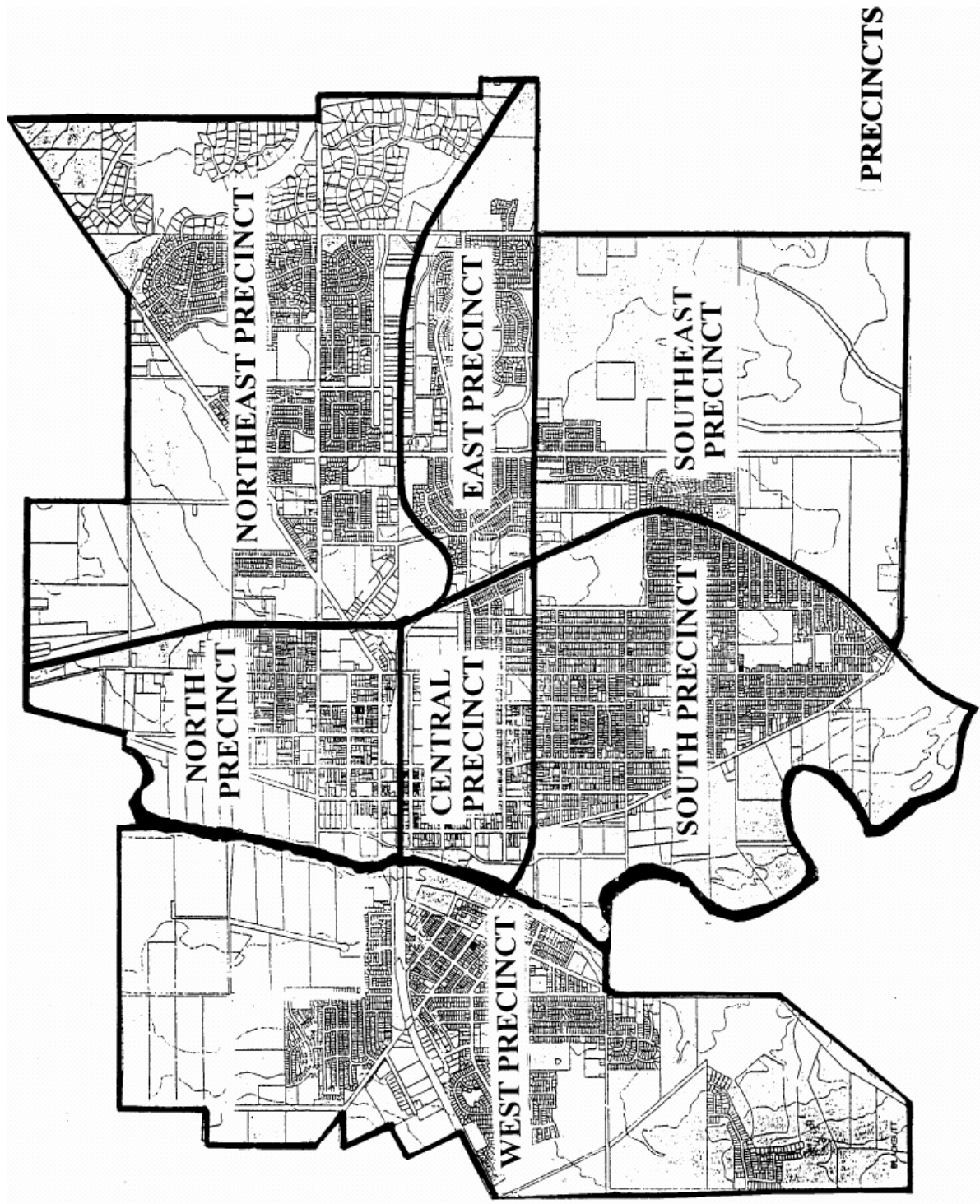
**Land Supply: Urban LEP 1991**

as at 30 June, 1996

<b>Step 5</b>	100	lots on the market, according to the Real Estate Industry, the majority located in Grangewood
<b>Steps 3 &amp; 4</b>	124	lots are being prepared for subdivision Eastridge 20 lots "Yarrowonga" (Rawsons) 26 lots Keswick 78 lots
<b>Step 2</b>	2600	lots are zoned but not yet developed/serviced:- Eastridge 230 lots Rawsons 300 lots Keswick 1400 lots Wheelers 350 lots Grangewood 200 lots Baird Drive 200 lots
<b>TOTAL SUPPLY 2800 LOTS OR 11-12 YEARS SUPPLY</b>		
<b>Step 1</b>	2300	lots are within land zoned Rural Investigation 1(d): (awaiting strategic identification) North Minore Road 360 lots Southridge 1600 lots North West Dubbo 200 lots RAAF Base 70 lots Regand Park 70 lots



**SUBDISTRICTS AND PRECINCTS**



**Precinct Summaries (Central Sub-district)**

<b>Precinct North</b>							
Census 1991	Dwellings Total	% detached	% semi-detached	% res.flat.bld	EP/ET	Population	% DW unoccupied
	572	75	9	6.90	2.69	1536	9.38
Add dw 91-96	19	88.18	0.00	11.82	(from DCC dwelling completes Aug 91 - May 96)		

1996 Households (estimated)	% detached	% semi-detached	% res.flat.bld	Occupancy Ratio	Population (est)	X 3 Persons/dw	
(Field Survey)	597	75.09	5.08	19.94	2.69	1603	1791
Avail vac lots	Ha zoned (unsub)		Vac lot equiv		Not zoned (ha)	Vac lot equiv	Potential lot cap
12	4.8		48		0	0	60

Expected Breakup of additional Lots 1996 - 2015				
Potential Lots	Detached dwellings	Semi-detached dwellings	Res. Flat Buildings	Extrapolated expected total h'holds
60	45	6	48	99
Total Household Capacity for the Precinct (1996 households plus potential)				696

<b>Precinct Northeast</b>							
Census 1991	Dwellings Total	% detached	% semi-detached	% res.flat.bld	EP/ET	Population	% DW unoccupied
	1693	87	7.20	5.70	3.4	5759	3.76
Add dw 91-96	560	89.00	10.42	0.58	(from DCC dwelling completes Aug 91 - May 96)		

1996 Households (estimated)	% detached	% semi-detached	% res.flat.bld	Occupancy Ratio	Population (est)	X 3 Persons/dw	
(Field Survey)	2325	84.68	10.49	4.48	2.69	7830	6975
Avail vac lots	Ha zoned (unsub)		Vac lot equiv		Not zoned (ha)	Vac lot equiv	Potential lot cap
72	20		245		0	0	317

Expected Breakup of additional Lots 1996 - 2015				
Potential Lots	Detached dwellings	Semi-detached dwellings	Res. Flat Buildings	Extrapolated expected total h'holds
317	268	67	57	392
Total Household Capacity for the Precinct (1996 households plus potential)				2717

<b>Precinct East</b>							
Census 1991	Dwellings Total	% detached	% semi-detached	% res.flat.bld	EP/ET	Population	% DW unoccupied
	893	83	12	5	3.16	2595	7.07
Add dw 91-96	178	86.87	12.08	1.04	(from DCC dwelling completes Aug 91 - May 96)		

1996 Households (estimated)	% detached	% semi-detached	% res.flat.bld	Occupancy Ratio	Population (est)	X 3 Persons/dw	
(Field Survey)	1071	80.45	14.18	5.37	3.16	3384	3213
Avail vac lots	Ha zoned (unsub)		Vac lot equiv		Not zoned (ha)	Vac lot equiv	Potential lot cap
73	39.25		314		2.5	20	407

Expected Breakup of additional Lots 1996 - 2015				
Potential Lots	Detached dwellings	Semi-detached dwellings	Res. Flat Buildings	Extrapolated expected total h'holds
407	327	115	87	530
Total Household Capacity for the Precinct (1996 households plus potential)				1601

Precinct Southeast							
Census 1991	Dwellings Total	% detached	% semi-detached	% res.flat.bld	EP/ET	Population	% DW unoccupied
	293	85	2	13	3.14	904	2.86
Add dw 91-96	162	90	9.62	.036	(from DCC dwelling completes Aug 91 - May 96)		

1996 Households (estimated)	% detached	% semi-detached	% res.flat.bld	Occupancy Ratio	Population (est)	X 3 Persons/dw	
(Field Survey)	476	82.36	8.79	8.40	3.14	1495	
Avail vac lots	Ha zoned (unsub)		Vac lot equiv		Not zoned (ha)	Vac lot equiv	Potential lot cap
45	186		1330		300	2540	3915

Expected Breakup of additional Lots 1996 - 2015				
Potential Lots	Detached dwellings	Semi-detached dwellings	Res. Flat Buildings	Extrapolated expected total h'holds
3915	3224	688	1315	5228
Total Household Capacity for the Precinct (1996 households plus potential)				5704

Precinct South							
Census 1991	Dwellings Total	% detached	% semi-detached	% res.flat.bld	EP/ET	Population	% DW unoccupied
	3276	79	2.1	18.6	2.58	8467	8.02
Add dw 91-96	50	70.96	11.56	17.48	(from DCC dwelling completes Aug 91 - May 96)		

1996 Households (estimated)	% detached	% semi-detached	% res.flat.bld	Occupancy Ratio	Population (est)	X 3 Persons/dw	
(Field Survey)	3366	78.13	2.46	19.41	2.59	8704	
Avail vac lots	Ha zoned (unsub)		Vac lot equiv		Not zoned (ha)	Vac lot equiv	Potential lot cap
31	9.75		78			78	187

Expected Breakup of additional Lots 1996 - 2015				
Potential Lots	Detached dwellings	Semi-detached dwellings	Res. Flat Buildings	Extrapolated expected total h'holds
187	146	7	145	298
Total Household Capacity for the Precinct (1996 households plus potential)				3664

<b>Precinct West</b>							
Census 1991	Dwellings Total	% detached	% semi-detached	% res.flat.bld	EP/ET	Population	% DW unoccupied
	2159	88.3	8.5	3.1	3.30	6729	8.14
Add dw 91-96	99	93.7	5.05	1.25	(from DCC dwelling completes Aug 91 - May 96)		

1996 Households (estimated)	% detached	% semi-detached	% res.flat.bld	Occupancy Ratio	Population (est)	X 3 Persons/dw
(Field Survey)	2268	88.16	8.71	3.13	3.12	7068
Avail vac lots	Ha zoned (unsub)	Vac lot equiv		Not zoned (ha)	Vac lot equiv	Potential lot cap
131	206	1246		280	2240	3617

Expected Breakup of additional Lots 1996 - 2015				
Potential Lots	Detached dwellings	Semi-detached dwellings	Res. Flat Buildings	Extrapolated expected total h'holds
3617	3189	630	453	4272
Total Household Capacity for the Precinct (1996 households plus potential)				6540

<b>Precinct Central</b>							
Census 1991	Dwellings Total	% detached	% semi-detached	% res.flat.bld	EP/ET	Population	% DW unoccupied
	722	72.4	4.5	22.9	2.84	2050	10.2
Add dw 91-96	4	50.00	0.00	50.00	(from DCC dwelling completes Aug 91 - May 96)		

1996 Households (estimated)	% detached	% semi-detached	% res.flat.bld	Occupancy Ratio	Population (est)	X 3 Persons/dw
(Field Survey)	732	71.83	4.44	23.68	2.84	2078
Avail vac lots	Ha zoned (unsub)	Vac lot equiv		Not zoned (ha)	Vac lot equiv	Potential lot cap
5	0	0		0	0	5

Expected Breakup of additional Lots 1996 - 2015				
Potential Lots	Detached dwellings	Semi-detached dwellings	Res. Flat Buildings	Extrapolated expected total h'holds
5	4	0	5	9
Total Household Capacity for the Precinct (1996 households plus potential)				741



**Sub-districts**

<b>Sub District: North (Brocklehurst Precinct)</b>	31715	
<b>1991 Estimated dwellings</b>	<b>1991 Estimated population</b>	
55	207	
<b>Dwellings since 1991: 9</b>		
<b>1996 Estimated dwellings</b>	<b>1996 Estimated population (dw x 3)</b>	
64	192	
<b>Estimated land capacity (ha):</b>	<b>Equivalent lots</b>	
	15	
<b>Total Households</b>	79	

<b>Sub District: North</b>	31702, 31711	
<b>1991 Estimated dwellings</b>	<b>1991 Estimated population</b>	<b>ET/EP</b>
88	266	3.02
<b>Dwellings since 1991: 3</b>		
<b>1996 Estimated dwellings</b>	<b>1996 Estimated population (dw x 3)</b>	
91		
<b>Estimated land capacity (ha):</b>	<b>Equivalent lots</b>	
0	15	

<b>Sub District: East</b>	31705, 31713	
<b>1991 Estimated dwellings</b>	<b>1991 Estimated population</b>	
225	803	
<b>Dwellings since 1991: 36</b>		
<b>1996 Estimated dwellings</b>	<b>1996 Estimated population (dw x 3)</b>	
254	762	
<b>Estimated land capacity (ha):</b>	<b>Equivalent lots (1.5 - 5 ha)</b>	
• Firgrove 500	• Firgrove	200
• Richmond 270	• Richmond	120
• Balance 1025	• Balance	256
1795	<b>Additional potential lots:</b>	<b>576</b>
<b>Total Households</b>	<b>830</b>	

<b>Sub District: Southeast</b>	31709	
<b>1991 Estimated dwellings</b>	<b>1991 Estimated population</b>	
20	65	
<b>Dwellings since 1991: 0</b>		
<b>1996 Estimated dwellings</b>	<b>1996 Estimated population (dw x 3)</b>	
20	60	
<b>Estimated land capacity (ha):</b>	<b>Equivalent lots</b>	
24	23	
<b>Total Households</b>	43	

<b>Sub District: South</b>	31707	
<b>1991 Estimated dwellings</b>	<b>1991 Estimated population</b>	<b>ET/EP</b>
11	34	3.1
<b>Dwellings since 1991: 0</b>		
<b>1996 Estimated dwellings</b>	<b>1996 Estimated population (dw x 3)</b>	
11	33	
<b>Estimated land capacity (ha):</b>	<b>Equivalent lots</b>	
0	0	

<b>Sub District: Southwest</b>	31712
<b>1991 Estimated dwellings</b>	<b>1991 Estimated population</b>
113	339
<b>Dwellings since 1991: 11</b>	
<b>1996 Estimated dwellings</b>	<b>1996 Estimated population (dw x 3)</b>
124	372
<b>Estimated land capacity (ha):</b>	<b>Equivalent lots</b>
710	5680 (x 8 lots/ha)
485	291 (x 0.6 lots/ha)
<b>Total Households: 2587</b>	6095

<b>Sub District: Northwest</b>	31706, 31714
<b>1991 Estimated dwellings</b>	<b>1991 Estimated population</b>
159	477
<b>Dwellings since 1991: 19</b>	
<b>1996 Estimated dwellings</b>	<b>1996 Estimated population (dw x 3)</b>
178	534
<b>Estimated land capacity (ha):</b>	<b>Equivalent lots</b>
377	3016
<b>Total Households</b>	3194

<b>Central District Sub District: Central</b>			
<b>1991 Estimated dwellings</b>		<b>1991 Estimated population</b>	
11207		30931	
<b>Dwelling since 1991: 1227</b>			
<b>1996 Estimated dwellings:</b>		<b>1996 Estimated population (92% dw x 3)</b>	
12537		34602	
<b>Estimated Land capacity (ha):</b>		<b>Equivalent lots (8 lots/ha)</b>	
Northeast	40	Northeast	317
North	9	North	72
Central	1	Central	5
East	51	East	407
Southeast	495	Southeast	3960
South	21	South	171
West	528	West	4680
1(Cc)	87	1(Cc)	140
Northeast (1c2)	21	Northeast (1c2)	171
1(c2)	0	1(c2)	
1235		9923	

**CENTRAL SUBDISTRICT RESIDENTIAL CAPACITY**

<b>KEY:</b>
96 Households
No. lots available
Zoned Potential (lots)
Strategic Potential (lots)
Ultimate Households
Completion p.a.

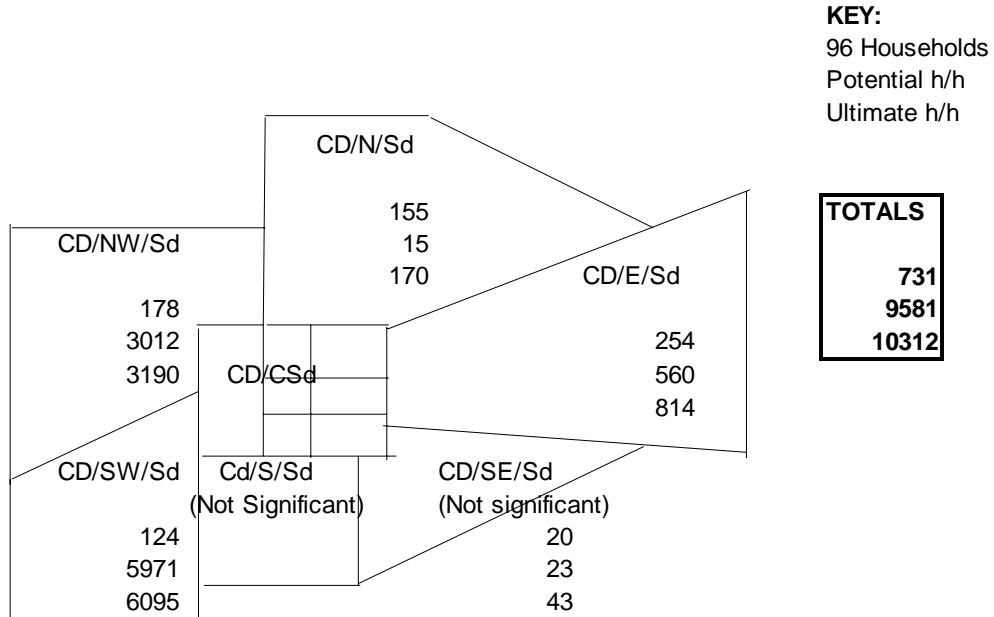
CD/Sd (W)	CD/CSd(N)	CD/CSd (NE)
	597	2325
	12	72
	48	245
	0	392
	696	2717
	4	110
	<b>CD/Csd(C)</b>	<b>CD/CSd(E)</b>
2268	732	1071
131	5	73
1246	0	314
2240	9	20
6540	746	1601
20	1	36
	<b>CD/CSd(S)</b>	<b>CD/CSd(SE)</b>
	3366	476
	31	45
	78	1330
	80	2540
	3664	5704
	10	32

<b>TOTALS</b>
10835
369
3261
5281
21668
213

**Total Residential Capacity (CD/CSd)**

West of River	River to Rail line	East of Rail Line	TOTAL
6540	5106	10022	<b>21668</b>
<b>Population at x3 capacity</b>			
19620	15318	30066	<b>65004</b>
<b>Population at x2.5 capacity</b>			
16350	12765	25055	<b>54170</b>

**OTHER SUBDISTRICTS**  
Residential Capacity by Subdistrict  
(Lots)

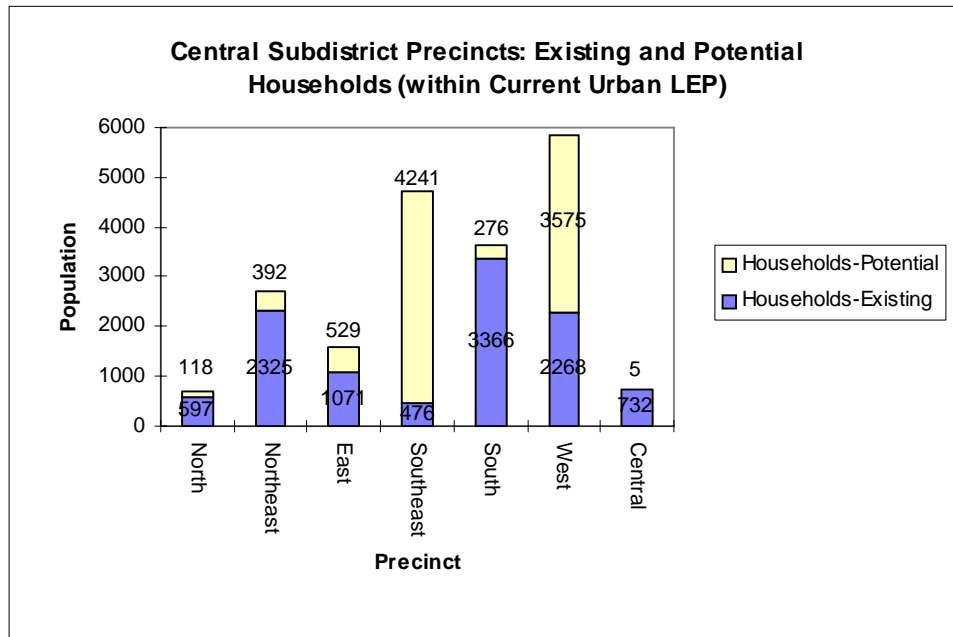


**Total Subdistricts  
Residential Capacity**

W. of River (hh)	E. of River (hh)	Totals
9285	1027	<b>10312</b>
<b>Population x3 Capacity</b>		
27855	3081	<b>30936</b>
<b>Population x2.5 Capacity</b>		
23213	2568	<b>25780</b>

**Total Residential Capacity for Central District**

W. of River (hh)	E. of River (hh)	Totals (hh)
9285	1027	10312
<b>plus 6540= 15825</b>	<b>plus 15128= 16155</b>	<b>31980</b>
<b>Population x3 Capacity</b>		
47475	48465	95940
<b>Population x2.5 Capacity</b>		
39563	40388	79950



## RESIDENTIAL AREAS STRATEGY

### Goal

**Identify and protect the established residential neighbourhoods and ensure a sufficient supply of suitable land to meet the future residential development needs of the city.**

- As described by the Dubbo 21 Plan;
- Within a well integrated expanding urban land use framework;
- Consistent with the environmental capacity of the area;
- Reflecting an appropriate range of lifestyle choices; and
- Able to assist Dubbo in becoming a competitive inland alternative population growth centre to the capital and coastal cities.

### Concepts

- **Residential growth is to be focussed into the Central District by expansion of the established urban structure of the city.**

### Benefits

- Enables containment of the spread of conflict between agricultural operations and land uses sensitive to loss of amenity;
- Enables Council to service a predictable growth pattern and so protects Council from random demands for services;
- Enables more effective response to the amenity expectations of residents immediately outside the existing urban area;
- Enables more efficient alternative use of many areas already lost from effective rural production;
- Takes full advantage of the scope to provide for a range of lifestyle options within an easily accessible radius of the city centre;
- Enables some of the fragmented areas of the Central District to provide an opportunity for residential consolidation by re-subdivision;
- Minimises urban impact on other economic opportunities in the rural area;
- Maximises economic advantage to the established focus of businesses into the CBD; and
- **Lifestyle options need to be broadly based on development density and servicing concepts. These should continue to be generalised as:-**
  - Inner Urban;
  - Suburban;
  - Urban Fringe; and
  - Country (and have their basis in the existing structure of the City)

### Benefits

- Enables a coherent planning response to the identification of suitable residential areas;
- Enables realistic forward planning for infrastructure;
- Provides a basis for consultation with the industry and monitoring of take up and further release through the zoning of land; and
- Provides a structure within which community expectations can be achieved and fulfilled.

**Refinement of concepts of residential development necessary to the City's development and Dubbo 21 Plan objectives within the generalised options should be a matter for periodic discussion between Dubbo City Council, the industry and DCDC, rather than being over-defined within the Strategy.**

#### Benefits

- Ensures consultation, assists agreement and promotes co-ordination in the industry in meeting needs;
- Recognises the Strategy as the guiding framework and basis for the zoning process;
- Provides a process for moving the Strategy forward as development proceeds; and
- **Residential location is a major factor in determining the mature form of the city and in supporting obstructing or distorting opportunities for the economic development of the City, therefore residential must accept constraints arising from higher priorities related to industry and commercial developments.**

#### Benefits

- Ensures the economic/employment base on which residential activities is dependent has best opportunity to grow;
- Protects the long term amenity of residential areas from conflicts;
- Achieves greatest community benefit from investment in Dubbo; and
- **The form of the city has been distorted by the eastward suburban push of the last 20 years. This is now beginning to meet environmental conflicts and constraints (salinity, topography, quarry operations) and has shifted the centroid of the urban area to the disadvantage of the CBD (Ratio Report). It is time to begin correction of this trend.**

#### Benefits

- Protects primary and economic strength of the CBD;
- Consolidates Equus subdivision as the eastward urban edge;
- Avoids conflicts with natural and industrial use conditions further east;
- Promotes westward urban expansion where opportunities are closer to central city facilities;
- Creates scope to improve services to industry in West Dubbo and gain more effective use of land to the west; and
- **Development of the South East sector of the city will constitute the next and last major phase of urban residential expansion east of the Macquarie, and should be concurrent with more determined efforts by Council to encourage expansion in West Dubbo, especially after the current decade.**

#### Benefits

- Diversifies locational choice; and
- Improves services and facilities to west Dubbo residents etc.

## Principles

The development and management of residential areas needs to reflect a number of essential principles if the outcomes are to benefit the community in the long term.

1. Sustainability

The environmental impacts of the development can be contained and managed over time without adverse effects to other uses, the amenity of the area itself, or unacceptable damage to ecosystems.

2. Compatibility

The development can co-exist with adjoining land uses into the future without significant or unmanageable conflicts.

3. Amenity

The residential area can be designed to have a level of appeal, convenience and environmental quality which ensures it is a suitable living area for residents of Dubbo.

4. Efficiency

The site characteristics and locations demonstrate that residential use of the area at the density intended will be efficient in terms of ongoing costs related to energy use, access and utilities.

5. Economy

The development cost, timing and staging of conversion of the area to residential use is a cost effective way of monitoring residential land supply.

6. Diversity

Use of the area for residential development will service a market or contribute usefully to the diversity and choice of lifestyles available to potential residents of Dubbo or sustain the existing range of options.

7. Community

The area is capable of both integrating well with the larger urban Dubbo community and of developing its own neighbourhood identity, focus and facilities.

If the development of an area for residential purposes doesn't clearly reflect these principles then the area should be considered inappropriate for the purpose.



## Objectives

1. Satisfy the residential land supply needs of the growing Dubbo population foreshadowed by the Dubbo 21 Plan so as to provide a range of lifestyle choices competitive with major coastal cities.
2. Recognise segmentation of the residential market as an indicator of relevant residential lifestyles in Dubbo and adjust land supply in response to these.
3. Council to show leadership through its own participation in the residential land development picture in advancing the objectives of the Residential Areas Strategy and facilitating the Dubbo 21 Plan.
4. Encourage and facilitate private developers to undertake residential development in support of the Dubbo 21 Plan and to provide for at least 70% of the market.

## Approach

This group of objectives relates to aspects of the marketing of Dubbo as a residential location option to people outside the region. Dubbo cannot compete directly with its competitors on their own terms, but must establish and promote its own advantages.

## Actions

- i. Identify and target potential resident groups eg new families, empty nest couples, retirees (see Market Segmentation - Life Cycle) through the industries information and advice;
  - ii. Ensure the economic growth objectives are working to provide job opportunities and business opportunities attractive to the first two groups;
  - iii. Emphasise Dubbo's financial, climatic, social, outback travel advantages to the third group;
  - iv. Expand the annual meeting with housing industry developers to include a conference on past performance and future opportunities by market segment for the coming year in implementing Dubbo 21;
  - v. Council's policy on market share should be responsive to Dubbo 21 strategies and its leadership role in the long term development of Dubbo for example in marketing areas West of the river; and
  - vi. Dubbo City Council to monitor housing completes by location and type, and subdivision activity, as input data to the annual conference.
5. Place residential development within an integrated and efficient land use framework focussed into the Central District.
  6. Achieve a long term City Structure which places the CBD at its centroid by shifting locational emphasis to West Dubbo over the next decade.
  7. Limit and consolidate the current phase of fully serviced residential development emphasising East Dubbo within the urban edge defined by Cobbora Road, Buninyong Road, Mitchell Highway, Sheraton Road, Hennessys Road.
  8. Residential development shall not be so located as to obstruct industrial development of lands designated for that purpose under the Urban Development Strategy.

### Approach

This group of objectives relates to Council's role in decisively guiding the future form of the City to achieve all the Dubbo 21 Strategies. No other body has the means to implement this responsibility.

### Actions

- i. Ensure that residential expansion is compatible with the locations of other land use components of the Urban Strategy;
  - ii. Ensure that future rezoning for residential development is consistent with land supply management requirements as to location and timing which can be justified from within Council's adopted Residential Areas Strategy;
  - iii. Use the annual industry conference to ensure awareness by the industry of the wider structural and environmental issues guiding Council in its management of the physical expansion of the City; and
  - iv. Based on the 1996 Keswick Structure Plan and Urban Release Strategy by Hoynes Wheeler and Thorne Pty Ltd and the larger strategic situation, determine appropriate areas for release through the zoning process.
9. Ensure that the development of residential neighbourhoods does not exceed their environmental and engineering capacity.
10. Protect the environmental quality and amenity of established and new residential neighbourhoods.

### Approach

Environmental management will become an increasingly important factor in ensuring the appeal of Dubbo as a place to live compared to other cities in Australia with intractable problems. Residential areas are the living space of the people. Their expectations must be understood and met wherever reasonable.

### Actions

- i. Establish the design capacity of services at the time of development and ensure they are not subsequently exceeded by overdevelopment;
- ii. Design new areas on a neighbourhood basis in which identity, focus, commercial and community facilities and recreation space are integral to the concept design;
- iii. Consider ways of improving the urban environment in relation to climatic and convenience factors (eg shade, footpaths, bus stops); and
- iv. Based on the recommendations of the Freeman Collett Report and other sources determine the nature of content of a DCP for the management of heritage items and areas of streetscape quality in the central and south Dubbo Precincts.

**The Policy responses to these objectives are reflected in the precinct strategies of the Central Sub-District and in the relevant Sub-District strategies for other areas.**

## Zoning for Residential Development 1997 - 2001

Based on the figures available as at 30 June 1996, the principles outlined on page 27 in relation to residential land supply, Council's commitment to restrain its participation to 30% of the market, its policy to encourage private developers to participate in meeting demand, and the existing distribution of land zoned for residential development and in private (not Council) ownership, the following conclusions can be drawn.

1. Taking the 5 year average annual lot take up rate of 250 less 30% (DCC) a private sector supply level of 175 pa should be sustained.
2. **Minimum capacity** of private sector zoned land and lots in development should be 5 years supply, ie 800-900 lots equivalent (at the end of the 5 year zoning cycle).
3. **Maximum capacity** of private sector zoned land and lots in development should be 10 years supply, 1700-1800 lots (at the beginning of the 5 year zoning cycle).
4. Private sector zoned capacity at 30 June 1996, was approximately 1230 lots. This is very close to the optimal supply level (ie the median point of 1275).
5. Distribution of this lot capacity was:-

East	530
West	750

Whereas annual demand as indicated by the take up rates of the last 5 years was:-

East	± 200 pa
West	± 20 pa
(Balance elsewhere)	

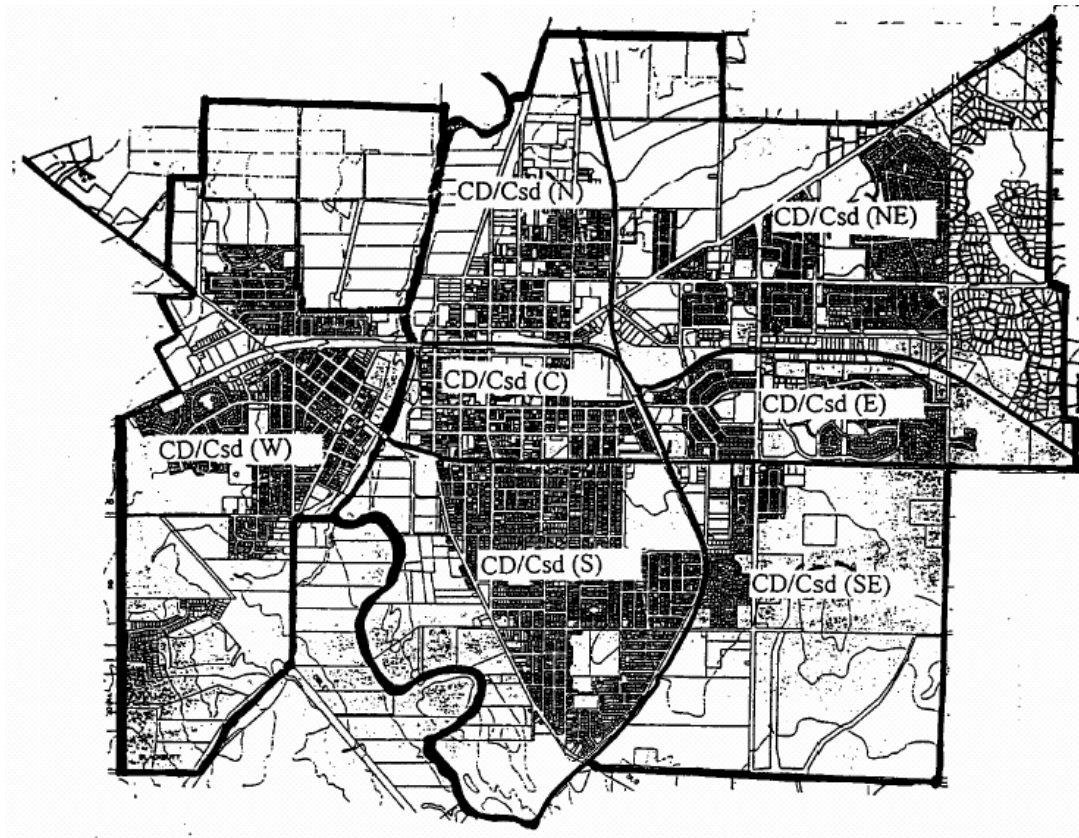
6. This highlights the larger problems this strategy seeks to address in relation to acceptance in the market place of residential expansion west of the river. This will not be resolved solely by severely restricting supply in the east. Other measures need to be taken to improve the appeal of west, and these will require time to take effect. However, East side restraint in supply should be part of the strategy.
7. If the past 5 years average demand were sustained, there is less than 3 years private sector supply in East. However, there is a widespread recognition of a current slump in demand, such that the position may not be this constrained.
8. To enable private sector developers to remain active in the market place over the next five years, while image improvement policies for West are devised and implemented, and to allow time for the significance of the present slump in demand to be determined or resolved, residential zoning in East should be expanded by approximately 400 lots at the time of introducing the new Urban LEP (ie approximate 10% less than maximum).
9. This additional capacity should be made up of provision primarily in the South East Precinct. The small areas of 1D zoned land in the South Precinct should also be released to residential zoning where suitable and where a willing developer is available. Detailed recommendations as to appropriate densities and actual zone boundaries should be made to Council through the process of drafting the LEP,\*. Indicative areas for rezoning are as shown in the precinct and sub-district policies. At a typical net lot yield of 8 per ha this equates to approximately 50 ha in the South East Precinct depending on density. Therefore at this time Council should consider a policy to release a further area of residential zoning in the South East Precinct, to be located within the limits of the area shown on page 52.

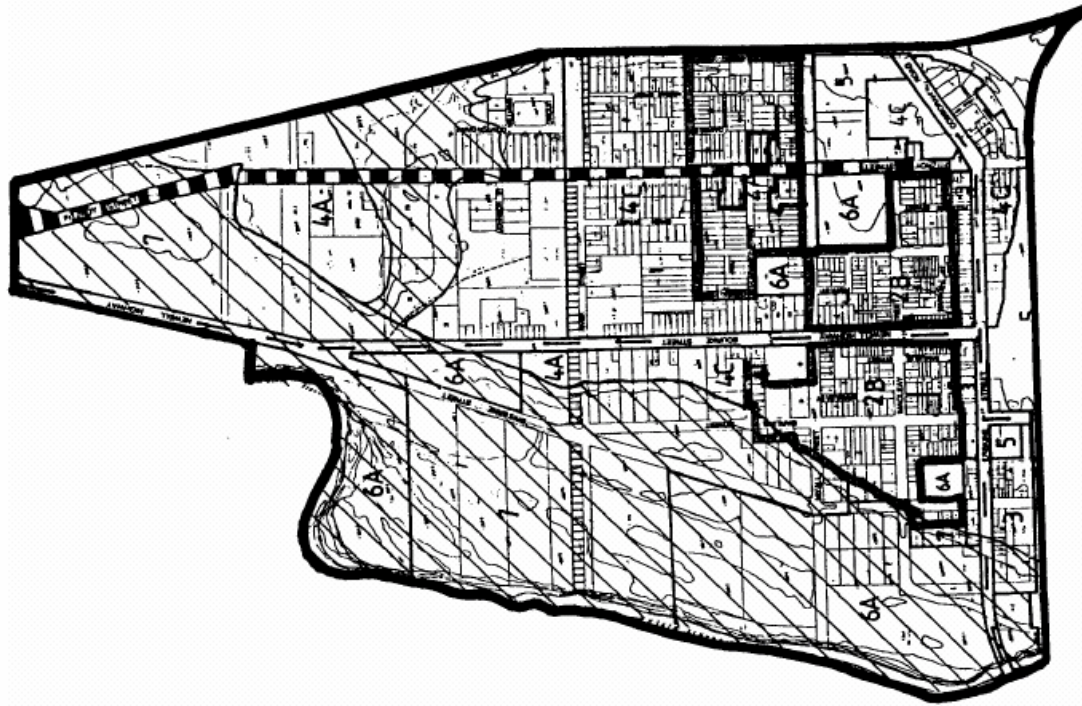
10. Other proposals within the strategy related to sustaining the range of lifestyle choices should be acted on where there is public acceptance. Numerically these proposals do not contribute very substantially to the supply equation and therefore can be addressed independently from the above.
11. Assessment of the Central/South Dubbo 2B Zone review continues and when recommendations are finalised these should be considered for inclusion in this strategy.

\*Following adequate consultation with the landowners concerned.



## PRECINCTS - RESIDENTIAL POLICIES





**KEY:**

Zoned Residential, developed

Zoned Residential, subdivided vacant

Zoned Residential, unsubdivided

Not Zoned Residential, development potential

CD Central Subdistrict (North Precinct)

## North Precinct - Residential Areas

(No Submissions)

### North Dubbo

<u>Identification</u>	CD/CSd (N)
<u>Area &amp; Boundaries</u>	See Structure Plan

#### Description

- Macquarie River to Coonamble Railway Line, Main Western Line to Purvis Lane.

#### Opportunities

- Capacity to improve role in supporting Dubbo 21 Strategies 2, 3 and 6;
- Prospect of rail yard relocation creates opportunities in Erskine Street to:-
  - improve local traffic flows; and
  - improve the commercial environment.
- Realignment of Newell to Bligh junction/Brisbane Street; and
- Residential/industrial conflict resolution will advantage both.

<u>Directions</u>	See Structure Plan
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- **The future role of the precinct will continue to be multi-functional** with 3 foci, ie:-
  - dominated in the North by small industry;
  - dominated in the South by suburban residential**; and
  - at its southern edge by the Erskine Street commercial corridor.

### Objectives for Land Use in the Precinct (relevant to residential policy)

#### Residential

- **Protect the residential neighbourhood South of Roper Street, East of Bourke Street and between Myall Street and properties facing Erskine Street for residential use and resolve amenity issues within this area.**

#### Others

- Achieve clear flood management guidelines for the Macquarie River/Troy Creek Areas to clarify land use restraints in the Precinct;
- Define and consolidate retailing West of Bourke Street between Erskine and Macleay Street as the neighbourhood shopping centre for North Dubbo; and
- Prevent Bourke Street “grey” commercial development from further leakage South of Myall Street junction.

#### Precinct Summary

- Remaining development potential approximately 70 lots/100 households (smaller lot sizes)
- Ultimate residential capacity approximately 700 households;
- Spare capacity approximates 5 months of Dubbo demand;
- Average annual dwelling completes 4; and
- Market segments - suburban (2a) Inner Urban (2b).

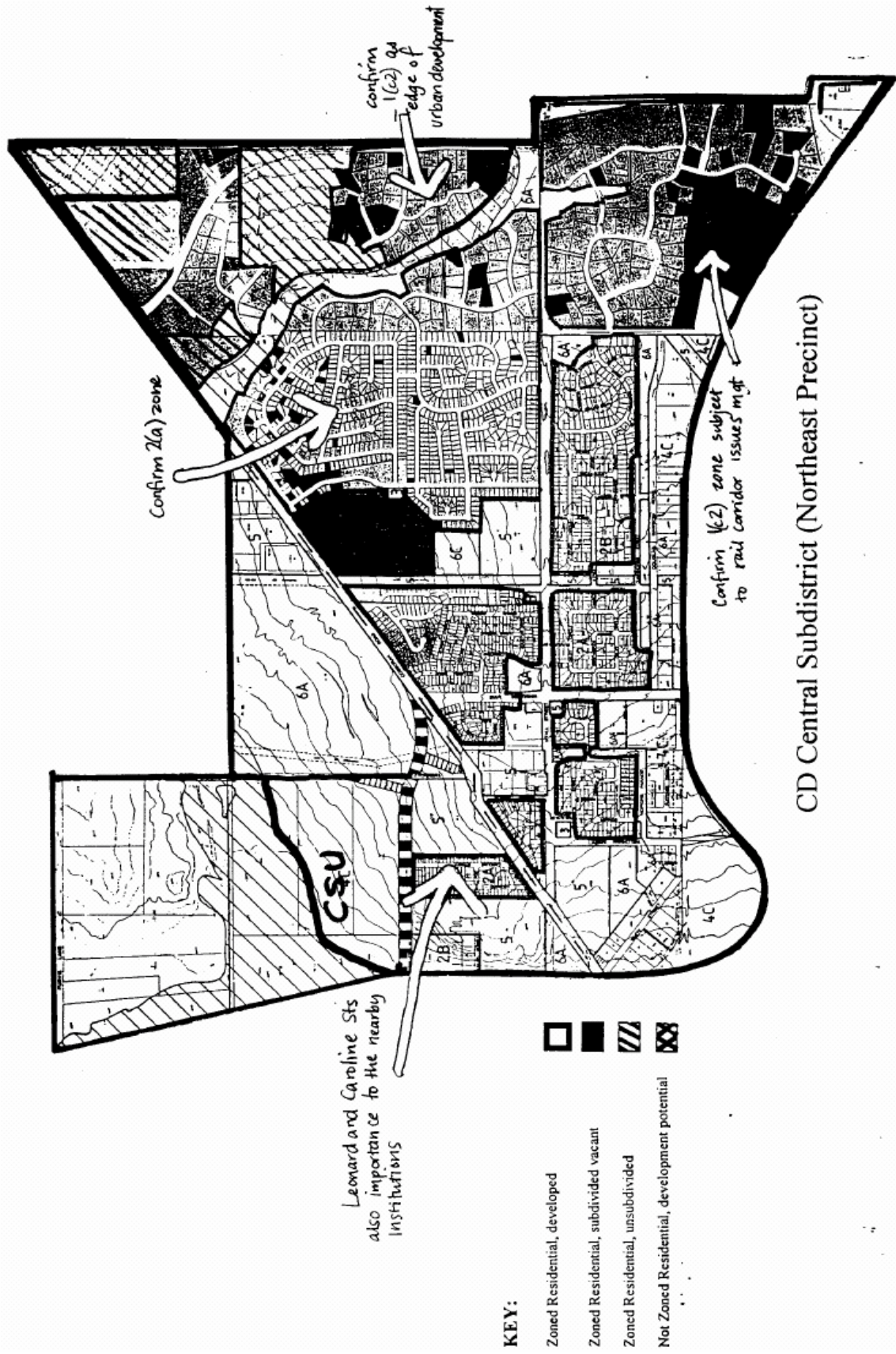


### Comment

- This Precinct provides some further scope for low-medium income housing with convenient access to CBD facilities, primarily through redevelopment in the 2B zoned areas. Careful control of such redevelopment and attention to Open Space and amenity will be critical to its success; and
- The 2(a) zoned area remains an intact residential neighbourhood and should be respected and protected as such, notwithstanding existing industrial intrusions.

### Policies

- Confirm the residential market targets for this Precinct as primarily Suburban and Inner Urban;
- Confirm the extent of the Residential zoned areas;
- Reassess the Residential 2(b) zoned areas for confirmation or variation to 2(a) where this will assist to safeguard amenity, in consultation with residents;
- Reassess standards for medium density development in this Precinct (2(b) areas) for adequacy in protecting local amenity;
- Confirm the Residential 2(a) zoned area to assist stability of this area and protect it from further industrial intrusion by tightening controls in relation to conversion of land to non residential uses;
- Exempt this Precinct from the “20 metre” rule;
- Reassess zoning on North side of Roper and Miller Streets with a view to resolving Industry/Residential conflict in this area;
- Protect Residential zoned properties from further commercial use conversions on the East side of Bourke Street and West side, North of Macleay Street; and
- Consider measures to ensure heavy vehicles keep to designated routes when transiting these areas.



## North East Precinct - Residential Areas

(No submissions)

### Dubbo Base/Equus

<u>Identification</u>	CD/CSd (NE)
<u>Area &amp; Boundaries</u>	See Structure Plan

#### Description

- Coonamble Railway Line to Buninyong Road, Main Western Line to Cobbora Road/River Street.

#### Opportunities

- Capacity to consolidate role in supporting Dubbo 21 Strategy 6 related to residential quality and choice, but this is tied to achieving efficient road access to industrial areas North of the City;
- Vital role in achieving Dubbo 21 Strategy 4 - centre of excellence for medical services; and
- Vital role in achieving Dubbo 21 Strategy 6 related to expanding tertiary education facilities.

#### Directions

- **The future role of the precinct will continue to be multi-functional dominated by its two major foci the hospital/tertiary education precinct in the west and the established urban residential role in the east;** and
- The precinct has a major transport relationship in that most of its edge is defined by important existing or proposed transport corridors.

#### **Objectives for Land Use in the Precinct (relevant to residential policy)**

- **Complete the residential development process at the already established suburban densities in the precinct, except where constrained by environmental management of Troy Creek;**
- Ensure the quality of drainage to Troy Creek; and
- Industrial strip to be consolidated for light industry with careful attention to potential for conflicts with residential amenity.

#### Precinct Summary

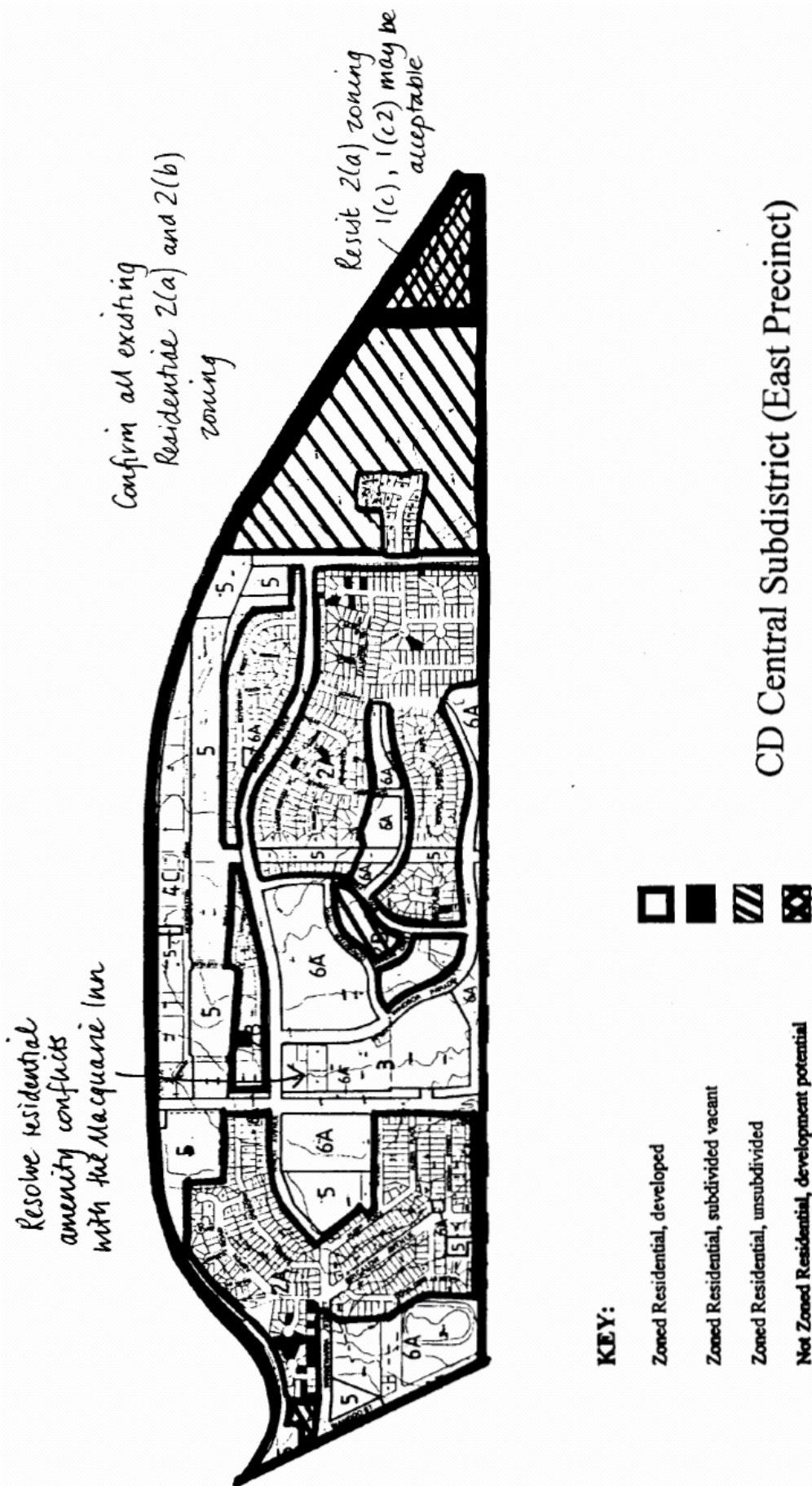
- Remaining development potential approximately 300 lots/400 households;
- Ultimate residential capacity approximately 2700 households;
- Spare capacity approximates 1 year 7 months of Dubbo demand;
- Average annual dwelling completes 110; and
- Market segments - Suburban (2(a), 1(c2)) Inner Urban (2(b), 2(c)).

#### Comment

- This has been Dubbo's fastest growing Precinct but it has now matured to the stage this development rate will taper off into a consolidation phase for both the 2(a) and 1(c2) zoned areas; and
- Environmental, amenity and commercial/community facility issues will now tend to become the focus of Council's management of this area.

Policies

- Confirm the residential market targets for this Precinct as primarily Suburban with some Inner Urban style development focussed into the Websdale Drive/Murrayfield Drive area;
- Confirm the extent of the Residential zoned areas;
- Reassess standards and conditions necessary to DA's in the remaining areas of 1(c2) with regard to Troy Creek management;
- Council strongly supports relocation of Dubbo High School to the Myall Street complex on locational factors even if some residential/recreation development capacity is displaced; and
- Rigorously protect the amenity and environmental quality of the residential neighbourhoods.



**Eastern Precinct - Residential Areas**

(No submissions)

### Orana Area

Identification                      CB/CSd (E)  
Area & Boundaries                See Structure Plan

#### Description

- Yeoval Railway Line to South Buninyong Road, Main Western Line to Mitchell Highway.

#### Opportunities

- Confirm the predominantly suburban residential character of the precinct to the advantage of Dubbo 21 Plan Strategy 6.

Direction                              See Structure Plan

- **The future role of the precinct will be dominated by its suburban residential function and secondarily by Orana Mall as a retail centre.**

#### **Objectives for Land Use in the Precinct (relevant to Residential Policy)**

- **Complete the residential development process at the already established suburban densities in the precinct;**
- **Councils vacant Business zoned site to be developed for commercial uses consistent with a commercial strip site rather than retailing; and**
- Industrial strip to be consolidated for light industry but remain separated by the transmission line corridor.

#### Precinct Summary

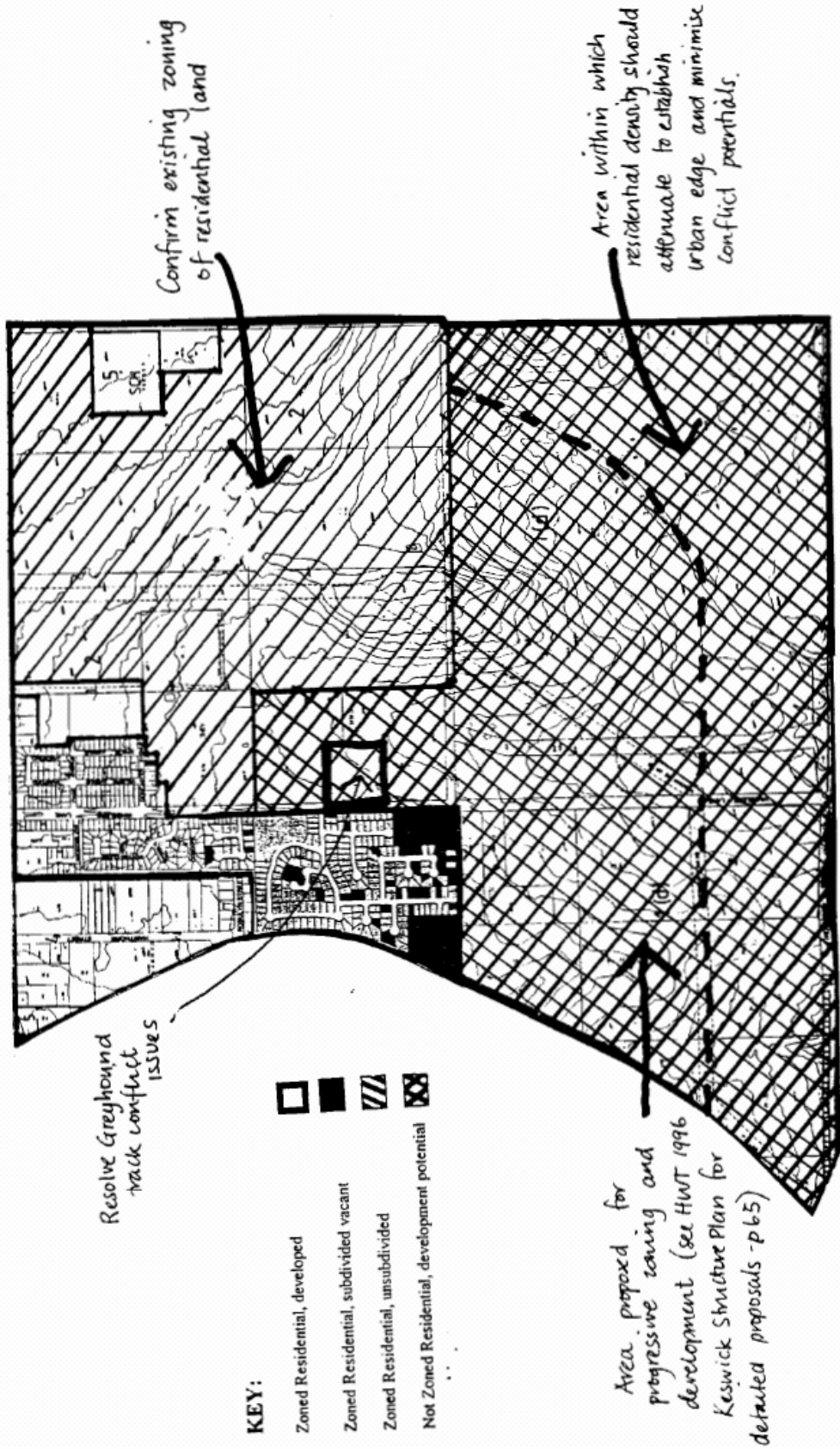
- Remaining development potential approximately 400 lots/500 households;
- Ultimate residential capacity approximately 1600 households;
- Spare capacity approximates 2 years of Dubbo demand;
- Average annual dwelling completions 36; and
- Market segments - suburban (2(a)), Inner Urban (2(b), 2(c)).

#### Comment

- This Precinct presents Council with its best opportunity to provide Dubbo with a Green Street style development to increase awareness of medium density options; and
- Council has very little scope to influence release of land through zoning processes in this Precinct due to its relatively mature status.

#### Policies

- Confirm the residential market targets for this Precinct as primarily Suburban and Inner Urban;
- Confirm the existing residential zoning of areas in the Precinct;
- Council land currently zoned Business not to be developed for retailing but designate as commercial strip; and
- Zoning of the land parcel at the extreme eastern end of the Precinct not to be Residential 2(a). If a Residential zoning is sought then 1(c2) equivalents can be considered.



**KEY:**

- Zoned Residential, developed
- Zoned Residential, subdivided vacant
- ▨ Zoned Residential, unsubdivided
- ⊠ Not Zoned Residential, development potential

CD Central Subdistrict (Southeast Precinct)

## South East Precinct - Residential Areas

(3 Submissions)

### Keswick/Avian

<u>Identification</u>	CD/Csd (SE)
<u>Area &amp; Boundaries</u>	See Structure Plan

#### Description

- Mitchell Highway to Hennessy Road, Yeoval Line to Sheraton Road.

#### Opportunities

- Potentially very significant to Dubbo 21 Strategies 4 and 6 due to it being the last extensive area for prospective residential development east of the Macquarie River.

#### Directions

- **The future role of the precinct will be dominated by the City's need to continue to provide areas suitable for fully serviced suburban residential development.**

#### **Objectives for Land Use in the Precinct (relevant to Residential Policy)**

- **Ensure potential for conflict between residential development and quarry/crushing/trucking operations, agriculture, and greyhound track are resolved prior to zoning for residential use;**
- **Based on the Draft Keswick Structure Plan 1996 and other considerations commit this as the final major area for fully serviced residential development east of the Macquarie River;**
- Resolve concerns related to aquifers and Eulomogo Creek in event of decision to allow suburban residential development;
- Consolidate Hawthorn Street light industrial area; and
- Resolve traffic conflicts at Hawthorn Street junction.

#### Precinct Summary

- Remaining development potential approximately 3900 lots/5700 households;
- Ultimate residential capacity approximately 5700 households;
- Spare capacity approximates 22.8 years of Dubbo demand;
- Average annual dwelling completes 32; and
- Market segments - Suburban (2(a), 1(c2)), Urban Fringe.

#### Comment

- Development of this extensive area will complete the eastward phase of suburban development of Dubbo in that it takes the eastern edge out to where environmental barriers begin to take effect;
- As with Equus it would be desirable to establish a visible transition to emphasise the urban edge, especially at the Sheraton Road, and Hennessy Road corridors;
- Council's Keswick Estate plan and Hoynes Wheeler and Thorne 1996 Keswick Structure Plan/Urban Release Strategy are the principal forward planning documents from which Council will be expected to determine policy detail, therefore extracts from the latter are attached for consideration as part of the policy package for this Precinct;
- Aspects of the HWT proposals which will require particularly careful consideration are:-
  - the rate of land release proposed through the zoning process.



- the treatment of the eastern and southern perimeters of the study area in terms of attenuation to lower densities (see comment above re Equus)
- environmental management and land use conflict issues and their resolution.
- The need for the private residential development industry to secure suitable land in advance of the 5-10 year lead time in competition with Council dominance of strategic land stocks is background to the HWT Study.

#### Policies

- Through the current LEP review process, rezone sufficient land to provide 400 residential lots south of Boundary Road; and
- Require attenuation of densities to a minimum density of 6000 m<sup>2</sup> with sufficient depth north of Hennessy Road, to clearly define the urban edge to be decided after consultation with landowners.

## **Appendix to South East Precinct**

### **Extract from 1996 Keswick Structure Plan and Urban Release Strategy Volume 1**

Hoynes Wheeler & Thorne Pty Ltd have been engaged by the owners of the land in the study area to prepare this proposal for the preparation of the environmental assessment and structure plan.

#### ***Study Objectives***

The objectives of the study are to:-

- Assess the existing environment within the study area;
- Identify existing infrastructure within the study area;
- To identify constraints and opportunities for future urban development of the site;
- To prepare a draft 1996 Structure Plan\* to identify broadly the most appropriate land uses for the various parts of the study area; and
- To prepare an Urban Release Strategy for Keswick.

The study area has been expanded to include additional land farther to the east of that included in the 1984 Structure Plan and most of the area north of Boundary Road is now excluded as this land owned by Dubbo City Council is already zoned for residential development. The study area is generally bounded by Boundary Road to the north, Hennessy Road to the south, the Coonamble-Orange Railway Line to the west and extends east of Sheraton Road, with northward extensions east of Wheelers Lane and Sheraton Road. This land is currently zoned No. 1(d) Rural (Investigation) Zone under the provisions of Dubbo Local Environmental Plan 1991 - Urban Lands.

***\*This is extract is for information only. The adoption of the Residential Strategy does not constitute the adoption of this extract as policy***

## Appendix to Southeast Precinct

*Extract from 1996 Keswick Structure Plan and Urban Release Strategy Volume 1*

*-Hoynes Wheeler & Throne*

### Section 3.0

#### Structure Plan

##### 3.1 Planning Principles

The Keswick Structure Plan 1996 (Figure 3.1) provides broad land use allocations taking into account the constraints and opportunities previously identified in this study. The plan will aim to:

- (i) Promote an urban structure in which the commercial centres, open space systems, roads and residential areas are arranged to ensure safe and efficient operation providing a good quality living environment.
- (ii) Development of new residential areas based on distinct neighbourhoods.
- (iii) Promote convenient access to all services within the Keswick area and the wider Dubbo area.
- (iv) Protect the environment and cultural heritage of the study area.
- (v) Promote compatibility of the area with the City of Dubbo and surrounding rural areas.

The division of the study area into living areas or neighbourhoods is consistent with the approach adopted in the 1984 Keswick Structure Plan. Identification of broad land uses in the Structure Plan has been limited to residential, rural residential, open space and conservation areas. The Structure Plan intends to allow flexibility in actual location of more specific land uses such as local centres (shopping), primary schools and community centres. It is anticipated that one or two primary schools and one or two local centres (located adjacent to or near the schools) will be required in the study area, depending upon similar usages in Council's adjoining Keswick Estate. Preferred general locations for these facilities have been indicated on the Structure Plan as a guide only.

##### 3.2 Constraints on Residential/Rural Residential Development

The hazards, constraints and urban capability of the study area have been described fully in Section 2.3.10 and 2.6 above, and have been used to determine those parts of the study area suitable for use as living areas. There exists within the living areas, however, a range of constraints that have to be overcome, or provided for in the detailed design of the study area development, as described below:

Archaeological sites (noted Ⓐ on the Structure Plan) will either have to be conserved by future development or a consent to destroy obtained from the Director General of the National Parks and Wildlife Service.

Parts of the living areas are subject to local flooding (noted "F" on the Structure Plan). These areas will have to have controlled drainage installed or the areas avoided by building development.

There is existing noise affectation of parts of the study area created by different sources, as discussed below:

- (i) Noise from the Dawson Park Greyhound Track will have an intermittent impact on land around the track, especially to the north and west as the noise generating facilities are located around the north west corner of the track. The zone of affectation could be expected to extend up to about 100 metres from the noise source (noted "N" on the Structure Plan).

Detailed development design for land around the Dawson Park Greyhound Track should take into account the potential for noise generation from Dawson Park having regard to the planned operation of the track. It should not necessarily preclude urban development from the zone of affectation shown on the Structure Plan providing the constraint is assessed and taken into account in the design stage.

Impact of Dawson Park on the urban development of surrounding land may be mitigated by designing local open space and utility service facilities into the buffer area, by creating larger lots against the track within building envelopes outside the required buffer and by future management of Dawson Park.

Development proposals for the land adjacent to Dawson Park should include detailed assessment of the potential noise impacts of the facility and demonstrate adequate design to mitigate such impacts.

- (ii) Heavy traffic utilising Sheraton Road could impact on dwellings built within 100 metres of Sheraton Road. As the time of development of land shown so impacted on the Structure Plan, the then existing heavy traffic use of Sheraton Road should be taken into account along with any intended measures to reduce noise impacts (acoustic barriers, traffic re-routing etc).
- (iii) Quarry noise from the Readymix Quarry operations have the potential to impact upon residences built upon Lot 2491 DP 623366 as shown on the Structure Plan (noted "N"). At the time of the development of this land consideration should be taken into account of existing and future quarry operations along with any measures which may be made to reduce noise impacts such as the construction of acoustic barriers. As the quarry operations move away from the western boundary of the quarry site the zone of influence of quarry noise over the eastern part of the subject area would reduced.

The eastern extremity of the study area will be impacted by vibration from the existing Readymix Quarry when quarrying operations extend towards the western boundary of the quarry site. At the time when the quarry blasting is at the most disadvantageous point, quarry vibration would extend onto the study area approximately to the location shown on the Structure Plan (noted "V"). Development of this part of the study area should be either delayed until after quarry operations in the western sector of the Readymix Quarry are completed (probably within the next 10 years or so) or development should be designed so that housing is outside the shown buffer area.

Buffers from current and future adjoining land uses have been shown along part of the southern boundary of the study area and along the northern part of the eastern boundary of the study area (noted "L" on the Structure Plan). These buffers have been provided where it is intended that low density residential development occur adjoining to rural or potential industrial land uses. Generally, dwellings should not encroach upon these buffer zones and larger lot sizes should be utilised within these buffer areas so that the land can be used for urban development with residences located outside the buffer.

### 3.3 Land Use

#### 3.3.1 Residential

##### Planning Principles

Keswick should consist of residential neighbourhoods based on safe and convenient access to schools, commercial and community facilities and having sufficient open space to cater for the neighbourhoods.

A variety of housing opportunities shall be provided within the Structure Plan with the main focus being on low density residential development.

It is proposed that development be based on the neighbourhood concept. The road systems within the neighbourhoods should contain a legible hierarchy including a distributor system, collector roads and local access roads the design of which reflects their purpose and likely level of traffic use. Road design should avoid the promotion of undesirable through traffic.

Pathways in each neighbourhood should provide for the movement of pedestrians and cyclists in a safe environment. These systems should focus on the primary schools, local centres and open space system.

The residential area should provide a high quality living environment to ensure minimal adverse impact from non-residential uses.

##### *Living Areas*

The study area has been divided into seven living areas based on physical divisions in future development. The living area boundaries are not based around any particular servicing catchments nor are they intended to infer any particular staging plan.

The living areas, on the most part, will form natural neighbourhood boundaries as detailed planning and development of the study area proceeds.

The medium density/low density mix for each of the living areas should be allowed to evolve as development of the study area proceeds and is not intended to be fixed by this Structure Plan. Future development of medium density housing around the primary schools/local centres should be encouraged during the detailed planning of the area.

Rural Residential development has been recommended for the south east corner of the study area for several reasons. Mixed lot size rural residential (say up to 10ha maximum lot size) will enable alternative housing forms, provide a buffer between Keswick and adjoining land uses and provide opportunities for the incorporation of conservation and other restricted areas into the rural residential development. Domestic wastewater disposal for the rural residential lots should be by use of extended aeration domestic wastewater treatment systems.

The development restrictions referred to in Section 3.2 above should be taken into account in the detailed development design of the study area.

Population projections for the study area are provided in Table 3.1 below, and are based on an average occupancy rate of 3 persons per dwelling being the Dubbo City rate recorded at the 1991 ABS Census. The residential density has been assumed to 8 units per hectare for residential areas allowing for low density/medium density) and 1 unit per hectare for the rural residential areas.

***Extract for Information Only***

Living Areas	Area (Ha)	Density (Units per Ha)	Estimated Dwelling Units	Population (*)
1	59	8	472	1416
2	48	8	384	1152
3	16	8	128	384
4	63	8	504	1512
5	41	8	328	984
6	26	8 (residential)	208	624
	19	1 (rural residential)	19	57
7	42	8 (residential)	336	1008
	24	1 (rural residential)	24	72
TOTALS			2360	7080
(*) At an average occupancy rate of 3 persons per dwelling				

### 3.3.2 Commercial Centres

#### Planning Principles

The Structure Plan provides for two local shopping centres corresponding with the provision of primary schools at a rate of one primary school per 1,500 residential units<sup>10</sup>.

The local shopping centre provides for the convenience shopping needs of the immediate population. These centres are intended to provide a location for some personal services and local community facilities as well as meeting localized retail needs<sup>11</sup>. The centres should be located centrally in the neighbourhood catchment to minimize traveling distances.

The makeup of local centres will depend largely on demand but may include a small supermarket plus other shops and services.

#### Implementation

The location of the local shopping centres shown on the structure are only indicative. The centres should be centrally located to the neighbourhood catchment as identified on the plan. Location of the centre in close proximity to the primary school site allows maximum use of transportation links including pedestrian and cycleways.

Wheelers Lane provides the opportunity for location of a local shopping centre on a distributor road where access opportunities are maximised and surrounding land uses most compatible. The second centre may be appropriately located on the proposed north south link with similar advantages.

The study area theoretically generates sufficient population to support an "intermediate centre" as indicated by the 1984 Structure Plan. It is considered, however, that the need for this level of shopping would be met by Orana Mall given its proximity and the drive/shop characteristics of Dubbo shoppers.

***Extract for Information Only***

10 ACT Planning Authority Draft Site Provision Guidelines for Community Recreation Facilities

11 National Capital Development Commission, 1989 Policy Plan Implementation Plan Gungahlin

### 3.3.4 Community Facilities/Schools

Community facilities such as child care should be provided in conjunction with the local shopping centres. Figures indicate that child care facilities should be provided at the rate of one long day care centre per 510, 0-4 year old head of population and one occasional child care centre for each 1,400, 0-4 year old<sup>(12)</sup>. At the 1991 Census count, 9.3% (1,004) of the expected 10,800 population (see table 3.1) would be in the 0-4 age group indicating a need for two long day care centres and one occasional child care centre.

If constructed, these facilities should be located in proximity to the primary schools.

Primary schools should be provided at a rate of one per 1,500 residential units (4,500 population) indicating a future need of two primary schools in the study year, each with about a 3 hectare site.

(12) ACT Planning Authority Draft Site Provisions for Community and Recreation Facilities.

### 3.3.4 Open Space and Recreation

#### Planning Principles

The Structure Plan incorporates areas of major ridges, main drainage lines, significant stands of remnant vegetation and site of cultural heritage significance into the open space system. It also anticipates that the trunk stormwater drainage swales will be incorporated into the open space system.

The Structure Plan identifies two levels of open space, namely District Open Space (playing fields) and Neighbourhood Open Space encompassing local parks.

#### Implementation

Major ridgelines and areas of vegetation have been identified and are to be included as open space. In certain circumstances local play areas may be incorporated in these areas although priorities of easy access and central location of play areas should be enforced.

Most living areas identified, have common boundaries with the passive recreation systems. Indeed, the irregular shape of some areas will allow maximum exposure between residences and open space. The boundaries should be given special consideration in the detailed planning of these areas.

Early consideration should also be given to the planning of cycleways and pedestrian routes to allow incorporation into the open space system, allowing both recreational and commuter use of the system.

The potential study area population indicates the need for two additional playing fields on the basis of one per primary school<sup>(12)</sup>. These should be located to ensure easy access and on relatively flat sites.

Total open space should be provided at a rate of 30 square metres per person consistent with Council's Section 94 Plan. The Section 94 plan sets out how contributions of land and or money will be sought from developers for the provision of passive and active open space.

***Extract for Information Only***

### 3.4 Transport and Services

#### 3.4.1 Roads

The study area is currently well serviced by the surrounding road network. Sheraton Road will provide a major link to the City for residents living in the eastern part of the study area.

The extension of the existing four (4) lane configuration of Sheraton Road will need to be carried out as the subdivision develops.

Similarly, Wheelers Lane will provide the arterial road function for the western section of the study area connecting to both Boundary Road and the Mitchell Highway allowing easy access for traffic to all parts of the City. Again the four (4) lane configuration of Wheelers Lane will need to be extended as the subdivision develops. In keeping with the arterial road classification of both Sheraton Road and Wheelers Lane, future access points onto these roads should be limited. A structural road hierarchy should be developed within the subdivision to assist in the efficient distribution of traffic throughout the residential area.

#### 3.4.2 Stormwater

Willing and Partners have prepared the Keswick Trunk Drainage Feasibility Study on behalf of Dubbo City Council (dated May 1995) which reviews and updates their previous study carried out in 1982.

The Trunk Drainage Study encompasses the land contained within the study area together with Council's Keswick Subdivision located to the north.

The results of the Trunk Drainage Study indicate that the proposed Hennessy Road retarding basin is to be retained and the western floodway leading to the basin is to be widened. The extent of the widening will be subject to which stormwater scheme is adopted by Council based upon the options provided by the Willing and Partners report.

Stormwater generated from the future subdivision of the study will be conveyed by a underground pipe network, in accordance with Council's design standards, to the trunk drainage channels and hence to the Hennessy Road retarding basin.

In addition to the piped drainage network, developers will be required to provide overland drainage paths for stormwater flow in excess of the piped drainage capacity. The overland flow paths will generally be confined to the road network and therefore a road pattern must be developed to provide this function.

Depending on location within the study area it may be necessary for some landowners to provide smaller retarding basins within their subdivision to limit the peak rate of discharge of stormwater from the development.

This criteria will be necessary particularly for land located west of Wheelers Lane in order to control the flow of stormwater under Wheelers Lane and into the trunk drainage channel.

Two options for the disposal of stormwater from the western side of Wheelers Lane are available. The first option is to convey all stormwater flows in a southerly direction to the intersection of Wheelers Lane and Hennessy Road and then under Wheelers Lane to the Hennessy Road retarding basin. This option may result in substantial drainage structures beneath Wheelers Lane in order to provide a satisfactory level of service.

The second option is convey stormwater at several locations along Wheelers Lane into the trunk drainage channel and hence into the Hennessy Road retarding basin. This option will avoid the concentration of all stormwater flows at the intersection of Hennessy Road and Wheelers Lane.

**Extract for Information Only**



### 3.4.3 Sewerage

Due to the topography of the study area a sewage pump station will be required to be located at the southern end of the catchment to service the future development of residential areas.

Dubbo City Council are proposing to construct a pump station at the southern extremity of the study area, east of the intersection of Wheelers Lane and Hennessy Road. The pump station would be sized to cater for all sewerage generated from the study area catchment.

A sewer rising main would be constructed from the pump station northwards along Wheelers Lane to connect with the existing gravity system. Trunk gravity mains would generally be located along drainage reserves in order to service all areas within the catchment.

Gravity reticulation mains would convey sewage from residential areas to the trunk gravity mains and hence to the new sewage pump station.

### 3.4.4 Water Supply

The recently constructed 600mm diameter Keswick water main is planned to be extended in the near future south along Wheelers Lane to the intersection with Hennessy Road.

Eventually Council will extend this main along Hennessy Road and back to the water treatment plant in Macquarie Street.

The major augmentation of the water supply system through the study area in this manner will ensure adequate supplies of water for future residential development. It should be noted that it may be necessary for pressure reducing valves (PRV's) to be installed at take off points from the 600m diameter trunk main in order to limit pressures within the domestic reticulation network.

### 3.4.5 Electricity

The existing services throughout the study area can be augmented as required to provide electricity supply to future residential development.

Advanced Energy intends to construct an electricity substation near the intersection of Wheelers Lane and Boundary Road. Initial plans were for the substation to be constructed on the south east corner of that intersection. Due to the visual prominence of this site the construction of the substation at this locality should be discouraged. Less obtrusive locations for the substation in the general locality are:

- East of the stormwater drainage swale in Living Area 4;
- Between Dawson Park Greyhound Track and the stormwater drainage swale in Living Area 3; or
- Adjacent to the stormwater drainage swale in Council's Keswick land north east of the study area.

## SECTION 4.0

### Urban Release Strategy

#### 4.1 Introduction and Objectives

Ultimately, Keswick will accommodate about 10,800 people in a variety of housing forms. Development of the area will take many years because of its size relative to population growth and because of the other urban development areas in Dubbo which also meet market demand.

Trunk services are being completed by Council which will service the future development of the study area. Access to these utility services will be available to parts of the study area and will be available to all of the study area as development proceeds and extends those services.

The objectives of the Urban Release Strategy are to:

- Enable the rational development of the study area without creating a significant over supply of housing stocks;
- To enable the development of more than one land parcel at any one time, to maximise development competitiveness and consumer choice; and
- To ensure that development of the study area does not require the inefficient provision of service infrastructure.

#### 4.2 Supply and Demand

Recent estimates by Dubbo City Council<sup>(13)</sup> indicate that there are currently 130 lots being prepared for subdivision. Additionally, about 2,500 lots are zoned but not yet developed, as shown below:

- Eastridge 250 lots
- Yarrawong 300 lots
- Keswick (DCC) 1,400
- Delroy Park 350 lots
- Grangewood 200 lots
- Churchill Gardens 200 lots

As shown in Table 3.1 there is likely to be in the order of 2,360 mixed dwelling units ultimately developed in the study area.

(13) Pers. Comm (Dec 95) Ms N Lennon, Strategic Planner

Council has also estimated<sup>(13)</sup> that residential demand in the Dubbo urban area is in the order of 250 lots per annum based upon residential dwelling completion in the Dubbo urban area over the period August 1991 - November 1995.

Based on the above figures, there is already about 10 years supply of residential land zoned within the Dubbo urban area. The study area will provide about another 10 years supply allowing for existing growth rates and as such the rezoning of all of the study area at this stage may be inappropriate. Certainly development of the study area is unlikely to be completed within the next 10 - 15 years even if the Keswick area does become a preferred location within the residential land market.

**Extract for Information Only**

Given the supply and demand figures, the need for a range of housing styles and location choices within the City and the existence of adequate services in the near future, it is considered that the commencement of development of part of the study area is warranted.

#### 4.3 Staging Constraints

Primary staging constraints in the study area relate to the provision of services to the various land parcels. By the end of 1996/97 financial year trunk sewerage, water supply and stormwater drainage facilities will be in place to cater for development of the Keswick Study Area. These trunk services are basically located in proximity to the Wheelers Lane corridor.

Additionally rational development of the study area would dictate that urban development should be contiguous with the existing urban areas so as to minimise land use conflicts as development proceeds.

Further there are constraints on the development of the eastern end of the study area as detailed in Section 3.2 above which will necessitate a delay in the development of that part of the study area for some time in the future.

Secondary constraints relate to the need to provide reticulated services to the various development parcels (separate ownerships) in the study area from the trunk services. Development of some of the smaller land parcels in the Study Area will be difficult in the shorter term without some arrangement for the sharing of the cost of bringing reticulated services to the particular land parcels.

In this regard Council should consider the possibility of providing trunk gravity sewerage services to the northern end of the Wheelers Lane sector of the Study Area. This would enable the smaller land parcels in Living Areas 1 and 3 and possibly parts of Living Area 4 to proceed by contributing on a pro rata basis to the provision of trunk services which will ultimately accommodate the development of all of those areas. Alternatively, private arrangements will have to be made between the developers of those various land parcels, which are commonly shown to be a stumbling block in development of composite sites.

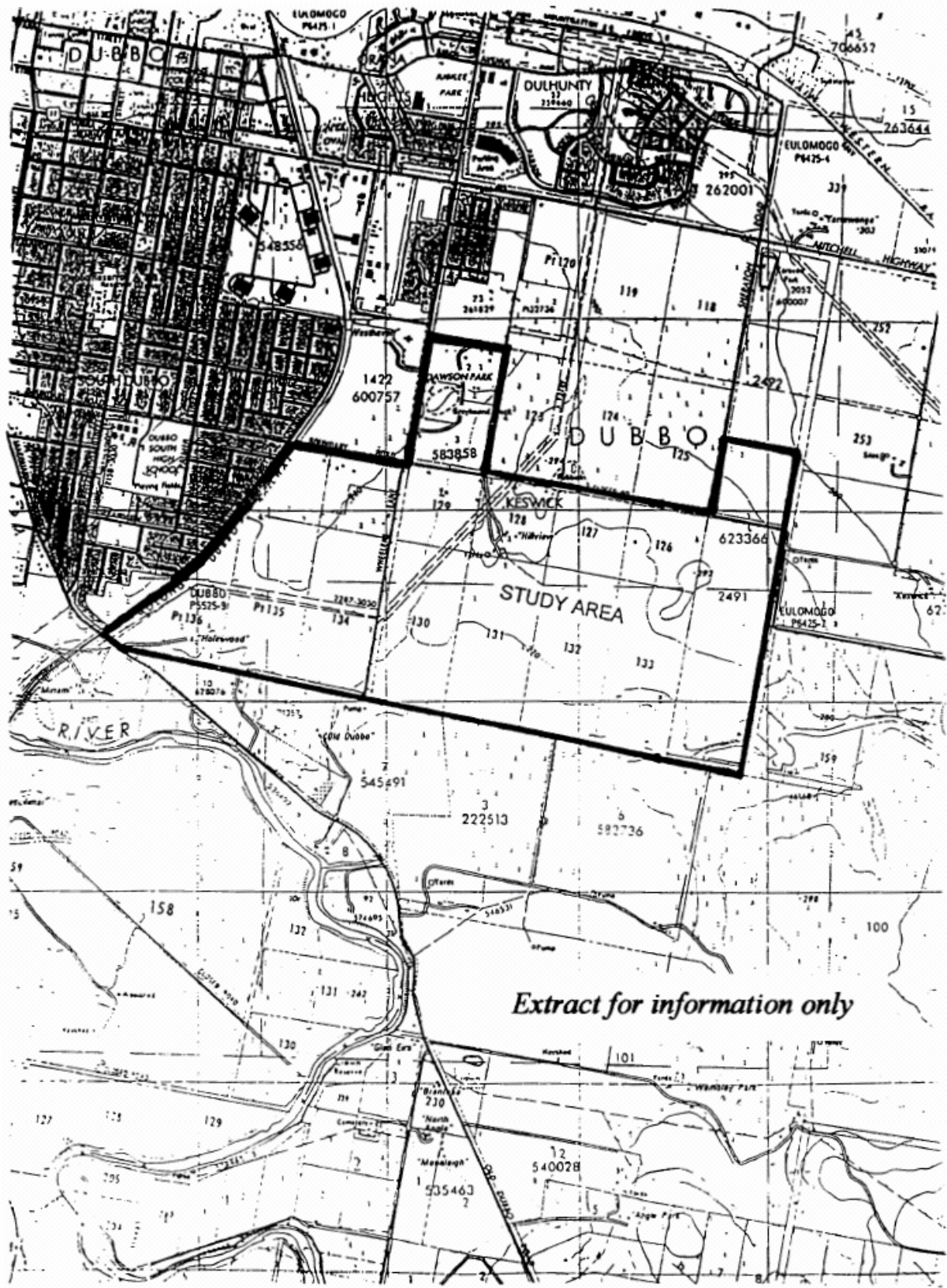
#### 4.4 Preferred Development Staging

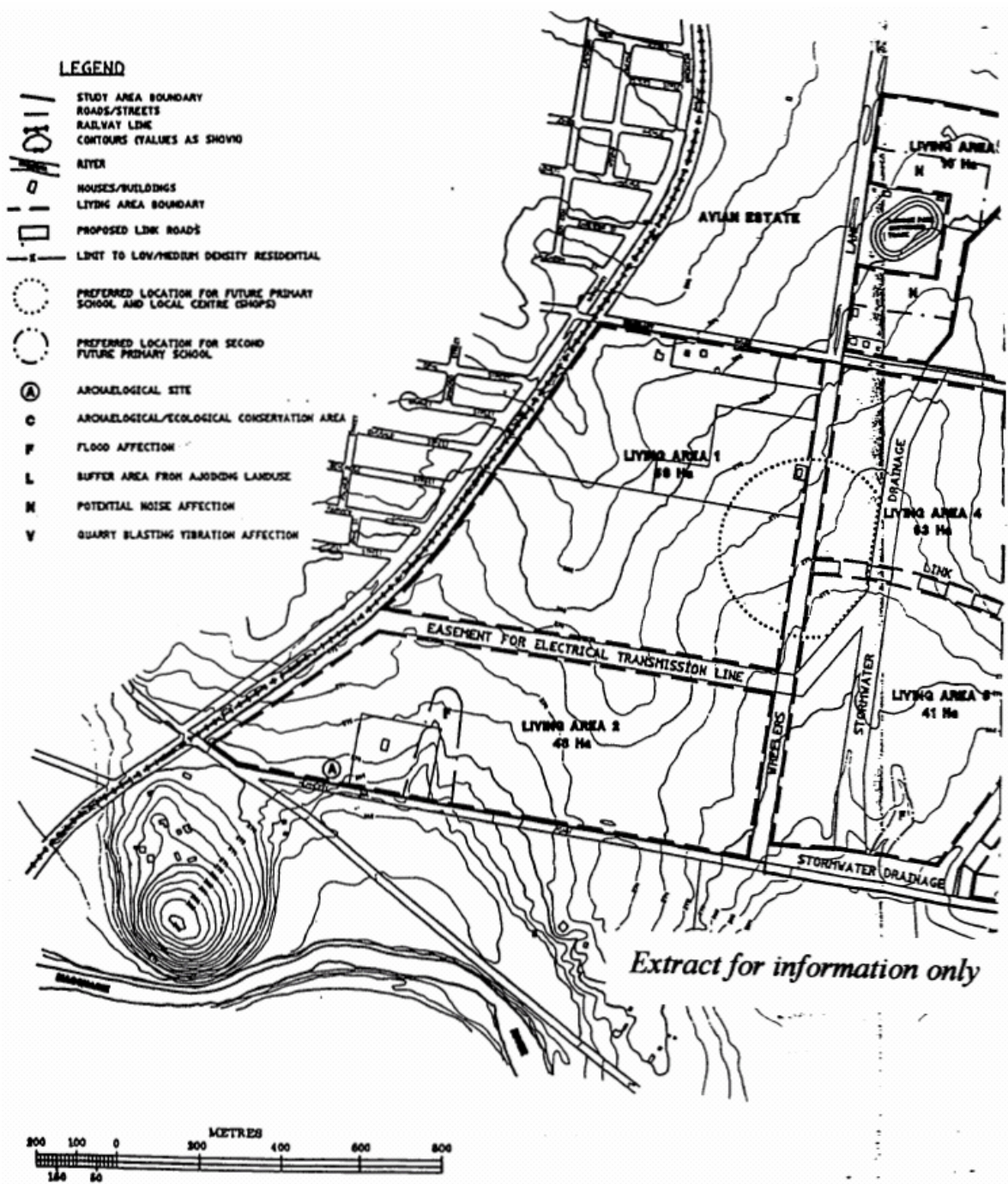
The staging of development in the Study Area should provide opportunities for as many separate land parcels as is rationally possible to provide competition and consumer choice in the development area. Trunk services will soon be located in the Wheelers Lane corridor and the western end of the Study Area adjoins existing urban development areas.

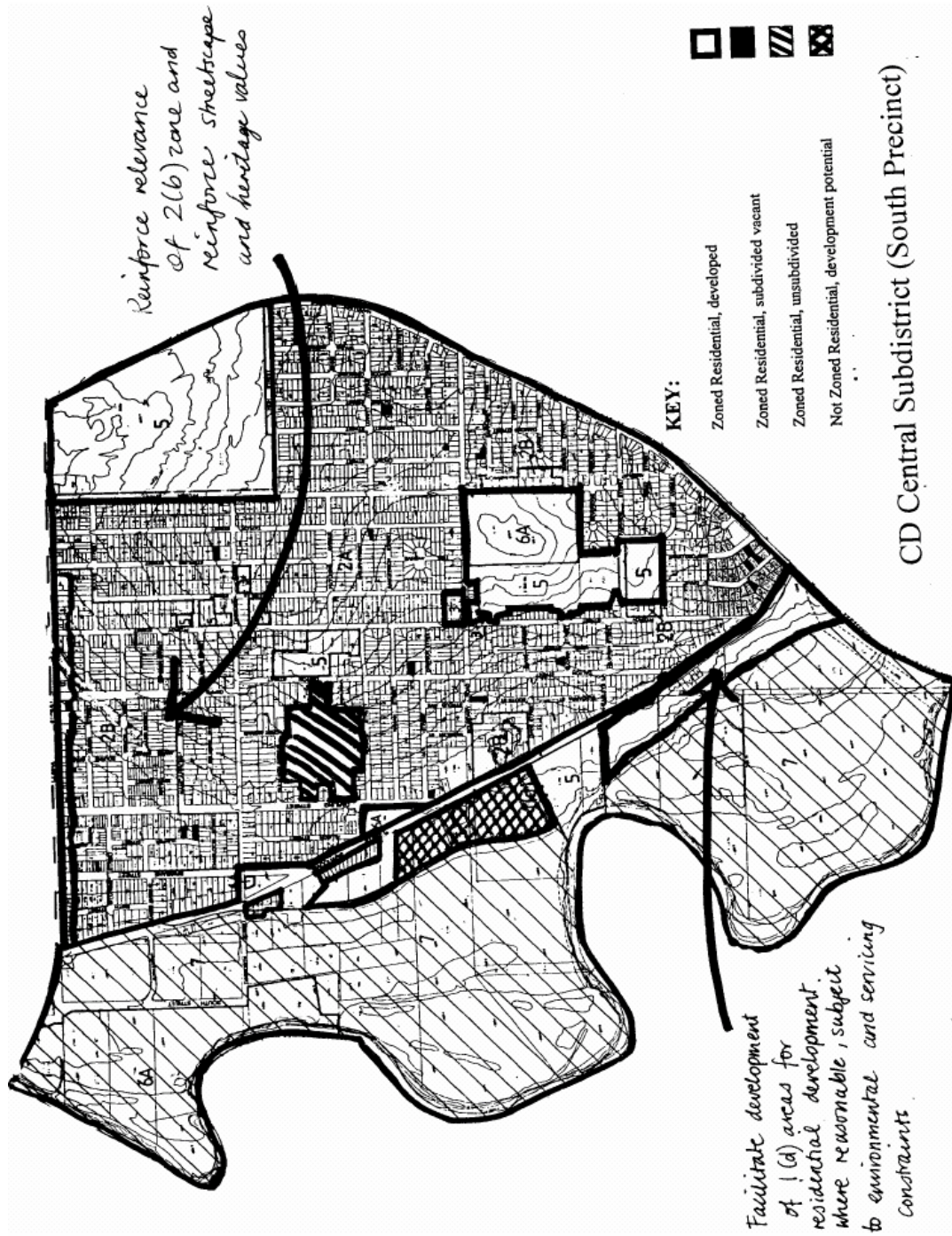
For this reason it is considered that Council should give consideration to the rezoning of lands within Study Areas 1, 2 and 3, and the western parts of Living Areas 4 and 5 that will be able to be serviced from the proposed pumping station near Wheelers Lane/Hennessy Road as the first stages of development of the area.

Whilst development at the northern end of Wheelers Lane within the Study Area will be most contiguous with urban development, and accordingly most likely to proceed, the advantage of lands at the southern end of Wheelers Lane are that they will have direct access to the proposed sewerage pump station without requiring the need for a long gravity sewerage reticulation.

***Extract for Information Only***







## Southern Precinct - Residential Areas

(1 Submission)

### South Dubbo

<u>Identification</u>	CD/Csd (S)
<u>Area &amp; Boundaries</u>	See Structure Plan

#### Description

- Macquarie River to Yeoval Railway Line, Cobra Street to the North

#### Opportunities

- Achieving Dubbo 21 Plan Strategy 6 with reference to housing quality and lifestyle options must include the retention of existing character housing stock in established areas, in which respect South Dubbo is the best resource in the City;
- Conversion of the RAAF Barracks site to residential use; and
- Future use of the RAAF Base land as a unique large scale urban development site with frontage to the Mitchell Highway and Yeoval Railway Line.

#### Directions

- **The future role of the precinct will continue to be dominated by the City's need for established, well located quality and character residential neighbourhoods;** and
- The precinct will continue to fulfill an important tourism services function at its northern edge in support of Dubbo 21 Strategy 5.

#### **Objectives for Land Use in the Precinct (relevant to Residential Policy)**

- **Protect and enhance the quality and amenity of the residential environment of the Precinct;**
- **Clarify, protect and reinforce the heritage and streetscape values of residential areas by implementing the Freeman Collett Report, and subsequent analyses as recommendations as adopted;**
- **Ensure any redevelopment is compatible with the established character of the neighbourhood;**
- **Allow medium density redevelopment only on sites selected for their particular suitability for such use; and**
- **Facilitate residential development of the 1(d) areas wherever suitable.**

#### Precinct Summary

- Remaining development potential approximately 187 lots/298 households;
- Ultimate residential capacity approximately 3600 households;
- Spare capacity approximates 10 months of Dubbo demand;
- Average annual dwelling completes 10; and
- Market segments - Suburban (2(a), 1(c2)) Inner Urban (2(b), 2(c)).

#### Comment

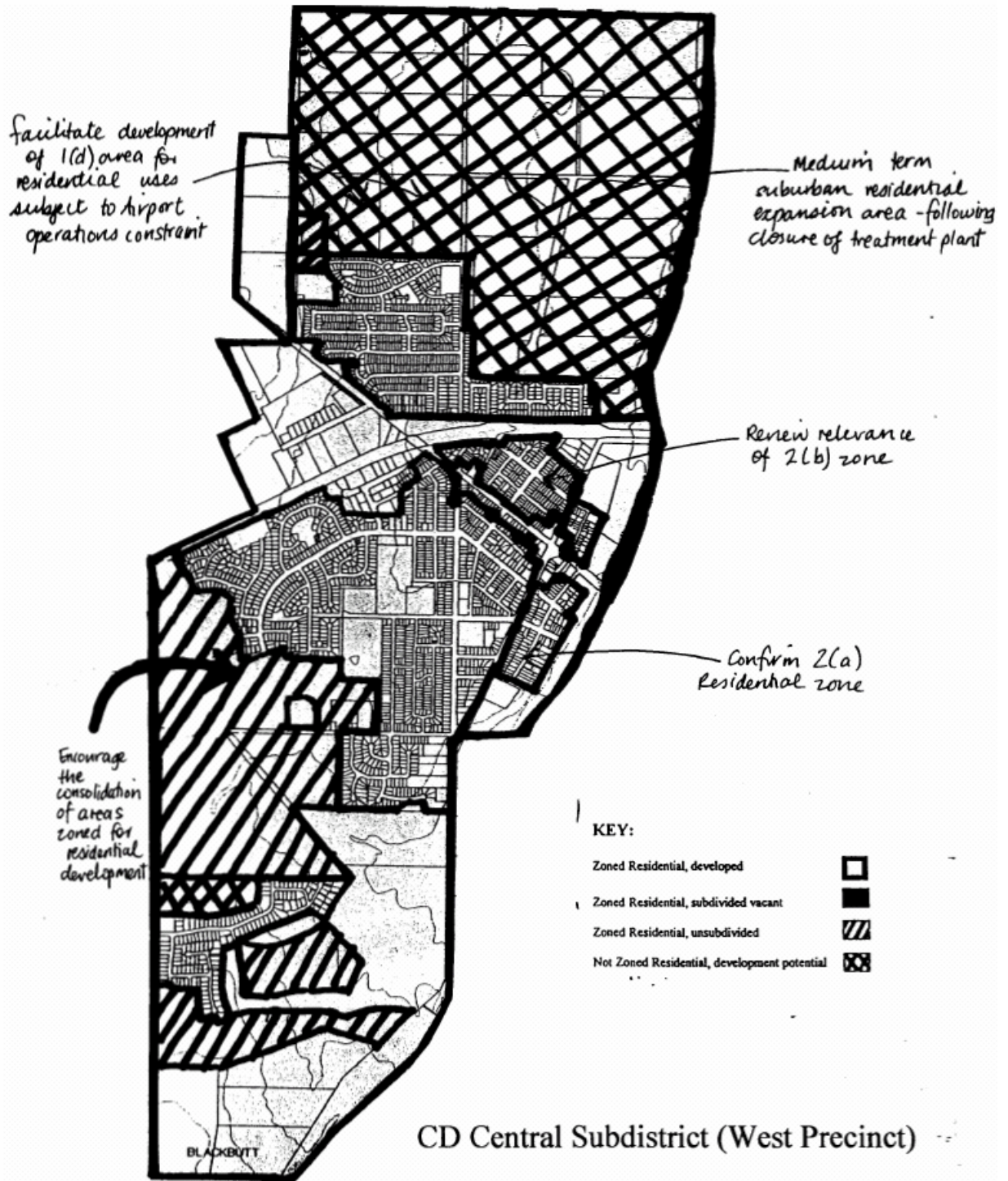
- South Dubbo is effectively a fully developed precinct. Further growth should not be an objective in this area rather effective protection of its assets as a well established high quality residential environment should now be the priority;
- Growth will occur due to pressure for demolitions to allow higher density redevelopment, and infill of remaining sites such as the RAAF Domestic Barracks and at the margins of the floodplain;

- Pressure for demolitions should be very carefully examined with the long term character of the Precinct clearly in mind. Incremental decisions will (and have) profoundly change the quality of neighbourhoods given time. This is the reason for having commissioned the Freeman Collett Report, which should now be part of the public process of Strategy development and adoption; and
- The extensive 2(b) Zoning can now reasonably be said to have been imprudent in its present broad brush application to this area.

#### Policies

- Confirm the existing Residential 2(a) zoning of areas in the Precinct;
- Reassess the Residential 2(b) zoning of areas in the Precinct in light of the Freeman Collett recommendations with the intention of reducing its application only to those sites assessed to have potential for redevelopment at increased density in terms of that Report; and
- Facilitate rezoning of the 1(d) areas west of Macquarie Street with consideration of 2(a) or 1(c2) zoning subject to satisfactory resolution of environmental and servicing issues.





## Western Precinct - Residential Areas

(1 Submission)

### West Dubbo

<u>Identification</u>	CD/CSd(W)
<u>Area &amp; Boundaries</u>	See Structure Plan

#### Description

- Macquarie River to Bourke Hill, Newell Highway/Blackbutt Road/Joira Road to Dubbo Airport and Spears Drive/Bunglegumbie Road; and
- Includes entire West Dubbo urban area and Bunglegumbie treatment plans and environs.

#### Opportunities

- Paramount opportunity for long term response to Dubbo 21 Strategy 6 related to residential expansion;
- Able to provide sites for some industrial land needs relevant to Dubbo 21 Strategies 2 and 3 in the vicinity of the airport; and
- Scope to expand tourist accommodation and services in the Whylandra Street corridor in response to Dubbo 21 Strategy 5.

#### Direction

- **The future role of the Precinct will be dominated by its suburban residential function** and secondarily by its transport and light industry functions North/West of the Main Western Line, and its tourism servicing function along the Whylandra Street corridor.

#### **Objectives for Land Use in the Precinct (relevant to Residential Policy)**

- **Close Bunglegumbie Treatment Plant;**
- **Promote and support suburban residential expansion off Bunglegumbie Road east of Bourke Hill and in the Minore/Joira Road area;**
- **Identify strategies for improving the appeal of West Dubbo as a residential location;** and
- **Obtain a suitable alignment for a safe public road access from Mitchell Highway to Bourke Hill (South side) other than Jannali Road to facilitate long term residential development options North of the Main Western Line.**

#### Precinct Summary

- Remaining development potential (including Bunglegumbie Road) approximately 3600 lots/4200 households;
- Ultimate residential capacity approximately 6500 households;
- Spare capacity approximates 15 years of Dubbo demand;
- Average annual dwelling completes 20; and
- Market segments - Suburban (2(a), 1(c2)) - 2B zoning to be reassessed.

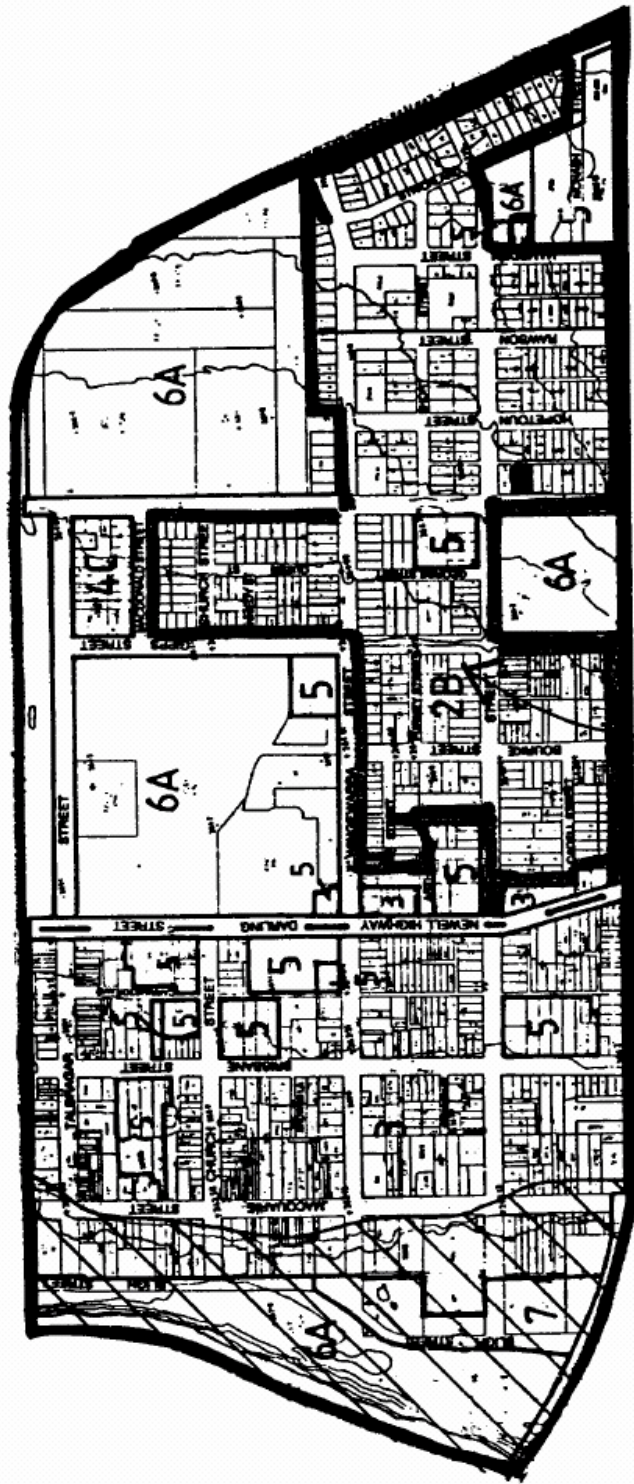
#### Comment

- This precinct has large zoned capacity but housing completes per annum are very low - reflecting the "image" problem we have all been told about.
- The origins of this image issue need to be closely examined and decisively addressed, whether they are social, economic, racial or relate to facilities, amenities, public transport - whatever. The long term potential of the area is too great to allow this constraint to remain unresolved.

- The advantages of the long term push into West Dubbo are numerous and could be detailed elsewhere. In summary:-
- Large area of broadacre development land with best proximity to CBD (especially Bunglegumbie);
- Further extensive area suitable for future development with similar proximity to CBD to existing development areas in East. (Minore Road area);
- Relatively free from environmental conflicts/constraints;
- Elevated areas with views for prestige residential development (Bourke Hill); and
- Creation of a sewerred area west of Bourke Hill will facilitate servicing of Airport and nearby industry areas.
- The localised community problems should be addressed in concert with other authorities and the aboriginal community; and
- Public facilities and services in west Dubbo may need to be reevaluated for opportunities to improve its appeal as a residential location.

### Policies

- Consult with developers, Real Estate Institute and the West Dubbo community to establish perceived disadvantages of living in West Dubbo;
- Address specified disadvantages by best means available to remove or resolve each of them;
- Council to show confidence and leadership in West Dubbo by progressively increasing its own development presence in that area;
- In particular Council to advance the decommissioning of Bunglegumbie Treatment Plant and prepare conceptual structure plans for future development of the Council land in co-operation/consultation with adjoining land owners;
- Resolve access to Council land from Thompson Street to achieve most convenient linkage to CBD;
- Reassess relevance of 2(b) zoning north of Victoria Street with a view to applying 2(a);
- Protect residential zoning and landuse on north side of Victoria Street frontage opposite the retail block;
- Resist any further industrial/commercial intrusion north of Victoria Street;
- Facilitate conversion of remaining residential properties in Beni Street/Whylandra East area to other uses (tourism);
- Ensure any environmental or amenity issues which arise in established residential areas of West Dubbo are decisively resolved;
- Facilitate continued residential development in the Minore Road area by all reasonable means; and
- Examine opportunities to provide a safe public road alignment to provide future access from Mitchell Highway to Bourke Hill (south side) other than Jannali Road to facilitate long term residential development north of the Main Western Line.



Reassess relevance of 2(b) zone and  
reinforce streetscape and heritage values

### CD Central Subdistrict (Central Precinct)

**KEY:**



Zoned Residential, developed

Zoned Residential, subdivided vacant

Zoned Residential, unsubdivided

Not Zoned Residential, development potential

## Central Precinct - Residential Areas

(No Submissions)

### CBD/Showground

<u>Identification</u>	CD/C Sd(C)
<u>Area &amp; Boundaries</u>	See Structure Plan

#### Description

- Macquarie River to main Western and Yeoval Lines and Cobra Street

#### Opportunities

- The CBD is a crucial asset in fulfilling Dubbo 21 Strategies 4, 5 and 6 in providing good quality venues for cultural activities, improving the image and facilities appropriate to a major tourism destination, and in maximising the strength of Dubbo as the retail and business service centre for the region; and
- The character housing precinct east of the CBD is an irreplaceable asset which broadens housing choice and so is important in fulfilling Dubbo 21 Strategies 4 and 6.

<u>Direction</u>	See Structure Plan
------------------	--------------------

- The future role of the Central Precinct will continue to be complex and multi-functional, but must clearly be dominated by the CBD functions; and
- **Secondary roles, which must be protected as to their existing locations, are its inner urban and character housing role**, the Cobra Street tourism services corridor, and the Showground.

### Objectives for Land Use in the Precinct (relevant to Residential Policy)

- Protect and enhance the residential area east of the CBD as an established character housing precinct and as means of containing the CBD based on the Freeman Collett Report and subsequent analyses and recommendations;
- **Identify and facilitate residential redevelopment opportunities compatible with the character of the residential neighbourhood and other roles of the Precinct;**
- Unequivocally protect and consolidate the primacy of the CBD (as presently defined) as the retail, professional and government services and civic focus of Dubbo and the Region;
- Implement the Dubbo CBD Structure Plan/Ratio Report as the basis for Council's future management of CBD development;
- Resolve and enhance the role of Victoria Park particularly in relation to the CBD, as the major formal park and passive recreation space in the civic area;
- Consolidate the Cobra Street tourism services corridor by implementation of the Ratio Report;
- Continue support of the effective use of the showground in accordance with the D Gibbs Report; and
- Support relocation of the rail operations yard and redevelopment of the site for commercial uses compatible with the Precinct and create the need for linkages between the CBD and the Institutional Precinct.

#### Precinct Summary

- Remaining development potential negligible except based on demolitions and re-development;
- Present residential capacity is about 740 households;
- Average annual dwelling completions 1-2; and
- Market segments - Inner Urban (2(b)) and established 2(a).

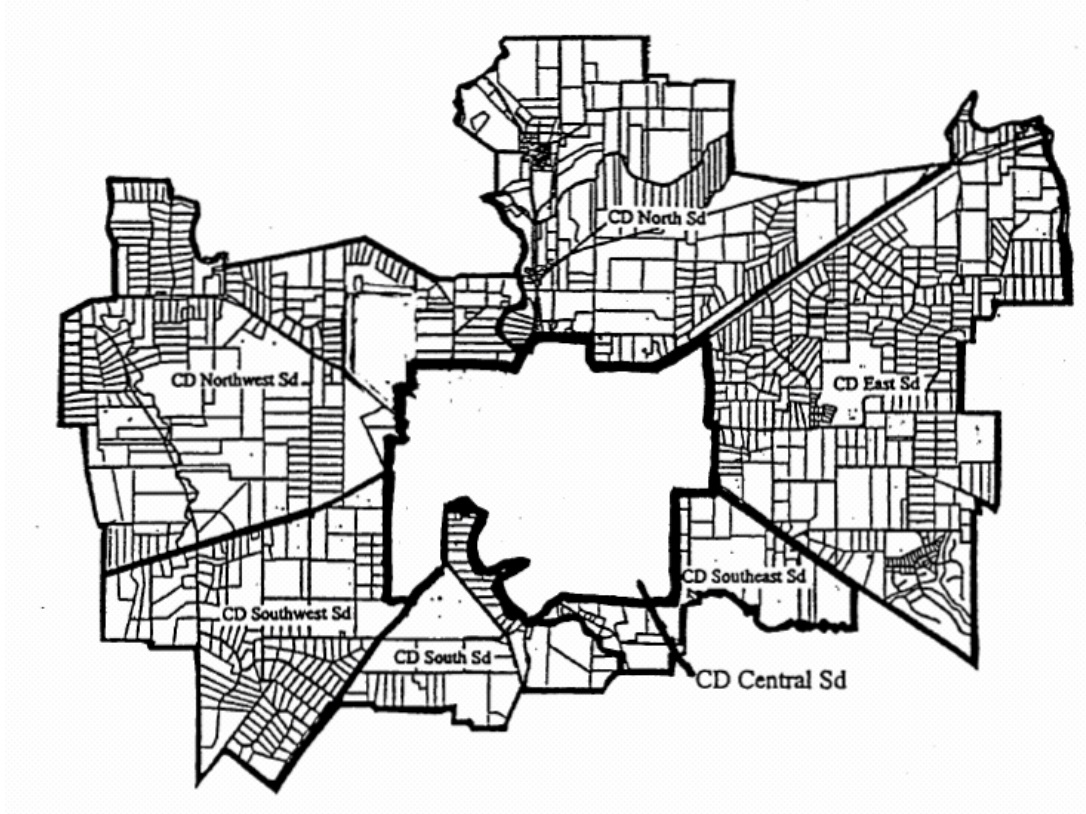
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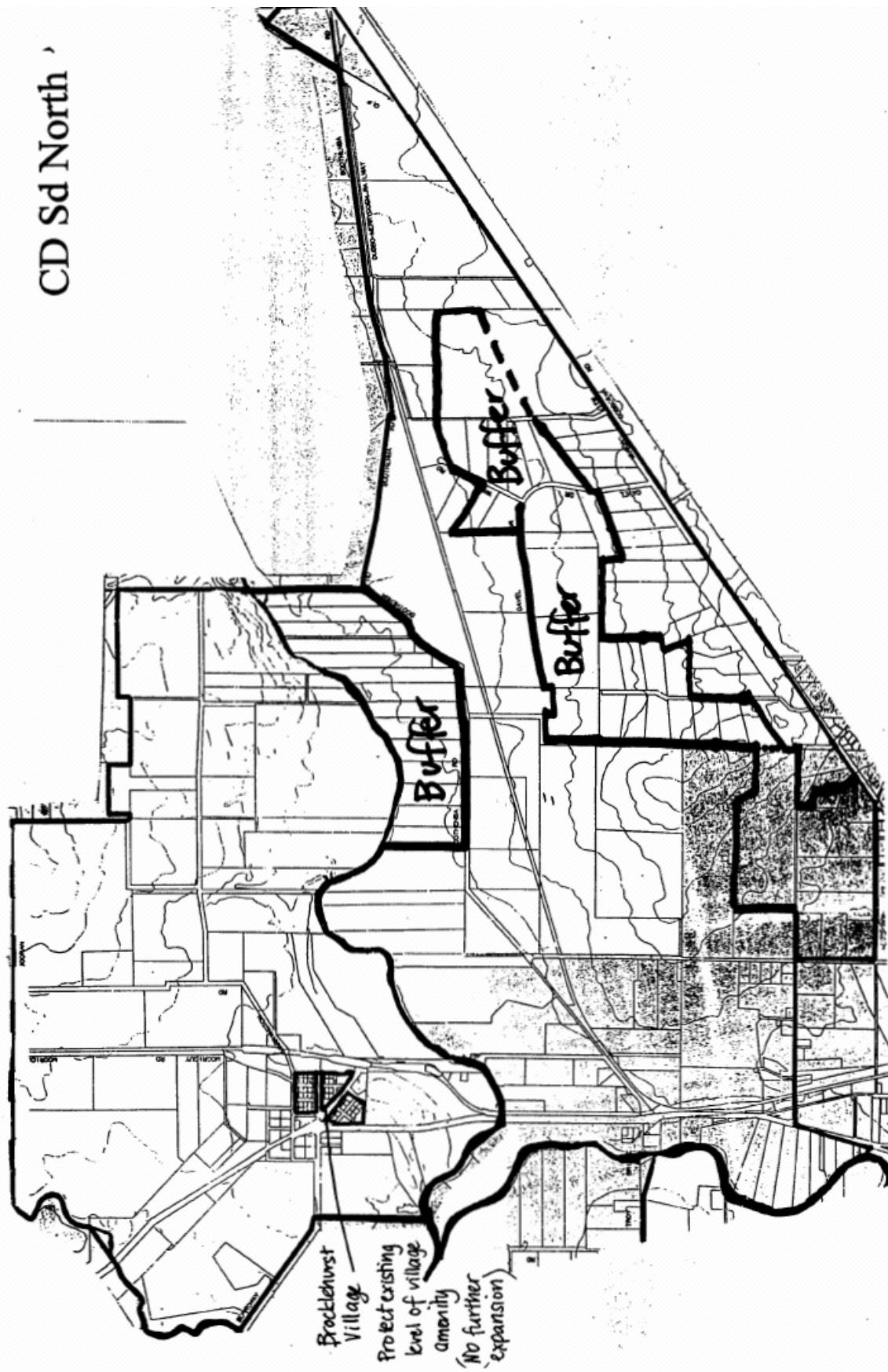
- The primary function of the Precinct is not residential, but it has a unique secondary function in providing an established character housing neighbourhood with very high amenity based on its, proximity to CBD, Victoria Park and the facilities provided there;
- Housing of this type once lost cannot be replaced. It will in any case comprise a decreasing proportion of the City's housing stock as growth continues. As Dubbo succeeds in attracting new residents a proportion of them will seek housing of this type, therefore the existing stock should be protected from commercial encroachment, or demolition and redevelopment. The Ratio Report demonstrates there is no strategic need to expand the CBD into this area;
- Growth in household numbers in this Precinct is therefore not a strong objective for the Residential Strategy. To the extent further growth is desirable or relevant the most appropriate opportunities are probably found in the CBD itself;
- There is a role already recognised in the current Urban LEP for residential development within the Business zoned area, though there is very little housing stock remaining. This principle is reinforced by the Ratio Report, on the basis that residential development in the CBD should be encouraged, but should not displace commercial uses at street level; and
- Residential development in the CBD enables a wider choice in the "Inner Urban" lifestyle group and should be designed as first/second floor/penthouse style housing (though not in the retail core).

### Policies

- Comprehensively reassess the 2(b) zoning of residential areas in the Precinct in light of the Freeman Collett Report with the intention of reducing its application only to those sites assessed to have potential for redevelopment at increased density in terms of that Report, other areas to revert to 2(a) zoning;
- Residential development is encouraged within the CBD where it is complementary to commercial development by locating on the first and subsequent floors above commercial developments, other than in the retail core areas;
- Council will facilitate such development by examining incentives/concessions such as dual use of parking provisions for daytime only commercial activities on the ground floor; and
- The quality of such development and the target market will be factors influencing Council's willingness to exercise its discretion in giving approval.

## SUB-DISTRICTS - RESIDENTIAL POLICIES







## Northern Sub-Districts - Residential Strategy

(2 Submissions)

### Brocklehurst/Yarrandale

Identification Central District - Northern Sub-District - CD/NSd  
Area & Boundaries See Structure Plan

#### Description

- Northern sector of the urban fringe; and
- Extends radially beyond Purvis Lane/Merrilea Lane across the North of the City from Dunedoo Road to the Macquarie River and to Mendooran Road.

#### Includes

- The Talbragar and Macquarie River floodplains;
- Brocklehurst and surrounds;
- Yarrandale area industry and treatment sites; and
- Small acre subdivisions between Dunedoo Road and Talbragar River east of Mugga Hill.

#### Opportunities

- Capacity to provide suitable sites for industry and transport related expansion essential to achieving Dubbo 21 Strategies 1, 2 and 3.

Direction See Structure Plan

- The future role of the Sub-district will be dominated by the City's needs related to industrial growth and related transport infrastructure.

### **Objectives for Land Use in the Sub-District** (relevant to Residential Policy)

The function of the Sub-district in the urban system shall be focussed on:-

- **Protect the existing amenity of Brocklehurst village, but make no provision for further growth through subdivision or expansion of its existing zoning;**
- Provision of sites for large scale and primary processing industry North of the Talbragar River and East of the Coonamble railway line;
- Provision of sites for small to medium scale industries on land fronting Boothenba and Yarrandale Roads and Purvis Lane;
- Provision of further transport related services West of Brocklehurst village;
- Provision of siting for relocation of rail operations yard, fuel depots and road/rail interchange at Boothenba Road East of Yarrandale Road;
- Provision for Yarrandale Road to function as part of a heavy vehicle corridor to the Mitchell Highway East of Dubbo and connecting to the Newell Highway via Purvis Lane; and
- Provision for the Bunglegumbie Road/Boothenba Road corridor to function as the East West heavy vehicle bypass of the city and access to the road/rail interchange.

#### Sub District Summary

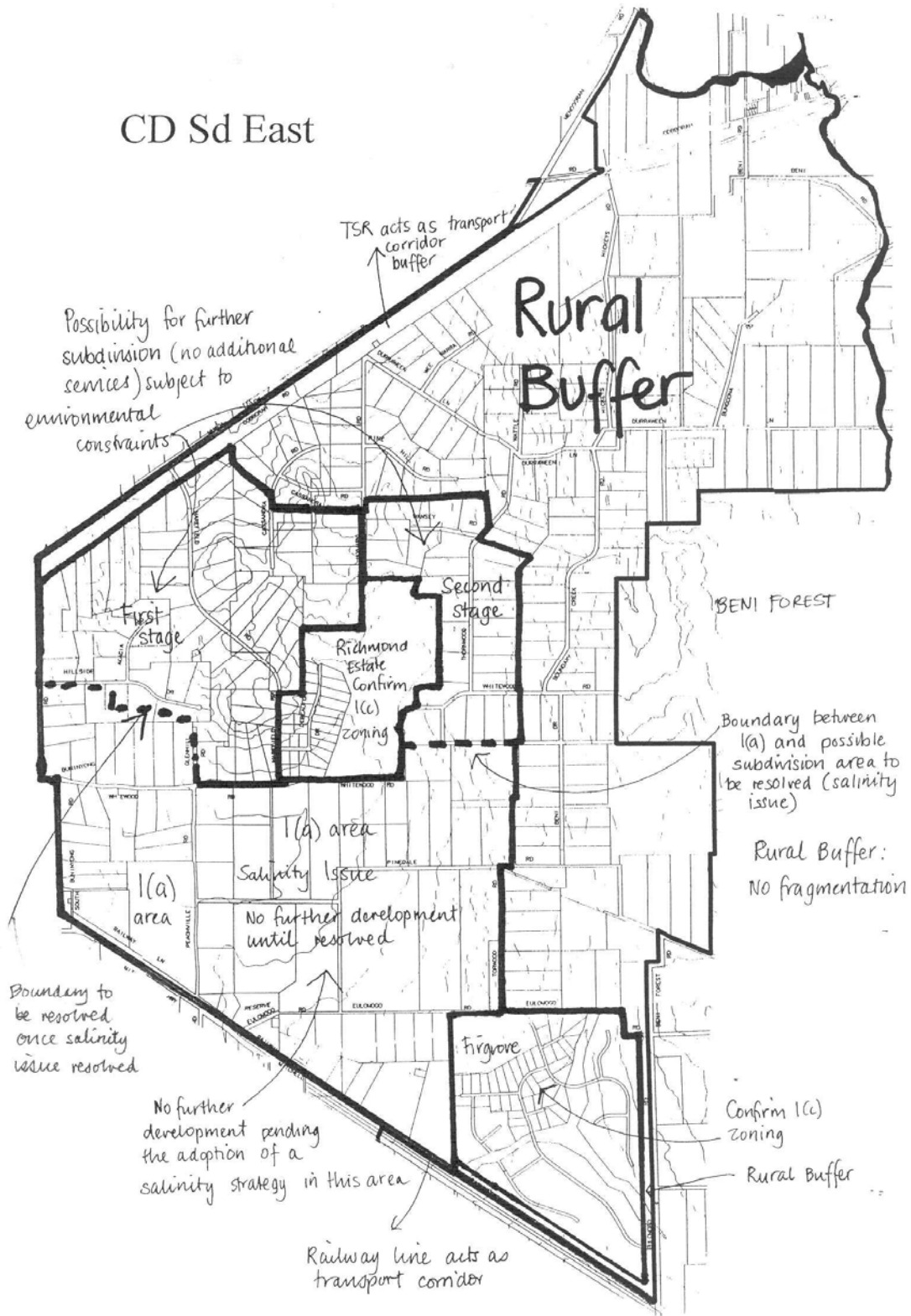
- Remaining development potential approx 15 lots / 15 dwellings;
- Ultimate residential capacity approximately 80 households;
- Spare capacity negligible;
- Average annual dwelling completes : 2; and
- Market segments: Country: Village.

### Comment

- Brocklehurst village the main residential area - an enclave in an otherwise industrial area;
- Minimal residential development over last 5 years;
- No scope for expansion of residential areas;
- Limited growth potential, further expansion not desirable; and
- Major environmental and industrial influences affect the village now and will continue to do, therefore residential growth is undesirable.

### Policies

- Consolidate the village area by allowing infill of existing lots at the existing density;
- No resubdivision of existing lots;
- No expansion of the area of the village;
- Council to provide urban services over the next 5-10 years;
- Council to investigate and provide alternative heavy vehicle access routes to the existing routes which transit the village area;
- Council to investigate and resolve drainage issues within the village;
- Monitoring and regulation of adverse environmental influences such as noise, dust and smell to ensure these do not exceed existing levels; and
- Council to assess flood risk and restrict development where necessary.



## Eastern Sub-District - Residential Strategy

(21 Submissions)

### Troy Catchment

Identification Central District - Eastern Sub-District - CD/ESd  
Area & Boundaries See Structure Plan

#### Description

- Eastern sector of the urban fringe;
- Extends from Dunedoo Road to Mitchell Highway, Buninyong Road to Beni Forest/Beni Creek; and
- Includes Richmond and Firgrove Estates, extensive areas of small acre subdivisions.

#### Opportunities

- Able to strengthen definition of the urban edge and preserve the lifestyle related use of the area relevant to Dubbo 21 Strategy 6.

Directions See Structure Plan

- **The future role of the Sub-district will be dominated by the City's need to provide small acre lifestyle options.**

#### **Objectives for Land Use in the Sub-District** (relevant to Residential Policy)

- **Consolidating the role of the Sub-district in providing opportunity for urban fringe and country life styles on small acreages.**

The function of the Sub-district in the urban system shall be focussed on:-

- Providing the buffer area necessary to protect agricultural enterprises in the Rural Area from conflict with urbanisation; and
- Protection of transport corridors from increased access points and reduced safety and traffic efficiency resulting in reduced speed limits on the City approaches.

#### Sub District Summary

- Remaining development potential approx 580 lots/580 households;
- Ultimate residential capacity approx 830 households;
- Spare capacity approximates 2 years 3 months of Dubbo demand;
- Average annual dwelling completes : 7; and
- Market Segments : Urban Fringe 1(c) and 1(a).

#### Comment

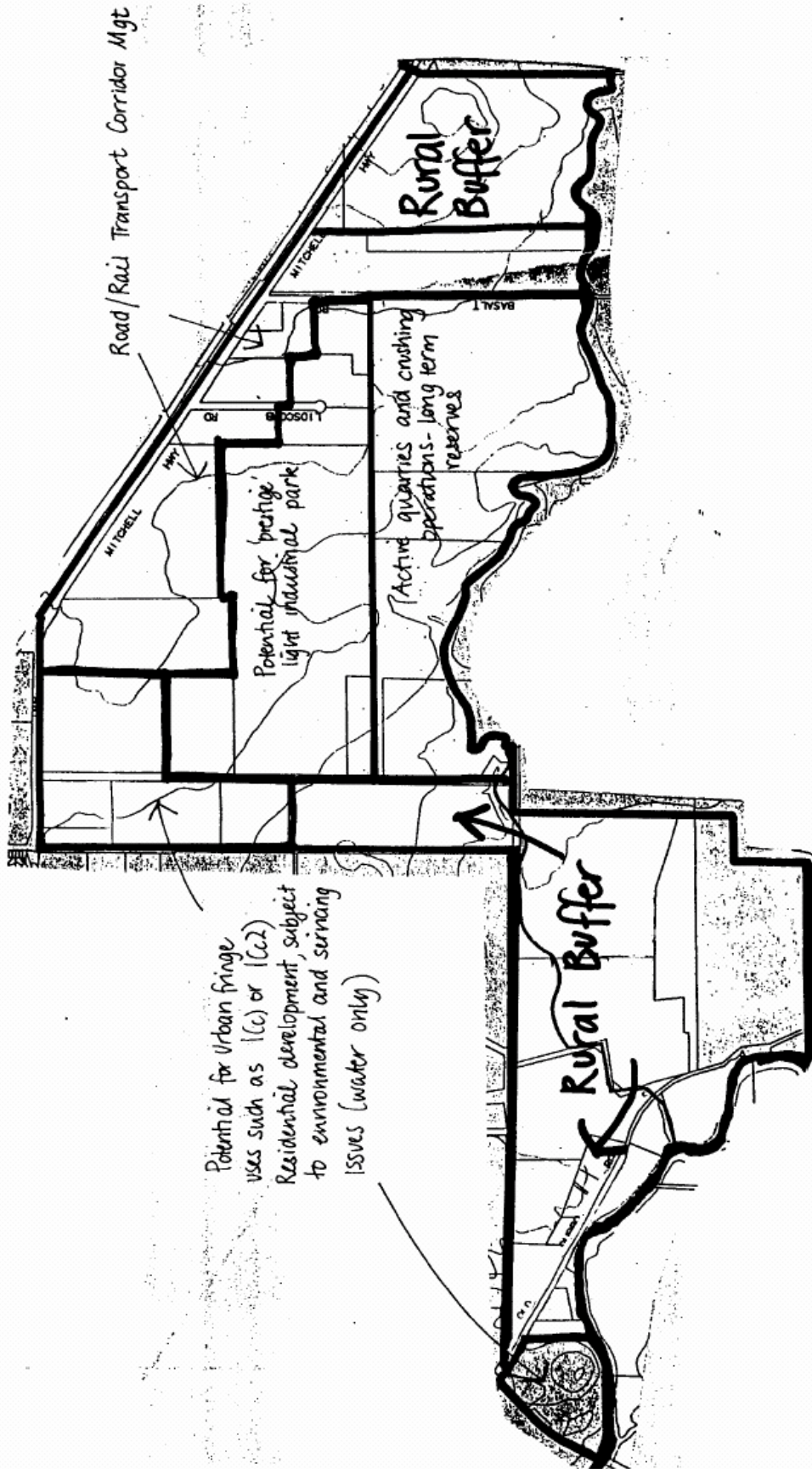
- The subdistrict has been extensively fragmented into 'urban fringe' types of residential development. There is available capacity for the continuation of the 1(c) style of subdivision between the City edge and Rural Buffer;
- A large range of acreages are available - 1.5ha to 20 ha (Urban Fringe 1(c) to 'Country' acreages);
- The Buffer area is crucial for the separation of urban and rural uses. There should be no fragmentation of the Buffer;
- Further development (subdivision) will be subject to the degree of environmental constraint such as dryland salinity and ground water vulnerability; and

- The “Firgrove” Estate is an existing anomaly where 1(c) residential development is located within the Rural Buffer. This is not to be used as a precedent for compromising the principles of the Rural Buffer elsewhere.

### Policies

- Confirm the residential market targets for the subdistrict as Urban Fringe only;
- Only limited municipal services to be provided;
- Confirm the existing residential 1(c) zonings where already in place;
- No further fragmentation of the Buffer area;
- Further development only where environmental issues have been resolved;
- Council to promote future development of an environmentally conscious nature, ie reduced contribution to dryland salinity, erosion control, revegetation, habitat and watercourse protection, efficient effluent disposal etc through its environmental management programs;
- Consider need for, and the provisions of, a Transport Corridor Zone to protect efficiency and safety without the need for reduced highway speeds;
- Protection of transport corridors to consist of restrictions on creation of new access points to frontage properties, restrictions on further subdivision and restrictions on rezoning for residential purposes within the designated transport corridors;
- Creation of a “Buffer” zone, based on the Rural Strategy provisions for Buffer creation, policy 10 of the Central District Strategy p.62;
- Consider the creation of a zone to manage small acre areas which have potential for further subdivision to sizes greater than that permissible in present 1(c) zones;
- Allow no further development (subdivision) in the area generally bounded by Peachville Rd, Eulomogo Rd and Whitewood Rd, pending the outcome of the dryland salinity study, as outlined in the Rural Strategy (Central District Strategy page 61 Policy 4); and
- Restrictions on the construction of further dwellings on existing holdings to be removed subject to environmental limitations.

# CD Sd Southeast



## South East Sub-District - Residential Strategy

(3 Submissions)

### Eulomogo Catchment

Identification Central District - South East Sub-District CD/SE Sd  
Area & Boundaries See Structure Plan

#### Description

- South East Sector of the urban fringe; and
- Extends radially from Mitchell Highway around to Macquarie River, from Sheraton Road/Hennessy Road to Eulomogo Creek.

#### Includes

- Readymix and Gotrox quarries;
- Some agricultural activity;
- School complex off Sheraton Road; and
- Lidscomb Road Subdivision.

#### Opportunities

- Able to provide sites for some industrial land needs relevant to Dubbo 21 Strategies 2 & 3.

Directions See Structure Plan

- The future role of the Sub-district will be dominated by the City's need to provide industrial land options and protect the quarry operations from conflicts.

### Objectives for Land Use in the Sub-District

The function of the Sub-district in the urban system shall be focused on:-

- Ensuring continued production from the quarries;
- Facilitating establishment of compatible industrial activities;
- Protection of the transport corridor; and
- Providing the buffer area to protect agricultural enterprises.

#### Sub District Summary

- Remaining development potential uncertain but probably no more than 60 lots/households;
- Ultimate residential capacity therefore approximately 80 or less households;
- Capacity less than 4 months of Dubbo demand;
- Average annual dwelling completions 0; and
- Market segments - Suburban 1(c2) or Urban Fringe 1(c).

#### Comment

- Residential development prospects in this sub-district are minimal having regard to the industrial land options and existing extractive industries; and
- Negligible residential activity over last 5 years.

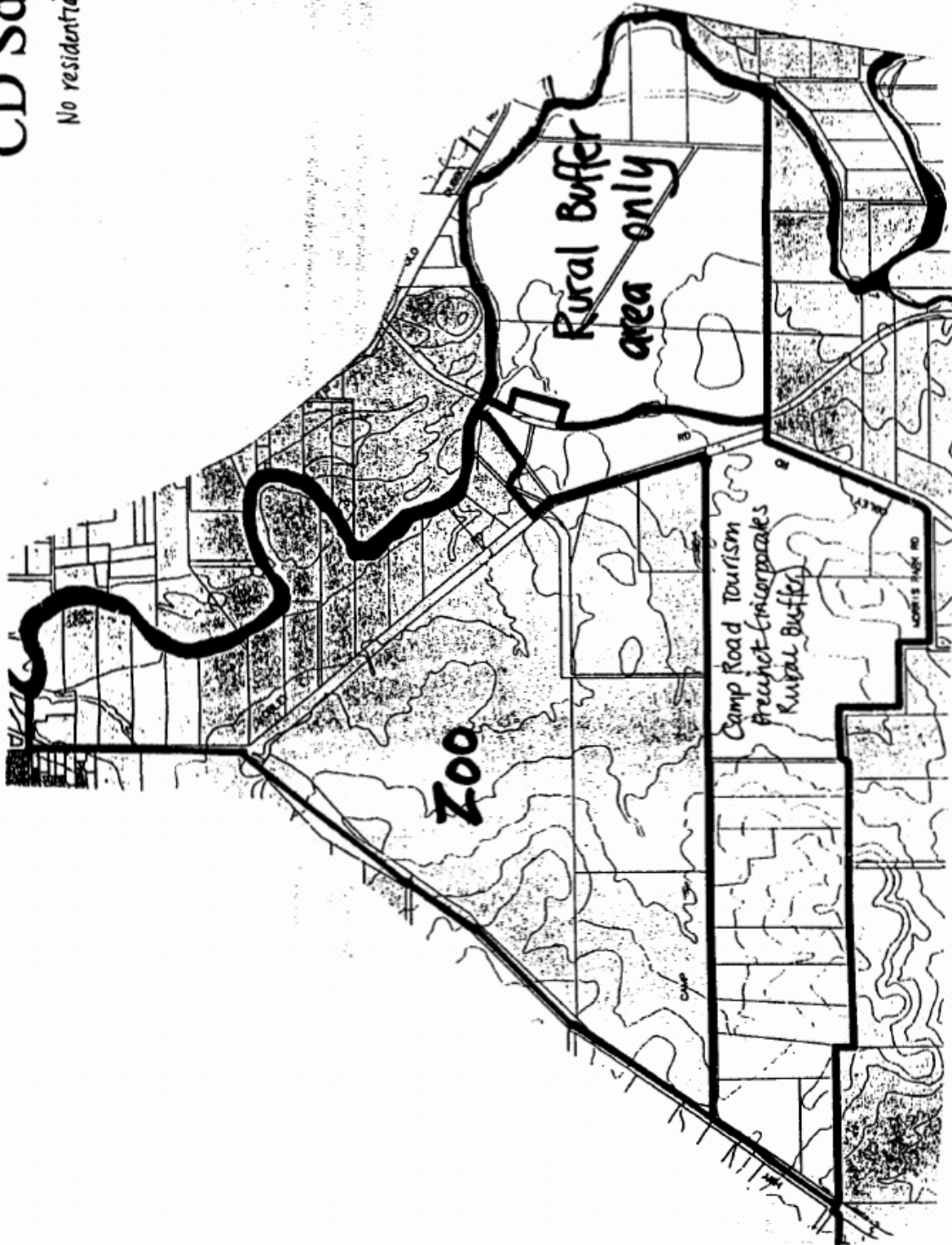
Policies

- Council to resist pressure for further fragmentation of land in the buffer areas;
- Council to investigate the possibility of limited urban fringe development in areas not affected by the adverse impacts of nearby development, especially east of Sheraton Road and southwest of Hennessy Road (Shibbles Hill); and
- Small areas east of Sheraton Road around the school and the 1(d) zoned land at Shibbles Hill, to have scope for a maximum of 23 and 36 1(c) type lots respectively might be considered.



# CD Sd South

No residential potential



## **Southern Sub-District - Residential Strategy**

(No Submissions)

### **Camp Road/Oxley Road**

Identification Central District - Southern Sub-District - CD/SSd  
Area & Boundaries See Structure Plan

#### Description

- Southern sector of the urban fringe; and
- Extends radially from Macquarie River to Newell Highway, Minore Road junction to Morris Park.

#### Includes

- Western Plains Zoo;
- Macquarie flood plain; and
- Dundullimal Homestead

#### Opportunities

- Unique and irreplaceable opportunities to place synergistic tourism assets in the zoo environs and create an effective tourism precinct;
- Yeoval railway line visitor rail project; and
- Dubbo 21 Strategy 5 needs improved recognition of these opportunities.

Direction See Structure Plan/Commercial Strategy

- The future role of the Sub-district will be dominated by the City's need to gain maximum benefit from the tourism potential generated by Western Plains Zoo.

### **Objectives for Land Use in the Sub-District**

The function of the Sub-district in the urban system shall be focused on:-

- Providing and protecting sites in proximity to Western Plains Zoo/Dundullimal for a major tourism precinct;
- Protection of the transport corridors; and
- Providing the buffer area to protect agricultural enterprises.

#### Sub District Summary

- Remaining residential development potential is considered to be nil, given its significance to tourism; and
- Average annual dwelling completions 0.

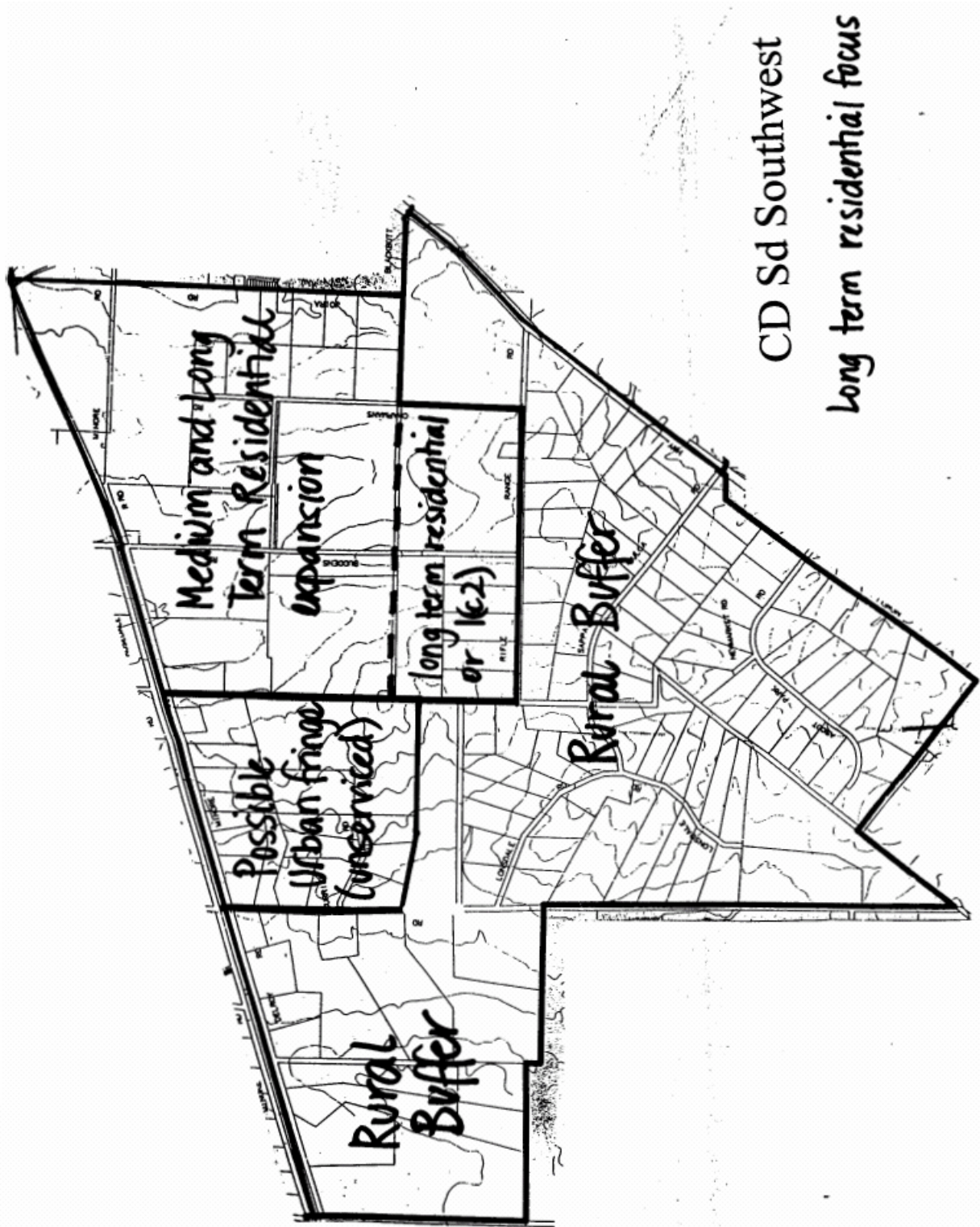
#### Comment

- Minimal residential development;
- Negligible residential potential; and
- No residential development proposed for this area, apart from that associated with tourism developments.

#### Policies

- Council to resist the establishment of residential lifestyles in the Camp Road area,

acknowledging the Tourism function of this area.



CD Sd Southwest  
long term residential focus

## South Western Sub-District - Residential Strategy

(2 Submissions)

### South West Ridges

Identification Central District - South West Sub-District - CD/SWSd  
Area & Boundaries See Structure Plan

#### Description

- South West sector of the urban fringe; and
- Extends radially from the Newell Highway to Minore Road, Joira Road to Lonsdale Road.

#### Includes

- An extensive area of small acre subdivisions and fragmentation.

#### Opportunities

- Scope for long term westward suburban expansion to balance city structure and reinforce CBD in response to Dubbo 21 Strategy 6; and
- This area is part of Dubbo's land bank for the future.

Direction See Structure Plan

- **The Future role of the sub-district will be dominated by the City's need to ensure it has land suitable for the long term residential expansion to the West.**

### Objectives for Land Use in the Sub-District (relevant to Residential Policy)

The function of the Sub-district in the urban system shall be focused on:-

- **Protection of the long term role of the sub-district in providing fully serviced residential expansion opportunities westward;**
- **Continuation of the existing urban fringe/country life styles on small acreages;**
- Protection of the transport corridor; and
- Providing the buffer area to protect agricultural areas.

#### Summary Sub District

- Remaining development potential 6,000 lots/households;
- Ultimate residential capacity approximately 6,000 households;
- Spare capacity approximates 26 years of Dubbo demand;
- Average annual dwelling completes : 2; and
- Market segments: Urban Fringe (possibly) and suburban (long term).

#### Comment

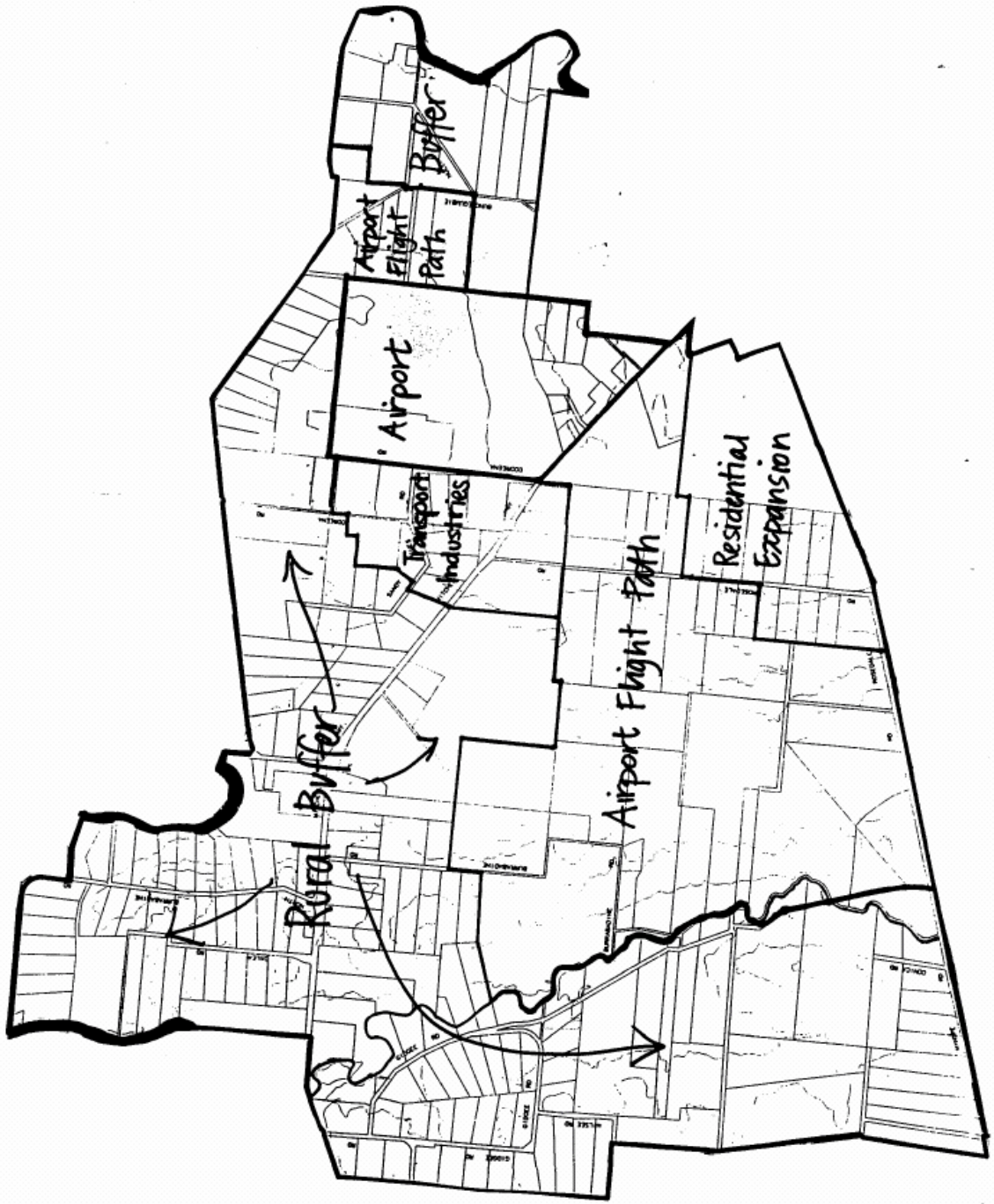
- This sub-district is critical for the future residential expansion of Dubbo, being the logical extension of existing residential development;
- The area identified for suburban residential development is relatively clear of environmental issues such as flooding, salinity, reactive soils and ground water vulnerability and generally suitable for development based on geotechnical reconnaissance;
- The correction of the imbalanced eastward suburban development in Dubbo can occur in the suitable extensive areas adjacent to the city;
- Services are capable of being provided to the future suburban area;

- Urban fringe-style development may be appropriate in a pocket of fragmented land to the west of the future suburban area; and
- Habitat protection may be necessary in some areas.

#### Policies

- Confirm the residential market targets for this sub-district as primarily suburban with possibly some urban fringe development;
- Confirm and protect the land identified for Rural Buffer with no further fragmentation to occur;
- Create a “Buffer” Zone based on the Rural Strategy provisions for Buffer creation;
- Identify and protect areas necessary for habitat protection (flora and fauna);
- Council to provide full urban services to the future suburban residential area;
- Council to resist premature speculation pressure for urban fringe development in the future suburban residential area;
- Protection of existing water courses and remnant vegetation in the event of future subdivision for suburban development and urban fringe/small acre development;
- Create a zone to identify and manage the possible future urban fringe/small acre development;
- Remove restrictions on the construction of further dwellings on holdings in the future urban fringe/small acre area, subject to environmental limitations; and
- Carry out further reconnaissance geotechnical surveys to assess suitability for suburban and urban fringe development.

# CD Sd Northwest



## North Western Sub-District - Residential Strategy

(Two Submissions)

Sandy Creek/Whylandra

Identification  
Area & Boundaries

Central District - North Western Sub-District - CD/NWSd  
See Structure Plan

Description

- North West sector of the urban fringe; and
- Extends radially from Bourke Hill to Whylandra Waste Disposal site, from Macquarie River around to Minore Road.

Includes

- Dubbo airport environs and flight path;
- TAFE College agricultural annex;
- Western Mitchell Highway corridor; and
- Sandy Creek/Whylandra Creek catchments North of Minore Road.

Opportunities

- This sub-district has crucial potentials to meet industry, transport and residential needs relevant to Dubbo 21 Strategies 1, 2, 3 and 6 especially in the longer term; and
- This area is part of Dubbo's land bank for the future.

Direction

See Structure Plan

- The future role of the Sub-district will be dominated by the City's need to provide industrial land options and **westward residential expansion** in the long term and protect and improve its transport infrastructure.

### Objectives for Land Use in the Sub-District (relevant to Residential Policy)

The function of the Sub-district in the urban system shall be focused on:-

- **Conversion of the treatment plant environs between Bourke Hill and Macquarie River to residential use following closure of the plant;**
- **Protection of lands in the upper Sandy Creek/Rosedale Road area for long term suburban residential development;**
- Protection and improvement of the Mitchell Highway corridor and Bunglegumbie Road corridor for safe, efficient heavy vehicle use and of the airport environs west of the airport for transport related and other compatible industrial uses;
- Protection of the airport flight path South West of the airport from developments likely to cause conflicts or restrict airport operations;
- Provide the buffer area to protect agricultural areas to the North and West from urban conflicts in the long term; and
- Continuation of the existing urban fringe/country life styles within the rural buffer where compatible.

Sub-District Summary

- Development potential 3000 lots/households maximum;
- Ultimate development potential approximately 3200 households;
- spare capacity approximately 13.5 years of Dubbo demand;



- Average annual dwelling completes: 4; and
- Market segments : Suburban (long term) Urban Fringe and Country

#### Comment

- A complex sub-district with an industrial and residential future;
- Airport protection and Rural Buffer take up the majority of available land and restrict further development;
- An important area for further suburban residential uses in the Bourke Hill/Rosedale Road area (long term), facilitating the correction of the city's eastward imbalance;
- Limited environmental constraints, relevant areas are generally suitable for residential development based on geotechnical reconnaissance; and
- Water and Sewer Services are capable of being provided.

#### Policies

- Confirm the residential market targets as primarily long term suburban;
- Identify and protect the land identified as Rural Buffer, create a "Buffer" Zone based on the Rural Strategy provisions for the Central District;
- Council to provide full urban services to the future suburban residential area;
- Investigation and remediation of the Bunglegumbie STP site for future suburban uses;
- Restrict residential development in the Airport's flight path and Transport Industry areas
- Investigate and provide a road access point from the Mitchell Highway to the potential area south west of Bourke Hill; and
- Council to resist premature speculation for urban fringe development in the suburban residential area.